

Illustration of Aurora design concept looking south from about N. 152nd St.



Overview of the Aurora Corridor Project

The Aurora Corridor Project is the City of Shoreline's plan to redesign and redevelop the three miles of Aurora Avenue North (State Route 99) that run through Shoreline. The goal of the plan is to improve pedestrian and vehicle safety, pedestrian and disabled access, vehicular capacity, traffic flow, transit speed and reliability, nighttime visibility and safety, storm water quality, economic investment potential and streetscape amenities.

For funding and design purposes, the plan is divided into two sections: North 145th to 165th Streets and North 165th to 205th Streets.

The current funded project is North 145th to 165th Streets and construction is scheduled to begin in 2005. The budget for this project is \$21,123,000 with 89% of the funding coming from federal, state and county grants and 11% from money set aside by the City for the project.

The City has completed both a State Environmental Policy Act (SEPA) environmental impact statement (EIS) and a National Environ-

mental Policy Act (NEPA) environmental assessment review for Aurora North 145th to 165th Streets.

The original design concept was developed during the Aurora Corridor Multi-Modal Pre-Design Study, a public process involving over 60 public meetings, open houses and briefings at City Council meetings. Based on the analysis in the final EIS, the City Council approved Alternative A – Modified in December 2002 that includes the following features:

- 7-foot sidewalks
- 4-foot amenity zone for bus stops, street lights, landscaping, pedestrian amenities and utility access covers
- Two through lanes and a Business Access/Transit (BAT) lane in each direction at the curb. BAT lanes are for transit use and traffic entering and exiting driveways
- Continuous street lighting and pedestrian-level lighting at intersections
- Underground utilities
- Landscaping
- Bus zone enhancements
- Stormwater facilities and

water quality treatment that meet or exceed City, county and state requirements

- 750-foot average spacing for left/U-turns within raised medians
- New traffic signals/pedestrian crossings at 152nd and 165th
- Narrower interim sidewalks at several locations to avoid impacts to buildings

Right-of-way acquisition is now underway for the first mile of the Aurora Corridor Project from 145th to 165th Streets (see story on cover). The City of Shoreline is negotiating with property owners for small amounts of property and will also present requests for easements and licenses needed to construct the project.

No business or building relocations are involved in the acquisitions and the sidewalk/amenity zone has been narrowed in places, as authorized by the Council-adopted "32 points" to minimize impact on businesses. The Aurora Corridor Project is Goal No. 1 of Council's 2004-2005 Work Plan.

want more info?

Give us a call

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Pick up fact sheets

City Hall Annex
1110 North 175th Street, Suite 107
Shoreline, WA 98133

Fact sheets are also on our Web site

Fact sheets available:

Project benefits
Project funding
Cultural resources
Pedestrian safety and access benefits
Traffic improvements
Median width
Street trees and landscaping
Comparing SR-99: City of Shoreline vs. Snohomish County
Right-of-way acquisition
Fact sheets on the benefits of urban landscaping provided by the University of Washington Center for Urban Horticulture

Visit Our Web Site

<http://www.cityofshoreline.com/cityhall/projects/aurora/index.cfm>

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CORRIDOR



Shoreline works with owners on property acquisition

While the City is finalizing the design for the Aurora Corridor Project N. 145th to 165th Streets, it is meeting with property owners to negotiate construction details.

In May, the City of Shoreline began negotiations with property owners for the purchase of property, construction easements and licenses to install underground utilities needed for construction of the first mile of the Aurora Corridor Project. The final design is expected to be 90 percent complete in September, with construction scheduled to begin in summer 2005.

The City needs to purchase narrow slivers of property — generally one- to two-feet wide — and corners of land from 31 parcels totaling approximately 38,000 square feet. The cost for acquisition and permanent easements is approximately \$2.7 million and includes compensation estimates, appraisal and appraisal review fees, negotiation fees, title and escrow fees and condemnation costs. Offer packages for all 31 parcels are now in process.

"The City is committed to making this process as fair and simple as possible," says Shoreline Mayor

Ron Hansen. "We appreciate property owners' cooperation during the pre-construction phase. The end result will be an Aurora Corridor that will enhance the business area, improve safety and contribute to economic development in Shoreline."

The acquisition process includes:

- Appraisal of the property by a certified land appraiser with a second review check by a separate appraiser.

- Presentation of a formal offer to the owner by the City's right-

*See **Property** on next page*

An Aurora business owner speaks about the process

"My first visit to the City's offices set the tone for what I would call a great working relationship between our business and the City of Shoreline. The easement process was described to me very thoroughly, and the agreement was signed in a convenient manner. CH2M Hill (the City's consultant) was also very helpful in providing me insight into ordering a survey of our lots which was very refreshing considering the magnitude of

*See **Owner** on next page*

Moving Forward

INSIDE:
Learn more about the Interurban Trail Pedestrian and Bicycle Crossing Project

of-way consultants Lane and Associates.

- An opportunity for owners to review the initial offer and, if desired, to seek an appraisal from an appraiser of his/her choosing. The City pays half the cost, up to \$1,500.
- Escrow, closing and title transfer after property value is agreed upon by the City and the property owner. The City pays these costs.

The City's goal is to reach a fair settlement with all property owners without resorting to eminent domain. Eminent domain is a power granted to government agencies to acquire private property for public use and benefit. If negotiations fail, eminent domain may be used to keep the project on schedule and within budget.

City staff is also meeting with other property owners to negotiate construction easements and licenses for underground utilities. Temporary construction easements are needed for building the interface between the new sidewalk and driveways and to allow room for trenches to underground utilities. As of August, temporary construction easements were signed on 15 of 19 properties.

Because the project includes undergrounding of overhead utilities, the City needs individual licenses to trench for utility hook-ups or reroute existing utilities on the majority of properties. The City is paying the cost to hook up the properties to the underground utilities.

Staff will continue to meet with property owners to answer questions on design specifics and individual property impacts throughout the final design phase and into construction.

Next steps...

- Project design 90 percent complete in September 2004
- Ongoing presentation of offers to property owners and collection of temporary easements
- Coordination of utility undergrounding with Seattle City Light and other utilities

Want to learn more?

If you would like to learn more about the Aurora Corridor or the Interurban Trail Projects, Project Manager Kirk McKinley and other City of Shoreline staff are available for question and answer sessions or presentations right in your own neighborhood. Staff are also available for presentations to civic and local groups. Please contact Kirk McKinley at (206) 546-3901 to make arrangements.

What an Aurora business owner says about the project...

continued from cover

projects they usually deal with.

"I have found my experience with the City of Shoreline to be fair, open and honest. It is a difficult project that we have been asked to accept, one that will no doubt impact us all in one form or another. Ultimately I think everyone agrees that it will result in a new and improved City of Shoreline.

"Our location, like many others, will lose some of the frontage that we have had access to over the years, and this has caused great concern and apprehension. City staff have been diligent in keeping us informed of what is happening and the resulting impact to our business. The first phase of the Interurban Trail was completed behind us, and we found the contractor to be very professional and respectful of our business. The City kept in close contact with me throughout, making sure there were no problems or unnecessary disruptions.

"As a former commercial banker and now a business owner, I realize that tough decisions need to be made and that they may not always seem fair. I take comfort in knowing that we have been treated in a very fair and ethical manner by the City throughout this process."

Dan Zoretic
Owner/Agent
SUN Insurance Agency, Inc.,
Shoreline

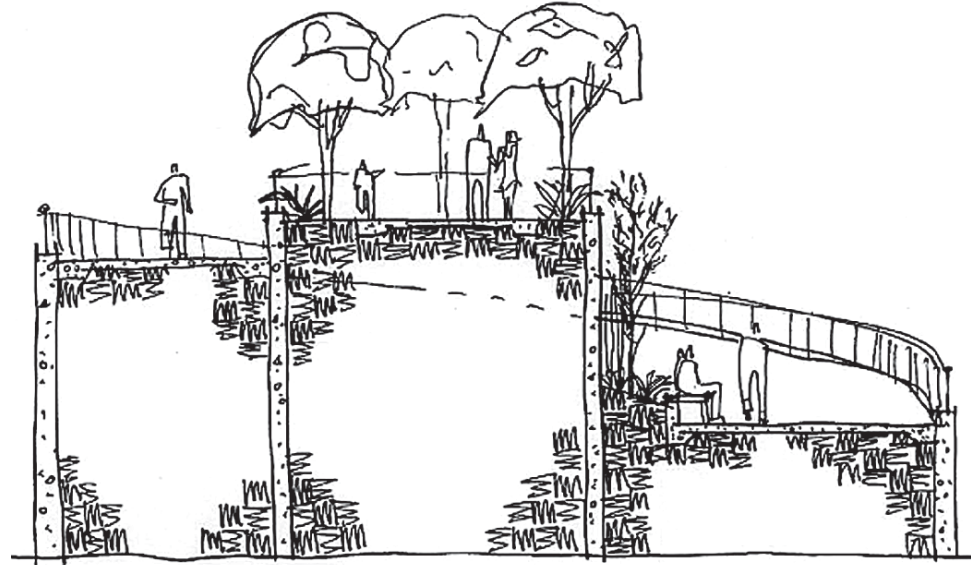
Interurban Trail Update

Council selects design for Interurban bridge over Aurora Avenue

Earlier this summer, the Shoreline City Council selected a 30 percent design alternative for the Interurban Trail Pedestrian and Bicycle Crossing Project. The Project includes construction of two concrete bridges: the first over N. 155th St. just west of Aurora Ave. N., and a second bridge across Aurora Avenue at about N. 157th St. A sidewalk/bicycle path will connect the two bridges with ramps to bring trail users down to grade between the two structures. Alternative 2, at a cost of \$4 million, meets the budget for the project and includes the following features:

- 16-foot wide concrete deck tee-girder bridge over N. 155th St. with a ramp that lowers to grade parallel to Aurora Ave. N.
- 18-foot wide concrete tub-girder bridge over Aurora Avenue N.
- 8-foot-high missile barrier (required to protect traffic and pedestrians from personal injury if debris is thrown off bridges)
- "Sky garden" ramp structure north of Pizza Hut
- Form liners to create design patterns on concrete bridge exterior
- Asphalt trail between bridges

Council directed City staff to move forward with Alternative 2, but to include certain design elements from the more expensive Alternative 3 (such as bridge lighting, an arch-shaped feature, and glass/mesh missile barriers) that could be constructed if additional



The plan for the Interurban Trail Pedestrian and Bicycle Crossing Project adopted by the City Council on July 12 includes a "sky garden" in the center of the loop-ramp of the bridge that crosses Aurora. In the illustration above, the garden is in the center with the ramp winding down around it from the left.

funding becomes available. These elements will be considered "add-ons" to the base bid.

In preparing the three bridge alternatives, the design team reviewed three structure types: steel truss, steel arch and concrete girder. Unforeseen increases in concrete and steel prices, together with the discovery of unsuitable soils, combined to increase the project costs above original estimates. The concrete girder structures selected by the City Council are the most economical and provide a simple, uncluttered appearance.

The adopted 2005-2010 Capital Improvement Program (CIP) includes an estimate of \$3,690,448 for the Pedestrian and Bicycle Crossing Project. The money for the project is from four grant sources and the City's Roads Capital Fund.

Grants cover \$3,117,117 and the Roads Capital Fund provides \$573,331.

The City continues to pursue additional funds for the project. Up to \$412,000 may be available early in 2005 from a federal grant. The City has applied for these funds, which would bring the total funds available for the project to just over \$4 million.

Construction of the pedestrian and bicycle crossing project will be combined with construction of the first phase of the Aurora Corridor Project. Advertisement for a contractor is scheduled for spring 2005.

Two-project open house draws a crowd

More than 100 Shoreline residents attended a two-project open house earlier this year to learn more

about the first mile of the Aurora Corridor Project and the Interurban Trail Bridge Project between N. 155th and 160th Streets.

The Aurora open house featured information about the project from 145th - 165th Streets including the urban design plan, right-of-way acquisition, utility undergrounding and construction staging.

The bridge open house, hosted by the art jury, included photo visualizations of the bridges, architectural and perspective



Open house visitors gather around an aerial plot of the Aurora Corridor Project.

for input about construction schedules and the impact of noise and disruption on businesses and homes. According to Project Manager Kirk McKinley, the com-

ments received were thoughtful and positive, with a recurring theme that people are anxious for the projects to start and, more importantly, be finished.

Two segments of the Interurban Trail open, construction continues

An April 17 ribbon-cutting ceremony marked the opening of the first segment of the Interurban Trail between N. 145th and 155th Streets, and, on June 12, the second section, North Segment Schedule A, from N. 192nd to N. 200th Streets, opened for use.

With two segments now complete, the next segments of the Interurban Trail to be constructed are the South Central (N. 160th Street tying to the recently constructed Top Foods trail) and North B Segment (N. 200th Street to N. 205th Street).

Design of these segments is complete and all permits and easements have been acquired. The City has received Washington State Department of Transportation funding authorization and the project will go to bid as a joint construction package. Construction is scheduled for October and should be completed by spring 2005.



Shoreline celebrated completion of the N. 145th to 155th Streets segment of the Interurban Trail on April 17.

sketches and public art concepts.

City staff, members of design teams of CH2M Hill and Otak, the artist who will be helping with the public art portion and the right-of-way negotiation team were on hand to answer questions and discuss project and property acquisition details. Residents were asked

Frequently Asked Question

If we spend less money on the Aurora Corridor Project N. 145th to 165th Streets, can we use the grant money we save on other projects in Shoreline?

Grants awarded to Aurora must be used on Aurora the way it is currently proposed. Agencies award grants for specific projects based on the merits of the project. If the City does not use the grants on the project for which it was awarded, the grant money will be lost and awarded to another jurisdiction.

Designing a project that meets so many needs – pedestrian and traffic safety, transit operations, traffic flow and economic development potential – is the major reason Shoreline has been so successful in receiving grants to fund the Aurora Corridor Project. Shoreline has leveraged a \$2.4 million City contribution into approximately \$21 million in grant awards for the first phase of Aurora, N. 145th to 165th Street. And the City anticipates similar success in obtaining grants for the next two miles.

The City of Shoreline continues to aggressively pursue grant resources for other road, parks, pedestrian and storm water project needs in Shoreline to make your tax dollars stretch further.