

Proposed Updates to the “32 Points”

May 2007

The following “32 Points” were adopted by the Shoreline City Council in Resolution #156 on August 23, 1999, accepting the recommendation of the Citizens Advisory Task Force (CATF) on the Preferred Alternative. The “32 Points” were intended to provide flexibility and strategies for the implementing the adopted design concept for the corridor. The adopted design was based upon Alternative 2, the people mover alternative. The main features of this design concept include the addition of business access/transit lanes on the outside of the roadway; curbs, gutters, landscaping/street furnishing strip, and sidewalks on both sides; and the creation of a landscaped center median with left and u-turn pockets. The recommendation also included four new signalized intersections and four new pedestrian activated signalized crossings.

The CATF was a 13-member steering committee appointed by City Council to guide the development of a preferred design concept for Aurora. The CATF consisted of an equal representation by businesses and Shoreline citizens. The 32 Points were approved unanimously by the CATF on July 8, 1999. The City Council directed that the 32 Points be used as guides during design and implementation of the project to ensure that flexibility existed to address the concerns and vision of the community and City Council.

Since the 1999 adoption of the “32 Points”, several significant actions have occurred that suggest a re-visit of the implementation strategies. An environmental review for first mile (145th to 165th) of the project has been completed, and the first mile has been constructed. The City Manager has appointed an Aurora Business and Community Team to review the “32 Points” in preparation for the environmental, design and construction for the remaining two miles.

The goal of the Aurora Corridor Project is to improve safety for pedestrians and drivers, improve the aesthetics and image of the street, add people moving capacity, and support existing and future business investments along the street. Landscaping is a key feature in strengthening the image and in supporting the walkability of the corridor.

	32 Points (adopted by City Council)	Implementation Strategies (proposed changes)
1	The maximum number of lanes on an intersection leg shall not exceed eight lanes including turning lanes. Seven lanes is the desired width.	No change.
2	Provide ability at intersections for all pedestrians to safely cross (and include median refuge at intersections with pedestrian pushbuttons). New mid-block pedestrian crossings should include pedestrian activated signals. Bus stops and pedestrian crossings will complement each other.	Provide the ability at intersections for all pedestrians to safely cross. New mid-block pedestrian crossings should include pedestrian activated signals. Bus stops and pedestrian crossings will complement each other.
3	Twelve foot sidewalks will be provided on both sides of Aurora the entire length. Consider reducing the initial sidewalk width to mitigate land impacts/acquisitions on existing businesses. Note: a minimum of four feet of a landscaping/street furnishing zone is included in the twelve foot width total above.	The base design shall include seven foot wide sidewalks separated from the curb by a four foot wide utility/amenity zone. In locations where sidewalk and amenity zone create significant loss of parking or building/structure impacts, an interim width curbside sidewalk of seven feet will be used. Once properties redevelop, the full standard will be applied.
4	Utilize more landscaping or colored pavement in sidewalk areas to soften the look. The four foot landscaping/street furnishing strip behind the curb should utilize trees in tree grates/pits (consider a combination tree protector/bike rack), low growing ground cover/shrubs, and could utilize some special paving (or brick) between curb and sidewalk to strengthen the identity of an area.	Utilize more landscaping or colored pavement in sidewalk areas to improve visual quality. The four foot utility/amenity zone behind the curb should include trees in tree grates/pits, low growing ground cover/shrubs to improve water quality, and could utilize some special paving (or brick) between curb and sidewalk to strengthen the identity of an area. Continue the special scoring of sidewalk and curb return areas utilized between 145 th and 165 th .
5	Strive to design the project so that new sidewalks can link	Strive to design the project so that new sidewalks can link

	to existing recently constructed sidewalks (such as Seattle Restaurant Supply, Drift-on-Inn, Schucks, Hollywood Video, and Easley Cadillac).	to existing recently constructed sidewalks (such as Hollywood Casino, Drift-on-Inn, Schucks, Hollywood Video, Fire Administration, Walgreens, Sandberg Cadillac, Discount Tire, and Starbucks).
6	Re-align the street where possible to avoid property takes.	No change.
7	As the final design is developed, work with WSDOT to obtain design approvals for lane width reductions, and look for opportunities to reduce (but not eliminate) the median width both to enable reduction of pavement widths, construction costs, and land impacts/acquisition on existing businesses.	No change – Confirm with WSDOT the lane width and other deviations approved in 145 th to 165 th .
8	Develop median breaks or intersections for business access and U-turns at least every 800-to-1000 feet (these details will be worked out during future design phases and will be based in part on the amount of traffic entering and exiting businesses).	Develop median breaks or intersections for business access and U-turns on the average of at least every 500 feet. Prioritize left and u-turn pockets as follows: signalized intersections, immediately upstream of signalized intersections, at local streets, and at high volume or shared driveways.
9	Use low growing drought resistant ground-cover and space trees in the median to allow visibility across it.	Use low growing, low maintenance, hardy ground-covers and space trees in the median to allow visibility across it. Frontage trees should be columnar shaped, while trees with more canopy are acceptable in the medians.
10	Unify the corridor by adding art, special light fixtures, pavement patterns (and coloring at crosswalks), street furniture, banners, unique bus shelters, etc. to dramatically enhance image and uniqueness of the streetscape and develop it differently than the standard design that has been constructed for most streets.	No change.
11	Unify the entire corridor by the use of street trees, lighting, special paving, bus zone design, and other elements to visually connect the corridor along its length.	No change.
12	Provide elements in the Interurban/Aurora Junction area, between 175 th and 185 th that create a safe, pedestrian oriented streetscape. Elements can include special treatments of crossings, linkages to the Interurban Trail, etc.	Provide elements in the Interurban/Aurora Junction area, between 175 th and 185 th that create a safe, pedestrian oriented streetscape. Elements can include special treatments of crossings, linkages to the Interurban Trail, etc. The Interurban Trail will serve as the sidewalk on the east side of Aurora from approximately 177 th to 185 th .
13	Develop signature gateway designs at 145 th and 205 th with special interest landscaping, lighting, paving and public art to provide a visual cue to drivers that they have entered a special place.	Develop signature gateway designs at 145 th , 175 th , 185 th , and 205 th with special interest landscaping, lighting, paving and public art to provide a visual cue to drivers that they have entered a special place.
14	Develop themes that reflect the character and uses of different sections of the street (such as the 150 th to 160 th area which has a concentration of international businesses, recall the historic significance of the Interurban or other historic elements, and Echo Lake).	Develop themes that reflect the historic character and uses of different sections of the street such as the Interurban streetcar, the red brick road, and the Echo Lake beaches.
15	Utilize the Arts Council and neighborhoods to solicit and select art along the corridor.	Utilize the Arts Council and neighborhoods to solicit and select art along the corridor. Consider artist made building parts in the design of the project.
16	Strengthen connections to the Interurban Trail through signing and other urban design techniques.	No change.
17	Develop a design for closure of Westminster Road between 158 th and 155 th by developing a southbound	Delete. (Recommend deletion as this has been

	right turn lane at 155th Street and converting the existing road section to a driveway entrance to Aurora Square. Also, develop an elevated Interurban trail crossing through "the Triangle" that is integrated with future development of the Triangle (reserve the option to build above Westminster should we not be successful in closing the roadway).	accomplished in the first mile project.)
18	Pursue modifying the access to Firlands at 185 th , closing Firlands north of 195 th , and developing a new signal at 195 th .	17. Pursue modifying the access to Firlands at 185 th , closing Firlands at 195 th , and developing a new signal just north of 195 th .
19	The preferred design shall include: <ul style="list-style-type: none"> • Stormwater management improvements to accompany the project that follow the city's policies; • Traffic signal control and coordination technology (including coordination with Seattle and Edmonds SR 99 signal systems); • Traffic signal technology to enable transit priority operations; • Continuous illumination for traffic safety and pedestrian scale lighting; • Undergrounding of overhead utility distribution lines. 	18. The preferred design shall include: <ul style="list-style-type: none"> • Traffic signal control and coordination technology (including coordination with Seattle and Edmonds SR 99 signal systems); • Traffic signal technology to enable transit priority operations; • Continuous illumination for traffic safety and pedestrian scale lighting; • Undergrounding of overhead utility distribution lines (including those on the west side of Midvale, north of 175th).
20	Traffic signals will include audible elements for the sight-impaired, and wheelchair detection loops for wheelchair users.	19. Traffic signals will include audible elements for the sight-impaired, countdown pedestrian signal heads, and other ADA features.
21	The City should establish a right-of-way policy to retain or relocate existing businesses along the corridor, including those that do not own the land on which they are located. Consideration should be given to providing financial incentives to those businesses.	20. The City will abide by federal and state right-of-way acquisition guidelines. The update of the Right-of-Way Policies and Procedures Manual should include policies allowing the City to cover the cost of underground hookups, and to share costs of property owner appraisal reviews.
22	Work with property and business owners during the preliminary engineering phase to consolidate driveways, share driveways, and potentially to share parking and inter business access across parcel lines. Be creative and sensitive to the parking needs of businesses, including consideration for some potential clustered/shared parking lots (especially if remnant parcels are available).	21. Work with property and business owners during the design and right-of-way phases to consolidate driveways, share driveways, and potentially to share parking and inter business access across parcel lines. Be creative and sensitive to the parking needs of businesses, including consideration for some potential clustered/shared parking lots (especially if remnant parcels are available). Where frontage parking will be impacted by the project, work with property owners to develop a single access lane shared across parcels with parallel or angled parking.
23	Provide improvements that will not generate an increase in neighborhood spillover traffic.	22. Provide improvements that will not generate an increase in neighborhood spillover traffic. Manage and respond to increases on neighborhood streets during construction.
24	Work with transit agencies to provide increased service and seek capital investments from them to support this project.	23. Work with transit agencies to provide increased service and seek capital investments from them to support this project. Design bus zones to accommodate future bus rapid transit needs.
25	Develop partnerships with WSDOT and King County/Metro to jointly fund the project.	24. Continue to aggressively pursue funding opportunities and partnerships with the goal of minimizing the City share

		of project costs.
26	Provide curb bulbs where practical on side streets to reduce pedestrian crossing width and to discourage cut-through traffic.	25. Provide needed turn lanes and capacity on side streets including pedestrian amenities.
27	Strengthen and preserve the heritage of the red brick road. If the design impacts the red brick road in its current configuration/location north of 175 th , preserve its heritage by relocating it elsewhere.	26. Strengthen and preserve the heritage of the red brick road north of 175 th by developing the Heritage park north of Walgreens and include red bricks in the Aurora design between 175 th and 185 th .
28	Consider new signalized intersections at 152 nd , 165 th , 182 nd , and 195 th .	27. Consider new signalized intersections at 149 th , 182 nd , and just north of 195 th .
29	Consider new pedestrian only signalized crossings in the vicinity of 149 th , 170 th , 180 th and 202 nd .	28. Maintain pedestrian signal at 170 th , and eliminate the 180 th pedestrian signal if the full signal at 182 nd is approved.
30	Sign Ronald Place south of 175 th as the route to I-5.	Delete.
31	Pursue reducing the speed limit to 35 mph where appropriate recognizing the potential impacts of spillover traffic with a lower posted speed.	29. No change.
32	Seek funding to develop a program to assist and encourage businesses to improve their facades.	30. No change.
		31. Provide back of lot (rear) access roads/alleys when possible during project development or as a condition of redevelopment to provide rear access to signalized intersections. Key locations include: both sides of Aurora from 165 th to 175 th , the east side between 192 nd and Echo cove Condos, the west side between 195 th and 198 th , and the east side between 198 th and 200 th .
		32. Include natural storm drainage features along the corridor when possible. Raingardens, stormwater planter boxes, tree boxes/filter pits, center median swales should be considered. Opportunities for porous concrete should also be explored. Conventional methods such as conveyance pipes, catch basins (with filters), water quality filters, and vaults are also tools that will be explored and used.
		33. Utilize the Economic Development program resources: <ul style="list-style-type: none"> • to provide pre-construction training • to work with business community on joint marketing efforts • to improve/maximize business health prior to construction • to financially assist businesses during construction with loan programs
		34. Minimize impacts to businesses during construction by: <ul style="list-style-type: none"> • creatively and clearly delineating driveways and access points • improving nighttime safety with lighting, visible lane

		<p>markings, and signage</p> <ul style="list-style-type: none"> • continuous pro-active communications with affected businesses • moving non-safety construction materials and cones out of roadway during non-work hours • investigating opportunities for non-invasive night work and shortening construction periods during the holidays • providing adequate advance signing to direct traffic to freeways when major delays or construction activities are planned.

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