



*City of Shoreline*

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Meeting summary: April 4, 2007

Aurora Business and Community Team (ABC Team)  
Aurora Corridor Project (N 165<sup>th</sup> Street to N 205<sup>th</sup> Street)  
Shoreline Fire Department – 17525 Aurora Avenue N (6:30-8:30 p.m.)

**ABC Team:** Larry Steele, Bill Vincent, Paulette Gust, Robin McClelland, Dale Wright, Rick Stephens, Don Ding, Zach Gray, Jim Doherty, Joanne Hargrave, Gretchen Atkinson, Rocky Piro, Larry Heesacker, Kevin Reeve, Carolyn Mayer, Mark Deutsch, Rebecca Partman, Mike Broili

**Staff:** Kirk McKinley, Julie Modrzejewski, Alicia Sherman, Catherine Lander, Jennifer Barnes (Jones and Stokes), John McKenzie (CH2MHill)

## Meeting Summary

Meeting started at approximately 6:35 pm.

1. Welcome/Introductions Kirk

Kirk McKinley welcomed and thanked everyone for being there. Kirk introduced himself and went around the table having members of the ABC Team and staff members introduce themselves. Kirk reviewed the meeting agenda.

2. Construction wrap up from previous meeting Kirk

Kirk addressed the first item on the agenda opening the floor to team members for any thoughts or comments from the previous meeting discussion on construction. Comments from members included:

- The safety of pedestrians crossing Aurora, particularly mid-block where there may be bus access and those longer stretches between marked pedestrian crossings.
- Possibility of very stringent work hours for construction, with cones being moved at end of each day to better accommodate peak travel hours, and extra attention paid to inconveniences created and their alleviation.
- Look at additional ways of delineating business access. Example given of plastic barriers with lighted directional arrows.
- The possibility of school closures that could require young children to cross Aurora and is the design process going to address safe access for children should this be the case.

There was a discussion for clarification on City Ordinance 326 and the Comprehensive Plan in regard to alignment and whether the Washington State Department of Transportation (WSDOT) has a stake in decisions other than what is built curb to curb. The question was also raised as to why a west-shift alignment was now being looked at.

Kirk indicated that WSDOT does have a stake in multiple items including sidewalks and how pedestrians are safely moved through the corridor. Kirk discussed that Ordinance 326 was enacted to try to provide some security/predictability for businesses in knowing what project impacts would be. An east-shift alignment would utilize Seattle City Light (SCL) right-of-way as opposed to impacting businesses in some critical areas. As a result of the recent scoping process, additional considerations have come to light. City staff have been made aware that to appropriately address the criteria of the NEPA environmental process, alternatives could not show impacts to just one group (east-side), alternatives should be looked at without predetermination, and alternatives needed to take a balanced look at worst case scenario (this could end up being the west shift). The State is interested in a fair process to analyze alignments and impacts and wants the City to look at a true range and quantify what all the impacts would be for a true comparison. SCL also commented during the scoping period that the City of Shoreline should not assume that it will be able to utilize SCL right-of-way and should review other alternatives.

Additional comments included that WSDOT would not consider a 5-legged intersection at N 195<sup>th</sup> Street, and preliminary design is now reviewing a signal just north of that location instead. Kirk stated that he and Kris have been meeting with property owners affected by these new developments.

It was requested that City staff furnish the team with any documentation showing that the City needed to make adjustments in alternatives to study.

### 3. 32 Points

Kirk

A discussion of the red brick road and its implications was started, and the agenda was reversed to cover the 32 Points first and Traffic after.

Kirk was asked to share information pertaining to the red brick road as its location and what can be done with it greatly affects an adjacent business. Kirk gave brief history and stated that the City hired Western Shore Heritage Services, Inc. to conduct historical/cultural research. It was found that there are four properties eligible for the National Register of Historic Places: Ronald Place (red brick road); cabins near N 172<sup>nd</sup> Street; Echo Lake Tavern; and part of an original homestead owned by the Scott family. Since there is Federal funding on the Aurora Project, WSDOT and FHWA indicate that if an alternative negatively affects any of these sites the alternative will not be acceptable. There is current review to find options on how to preserve the “red brick road” without impacts that would trigger review under Transportation 4(f) Federal law.

Kirk introduced the 32 Points discussion stating that Council adopted a design concept and these 32 Points in 1999 while they were trying to address the big picture of improvements along the Aurora Corridor. Kirk briefly read through each of the points with comments in regard to their implementation or lack of along the first mile of Aurora. Kirk commented that stormwater and construction are areas where greater improvements could be made on the next 2 miles. There was a brief discussion on the 12-foot frontage requirement in commercial districts as addressed in the City’s Development Code and variances.

Kirk requested going around the room for any comments regarding the 32 Points. Comments were given as follows:

- Some are not applicable to current project.
- Points mesh well with regional criteria for Federal funding making project more competitive for funding.
- Heritage aspect is interesting. What does the red brick road bring to the project?
- What are other signage opportunities to explain the community's history/heritage?
- Make various stormwater systems used in City an educational opportunity (signage?).
- Different considerations for additional intersections. Additional signals could mean additional delay. Wide cross-section requires more time for pedestrian crossing. What are the effects of adding more signals (pluses and minuses for traffic/pedestrians).
- Are there ways to add points to tie in Aurora to Heritage Park and the Interurban Trail and these with the new City Hall/Civic Center complex?
- Use signage to highlight historical significance of red bricks. Can the brick road be preserved elsewhere (relocate and sign)?
- Can red bricks be used in planter beds, for ecological purposes, or at the museum?
- Need more information regarding what is going on between N 175<sup>th</sup> and N 185<sup>th</sup> between Aurora and Midvale.
- Seems like a lot of signals for a three mile stretch.
- Expand on stormwater and state preference for more natural stormwater systems.
- Amend Points to take in consideration of City Hall.
- Look at more native vegetation.
- Signage pointing out historical elements. Interpretive signs.
- How much of design from first mile will be carried through? At what point would it change, how would transition occur? (i.e. maples on first mile / then no maples?).
- Is report card weighted to business group?
- What did we learn from first mile to show why 32 Points did not always get followed or were not always best to be followed?
- Connection between Aurora Avenue and the Interurban Trail should be strengthened.
- Strengthen stormwater piece.
- Need to think hard and fast about how many signalized intersections are added.
- Look hard at relative impacts to properties/businesses.
- Programmable signals in the design. Move traffic more efficiently.
- How does one preserve the heritage of the red brick road by moving it? immortalize somehow.
- 32 Points document is almost a decade old. Some concepts outdated?
- Look at map and see what everyone has to lose. If businesses can't meet company specs, may have to move out of Shoreline. These businesses have a real history, 20-30+ years. It is not just the businesses but the employees also.
- Interurban Trail bridges make a nice statement to trail and are an opportunity to move pedestrians safely but there is no access to the bridge on the east side of Aurora (no direct access for people on sidewalk to cross at that point).
- Should be a right-of-way policy to retain businesses. Nothing happened to retain many small businesses. Other agencies have provided monetary support during construction. More emphasis on point to retain existing businesses.
- Metro should contribute more money to project. BAT lanes are benefit to Metro yet City is taking on costs.
- Reduce speed limit. Reduction would be good way to reduce accidents.

4. "Town Center"

Joe Tovar

Kirk introduced Joe Tovar, City Planning Director, to comment on the City's "Town Center" planning efforts. Staff made a presentation to Council regarding the four projects in the vicinity of the planned Civic Center: City Hall; Heritage Park; Interurban Trail; and the Aurora Project. The presentation was to emphasize making intelligent decisions by looking at all four projects simultaneously due to their proximity and possible connections. Joe stated that staff welcome ideas and hope to structure a set of guidelines for Council to consider when making decisions on any one of these four projects.

5. Traffic

John McKenzie

Kirk introduced John McKenzie of CH2M Hill for a traffic discussion. John talked about WSDOT accident data and safety improvements, how data is recorded and what criteria are used. From a traffic viewpoint of the alternatives, John indicated that for vehicles the alternatives currently being analyzed were basically the same but differed a bit for pedestrians. There was a discussion regarding the level of service. As a state highway and high use corridor, considerations include moving through traffic, analyzing intersections to balance and minimize delay, growth, and added transit service hours. A map was on display showing WSDOT accident data from 2002 – 2004. John explained what is meant by the term "societal costs" which WSDOT uses to show certain costs related to accidents and handed out a summary sheet. John explained how WSDOT determines a "high accident corridor" and a "high accident location." John indicated that WSDOT has conducted some studies of projects with access management to include before and after accident data. Accident rates are routinely higher in areas with unrestricted access. The types of improvements currently being analyzed in the Aurora Project would likely see a high reduction in "driveway" accidents with significant reduction in societal costs.

Kirk asked John if he would stay after the meeting to answer any further questions from members.

6. Next Steps/Adjourn

Kirk

Kirk addressed an earlier question of how staff viewed the utility of this group and what the next steps would be. Kirk spoke of how this committee was put together by the City Manager to get a mix of citizens and businesses to take a look at all points which should be considered in this environmental process and to ensure a transparent, fair, and scientific analysis. This committee has been very valuable to City staff and John's (CH2M Hill) and Jennifer's (Jones & Stokes) teams. There are currently two more meetings planned. Kirk offered the suggestion that during the last meeting, the group may wish to craft a transmittal to the City Manager regarding this process. There may also be discussion of expanded roles and/or a committee recommendation on an alternative.

Alicia announced that the next in a series of speakers sponsored by the City Council and Planning Commission would be the following night, April 5, and featured Tom von Schrader and Amalia Leighton from SvR Design Company. The topic is "Creating and Implementing Green Infrastructure" and will be at 7:00 pm in the Rainer Room at the Shoreline Center.

The next meeting is April 25, 2007 from 6:30-8:30 p.m. at the fire station.

Meeting ended at approximately 8:30 pm.