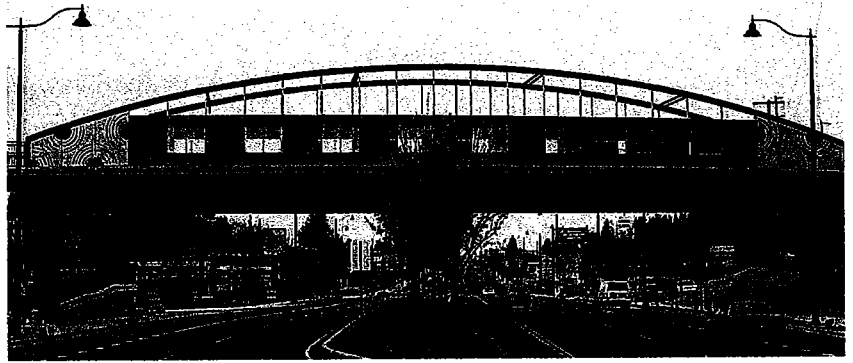


# *Vision Aurora*



To: Shoreline City Council

July 6, 2007

**Chair**  
Dale Wright

**Steering Committee**  
Carolyn Ballo  
Darlene Feikema  
Paulette Gust  
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Mary Jo Heller  
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Vision Aurora represents approximately 1000 people who want the Community's Vision and Goals for Aurora to be achieved in all three miles of the project. We, therefore, would like to comment on the city staff's "Draft Recommended Flexible Alternative" for the Aurora project 165<sup>th</sup> to 205<sup>th</sup>.

As you know, the city is currently concluding an environmental review of three alternative designs, which are as follows:

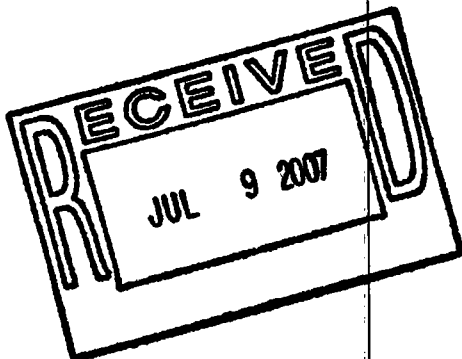
Alternative A – 98' width which would eliminate the 4' amenity zones between the curb of the roadway and the sidewalks, and reduce the width of the Medians.

Alternative B – 110' width which shifts the roadway to the east

Alternative C – 110' width which shifts the roadway to the west.

The City Staff has developed their "Draft Recommended Flexible Alternative" which they will recommend to you for your adoption. The "Draft Recommended Flexible Alternative" is basically Alternative B with the updated "Implementation Strategies". The alternative B is basically the same as the first 1.2 miles and retains all of its design components that are required to achieve the Community's Goals and Vision for the Aurora Corridor. There is continuity of design between the first phase and the last two miles of the project and all three miles will look the same.

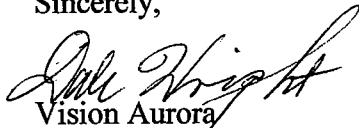
In the first 1.2 mile the city added to the basic project design "32 points" to assure flexibility in the final design and implementation so as to address concerns of businesses while at the same time maintaining the community's vision for the project. The updated "Implementation Strategies" referred to above, is in essence, the 32 points of the first mile with a few changes to respond to different conditions in the last two miles. The variations from the basic design are relatively few in number and consist primarily of eliminating amenity zones for specific properties so as to



prevent the removal of buildings and to retain parking. In addition, some of the updating of the "Implementation Strategies" is to take advantage of new technology in stormwater, construction, and economic development.

We of Vision Aurora have reviewed this in some detail and are of the opinion the city staff's recommended "Draft Recommended Flexible Alternative" will meet our criteria. This design should achieve the Community's Vision and Goals for the Aurora Corridor which is our goal, and basically all three miles will be the same. We, therefore, agree with and support the city staff's "Draft Recommended Flexible Alternative", including the updated "Implementation Strategies", and strongly recommend that you adopt it as the preferred Alternative.

Sincerely,

A handwritten signature in cursive script, appearing to read "Dale Wright".

Vision Aurora  
Dale Wright – Chair  
18546 Burke No  
542-3759