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Council Meeting Date: April 19, 2004

Agenda Item: 9 (a)

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**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b> Aurora Property Access <b>DEPARTMENT:</b> City Council <b>PRESENTED BY:</b>
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**PROBLEM/ISSUE STATEMENT:**

At the April 5 City Council meeting two Councilmembers requested, in accordance with Council Rules of Procedure 3.2, that this item be placed on the April 19 agenda for discussion. Copies of recent letters relating to this issue are attached for your information.

Approved By: City Manager  City Attorney 

Attachments

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SHORELINE  
CITY COUNCIL

Ron Hansen  
Mayor

Scott Jepsen  
Deputy Mayor

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Robert Ransom

April 5, 2004

Mr. Ron Landry  
Sky Nursery  
18528 Aurora Ave N.  
Shoreline, WA 98133

• COUNCIL	_____
• FULL COUNCIL	X
• CITY MANAGER	X
• STAFF	Bob O.
	Jan K.
	Arleen
• FILE	Kirk M.
	X

FYI

Dear Mr. Landry:

We had the pleasure of a short but sincere presentation by Art Skolnik at our Council Dinner meeting on April 22. I wanted to do a quick follow-up to the letter we sent to you on March 15, 2004.

The City very much appreciates Sky Nursery as a leading neighbor in the City, and as a neighbor that we want to encourage to grow and prosper. The March 15 letter from Kirk McKinley, laid out upcoming project schedules, processes and opportunities, and I want to personally make sure that you are comfortable with the directions, and understand the processes. I also want to personally assure you that Sky Nursery is high on our radar in the processes.

We feel very positive that as the designs are developed for the future phases of Aurora that a left turn pocket serving Sky will be a part of that design. A left turn at Sky serves several purposes besides access to your business: it removes southbound U-turns from the 185<sup>th</sup> intersection and provides access to Sky, potentially Dunn Lumber, and the Anderson property and other sites to your north. My staff is setting up a meeting with you and Art Skolnik in the next few weeks to discuss these issues further.

Let me reiterate again, Ron, that we are committed to work with you to assist you in remaining a thriving business in the City of Shoreline, and that we recognize access from Aurora is key to that goal.

In the meantime, feel free to call Kirk McKinley at 546-3901, or Jan Knudson at 546-0959.

Sincerely,

Steven C. Burkett  
City Manager

cc: Bob Olander, Deputy City Manager  
Kirk McKinley, Aurora and Interurban Project Manager  
Jan Knudson, Economic Development Coordinator  
Art Skolnik

17544 Midvale Avenue North • Shoreline, Washington 98133-4921  
Telephone: (206) 546-1700 • www.cityofshoreline.com

396-B  
Aurora



SHORELINE  
CITY COUNCIL

Ron Hansen  
Mayor

Scott Jepsen  
Deputy Mayor

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Robert Ransom

April 5, 2004

Mr. Larry Wheaton  
Goldie's Casino  
15030 Aurora Avenue N  
Shoreline, WA 98133

• COUNCILMEMBER	_____
•	_____
•	_____
•	_____
• FULL COUNCIL	X
• CITY MANAGER	X
• STAFF	BshD
•	Paul Hines
•	Kirk M
• FILE	X

Arden

EXI

Dear Mr. Wheaton:

Thank you for taking the time on March 15 to share your concerns and suggestions regarding the Aurora project with the City Council. Please be assured that your business is valued in Shoreline and that we are willing to work with you to maintain or expand your presence in the community. Retention and expansion of business in Shoreline is an important economic development goal for the City. However, given that the adopted design includes a State required median, direct turning access to your property across Aurora is not possible as detailed in the attached letter from Kirk McKinley. Kirk's letter outlines other access options that we should continue to mutually explore. The City of Shoreline will assist wherever we can to facilitate these alternatives.

Again, thank you for sharing these issues and I encourage you to work closely with City staff to develop access options.

Sincerely,

Steven C. Burkett  
City Manager

cc: Mayor and Councilmembers

399-0

Aurora



SHORELINE  
CITY COUNCIL

Ron Hansen  
Mayor

Scott Jepsen  
Deputy Mayor

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Robert Ransom

March 30, 2004

Mr. Larry Wheaton  
Goldie's Casino  
15030 Aurora Avenue North  
Shoreline, WA 98133

Dear Mr. Wheaton:

Thank you for your comments provided at the March 22, 2004 City Council meeting. The City Manager asked that I respond to your concerns and suggestions. While I can appreciate your desire for maximum access to your business on Aurora, I am sure you can also appreciate that the design for the Aurora project needs to represent a balanced compromise between business access, vehicular and pedestrian safety, and traffic flow.

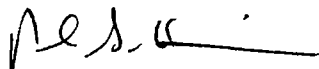
The Council voted on the approved alternative, which is the basis for the design, on December 9, 2002. The adopted design was based on years of public and business community input, negotiations with Washington State Department of Transportation (WSDOT), federal and state design standards, and completion of an extensive and extraordinary environmental process. The adopted design fixed the locations of turning pockets, sidewalk widths, and the basic frontage and access components.

Since this project provides improvements to a state highway, WSDOT has the final say on the location of any and all left and U-turn pockets. In addition to WSDOT standards, which require a median, Aurora exceeds all standard engineering criteria that dictate the need for medians (accident thresholds, number of lanes, density of driveways, operating speeds, and volume of traffic). The City of Shoreline was able to obtain several deviations to this design standard by showing, through traffic analysis, that providing mid-block U-turns at strategic locations could reduce left turn stacking at certain signals without a proportionate decrease in safety. The locations of these selected pockets were not determined by the specific businesses served by these pockets, but by studies considering distances from signals, left turn movements, traffic volumes at those particular locations, and the need to provide some balance between southbound and northbound turning needs.

The analysis indicated that a signal at N 152<sup>nd</sup> Street meets the criteria of the State for approval. Typically, the State does not approve additional signalized intersections on roadways like Aurora. This signal addresses the high accident level at that location, both related to N 152<sup>nd</sup> Street and the nearby driveways, including Goldie's. The City is extremely pleased that we were able to obtain approval for the signal and feels that the current design represents an optimal compromise in safety and convenience for motorists. The design of this signal requires the designation of a northbound left turn pocket that runs the length of your property and eliminates the ability to provide left turn access onto your property from Aurora. However, as we have previously committed to you, we are seeking to secure a legal agreement between Goldie's and 24 Hour Fitness to provide the ability for Goldie's patrons to take access via the signal from the 24 Hour Fitness driveway on N 152<sup>nd</sup> Street.

Once again, I appreciate your input and concerns, and encourage you to maintain a dialog with us as design progresses. Our goal is to minimize impacts to businesses during construction as we move towards completion of a better Aurora Avenue for all. Please call Project Manager Kirk McKinley at (206) 546-3901 if you need detailed project information.

Sincerely,



Paul S. Haines  
Director of Public Works

cc: Shoreline City Councilmembers  
Robert Olander, Deputy City Manager  
Jack Hawes, Western Homes Limited Partnership  
Kirk McKinley, Aurora Project Manager



SHORELINE  
CITY COUNCIL

Ron Hansen  
Mayor

Scott Jepsen  
Deputy Mayor

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Robert Ransom

April 5, 2004

Mr. H.M. George Choi  
Watkins and Choi Holdings, Inc.  
PO Box 30069  
Seattle, WA 98113

• COUNCIL MEMBER	_____
•	_____
•	_____
• FULL COUNCIL	X
• CITY MANAGER	X
• STAFF	Bob O.
•	Paul Hansen
•	Kirk M.
• FILE	X

Aileen

FYI

Dear Mr. Choi:

Thank you for taking the time on March 15 to share your concerns and suggestions regarding the Aurora project with the City Council. Please be assured that your business is valued in Shoreline and that we are willing to work with you to maintain or expand your presence in the community. Retention and expansion of business in Shoreline is an important economic development goal for the City. However, given that the adopted design includes a State required median, direct turning access to your property across Aurora is not possible as detailed in the attached letter from Kirk McKinley. Kirk's letter outlines other access options that we should continue to mutually explore. The City of Shoreline will assist wherever we can to facilitate these alternatives.

Again, thank you for sharing these issues and I encourage you to work closely with City staff to develop access options.

Sincerely,

Steven C. Burkett  
City Manager

cc: Mayor and Councilmembers

400-0  
Aurora



SHORELINE  
CITY COUNCIL

Ron Hansen  
Mayor

Scott Jepsen  
Deputy Mayor

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Robert Ransom

March 30, 2004

H.M. George Choi  
Watkins and Choi Holdings, Inc.  
P.O. Box 30069  
Seattle, WA 98113

Dear Mr. Choi:

Thank you for your comments provided at the March 22, 2004 City Council meeting. The City Manager asked that I respond to your concerns and suggestions. While I can appreciate your desire for maximum access to your potential project location on Aurora, and the effort you have invested in this vision, I am sure you can also appreciate that the design for the Aurora project represents a balanced compromise between business access, vehicular and pedestrian safety, and traffic flow.

The Council voted on the approved alternative, which is the basis for the design, on December 9, 2002. The adopted design was based on years of public and business community input, negotiations with Washington State Department of Transportation (WSDOT), federal and state design standards, and completion of an extensive and extraordinary environmental process. The adopted design fixed the locations of turning pockets, sidewalk widths, and the basic frontage and access components.

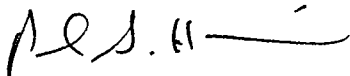
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With all of that said, the City is very interested in working with you to try to facilitate access to your site, but please understand that adding another left turn pocket to access your site from Aurora is not possible. We can work with you and the Pierre's, or with West Coast Industries to try to facilitate an access, which could possibly also include the relocation of N 149<sup>th</sup> Street to the north, should the Pierre family support that. An access from N 149<sup>th</sup> Street would also offer the benefit of Whitman Avenue from N 145<sup>th</sup> Street as another vehicular approach to your project. As was discussed with Project Manager Kirk McKinley on March 22 after the Council meeting, Kirk is available to meet with you and the Pierre's should you request it.

Once again, I appreciate your input and concerns, and encourage you to maintain a dialog with us as design progresses. Our goal is to minimize impacts to businesses during construction as we move towards completion of a better Aurora Avenue for all. Although Kirk McKinley is currently out of the office, returning April 12, he has asked that you please call him when he returns at (206) 546-3901 if he can further clarify and provide assistance or if you would like Kirk to join you in a meeting with abutting property owners.

Sincerely,



Paul S. Haines  
Director of Public Works

cc: Shoreline City Councilmembers  
Robert Olander, Deputy City Manager  
Kirk McKinley, Aurora Project Manager



SHORELINE  
CITY COUNCIL

Ron Hansen  
Mayor

Scott Jepsen  
Deputy Mayor

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Robert Ransom

April 5, 2004

Mr. Don Dally  
Pepper Hill Center LLC  
3316 Fuhrman Avenue E  
Seattle, WA 98102-3800

• COUNCILMEMBER	_____
• _____	_____
• FULL COUNCIL	X
• CITY MANAGER	X
• STAFF	Bob O.
• _____	Arleen
• _____	Paul Hansen
• _____	Kirk A.
• FILE	X

*Response to attached visit*

Dear Mr. Dally:

Thank you for taking the time on March 15 to share your concerns and suggestions regarding the Aurora project with the City Council. Please be assured that your business is valued in Shoreline and that we are willing to work with you to maintain or expand your presence in the community. Retention and expansion of business in Shoreline is an important economic development goal for the City. However, given that the adopted design includes a State required median, direct turning access to your property across Aurora is not possible as detailed in the attached letter from Kirk McKinley. Kirk's letter outlines other access options that we should continue to mutually explore. The City of Shoreline will assist wherever we can to facilitate these alternatives.

Again, thank you for sharing these issues and I encourage you to work closely with City staff to develop access options.

Sincerely,

Steven C. Burkett  
City Manager

cc: Mayor and Councilmembers

401-0

Aurora



SHORELINE  
CITY COUNCIL

March 30, 2004

Ron Hansen  
Mayor

Scott Jepsen  
Deputy Mayor

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Robert Ransom

Mr. Don Dally  
Pepper Hill Center LLC  
3316 Fuhrman Avenue E.  
Seattle, WA 98102-3800

Dear Mr. Dally:

Thank you for your letter of March 15, 2004, your comments provided at the March 22, 2004 City Council meeting, and your follow-up letter of March 24, 2004. The City Manager asked that I respond to your concerns and suggestions. While I can appreciate your desire for maximum access to your business on Aurora, I am sure you can also appreciate that the design for the Aurora project represents a balanced compromise between business access, vehicular and pedestrian safety, and traffic flow.

The Council voted on the approved alternative, which is the basis for the design, on December 9, 2002. The adopted design was based on years of public and business community input, negotiations with Washington State Department of Transportation (WSDOT), federal and state design standards, and completion of an extensive and extraordinary environmental process. The adopted design fixed the locations of turning pockets, sidewalk widths, and the basic frontage and access components.

Since this project provides improvements to a state highway, WSDOT has the final say on the location of any and all left and U-turn pockets. In addition to WSDOT standards, which require a median, Aurora exceeds all standard engineering criteria that dictate the need for medians (accident thresholds, number of lanes, density of driveways, operating speeds, and volume of traffic). The City of Shoreline was able to obtain several deviations to this design standard by showing, through traffic analysis, that providing mid-block U-turns at strategic locations could reduce left turn stacking at certain signals without a proportionate decrease in safety. The locations of these selected pockets were not determined by the specific businesses served by these pockets, but by studies considering distances from signals, left turn movements, traffic volumes at those particular locations, and the need to provide some balance between southbound and northbound turning needs.

These studies showed that a left-turn pocket going southbound (Brake Stop/Jiffy Lube location) at your property fit the criteria for reducing

southbound left-turn stacking at N 145<sup>th</sup> Street. The City is extremely pleased that we were able to obtain these deviations, and believe that the current design represents an optimal compromise in safety and convenience for motorists.

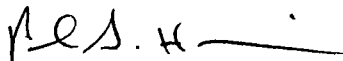
We have received your proposed modification to the southbound left turn lane at N 145<sup>th</sup> Street. The left turn lane length included in the 60% design was based on 20 year traffic projections. We are certainly willing to review the data produced by a traffic or transportation engineer to support your proposal, however, as stated above, the current design is already a compromise. There is a northbound left/U-turn pocket located just 200 feet north of CarePlus, your northernmost tenant, at N 149<sup>th</sup> Street. The additional travel time to this pocket, which is a matter of a few seconds, is greatly outweighed by the improved safety achieved by eliminating the two-way left turn lane. We do not believe that this additional travel time will serve as a deterrent to patronizing your property's businesses. On the contrary, we believe that the improvements to Aurora will not only increase safety, but also have an overall positive impact on current businesses and future developments.

One of the benefits that your property has that many properties along Aurora do not have is the presence of Whitman Avenue. This roadway does provide some alternative access to your site from N 145<sup>th</sup> Street or from the northbound left turn lane at N 149<sup>th</sup> Street. I would like to reiterate that we are willing to work with you to modify the driveway on the north edge of your property to provide two-way access from Whitman Avenue to the front of your site.

Finally, we have become aware that the properties south of you may become available in the near future, should you be interested in extending your holdings south to N 145<sup>th</sup> Street. Project Manager Kirk McKinley would be happy to fill you in on what is known regarding those parcels.

Once again, I appreciate your input and concerns, and encourage you to maintain a dialog with us as design progresses. Our goal is to minimize impacts to businesses during construction as we move towards completion of a better Aurora Avenue for all. Please feel free to call Kirk McKinley at (206) 546-3901 if you need detailed project information.

Sincerely,



Paul S. Haines  
Director of Public Works

Cc: Shoreline City Councilmembers  
Robert Olander, Deputy City Manager  
Kirk McKinley, Aurora Project Manager

RECEIVED

MAR 15 2004

City Manager's Office

**Pepper Hill Center LLC**

3316 Fuhrman Avenue E

Suite 100

Seattle, Wa. 98102-3800

(206) 328-3770

March 15, 2004

Mayor Ron Hansen and  
Shoreline City Council Members  
City of Shoreline  
17544 Midvale Ave. N.  
Shoreline, WA 98133-4921

Re: Aurora Ave. Improvement Project

Dear Mayor Hansen and City Council Members:

I am the owner of the Pepper Hill Center located on the west side of Aurora Avenue two blocks north of 145<sup>th</sup> St. I am writing to you to ask that you reconsider the impacts of the city's proposed Aurora Avenue "improvement" project before taking final action on that project.

I understand that at your March 22<sup>nd</sup> Council dinner meeting (6:50 PM), you will be considering the request of several property owners, including myself to add a left hand turn lane to the Aurora Improvement Project to serve their properties. The reason for this turn lane would be to protect the viability of the existing businesses and/or to allow for future "higher and better use" development on these individual properties.

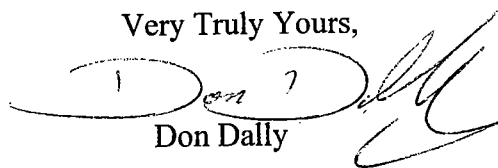
The Pepper Hill Center is the home of 25 retail, health and service businesses with more than 75 employees. We estimate that there are over 450 total auto trips in and out of the center each weekday. These businesses not only provide needed services to the residents of the city they also contribute significantly to this community's economic well-being. These businesses depend on convenient auto access to the Pepper Hill Center to survive. Failure to provide such access will endanger these small businesses, which operate on a very thin profit margin. Such a result would not only have serious financial consequences to Pepper Hill Center, it would also be truly unfortunate for the city as a whole. When sound and reputable businesses cannot remain at successful operations, rents will have to be lowered and other less desirable businesses inevitably will replace

them. This is blight for the community and, once such a downward spiral has started, it is very difficult to reverse.

Our company has also looked into the potential future redevelopment of the entire site. We have built many "mixed use" projects in the Greater Seattle area and this site would lend itself to that type of project very well; consisting about 35,000 square feet of retail, health and service businesses for the entire 400 feet of frontage on Aurora and above this business level we could build three additional levels consisting of approximately 220 apartment units. This could add significantly to the City's tax base.

I will be present at your meeting to address any questions you might have about this request or about Pepper Hill Center and the businesses that operate there. I appreciate your attention to this request.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Don Dally", is written over a circular stamp. The stamp contains the name "Don Dally" in a smaller font. To the right of the signature is a large, stylized flourish or scribble.

Don Dally

Cc: to city council members.

Scott Jepsen

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Bob Ransom

**Pepper Hill Center LLC**  
3316 Fuhrman Avenue E - Suite 100  
Seattle, Wa. 98102-3800  
(206) 328-3770

RECEIVED  
MAR 26 2004  
City Manager's Office

March 24, 2004

Mayor Ron Hansen and  
Shoreline City Council Members  
City of Shoreline  
17544 Midvale Ave. N.  
Shoreline, WA 98133-4921

Re: Aurora Ave. Improvement Project

Dear Mayor Hansen and City Council Members:

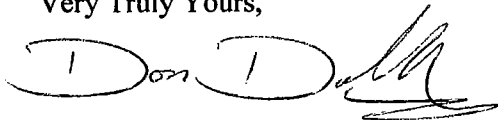
I would like to thank you for the opportunity to speak to you concerning direct left turn access at Pepper Hill Center prior to the Council Meeting last Monday evening. As I stated, having direct turn access is critical to the 25 small businesses in the Center.

I proposed an alternative plan to the existing planned barrier which cuts off all left turns into the Center. The trade off would be shortening the planned 145<sup>th</sup> south bound left turn lane by approximately 90 feet. This still will allow for an increase to the current existing 145<sup>th</sup> turn lane by over a 100 feet. In addition, the wide barrier planned for the middle of Aurora (near the center of Pepper Hill) could be reduced by about 1/2. The combination of both would give a direct left turn-out for access. Logically, this is a compromise, but it will greatly benefit 25 Shoreline business residents.

I have attached the two plans I showed at the meeting: plan #1 is your current plan and plan # 2 is the change I propose. I will hopefully soon have a more detailed plan completed by a traffic engineer that the City recognizes and approves.

Again, thank you for the opportunity to be heard.

Very Truly Yours,



Don Dally: owner of Pepper Hill Center

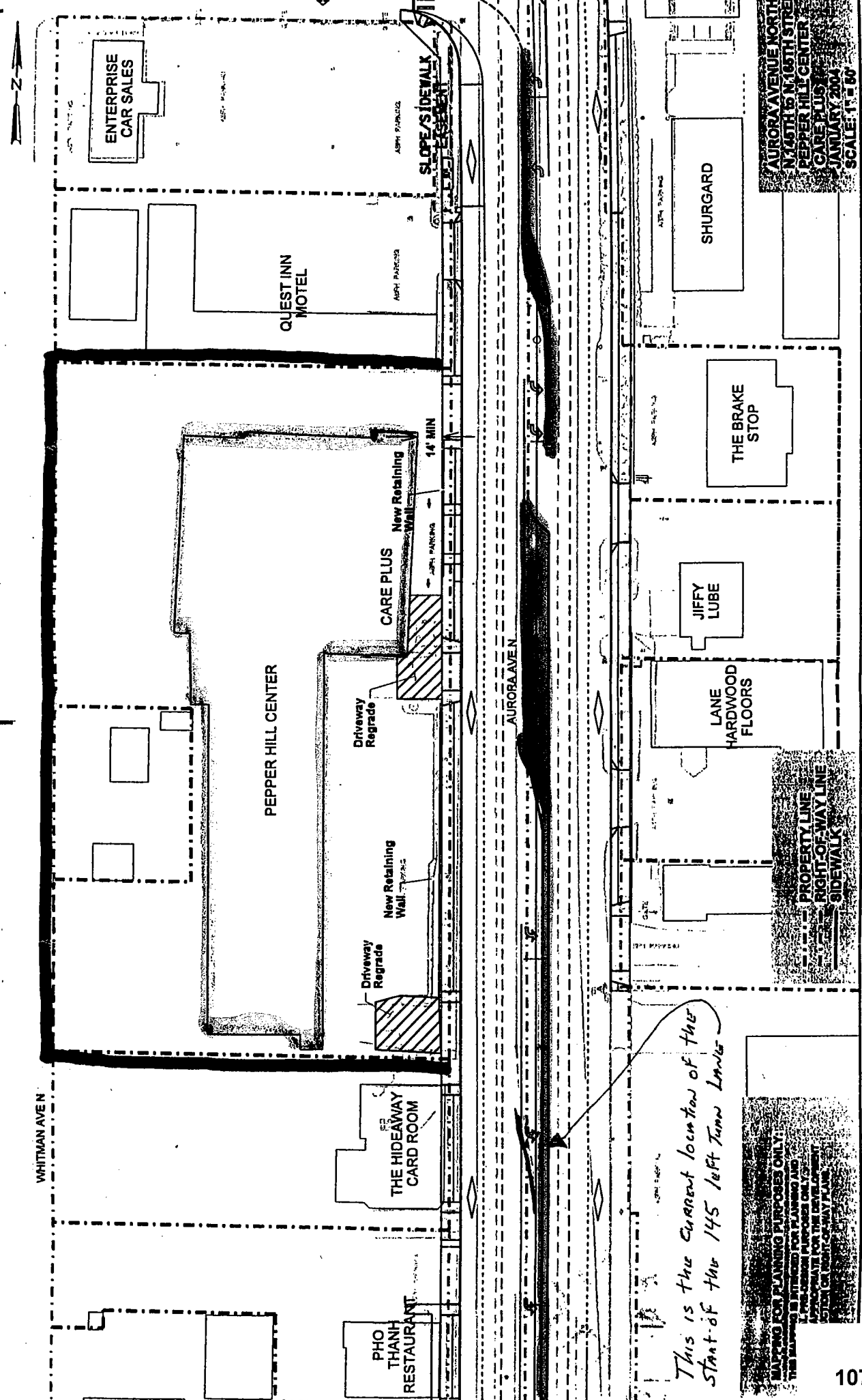
cc: to city council members.

Scott Jepsen  
John Chang  
Maggie Fimia  
Paul Grace  
Rich Gustafson  
Bob Ransom

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(#1)



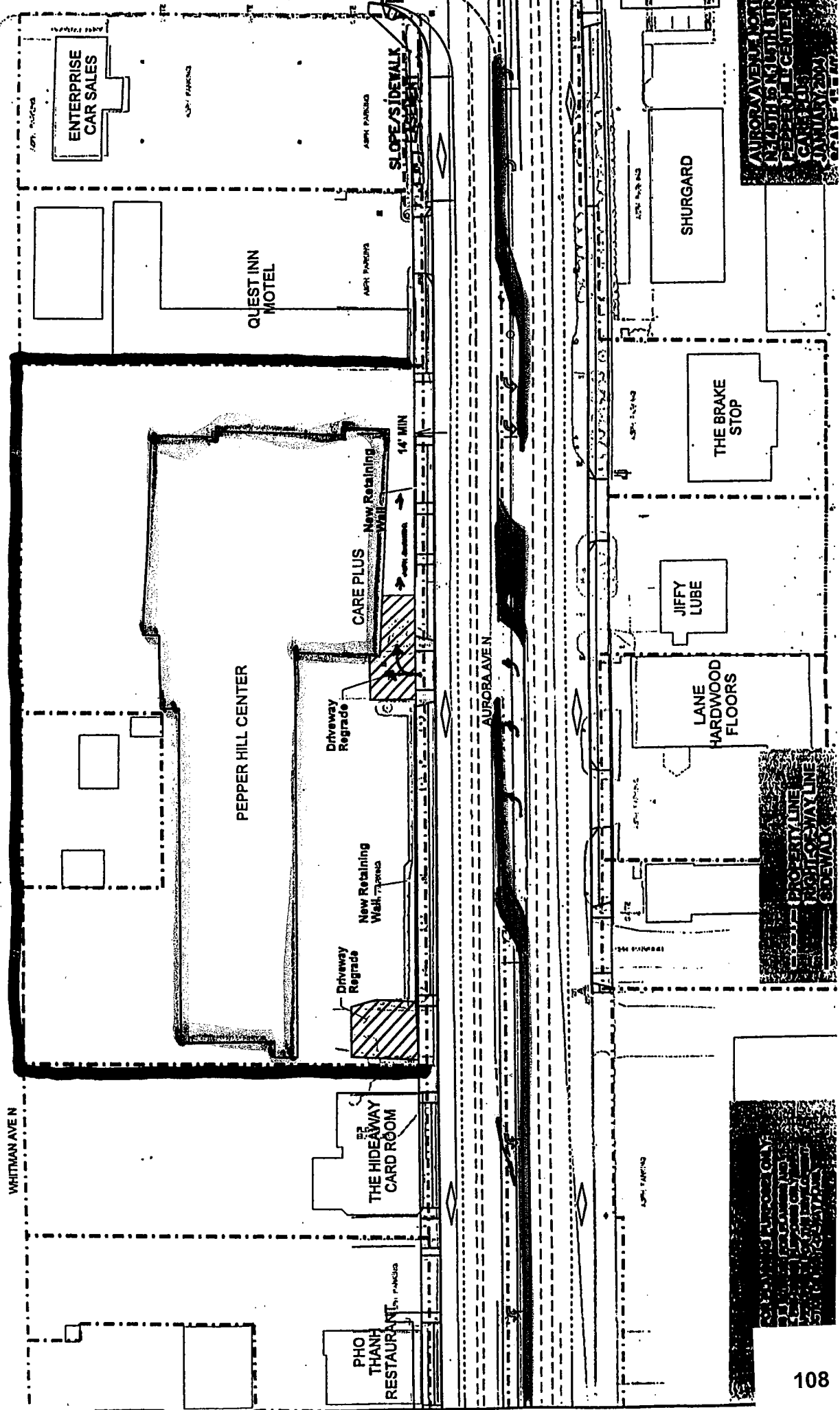
AURORA AVENUE NORTH  
 N. 49TH & N. 60TH STS  
 PEPPER HILL CENTER  
 CARE PLUS  
 JANUARY, 2004  
 SCALE: 1" = 60'

PROPERTY LINE  
 RIGHT-OF-WAY LINE  
 SIDEWALK

*This is the current location of the start of the 145 left turn lanes*

MAPS FOR PLANNING PURPOSES ONLY!  
 THIS MAP IS INTENDED FOR PLANNING AND PRELIMINARY PURPOSES ONLY. APPROXIMATE FOR THE DEVELOPMENT ACTION OR RIGHT-OF-WAY PLAN.

#2



AURORA AVE N FROM  
 N 1/4 SEC 10 T14N R10E  
 PEPPER HILL CENTER  
 JANUARY 2004  
 GRATE 11.11.04

PROPERTY LINE  
 RIGHT-OF-WAY LINE  
 SIDEWALK

CONCRETE PAVING CONTRACTOR  
 12345 1234567890  
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 12345678901234567890



SHORELINE  
CITY COUNCIL

Ron Hansen  
Mayor

Scott Jepsen  
Deputy Mayor

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Robert Ransom

April 8, 2004

Mr. Anthony S. Catania  
Seattle Restaurant Store  
14910 Aurora Avenue N  
Shoreline, WA 98133


Dear Mr. Catania:

This is written as a follow up to our phone conversation on April 8. As I indicated to you several property owners have approached the City with the desire to make revisions to the design for the improvements for Aurora Corridor. As you know, the Shoreline City Council approved the design on December 9, 2002. Subsequently, we have reviewed the design with you, which includes a southbound left turn lane into the driveway of your business on the east side of Aurora.

We have been approached by Mr. Choi who is interested in acquiring the property directly across the street from you. He has asked us to change the design for Aurora and provide a left turn lane for northbound traffic into the property he is considering purchasing. This, of course, would eliminate the left turn lane into your property. I have attached a copy of the letter our Public Works Director has sent to Mr. Choi explaining that the design and placement of left turn lanes is based not upon specific businesses served by the left turn pockets, but studies considering distances from signals, left turn movements, traffic volumes, and the need to provide some balance between southbound and northbound turning needs. For these reasons we have told Mr. Choi that it is not possible or appropriate to change the design to provide a left turn lane into the property he would like to purchase.

We are committed to working with all of the property owners to balance business access and safety along the Aurora Corridor. Therefore, I would like some indication from you whether you support the current design or whether you would be willing for us to consider options that may eliminate the left turn lane into your business. Please respond to me with your thoughts on this matter.

Sincerely,



Steven C. Burkett  
City Manager



SHORELINE  
CITY COUNCIL

Ron Hansen  
Mayor

Scott Jepsen  
Deputy Mayor

John Chang

Maggie Fimia

Paul Grace

Rich Gustafson

Robert Ransom

April 5, 2004

Mr. H.M. George Choi  
Watkins and Choi Holdings, Inc.  
PO Box 30069  
Seattle, WA 98113

Dear Mr. Choi:

Thank you for taking the time on March 15 to share your concerns and suggestions regarding the Aurora project with the City Council. Please be assured that your business is valued in Shoreline and that we are willing to work with you to maintain or expand your presence in the community. Retention and expansion of business in Shoreline is an important economic development goal for the City. However, given that the adopted design includes a State required median, direct turning access to your property across Aurora is not possible as detailed in the attached letter from Kirk McKinley. Kirk's letter outlines other access options that we should continue to mutually explore. The City of Shoreline will assist wherever we can to facilitate these alternatives.

Again, thank you for sharing these issues and I encourage you to work closely with City staff to develop access options.

Sincerely,

Steven C. Burkett  
City Manager

cc: Mayor and Councilmembers



SHORELINE  
CITY COUNCIL

March 30, 2004

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Robert Ransom

H.M. George Choi  
Watkins and Choi Holdings, Inc.  
P.O. Box 30069  
Seattle, WA 98113

Dear Mr. Choi:

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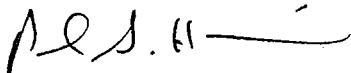
The Council voted on the approved alternative, which is the basis for the design, on December 9, 2002. The adopted design was based on years of public and business community input, negotiations with Washington State Department of Transportation (WSDOT), federal and state design standards, and completion of an extensive and extraordinary environmental process. The adopted design fixed the locations of turning pockets, sidewalk widths, and the basic frontage and access components.

Since this project provides improvements to a state highway, WSDOT has the final say on the location of any and all left and U-turn pockets. In addition to WSDOT standards, which require a median, Aurora exceeds all standard engineering criteria that dictate the need for medians (accident thresholds, number of lanes, density of driveways, operating speeds, and volume of traffic). The City of Shoreline was able to obtain several deviations to this design standard by showing, through traffic analysis, that providing mid-block U-turns at strategic locations could reduce left turn stacking at certain signals without a proportionate decrease in safety. The locations of these selected pockets were not determined by the specific businesses served by these pockets, but by studies considering distances from signals, left turn movements, traffic volumes at those particular locations, and the need to provide some balance between southbound and northbound turning needs.

With all of that said, the City is very interested in working with you to try to facilitate access to your site, but please understand that adding another left turn pocket to access your site from Aurora is not possible. We can work with you and the Pierre's, or with West Coast Industries to try to facilitate an access, which could possibly also include the relocation of N 149<sup>th</sup> Street to the north, should the Pierre family support that. An access from N 149<sup>th</sup> Street would also offer the benefit of Whitman Avenue from N 145<sup>th</sup> Street as another vehicular approach to your project. As was discussed with Project Manager Kirk McKinley on March 22 after the Council meeting, Kirk is available to meet with you and the Pierre's should you request it.

Once again, I appreciate your input and concerns, and encourage you to maintain a dialog with us as design progresses. Our goal is to minimize impacts to businesses during construction as we move towards completion of a better Aurora Avenue for all. Although Kirk McKinley is currently out of the office, returning April 12, he has asked that you please call him when he returns at (206) 546-3901 if he can further clarify and provide assistance or if you would like Kirk to join you in a meeting with abutting property owners.

Sincerely,



Paul S. Haines  
Director of Public Works

cc: Shoreline City Councilmembers  
Robert Olander, Deputy City Manager  
Kirk McKinley, Aurora Project Manager