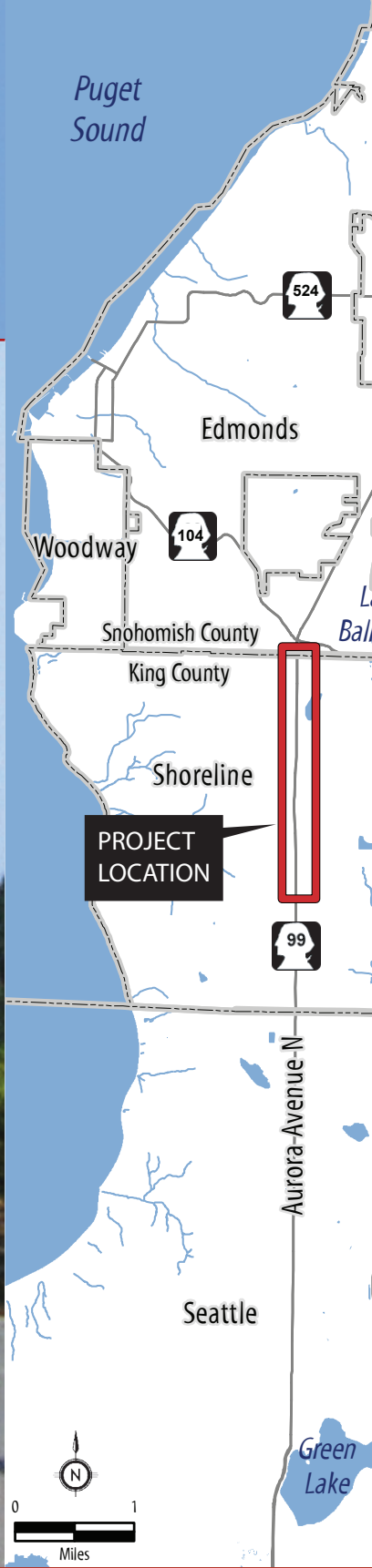


Land Use, Plans and Policies Discipline Report

Aurora Corridor Improvement Project
N 165th Street to N 205th Street



Land Use Discipline Report

Aurora Corridor Improvement Project: N 165th Street – N 205th Street

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Appendix A. Off-Street Parking Standards

Appendix B. Parking Effects to Properties

Acronyms and Abbreviations

ADT	Average Daily Traffic
BAT	Business Access and Transit
BMP	best management practice
CAA	Clean Air Act
City	City of Shoreline
Ecology	Washington State Department of Ecology
FGTS	Freight and Goods Transportation System
FHWA	Federal Highway Administration
GIS	geographic information system
GMA	Growth Management Act
HAC	High Accident Corridor
HAL	High Accident Location
I	Interstate
LOS	level of service
NCHRP	National Cooperative Highway Research Program
NEPA	National Environmental Policy Act
NHS	National Highway System
N	North
OHWM	ordinary high water mark
PAL	Pedestrian Accident Location
Project	Aurora Corridor Improvement Project
PSRC	Puget Sound Regional Council

RCW	Revised Code of Washington
RTP	Regional Transportation Plan
SEPA	Washington State Environmental Policy Act
SMC	City of Shoreline Municipal Code
SMP	Shoreline Master Program
SR	State Route
V/C	volume to capacity ratio
WAC	Washington Administrative Code
WSDOT	Washington State Department of Transportation

Glossary

Amenity Zone	The area between the roadway and sidewalk, which may include landscaping, signage, shelters, benches and other pedestrian-oriented elements, or some combination of these, which are provided to enliven the pedestrian experience.
Average Daily Traffic (ADT)	ADT represents the average number of vehicles that travel on a roadway on a typical day. Under existing conditions, ADT on Aurora Avenue N is 33,000 to 39,000 vehicles per day.
Best Management Practice (BMP)	Innovative and improved environmental protection tools, practices, and methods that have been determined to be the most effective, practical means of avoiding or reducing environmental impacts.
Business Access and Transit (BAT) Lane	Right-side lane that serves exclusively for bus travel, and for right-turn access in and out of driveways located along the corridor.
Compliant Parking	Parking spaces completely contained upon private properties that do not require backing onto city right-of-way for access or egress.
Comprehensive Plan	Required by the Growth Management Act, a Comprehensive Plan provides the long-range vision, goals, and policies of the community.
Context-Sensitive Solutions	A collaborative, interdisciplinary approach to develop a transportation facility that fits its physical surroundings and is responsive to the community's scenic, aesthetic, social, economic, historic, and environmental values and resources, while maintaining safety and mobility.
Critical Area	Critical areas include wetlands, streams, and other fish and wildlife habitat conservation areas; frequently flooded areas; geologically hazardous areas; and aquifer recharge areas.
Development Regulations	Laws adopted by local governments to protect the public health, safety, and welfare by establishing rules for the use of land.
Highways of Statewide Significance	Highways of statewide significance include, at a minimum, interstate highways and other principal arterials that are needed to connect major communities in the state.
Level of Service (LOS)	A measure of how well a freeway or local signalized intersection operates. For freeways, LOS is a measure of traffic congestion typically based on volume-to-capacity ratios. For local intersections, LOS is based on how long it takes a typical vehicle to clear the intersection. Other criteria also may be used to gauge the operating performance of transit, non-motorized, and other transportation modes.
Metropolitan Transportation Plan	The official intermodal transportation plan that is developed and adopted through the transportation planning process for the urban planning area
Non-Compliant Parking	Parking spaces partially or fully located within public right-of-way, or spaces on private property for which backing onto city right-of-way is required for access or egress.

Chapter 1. Introduction

This chapter introduces the proposed project, explains why a project's consistency with land use and development regulations are analyzed in the environmental process, and summarizes key findings presented in this report.

What is the purpose of this report?

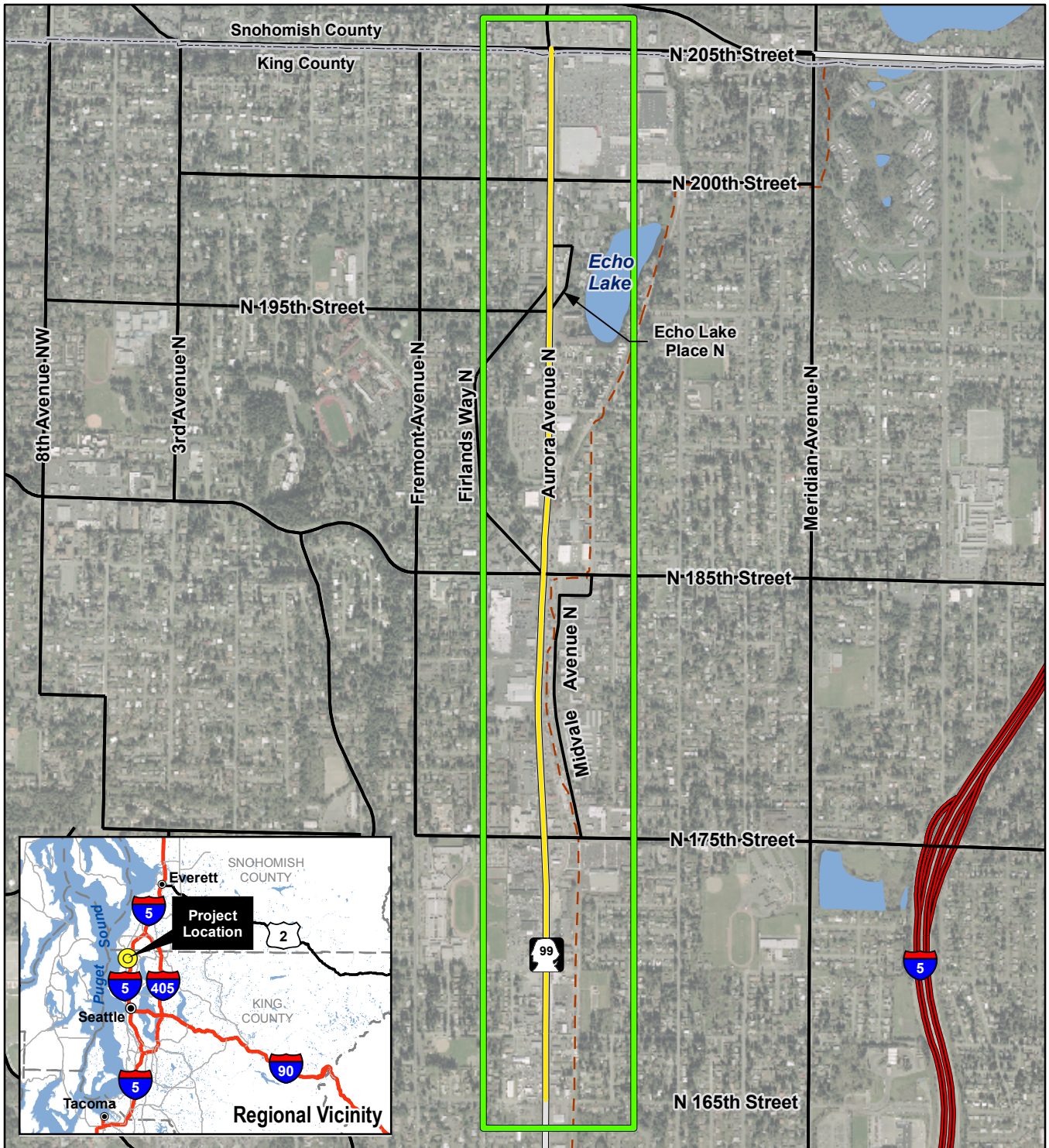
The City of Shoreline (City) proposes to construct the Aurora Corridor Improvement Project, N 165th Street to N 205th Street (Project), which will improve a 2-mile-long segment of State Route (SR) 99, named Aurora Avenue North (N) within the City. This Project must be developed in compliance with the National Environmental Policy Act (NEPA) and the Washington State Environmental Policy Act (SEPA).

This Land Use Discipline Report was prepared in accordance with Section 451 of the Washington State Department of Transportation (WSDOT) Environmental Procedures Manual (WSDOT 2006) to support the NEPA and SEPA environmental documents prepared for this Project.








This report analyzes land use patterns within the vicinity of the Project; the Project's consistency with land use plans and development regulations; and the potential effects of the Project on land use.

Where is the Project located?

The Project is located within the city limits of the City of Shoreline on Aurora Avenue N between N 165th Street and N 205th Street (See Figure 1, *Project Vicinity*).



Sources: City of Shoreline (2006); Jones & Stokes (2007)

-  City Boundary
-  Project
-  Project Area
-  Interstate
-  State Route
-  Arterial
-  Interurban Trail

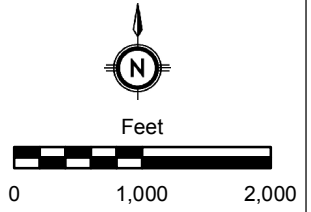


Figure 1. Project Vicinity
 Aurora Corridor Improvement Project
 October 2007

What are the existing characteristics of the Aurora Avenue Corridor?

Aurora Avenue N is a major north/south urban highway that serves both local and regional traffic within the City (see Figure 1, *Project Vicinity*). It is a key regional vehicular, transit, and truck corridor within the greater area of Puget Sound and serves as the City’s primary arterial roadway, running approximately parallel to Interstate (I)-5 with connections at N 145th Street, N 175th Street, and N 205th Street. Land uses along the corridor are predominantly commercial, mixed with some multi-family housing. Echo Lake is located approximately 200 feet to the east of the roadway, north of N 192nd Street. The Interurban Trail runs roughly parallel to and east of Aurora Avenue N, as shown in Figure 1. Aurora Avenue N has two general-purpose travel lanes in each direction, with a center two-way left-turn lane. Shoulders and sidewalks of varying widths are located sporadically along the corridor, with no curb or gutter, and little landscaping.

Under existing conditions, average daily traffic (ADT) on the roadway is 33,000 to 39,000 vehicles per day. A steady level of pedestrian and bicycle travel occurs along and across the roadway, but the corridor is heavily oriented to vehicle travel and is generally not conducive to non-motorized travel. WSDOT has designated several areas of Aurora Avenue N between N 165th Street and 205th Street with adverse safety ratings, which are described in Chapter 2. The corridor is served heavily by public transit provided by King County Metro, with additional service at the north end of the corridor provided by Snohomish County Community Transit.

Average Daily Traffic (ADT)

ADT represents the average number of vehicles that travel on a roadway on a typical day. Under existing conditions, ADT on Aurora Avenue N is 33,000 to 39,000 vehicles per day.

Why improve Aurora Avenue N?

The purpose of the Aurora Corridor Improvement Project, N 165th Street to N 205th Street, is to improve safety, circulation, and operations for vehicular and non-motorized users of the roadway corridor, to support multi-modal transportation within the corridor, and to support economic stability along the corridor. The Purpose and Need identified for this Project is described further in Chapter 2.

What are the major characteristics of the proposed project?

The Aurora Corridor Improvement Project, N 165th Street to N 205th Street, would include the following elements:

- Business Access and Transit (BAT) lanes in each direction;
- two general-purpose lanes in each direction;
- continuous sidewalk, curb, and gutter on each side of the roadway;
- landscaped center median with left-turn and u-turn pockets;
- interconnected, coordinated signal system with transit signal priority;
- improvements to intersections, including proposed new traffic signals at the intersections of Aurora Avenue N with Firlands Way N/N 196th Street and N 182nd Street;
- marked pedestrian crossings at signalized intersections;
- improvements to Midvale Avenue N, between N 175th Street and N 182nd Street;
- improvements to Echo Lake Place, north of N 195th Street;
- new street and sidewalk lighting;
- undergrounding of utilities; and
- stormwater facilities.

In addition to a No Build Alternative, three Build Alternatives, called Alternative A, B and C, respectively, are under consideration. In general, they vary in centerline location, width of median, and presence or absence of an amenity zone between the curb and sidewalk. Alternative A includes a slightly narrower median (12 feet) and no amenity zone. Alternatives B and C have the same cross section, which includes a wider median (16 feet) and an amenity zone. The difference between Alternatives B and C is that Alternative B is shifted more to the east at certain locations, and Alternative C is shifted more to the west. The three Build Alternatives are described in detail in Chapter 3 of this report.

Business Access and Transit (BAT) Lane

Right-side lane that serves exclusively for bus travel, and for right-turn access in and out of driveways located along the corridor.

Amenity Zone

The area between the roadway and sidewalk, which may include landscaping, signage, shelters, benches and other pedestrian-oriented elements, or some combination of these, which are provided to enliven the pedestrian experience.

Why is land use considered for this Project?

Land use and transportation are often closely related. The use of land may determine demand for transportation facilities, and transportation projects often influence the types of land uses.

Land use and development regulations are important to consider in decision-making for transportation projects because of the close relationship between land use and transportation. Transportation projects can have an effect on land use patterns and can help change the types of land uses that are established in an area. Similarly, land use plans, policies, and regulations are enacted to help shape a community's growth, and to assist in allocating scarce resources for infrastructure improvements to help the community grow in the way that it wants. In addition, City policies and regulations also include measures to reduce adverse effects on City neighborhoods, employment areas, and natural features.

What are the key points of this report?

Following are the key points of this report:

- All three Build Alternatives would require the acquisition of property along Aurora Avenue N, to accommodate Project improvements. A total of 140 parcels are adjacent to the Project, covering approximately 128 acres. The amount of property acquisition would be greatest under Alternative C and least under Alternative A. Under all three alternatives, one parcel with over 15% of its property acquired is zoned as multi-family residential. Aside from this parcel, almost all of the land that would be acquired, and converted to transportation use, is zoned commercial.
- Right-of-way acquisition is expected to affect parking under all three Build Alternatives. Impacts on parking are expected to be greatest under Alternative C and least under Alternative A. Under all three alternatives, a substantial number of the affected parking spaces are currently non-compliant: over 50% for Alternatives A and B, and just under 40% for Alternative C. In addition, on many properties the affected compliant parking can be reconfigured so that the number of impacted compliant spaces may exceed actual loss.

- Impacts to commercial buildings are expected as a result of the Project. Buildings would be impacted on up to nine properties under Alternative A, eleven properties under Alternative B, and thirteen properties under Alternative C. These include full acquisition of three commercial properties (17750, 17760, and 18551 Aurora Avenue N) that is expected under all three Build Alternatives. For the other impacted commercial buildings, building and/or business owners will have the option to redevelop upon the existing site, but they may also choose to relocate.
- Under all three Build Alternatives, the Project could potentially require relocation of residents of rental units located on one parcel at 19522 Aurora Avenue N. One rental house and two apartment buildings are located on the property. Full acquisition of the house will be required under all three Build Alternatives. For the two apartment buildings, remodeling may be required for up to eight units. This could result in temporary relocation of the residents of these units during construction; or, the owner may opt not to remodel, which could result in the need for permanent relocation.
- The City will compensate property owners for property acquisitions required by the Project. Acquisition and relocation will be conducted in accordance with the Uniform Relocation Assistance and Real Property Act, as amended. Relocation resources are available to all residential and business relocates without discrimination.
- Construction activities within the Project right-of-way and construction easement could potentially affect traffic circulation within the corridor, access to and from properties, and visibility along the corridor. Construction equipment and activities are expected to generate noise, dust, odors, and vehicle and equipment emissions. Temporary changes to the visual environment would include views of construction equipment, construction activities, staging areas, and nighttime lighting. Mitigation measures have been identified to minimize all potential construction impacts to properties, businesses, and residents.
- The Build Alternatives are expected to improve safety, mobility, and aesthetics on Aurora Avenue N. No adverse operational effects are expected to result after the Project is completed, under any of the Build Alternatives.
- Adverse operational effects are identified for the No Build Alternative, in the areas of traffic mobility and safety.

- All three Build Alternatives are expected to have a beneficial effect on the long-term development of land patterns and densities, in that the proposed improvements would help encourage the planned future land use along the Aurora Avenue N corridor. No adverse indirect effects are identified for the Build Alternatives.
- The cumulative effect of the Project and other nearby projects, consisting of the Aurora Corridor Improvement, N 145th Street to N 165th Street, and the recently completed Interurban Trail, would be to increase the accessibility of the area's businesses to a variety of travel modes. No adverse cumulative effects are identified for the Build Alternatives.
- The three Build Alternatives are more consistent than the No Build Alternative with the Washington Transportation Plan, VISION 2020, and Destination 2030, because they would implement multimodal transportation improvements, and strongly support mixed use urban development. Alternatives B and C support these plans more strongly than Alternative A, due to the presence of an amenity zone and wider median that would allow for more landscaping/vegetation, pedestrian amenities, and increased safety for pedestrians who would be separated from vehicular traffic.
- The three Build Alternatives are more consistent than the No Build Alternative with the City Comprehensive Plan, because they would implement multimodal transportation improvements, and strongly support mixed-use urban development called for in the future land use plan. Alternatives B and C supports policies more strongly than Alternative A, due to the presence of an amenity zone and wider median that would allow for more landscaping/vegetation, pedestrian amenities, and increased safety for pedestrians who would be separated from vehicular traffic.
- The three Build Alternatives are more consistent than the No Build Alternative with the applicable adopted policies of the City of Edmonds, which is located directly to the north of the Project.
- If implementation of any of the Build Alternatives results in new parking or setback nonconformities, these properties will be grandfathered in as legal nonconforming. Under City of Shoreline Municipal Code (SMC) 20.30.390(D) nonconformities triggered by a government action are exempt from the restrictions defined under SMC 20.30. Thus, no significant effects related to nonconformities are identified under the Build Alternatives.

- Critical areas identified by the City of Shoreline as being within the study area of this report include an erosion hazard zone between Aurora Avenue N and Firlands Way N just north of N 185th Street; and numerous steep slope areas scattered between N 185th Street and N 205th Street. Proposed mitigation adheres to standards set forth in the Critical Areas Chapter of the City Development Code.
- Project is consistent with the 32 Points (see Chapter 2 for detailed description), adopted in 1999, except:
 - No amenity zone is included in Alternative A, because it the City chose to evaluate a slightly narrower alternative, as compared to Alternatives B and C.
 - Curb bulb-outs not proposed on side streets because the City chose to only include improvements to side street intersection approaches in this Project;
 - No pedestrian-only signals are proposed because they cannot be constructed without evidence from rigorous signal warrant analysis that meets FHWA standards;
 - Reduction in speed limit to 35 mph cannot be implemented without evidence for need from corridor speed study.
- Policy T5.1 in the Comprehensive Plan specifically defines project boundaries. If the boundaries of the Recommended Alternative adopted for this project fall outside the boundaries defined, the Comprehensive Plan would need to be amended.

Table 1 summarizes the potential effects on land use and mitigation measures that are identified in this report.

Table 1. Summary of Potential Land Use Effects and Mitigation

Potential Effects and Mitigation	Alternatives			
	No Build	A	B	C
Potential Effects of Right-of-Way Acquisition				
Full acquisition and demolition of 3 commercial land uses (17750, 17760 and 18551 Aurora Avenue N) would be required. Mitigation: The City will compensate property owners for property acquisitions required by the Project. Acquisition and relocation will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.		X	X	X
Acquisition and demolition of rental residences located on one property (19522 Aurora Avenue N) may be needed. Full acquisition and demolition will be required for one house located on this parcel. Partial acquisition and demolition may be required for two apartment buildings located on this property. Relocation will be required for residents of the house, and may be required for residents of up to eight units in the two apartment buildings (2 units in one building, 6 units in the other). Mitigation: The City will compensate property owners for property acquisitions required by the Project. Acquisition and relocation will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.		X	X	X
Major or partial acquisition and demolition of commercial buildings would be necessary to construct Project. (On 9 properties under Alternative A, 11 properties under Alternative B, and 13 properties under Alternative C.) Mitigation: The City will compensate property owners for property acquisitions required by the Project. Acquisition and relocation will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act, as amended.		X	X	X
Property acquisitions necessary for Project construction would reduce commercial parking available for businesses, possibly affecting minimum on-site parking requirements within the City's parking regulations. Estimated spaces lost are 130 compliant and 167 non-compliant under Alternative A; 151 compliant and 168 non-compliant under Alternative B; and 242 compliant and 150 non-compliant under Alternative C. Mitigation: Property owners will be compensated for property acquisition per federal requirements. If implementation of any of the Build Alternatives results in new nonconformities, these properties will be grandfathered in as legal nonconforming. SMC 20.30.390(D) states that nonconformities triggered by a government action are exempt from the restrictions defined under SMC 20.30. No additional mitigation is proposed.		X	X	X
Potential Construction Effects				
Potential loss of business due to traffic, access, and visibility effects from Project construction Mitigation: Coordinate with business owners, prior to construction, to educate them about the planned construction timing and phasing, and potential construction impacts. Assist business owners during Project construction, through development and implementation of construction management plan, communication plan, access plan, enhanced signage, and business promotion.		X	X	X

Potential Effects and Mitigation	Alternatives			
	No Build	A	B	C
Potential Operational Effects				
Intersection operations at N 170th Street, N 182nd Street, and N 195th Street are projected to fail under existing and projected 2030 conditions, and fail to meet the City's adopted traffic operational standards.	X			
No mitigation available.				
Projected increase in vehicular, pedestrian, and bicycle traffic over time would result in increased potential for safety conflicts, without the improvements proposed under the Build Alternatives.	X			
No mitigation available.				
Potential Operational Effects				
Plans and Regulations				
Critical areas identified by the City of Shoreline as being within the study area of this report include an erosion hazard zone and several small steep slope areas.		X	X	X
Mitigation: Development of a Temporary Erosion and Sedimentation Control plan; implementation of Best Management Practices to minimize degradation of moisture sensitive soils and maintain or enhance slope stability in areas potentially underlain by landslide-prone soils; and ensure that only clean fill will be imported and placed for the Project.				
Project is consistent with the 32 Points, which are design guidelines adopted by the City for the Aurora Avenue N corridor in 1999, with four exceptions.		X	X	X
Mitigation: The City is currently working with business and community members to update the strategies to satisfy current community priorities for the corridor. It is expected that the updated strategies will be adopted in conjunction with the City's selection of a Recommended Alternative.				
Project boundaries exceed boundaries defined under City Ordinance 326.				X
Mitigation: If the boundaries of the alternative adopted for this project fall outside the boundaries defined, the Comprehensive Plan would need to be amended.				

Chapter 2. Purpose and Need

This chapter describes the overall purpose of the proposed project and identifies the specific needs that the Project would address.

What is the purpose of the Project?

The purpose of the Aurora Corridor Improvement Project, N 165th Street to N 205th Street, is to improve safety, circulation, and operations for vehicular and non-motorized users of the roadway corridor, to support multi-modal transportation within the corridor, and to support economic stability along the corridor.

How were the needs of the Aurora Avenue corridor identified?

The needs of the Aurora Avenue corridor that would be addressed by this Project were identified through the:

- Puget Sound Regional Council (PSRC) Metropolitan Transportation Plan,
- City Comprehensive Plan, and
- City Multimodal Pre-Design Study.

PSRC Metropolitan Transportation Plan

Improvement to Aurora Avenue N between N 165th Street and N 205th Street is identified in *Destination 2030*, which is the regional Metropolitan Transportation Plan that addresses long-range urban transportation needs of a growing population (PSRC 2007). The plan includes a detailed set of projects and programs that recognize the link between transportation and growth planning. It identifies more than 2,000 specific projects that will improve roads, transit and ferry service, bicycle and pedestrian systems, freight mobility, and traffic management and operations. *Destination 2030* calls for the development of new state and regional funding mechanisms to provide sustained and flexible revenues that support plan strategies, and it outlines a monitoring and review process for ensuring that plans are current and that implementation stays on course.

Metropolitan Transportation Plan

The official intermodal transportation plan that is developed and adopted through the transportation planning process for the urban planning area.

City Comprehensive Plan

Improving Aurora has been a community goal since the City of Shoreline incorporated in 1995. However, regional and local governments recognized the need for improvements along Aurora Avenue N even prior to the City's incorporation. Before the City was incorporated, King County initiated a project to provide transit enhancements along Aurora Avenue N. After incorporation, the City requested that the project be postponed until the City could complete its comprehensive planning process to define improvements in the Aurora Avenue N corridor.

The City of Shoreline Comprehensive Plan was first adopted in November 1998 and most recently updated in June 2005. The Plan establishes the City's vision, and establishes Framework Goals intended to guide the City to meet that vision. The City's goals for Aurora Avenue N, as stated in its Comprehensive Plan, are to improve safety for all users on the roadway, to support economic stability along the corridor, and to improve mobility by supporting multimodal transportation services (City of Shoreline 2005). Assessment of the City's goals and policies, as established in the Comprehensive Plan, is provided in chapter 5 of this Land Use Discipline Report.

Multimodal Transportation

Multimodal transportation refers to multiple choices for travel, including driving alone, carpooling, walking, biking, or riding transit.

Multimodal Pre-Design Study

In 1998, the City began the 1-year Aurora Corridor Multimodal Pre-design Study (CH2M Hill 1999). The study included an extensive

Community and Agency Involvement Program involving a variety of public and private stakeholders in the plan development. Multiple opportunities for community input were provided, and emphasis was placed on clearly articulating the technical elements of the plan. The CAIP included both the community and agencies because both are necessary for consensus building. A key Community and Agency Involvement Program component was the participation of a Citizens' Advisory Task Force, made up of representatives from the business and residential communities and transit users. An Interagency Technical Advisory Committee also included public sector stakeholders. These advisory committees recommended a preferred design concept, described in the following section.

Community and Agency Involvement Program elements included:

- ongoing participation of the Citizens' Advisory Task Force, Interagency Advisory Committee, and Policy Advisory Committee;
- project briefings with City Council and Planning Commission;
- three public open houses;
- open house announcements mailed to 3,000 addresses each time an event was held;
- canvassing by the Citizens' Advisory Task Force;
- meetings with property owners within the study area;
- meetings with community interest groups;
- newsletters distributed to landowners, business owners, and other interested parties; and
- press releases distributed to neighborhood associations, community groups, and local media.

Community Outreach

The City conducted a total of 23 meetings with the Citizens' Advisory Task Force, Interagency Technical Advisory Committee, and the general public. The City also conducted eight City Council briefings and two planning commission presentations. Three open houses were held during the course of the Pre-Design Study. Each meeting was designed to encourage interactive involvement through small group design

workshops, informal ballots, prioritization exercises, and comment sheets.

32 Points

The preferred project design concept was named the 32 Points (see exhibit on following page) and was approved unanimously by the Citizens' Advisory Task Force on July 8, 1999. The 32 Points were adopted unanimously by the City Council as part of Resolution 156 on August 23, 1999. The 32 Points are to be used as guides during implementation and design of Aurora Avenue improvement projects, to ensure that concerns of the community and the vision of the City Council are fully addressed.

The main features of this adopted design concept include the addition of BAT lanes in each direction on the roadway; curbs, gutters, a landscaping/street furnishing strip (called the amenity zone for this Project) and sidewalks on both sides; and a landscaped center median safety lane with left and u-turn pockets. The 32 Points also included recommendation of four new signalized intersections and four new pedestrian-activated signalized crossings along the 3-mile length of Aurora Avenue N within the city limits. Consistency of the Project with the 32 Points is assessed in Chapter 5 of this Land Use Discipline Report.

The main features of the adopted design concept include:

- the addition of BAT lanes in each direction on the roadway;
 - curbs, gutters, landscaping/street furnishing strip, and sidewalks on both sides; and
 - the creation of a landscaped center median safety lane with left and u-turn pockets.
-

Exhibit. The "32 Points"

1. The maximum number of lanes on an intersection leg shall not exceed eight lanes including turning lanes. Seven lanes is the desired width.
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.
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.
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.
5. 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).
6. Re-align the street where possible to avoid property takes.
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.
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).
9. Use low growing drought resistant ground-cover and space trees in the median to allow visibility across it.
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.
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.
12. Provide elements in the Interurban/Aurora Junction area, between 175th and 185th that create a safe, pedestrian oriented streetscape. Elements can include special treatments of crossings, linkages to the Interurban Trail, etc.
13. Develop signature gateway designs at 145th and 205th 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 150th to 160th area which has a concentration of international businesses, recall the historic significance of the Interurban or other historic elements, and Echo Lake).
15. Utilize the Arts Council and neighborhoods to solicit and select art along the corridor.
16. Strengthen connections to the Interurban Trail through signing and other urban design techniques.
17. Develop a design for closure of Westminster Road between 158th and 155th by developing a southbound 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).
18. Pursue modifying the access to Firlands at 185th, closing Firlands north of 195th, and developing a new signal at 195th.
19. The preferred design shall include:
 - 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.
20. Traffic signals will include audible elements for the sight-impaired, and wheelchair detection loops for wheelchair users.
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.
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).
23. Provide improvements that will not generate an increase in neighborhood spillover traffic.
24. Work with transit agencies to provide increased service and seek capital investments from them to support this project.
25. Develop partnerships with WSDOT and King County/Metro to jointly fund the project.
26. Provide curb bulbs where practical on side streets to reduce pedestrian crossing width and to discourage cut-through traffic.
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 175th, preserve its heritage by relocating it elsewhere.
28. Consider new signalized intersections at 152nd, 165th, 182nd, and 195th.
29. Consider new pedestrian only signalized crossings in the vicinity of 149th, 170th, 180th and 202nd.
30. Sign Ronald Place south of 175th as the route to I-5.
31. Pursue reducing the speed limit to 35 mph where appropriate recognizing the potential impacts of spillover traffic with a lower posted speed.
32. Seek funding to develop a program to assist and encourage businesses to improve their facades.

What are the needs addressed by the Aurora Corridor Improvement Project?

Needs addressed by this Project consist of system linkage, capacity, regional transportation demand, modal interrelationships, safety, and economic development. Each of these needs is described in the following sections.

System Linkage

The proposed project would improve regional system linkage by providing additional lane capacity, improved intersection capacity, and improved signal coordination. It would also continue the improvements underway between N 145th Street and N 165th Street, creating a consistent continuous corridor throughout the City.

Aurora Avenue N is a major north/south arterial link that serves both local and regional traffic within the City of Shoreline. It is part of the National Highway System (NHS). The portion of Aurora Avenue N within the City connects SR 104 and SR 523. In addition to serving intra-city traffic, the route serves as a regional link between cities in the Puget Sound region, connecting to the City of Seattle to the south and Snohomish County to the north. It is the significant alternative to I-5 in providing north/south regional linkage. The portion of SR 99 located within the City has also been identified as a Highway of Statewide Significance (Washington State Transportation Commission 1998). Highways of Statewide Significance, identified under the Revised Code of Washington (RCW) 47.06.140, are those facilities deemed to provide and support transportation functions that promote and maintain significant statewide travel and economic linkages. The legislation emphasizes that these significant facilities should be planned from a statewide perspective (WSDOT 2002).

The timely delivery of goods is extremely important to business operations and economic vitality. Aurora Avenue N is identified by WSDOT as a truck freight route in the statewide Freight and Goods Transportation System (FGTS). It carries more than 5 million tons of freight annually, so is classified as a T-2 tonnage class roadway (WSDOT 2005). It has also been identified as part of the King County Regional Arterial Network, and the Puget Sound Regional Council (PSRC) Metropolitan Transportation and Freight and Goods Systems.

National Highway System

Federally identified highways that are most important to interstate travel and national defense, connect other modes of transportation, and are essential for international commerce.

Highway of Statewide Significance

Highways identified by the Washington State Transportation Commission that provide significant statewide travel and economic linkages.

WSDOT Freight and Goods Transportation System (FGTS) Classifications

Roadways are classified according to the average volume of freight they carry each year:

- T-1 > 10 million tons per year
 - T-2 4 million – 10 million tons per year
 - T-3 300,000 – 4 million tons per year
 - T-4 100,000 – 300,000 tons per year
 - T-5 At least 20,000 tons in 60 days
-

Aurora Avenue N also provides a connection between other routes on the FGTS, including Westminster Way/Greenwood Avenue (class T-2), SR 523 (class T-3), N 185th Street (class T-2), and SR 104 (class T-3) (WSDOT 2005).

Aurora Avenue N provides a linkage for commuters and transit to two regional Park-and-Ride facilities located at N 192nd Street and Aurora Avenue N; and on N 200th Street, two blocks east of Aurora Avenue N.

The City is currently completing improvements to Aurora Avenue N between N 145th Street and N 165th Street, which include similar elements to those proposed for this Project. Improvements include BAT lanes; curbs, gutters, landscaping/utility strip, and sidewalks on both sides; a landscaped center median with left and u-turn pockets, new signalized intersections, pedestrian-activated signalized crossings, undergrounding of utilities, and stormwater facilities.

Capacity

The proposed project would address capacity needs through improvements to intersection geometry and capacity, channelization, signal improvements, and additional lane capacity for business access and transit. By reducing the number of access points according to WSDOT criteria, capacity in the corridor would be improved through the reduction of conflicts and traffic friction.

The capacity of the current facility is inadequate to accommodate projected traffic volumes. The corridor currently supports 33,000 to 39,000 daily vehicle trips. Traffic analysis completed for the Aurora Avenue N corridor assessed level of service (LOS) from now through the future planning year of 2030, under conditions both with and without the proposed project. Over the next 20 years, volumes along the corridor are expected to increase by 1.1% annually.

LOS is the primary measurement used to determine the operating quality of a roadway segment or intersection. LOS is generally measured by the ratio of traffic volume to capacity (V/C) or by the average delay experienced by vehicles on the facility. The quality of traffic operation is graded into one of six LOS designations: A, B, C, D, E, or F. LOS A represents the best range of operating conditions and LOS F represents the worst. LOS on transportation facilities is analyzed and measured according to procedures provided in the Highway Capacity Manual (Transportation Research Board 2000). In an urban corridor such as

Level of Service (LOS) - Characteristics of Traffic Flow

LOS A	Free flow, little or no restriction on speed or maneuverability caused by the presence of other vehicles.
LOS B	Stable flow, operating speed is beginning to be restricted by other traffic.
LOS C	Stable flow, volume and density levels are beginning to restrict drivers in their maneuverability.
LOS D	Stable flow, speeds and maneuverability closely controlled due to higher volumes.
LOS E	Unstable flow, low speeds, considerable delay, volume at or near capacity, freedom to maneuver is difficult.
LOS F	Forced traffic flow, very low speeds, traffic volumes exceed capacity, long delays with stop and go traffic.

Aurora Avenue N, LOS at intersections controls the overall LOS of the roadway. LOS for signalized intersections is determined by the average amount of delay experienced by vehicles at the intersection. LOS standards are used to evaluate the transportation impacts of long-term growth. The Washington State Growth Management Act (GMA) (RCW 36.70A, 1990) requires that jurisdictions adopt standards by which the minimum acceptable roadway operating conditions are determined and deficiencies may be identified. The City has adopted a standard of LOS E for intersections within the City (City of Shoreline 2005).

Detailed traffic analysis of Aurora Avenue N is presented in the *Transportation Discipline Report* prepared for this Project. The analysis shows that without improvements, average delay at key signalized intersections along Aurora Avenue N will fall to LOS F. These conditions are considered unacceptable by most drivers and fail to meet the City's adopted standard of LOS E. A lack of adequate capacity along Aurora Avenue N could cause increased traffic volumes along parallel neighborhood routes.

Regional Transportation Demand

The proposed project would provide additional automobile and transit capacity to help meet the demand that is anticipated to occur in the Aurora Corridor over the next 20 years. The PSRC has adopted its *Destination 2030* Metropolitan Transportation Plan as the transportation element of *Vision 2020*, the region's growth management, economic, and transportation strategy. The City's design concept for the Project satisfies the following regional policies as discussed in *Destination 2030* (PSRC 2007):

- Optimize and manage the use of transportation facilities and services.
- Manage travel demand by addressing traffic congestion and environmental objectives.
- Focus transportation investments by supporting transit- and pedestrian-oriented land use patterns.
- Expand transportation capacity by offering greater mobility options.

The Metropolitan Transportation Plan provides the long-range strategy for future investments in the central Puget Sound region's transportation system. It responds to federal legislative mandates such as the federal

Transportation Equity Act for the 21st Century and the Clean Air Act (CAA); and state mandates such as the Commute Trip Reduction Law RCW (70.94.521-551) and the GMA (RCW 36.70A). It also is intended to respond to regional concerns of pressing transportation problems. The basic building blocks for the Metropolitan Transportation Plan are state, city, county, and transit agency plans and policies.

Improvements to Aurora Avenue N through Shoreline are included in the list of capital projects identified in the Metropolitan Transportation Plan. The Project is listed under identification number 3569. It is listed as having “Candidate” status, meaning that it is subject to PSRC approval but has not yet been approved. Once NEPA and SEPA environmental review is completed, the City will apply for upgrade to “Approved” status in the Metropolitan Transportation Plan, after which right-of-way acquisition for the Project may begin..

Modal Interrelationships

The proposed project would enhance mobility and safety for pedestrians by providing continuous sidewalk, curb, and gutter along both sides of the roadway. Additional crosswalks would provide more safe crossings for pedestrians. Pedestrian links would be also provided to the adjacent Interurban Trail.

Bicyclists traveling along Aurora Avenue N would be allowed to travel on the sidewalks or in the BAT lanes, and would also benefit from connections provided to the Interurban Trail.

The Project would also improve transit operations and reliability through the addition of the BAT lanes, providing a lane for bus operation outside the general-purpose traffic flow.

The portion of Aurora Avenue N within the City is heavily automobile-oriented, and lacking in pedestrian or bicycle facilities. Driveway access along the corridor is largely undefined and sidewalk facilities are discontinuous and substandard. The only areas where sidewalks meet City standards are areas along developments that have been built within the last 10 years.

Buses on Aurora Avenue N travel in the general-purpose lanes. When traffic is congested, the buses are likely to be delayed. When buses stop to pick up and drop off passengers, they block traffic in one of the two general-purpose lanes that currently exist in each direction. Bus stops

The Interurban Trail

The Interurban Trail is a regional pedestrian and bicycle facility that runs roughly parallel to Aurora Avenue N. The Interurban Trail runs throughout the entire City length, between N 145th Street and N 205th Street.

lack safe access, especially for persons with disabilities. The absence of safe, continuous pedestrian facilities can dissuade potential transit patrons from using the bus system. Bicyclists currently have to travel either on shoulders, where they exist, or in the general-purpose traffic lanes.

The Interurban Trail is a pedestrian and bicycle facility that runs roughly parallel to Aurora Avenue N, providing regional connection from Everett through Seattle. The Interurban Trail runs throughout the entire City length, between N 145th Street and N 205th Street. In the Project area, the trail is located approximately one block east of Aurora Avenue N between N 165th Street and N 192nd Street; runs to the east of Echo Lake; runs east-west along N 200th Street to Meridian Avenue; and then runs north-south on the east side of Meridian Avenue through Ballinger Commons (City of Shoreline 2007a). Existing sidewalks are inadequate to provide pedestrian connectivity along Aurora Avenue N and to the Interurban Trail.

Safety

Project elements would improve channelization; separate pedestrians from vehicular traffic, and reduce potential conflicts between vehicles, pedestrians, and bicyclists. The City is working with businesses and property owners to develop appropriate solutions that address access and parking issues, while still maintaining Project goals.

WSDOT collects and compiles historical collision data for state highways, including Aurora Avenue N. Several areas of Aurora Avenue N, between N 165th Street and N 205th Street, have been given poor safety designations by WSDOT. WSDOT has identified one high accident corridor (HAC), three high accident locations (HALs), and two pedestrian accident locations (PALs) on Aurora Avenue N, between N 165th Street and N 205th Street, for the 2007–2009 biennium. Between 2003 and 2005, the average annual collision rate for the entire Aurora Avenue N corridor within Shoreline was calculated to be 5.5 accidents per million vehicle miles traveled. This greatly exceeds the 2003 statewide average for urban principal arterials of 2.6 accidents per million vehicle miles. There is strong public concern for general traffic safety and pedestrian safety along the corridor. Collision history and WSDOT safety designations are discussed in detail in the *Transportation Discipline Report* prepared for this Project.

High Accident Corridor (HAC)

A highway corridor 1 mile or greater in length where a 5-year analysis of collision history indicates that the section has higher than average collision and severity factors.

High Accident Location (HAL)

A highway section typically less than 0.25 mile in length where a 2-year analysis of collision history indicates that the section has a significantly higher than average collision and severity rate.

Pedestrian Accident Location (PAL)

A highway section typically less than 0.25 mile in length where a 6-year analysis of collision history indicates that the section has had four pedestrian accidents in a 0.1-mile segment.

Aurora Avenue N currently lacks adequate access management. Land use along Aurora Avenue N is predominantly commercial/retail. Most of the businesses are freestanding, with defined and undefined individual driveways, or continuous shoulder access. Numerous driveways, limited curbs and sidewalks, and erratic parking all contribute to a general lack of safe passage for pedestrians, bicyclists, and vehicles. This type of development has resulted in a very high number of individual access points that increase conflict and impact safety along the corridor. In total, there are 154 access points along the 2-mile length within the Project corridor. National Cooperative Highway Research Program (NCHRP) Report 420 indicates that the ideal number of access points is fewer than 30 per mile (Gluck et al. 1999).

Much of the existing business parking along the corridor is directly adjacent to the roadway shoulders and is angled or perpendicular to the street. Many existing parking spaces require motorists to back onto the roadway to exit. Parking within the Aurora Avenue N roadway right-of-way occurs primarily near retail and commercial land uses within the Project area. Several businesses along the roadway between N 165th Street and N 205th Street use the shoulder for parking in areas where there is no curb, effectively blocking pedestrians and people in wheelchairs.

The Project elements that would improve safety conditions along Aurora Avenue N include:

- addition of curbs and gutters and consolidated driveway locations;
- even, wide, continuous sidewalks that will be safer for pedestrians and transit patrons;
- application of driveway width and spacing standards;
- proposed traffic signals and pedestrian crosswalks;
- conversion of the existing two-way left-turn lane into a median with channelized left-turn and u-turns;
- restriction of driveways to right-turn-in and right-turn-out only;
- elimination of motorists' ability to back onto the roadway to exit; and,
- provision of the BAT lanes that would allow traffic to safely enter and exit the roadway with fewer conflicting movements and lower risk of crashes.

Economic Development

The Project would address the need to continue to enhance the movement of people and goods within the SR 99 commercial corridor, as identified in the Comprehensive Plan, by improving person and freight mobility; pedestrian, bicycle, and transit linkages; and overall safety for vehicular and non-vehicular travelers.

The City Comprehensive Plan provides forecasts of job growth within the Aurora Avenue N corridor. This growth depends on a revitalized roadway corridor along all of Aurora Avenue N, including the area between N 165th Street and N 205th Street.

The Comprehensive Plan sets forth a vision that concentrated activity centers will develop at several locations along the corridor. These are located between N 175th Street and N 185th Street, and between N 200th Street and N 205th Street (Aurora Village). To support the economic development goals of the Comprehensive Plan, improvements are needed for pedestrian and transit access to and between these locations. The City's objective for Aurora Avenue N is to install improvements that would lead people to the community and its businesses (City of Shoreline 2005).

The City Comprehensive Plan provides forecasts of job growth within the Aurora Avenue N corridor. This growth depends on a revitalized roadway corridor along all of Aurora Avenue N, including the area between N 165th Street and N 205th Street.

What is the legislative context for the Project?

There are three articles of legislation that provide specific direction for the Project. City Resolution 156, City Ordinance 326, and RCW 47.50 are discussed below.

City Resolution 156

Resolution 156 was adopted unanimously by the Shoreline City Council on August 23, 1999, at an open meeting that included opportunities for public testimony. This resolution accepted the recommendation of the Citizens' Advisory Task Force for the 3-mile Aurora Avenue N corridor within the city limits; found the recommendation to be in conformance with the City Comprehensive Plan (2005); initiated an amendment to the Capital Improvement Program; and directed staff to pursue environmental analysis for the corridor improvement. Resolution 156 included the 32 Points directive described earlier in this chapter.

City Ordinance 326

Ordinance 326, which revised the City's Comprehensive Plan, was passed 5 to 1 by the Shoreline City Council on July 14, 2003. This ordinance amended the text of Land Use Policy LU48 and added a new Transportation Policy 5.1 for the purpose of identifying future right-of-way needs of Aurora Avenue N, between N 172nd Street and N 192nd Street. The ordinance also added a right-of-way map for this area to the Transportation Element. In general, this ordinance identifies any widening that occurs along this segment of the roadway, and resulting right-of-way acquisition needed, as occurring to the east of the existing roadway. SEPA review was completed for Ordinance 326, prior to adoption. The ordinance was not subject to NEPA. However, for the purposes of the NEPA and SEPA evaluation of the Project, the separate Build Alternatives were defined to reflect widening to both the east and the west, so that the potential impacts under the full possible range of build options would be evaluated. If the Recommended Alternative that is ultimately selected requires right-of-way outside of the boundaries defined in the ordinance, Policy T5.1 in the Comprehensive Plan, which specifically defines the boundaries, the City should take action to make the Project compliant with the Comprehensive Plan.

Access Management RCW 47.50

To preserve the safety and operational characteristics of state highways, RCW 47.50 was enacted in 1991, designating all highways in Washington as controlled-access facilities. Aurora Avenue N, part of SR 99, is a class 4 facility according to the WSDOT access control classification system and standards. Within this class, access management measures are identified, such as minimum driveway spacing of 250 feet and installation of medians to mitigate turning, weaving, and crossing conflicts that affect safe travel. Based on the urban environment served by Aurora Avenue N and the high traffic volumes it carries, the street's current design is deficient in terms of access management for the preservation of safety and traffic operations. Any improvement to Aurora Avenue N would have to comply with access management standards defined under this law.

Chapter 3. Alternatives

This chapter describes the alternatives that are being evaluated for the proposed project.

What alternatives are considered in this discipline report?

This report evaluates the potential effects of a No Build Alternative and three Build Alternatives, described in the following sections.

No Build Alternative

Under the No Build Alternative, Aurora Avenue N would remain exactly as it is today. The roadway has two general-purpose lanes in each direction with a center two-way left-turn lane. Shoulder and sidewalk of varying widths are located sporadically along the corridor with no curb or gutter and little landscaping. The corridor is served heavily by public transit provided by King County Metro, with additional service at the north end of the corridor provided by Community Transit. Buses on Aurora Avenue N would continue to travel and stop in the general-purpose lanes.

Build Alternatives

The City has proposed three Build Alternatives: Alternative A, Alternative B, and Alternative C. Table 2 provides an overview of Project features unique in an individual Build Alternative and features common among them.

Table 2. Common and Unique Features of the Aurora Corridor Improvement Project Build Alternatives

Features Common among Build Alternatives A, B, and C			
General Purposes lanes	Project design includes two general-purpose lanes in each direction.		
BAT lane	Each Build Alternative would include one Business Access and Transit (BAT) lane in each direction.		
Sidewalk	7-foot sidewalks would be constructed along both sides of the corridor.		
Curb and Gutter	Curb and gutter would be constructed along both sides of the corridor. Curb ramps would be constructed at all intersections in accordance with ADA requirements.		
Underground utilities	Utilities would be placed underground for each of the three Build Alternatives.		
Vegetation	Each of the Build Alternatives includes vegetative plantings. Extent and location vary as described below.		
Center median	A center median would be added, with left-turn and u-turn pockets (width of the center median varies by alternative, as described below).		
Traffic signals	New traffic signals proposed at Aurora Avenue N/N 182nd Street and Aurora Avenue N/Firlands Way N (north of N 195th Street). Signalized intersections will be widened to improve east-west capacity and traffic flow.		
Road improvements	Improvements would be made to: <ul style="list-style-type: none"> Echo Lake Place (north of N 195th Street), including realignment and a connection to Aurora Avenue N at Firlands Way N; and Midvale Ave N (N 175th Street – N 183rd Street), including realignment, addition of a center turn lane, curb and gutter, and sidewalk on the east side of the roadway. The new Interurban Trail will serve as the walking path on the west side of the roadway. 		
Features that vary among Alternatives A, B, and C			
	Alternative A	Alternative B	Alternative C
Cross Section	Typically 98 feet from back-of-sidewalk to back-of-sidewalk. The cross section will be wider where utility vaults, light/signal poles, and bump outs are located, as described below. This dimension is 12 feet narrower than the cross sections proposed under Alternatives B and C, due to a narrower median (12 feet instead of 16 feet) and the absence of the 4-foot amenity zone on each side of the roadway. The City would also acquire a continuous 3-foot-wide easement behind the sidewalk on each side of the roadway for placement of utilities.	110 feet from back-of-sidewalk to back-of-sidewalk.	
Median Width	Center median would be 12 feet wide.	Center median would be 16 feet wide.	
Amenity Zone	No amenity zone provided. Utility vaults and light/signal poles would be located behind the sidewalks in the 3-foot easement area.		A 4-foot amenity zone would be located between the curb and sidewalk on each side of the street. Utility vaults, light/signal poles, bus stop signs, hydrants, and pedestrian amenities would be located in this area.
Bump Outs	Bump outs approximately 4 feet in additional width would be needed at u-turn and left-turn locations to achieve the turning radii needed to accommodate u-turns.		None needed. U-turns would be sufficiently accommodated within the standard roadway width.
Placement of Alignment	Required widening would occur to the east of the existing right-of-way in the vicinity of N 175th Street, N 185th Street, and N 200th Street.	Required widening would occur to the east of the existing right-of-way in the vicinity of N 175th Street, N 185th Street, and N 200th Street.	Required widening would occur to the west of the existing right-of-way in the vicinity of N 175th Street, N 185th Street, and N 200th Street.
Vegetation	Limited vegetation would be provided in the median.	More vegetation accommodated by wider median. Vegetation could also be planted in areas within the amenity zone.	More vegetation accommodated by wider median. Vegetation could also be planted in areas within the amenity zone.

Figures 2, 3, and 4 present plan views of the three Build Alternatives, respectively. Figure 5 presents more detailed schematic drawings of the proposed roadway configurations under each of the three alternatives. Note that drawing shows one direction of travel of the proposed roadway alternatives, which is typical of both directions.

When will the Recommended Alternative be selected?

The Recommended Alternative will be selected after all of the environmental analysis has been completed for the No Build Alternative and three Build Alternatives. The discipline reports that summarize the environmental analysis will be available for public review after they are finalized.

The boundaries of the three Build Alternatives encompass the maximum possible footprint of the Project. The Recommended Alternative ultimately selected for the Project may combine different elements from the different Build Alternatives. However, no part of the Project will occur outside of the study area analyzed in this report.

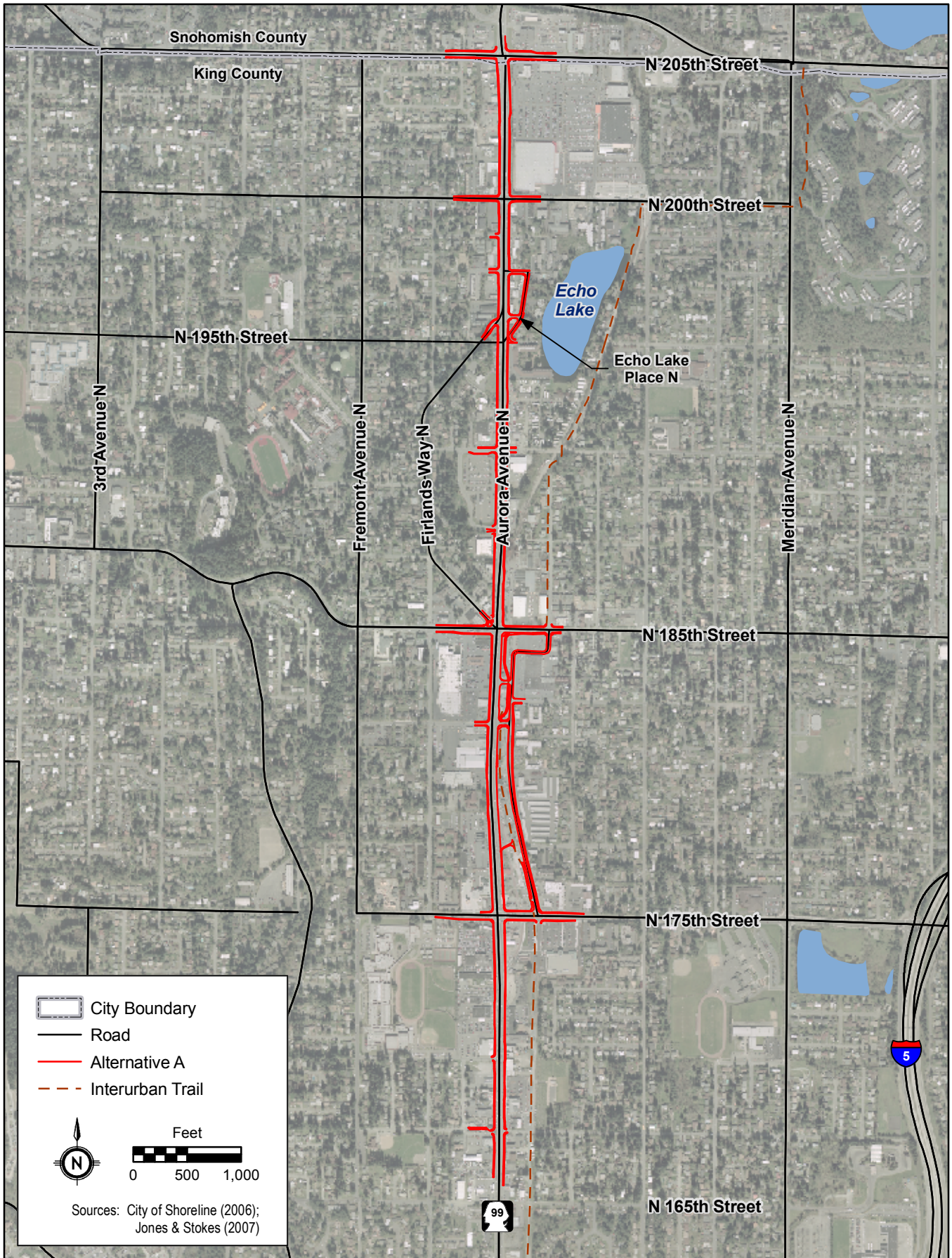


Figure 2. Alternative A
Aurora Corridor Improvement Project
October 2007

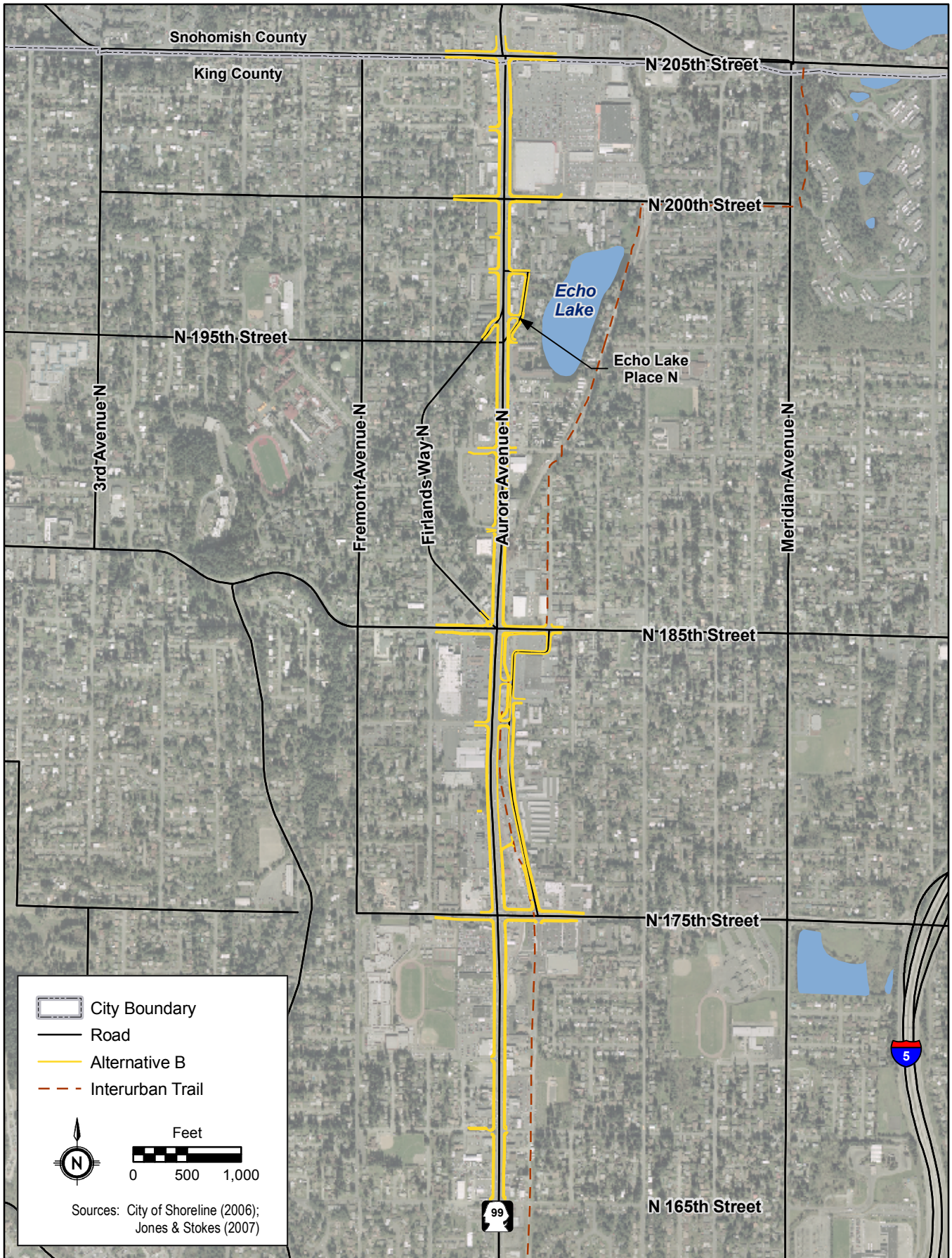


Figure 3. Alternative B
Aurora Corridor Improvement Project
October 2007

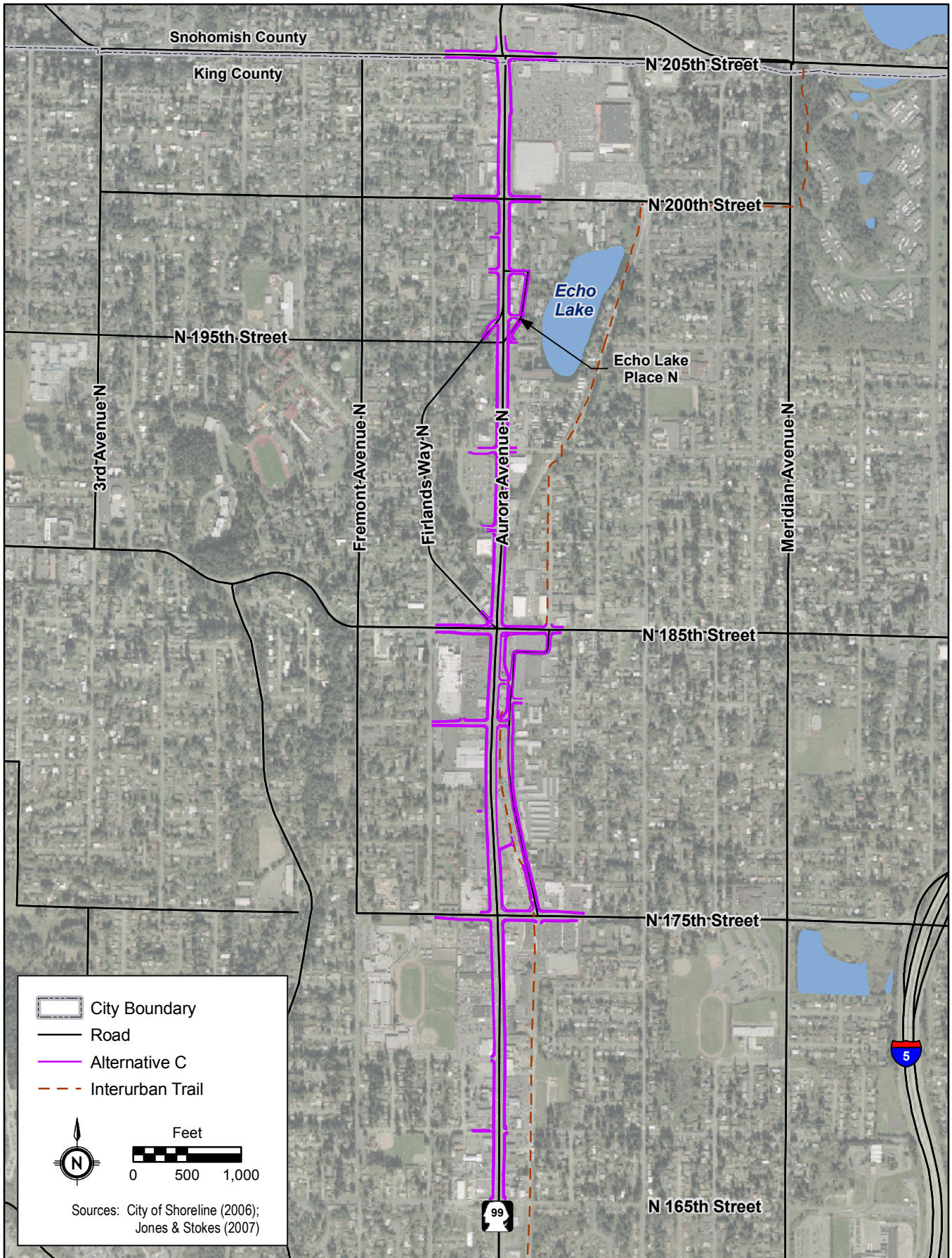
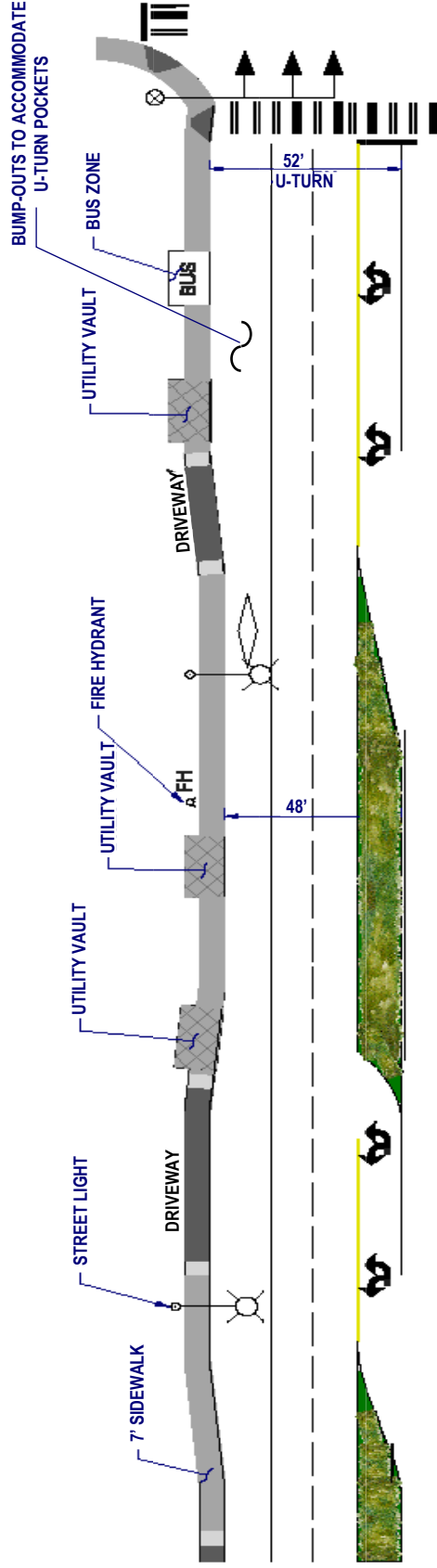
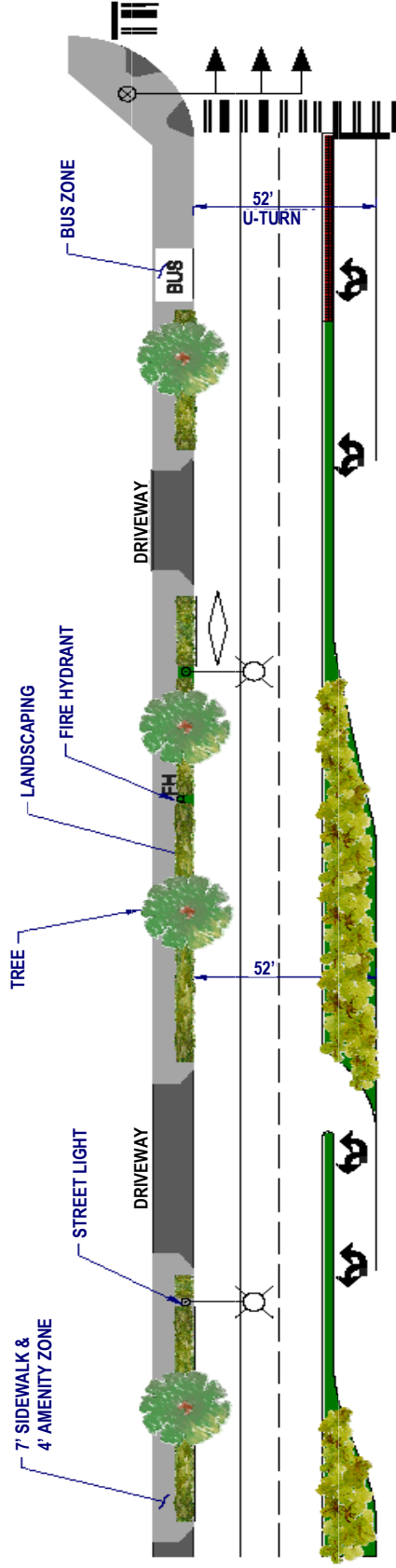


Figure 4. Alternative C
 Aurora Corridor Improvement Project
 October 2007

Alternative A



Alternatives B and C



Note: Drawing shows one direction of travel of the proposed roadway alternatives, which is typical of both directions

Figure 5. Proposed Plan Detail for Build Alternatives
Aurora Corridor Improvement Project
October 2007

Chapter 4. Affected Environment

This chapter describes existing conditions of the environment as they relate to land use plans and development regulations.

How was information collected?

This report was prepared using published materials, geographic information system (GIS) data furnished by the City, and information from City staff. Additional information was collected during field visits.

A review of King County Assessor's data, aerial maps, and field visits were used to identify existing land uses.

Relevant plans and regulations were obtained from the implementing agencies.

What is the study area for land use and how was it defined?

The study area boundaries for land use are defined approximately 0.25 mile to the east and to the west of Aurora Avenue N, between N 165th Street and N 205th Street. The study area boundary was determined to conservatively include land uses that could be potentially directly or indirectly affected by the Project, and is consistent with the dimension chosen for the analysis of land use in the Aurora Corridor Improvement Project, N 145th Street to N 165th Street, immediately

south of the current Project. Bounded roughly by Fremont Avenue N to the west and Ashworth Avenue N to the east, the study area is approximately 2 miles long and encompasses roughly 1 square mile.

The boundaries of the study area include all areas where project improvements are proposed and were selected in order to include the transition of land uses from the commercial corridor along Aurora Avenue N to the residential neighborhoods beyond. The residential areas to the west and east of the study area are predominantly single-family residential neighborhoods developed in the latter half of the 20th century.

What are the land use characteristics of the Project area?

Existing land uses in the corridor are predominantly commercial, though some multi-family residential and other uses are present. Echo Lake is located approximately 200 feet to the east of the roadway, north of N 192nd Street. The Interurban Trail runs roughly parallel to Aurora Avenue N, to the east in the Project corridor. Shoulders and sidewalks of varying widths are located sporadically along the corridor, with no curb or gutter, and little landscaping.

Before the emergence of the Interstate Highway System, SR 99 (Aurora Avenue N) served as the primary north-south transportation corridor for the region, attracting a large amount of commercial development. Many of the businesses, including motels, motor courts, restaurants, and drive-ins, catered to travel and automobile use. Today, Aurora Avenue N maintains much of this commercial character, and many examples of this early type of “strip” development remain.

The following sections describe existing land use, recreation, zoning, and transportation system within the Project study area. The planned future land use for the Project study area is also presented.

Existing Land Use

Figure 6 shows existing land use in the Project study area. The figure shows that commercial land uses, with some multi-family residential, are the predominant uses directly on Aurora Avenue N. However, beyond the immediate roadway corridor, land use transitions primarily into single family residential.

Overall, approximately 24% of the land within Project study area consists of commercial use. The Aurora Avenue N corridor is characterized by auto-oriented commercial development, often with poorly defined driveways and parking areas near the road. A large number of automobile-related businesses, including auto supply stores, car dealerships, repair shops, and service stations, are present, particularly at the southern end of the study area. The northern portion of the study area is dominated by the Aurora Village shopping mall and commercial strip development. Highland Ice Arena is located at 18005 Aurora Avenue N.

Residential uses comprise approximately 63% of the land use within study area. Interspersed with professional offices, the residential development closest to Aurora Avenue N primarily consists of apartments and condominiums mixed within the commercial areas, and transitions to lower densities to the east and to the west of the Aurora Avenue N corridor.

Parking supply within the Project corridor consists of both compliant and non-compliant parking spaces. Compliant parking consists of spaces completely contained upon private properties that do not require backing onto city right-of-way for access or egress. Non-compliant parking consists of spaces partially or fully located within public right-of-way, or spaces on private property for which backing onto city right-of-way is required for access or egress. Of 4,485 total parking spaces counted in the study area, 193 are non-compliant. Off-street parking standards, as defined by City code (SMC 20.50.390), are summarized in Appendix A of this report.

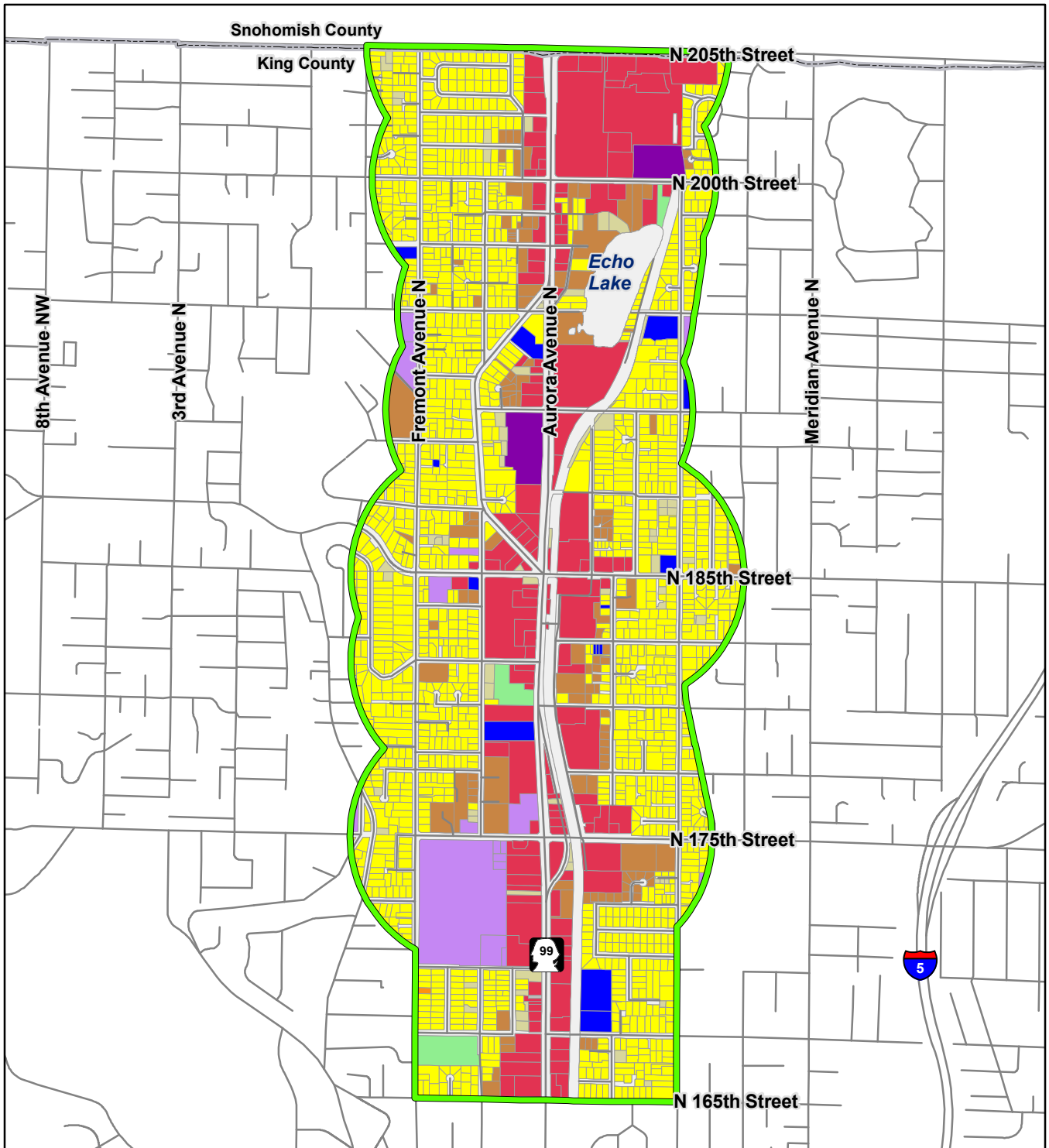
City code specifies 10-foot setbacks for the types of commercial properties located within the study area (SMC 20.50.230). Field review of the study area indicated some buildings with nonconforming setbacks. Several nonconforming signs are present along the corridor, and include signs that may differ from the size, location, and material standards permitted in SMC 20.50.530-610.

Compliant Parking

Parking spaces completely contained upon private properties that do not require backing onto city right-of-way for access or egress.

Non-Compliant Parking

Parking spaces partially or fully located within public right-of-way, or spaces on private property for which backing onto city right-of-way is required for access or egress.



Sources: City of Shoreline (2006); Jones & Stokes (2007); King County (2007)

Existing Land Use

- | | | |
|---------------|--------------------|-----------------------|
| City Boundary | Single-Family | Park & Ride |
| Study Area | Multi-Family | Open Space/Recreation |
| Road | Mobile Home | Vacant |
| | Civic/Quasi-Public | Right of Way |
| | Commercial | Other |
| | Industrial | |

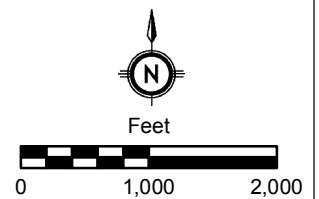


Figure 6. Existing Land Use
Aurora Corridor Improvement Project
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Recreational Uses

A variety of public parks, opens spaces, and recreational facilities are located within the study area. Major facilities and youth sports clubs are described in the following sections.

Interurban Trail

The Interurban Trail is a 3.25-mile paved, multi-purpose pedestrian and bicycle trail that is located the east side of Aurora Avenue N within the Seattle City Light power transmission line right-of-way between N145th Street and N 205th Street. The trail is intended to connect neighborhoods to shopping, services, employment, transportation centers, and parks. The trail corridor provides an important north-south linkage through the City and to the rest of the regional Interurban Trail system. The trail serves as the spine of the City's bicycle trail system and allows for the use of commuters as well as recreational bicyclists, walkers and joggers.

Richmond Highlands Recreation Center and Park

Richmond Highlands Recreation Center and Park is a 4.2-acre community park located south of Shorewood High School and includes: a small gym with a stage and indoor play equipment, a game room with billiard and ping pong tables, a meeting room with kitchen, outdoor children's play equipment and a ball field.

Meridian Park

Meridian Park is a 3.13-acre park located south of Meridian Park Elementary School and includes a wetland with a stream crossing the site as well as some passive meadow and natural areas with a circular trail. The park also includes picnic tables, benches, a basketball court and tennis courts.

Ronald Bog Park

Ronald Bog Park is a city owned 13.61-acre natural area at the headwaters of Thornton Creek. The site was once a peat bog that was actively mined in the 1950's. The park currently features a small square-shaped pond that shows evidence of the past peat mining activities; in addition, the pond now serves an important function in stormwater

management for the City. Local students and community members are currently monitoring wildlife and plants in the park and participating in restoration activities.

Cromwell Park

The 9.02-acre Crowell Park is a community park composed of two separate parcels. The northern portion of the site, located to the east and south of the King County District Court, includes a playground area, a basketball court, a baseball field and a soccer field. The southern portion of the park is much smaller, and is heavily wooded.

Echo Lake Park

Echo Lake Park is a 0.77-acre park located at the north end of Echo Lake and abutting the Interurban Trail along its eastern border. The park includes restroom facilities, picnic tables and benches.

Youth Sports Clubs

Within the study area, three nonprofit local youth sports clubs (100% volunteer operated) are active in multiple neighborhoods.

- Richmond Little League, for children interested in playing baseball and softball from pre-school through high school
- Hillwood Soccer Club, organizes soccer practices and recreational games for children aged 5 through 18
- Richmond Junior Football, organizes teams for youth ages 6 to 14
- Various hockey leagues play at Highland Ice Arena

Zoning

The City has established various zoning districts to satisfy the following land use goals:

- provide for the geographic distribution of land uses into zones that reflect the goals and policies of the comprehensive plan,
- maintain stability in land use designations with similar characteristics and activity levels by grouping harmonious zones together, and

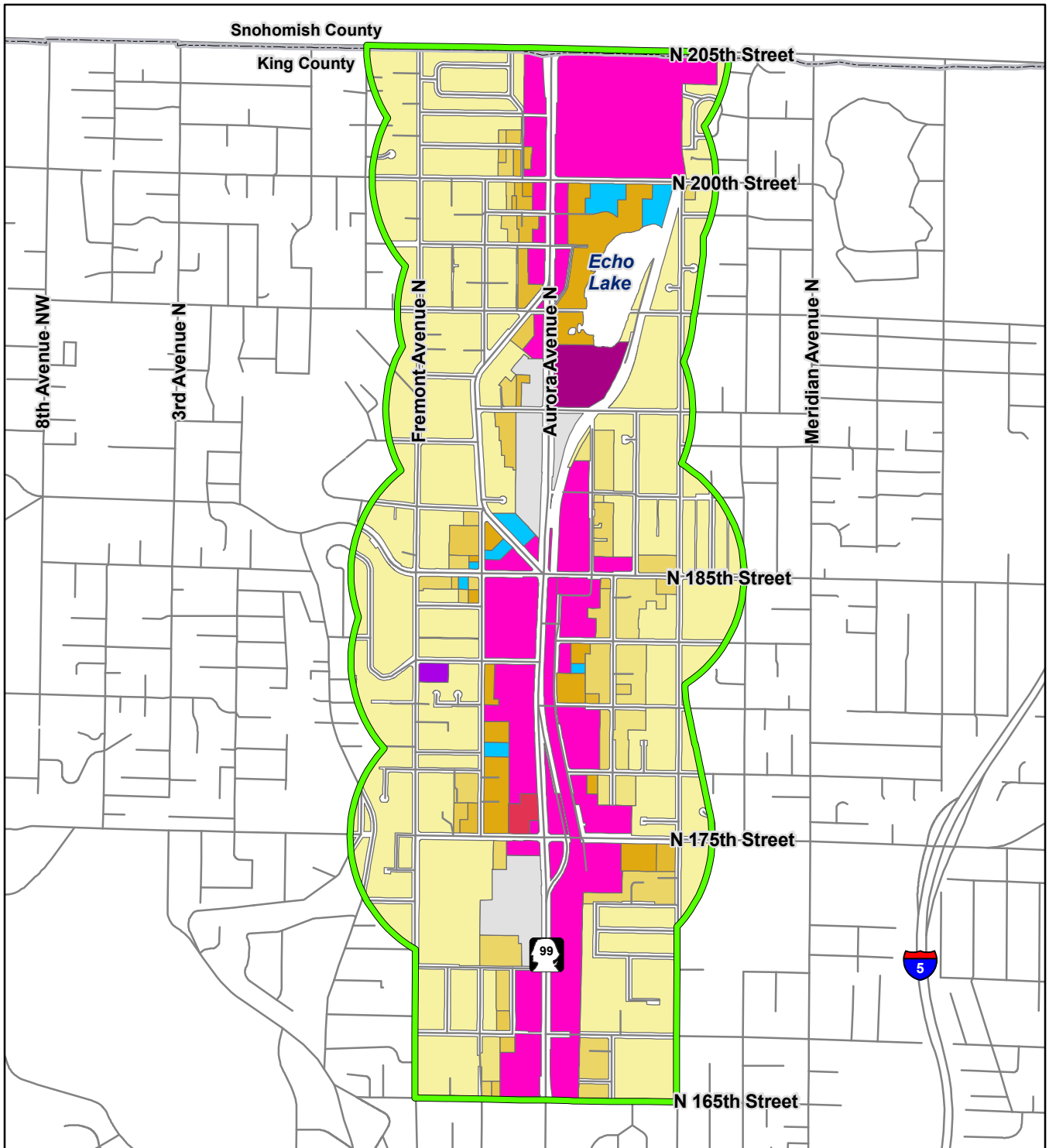
- provide an efficient and compatible relationship of land uses and zones (SMC 20.40.010).

Figure 7 shows the existing zoning designations within the Project area. Zones in the study area include Residential (from 6 to 48 units per acre), Community Business, Regional Business, Industrial, and Office.

The majority of properties abutting Aurora Avenue N and directly affected by the Project improvements are zoned Regional Business. Some parcels abutting Aurora Avenue N in the Project area are zoned for industrial use, including those located northwest of the intersection of Aurora Avenue N and N 170th Street, and in the vicinity of the intersection of Aurora Avenue N/N 192nd Street.

City code defines the purpose of the Regional Business and Industrial zones as providing for the location of integrated complexes made up of business and office uses serving regional market areas with significant employment opportunities; and indicates that such zones require accessibility to regional transportation corridors. Development of taller buildings and mixed-uses that are supportive of transit are encouraged in these zones. (SMC 20.40.040C.)

One large parcel northeast of the intersection of Aurora Avenue N and N 192nd Street is zoned Regional Business with a Concomitant Agreement called a Contract Zone, conditioning the development of the site. This property is currently under development for the construction of a mixed-use development containing a YMCA, multi-family residential, senior housing, and mixed-use buildings. The permit reviews for this development are ongoing. The conditions of the concomitant rezone agreement limit the number of residential units on the site to 350, and commercial floor area is limited to 182,000 square feet. Additional residential units may be permitted in conjunction with a reduction in commercial floor area. The concomitant agreement contains provisions governing parking standards, impervious surfaces, restoration conditions for the Echo Lake shoreline, and stormwater treatment. Most significantly for the Project, the concomitant agreement includes provisions for public access from Aurora Avenue N on the northern half of the site to the planned boardwalk along Echo Lake.



Zoning Designations

Sources: City of Shoreline (2006); Jones & Stokes (2007)

- | | | |
|---------------|----------------------------------|-----------------------------------|
| City Boundary | R-4; Residential, 4 units/acre | RB; Regional Business |
| Study Area | R-6; Residential, 6 units/acre | Regional Business - Contract Zone |
| Road | R-8; Residential, 8 units/acre | CZ; Contract Zone |
| | R-12; Residential, 12 units/acre | NB; Neighborhood Business |
| | R-18; Residential, 18 units/acre | North City Business District |
| | R-24; Residential, 24 units/acre | I; Industrial |
| | R-48; Residential, 48 units/acre | O; Office |
| | CB; Community Business | |

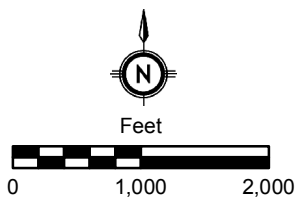


Figure 7. Zoning Designations
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Other zoning in the area that abuts Aurora Avenue N include Community Business, located northwest of the intersection of Aurora Avenue N and N 175th Street, and High Density Residential, located along the eastern edge of Aurora Avenue N in the vicinity of Echo Lake.

City code defines the purpose of the Community Business zone as providing location for a wide variety of business activities, such as convenience and comparison retail, personal services for local service. This zoning also allows for apartments and higher intensity mixed-use developments (SMC 20.40.040B).

Residential zoning is designated as “R”, with the accompanying number indicating the number of dwelling units per acre. The R-18, R-24 and R-48 designations are considered high density residential; with purpose to provide for a mix of predominantly apartment and townhouse dwelling units and other compatible uses (SMC 20.40.030C). The areas beyond the Aurora Avenue N corridor are primarily zoned as low-density residential (R-4) with some pockets medium density residential.

The City’s zoning in the study area differs somewhat from the existing land use map in some areas, and is consistent in others. The multi-family housing present toward the north end of the corridor, in the vicinity of Echo Lake, is reflected in the current zoning map. The areas zoned Regional Business and Industrial, as well as the Contract Zone, are primarily depicted as commercial in the existing land use map. While this does not directly conflict with zoning, the adopted zoning code indicates a goal of higher densities along the Aurora Avenue N corridor than the land uses that are currently present. Increased office and mixed uses reflected in the City’s zoning are not predominant in the study area at this time. However, the purpose of zoning is to implement the future land use as it is defined in the Comprehensive Plan. The City’s adopted future land use plan is described in the following section.

Planned Future Land Use

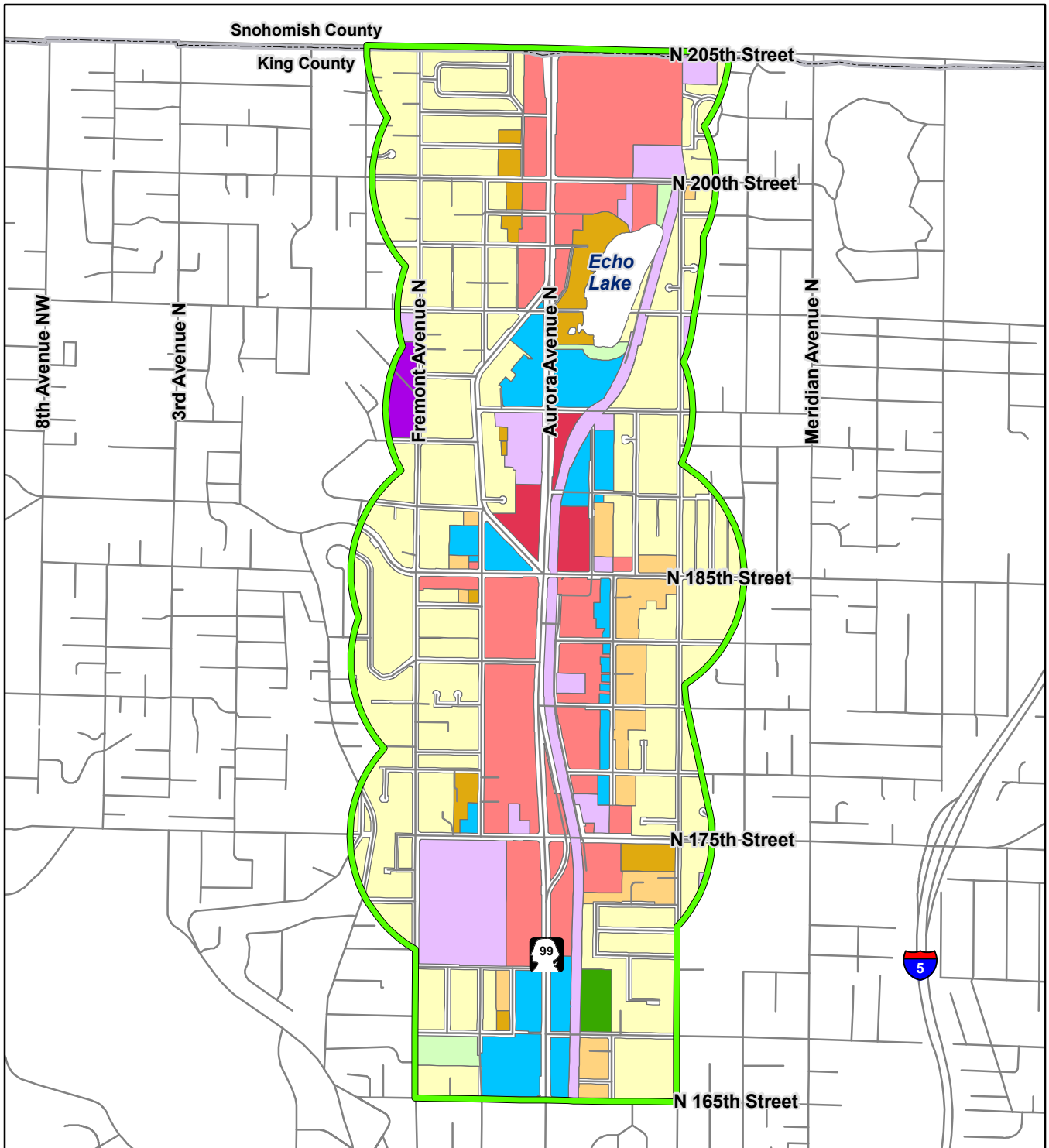
Figure 8 shows the City Comprehensive Plan Future Land Use Map. In conjunction with the goals and policies expressed in the Comprehensive Plan land use element, the future land use map identifies the density, intensity, and uses appropriate for each area of the city. A wide variety of land use designations exist in the study area, but those properties along Aurora Avenue N are predominately classified as Community Business or Mixed Use, with a few occurrences of Regional Business, Public Facility, and High-Density Residential designations. Community

Business designations are located on large parcels adjacent to the Aurora Corridor N in the areas bounded by N 170th Street to N 185th Street and north of N 195th Street.

The Community Business designation provides for retail, office and service uses and high-density residential uses. Significant pedestrian connection and amenities are anticipated. According to the Comprehensive Plan, appropriate implementing zones for this land use designation include Neighborhood Business, Community Business, Regional Business, Office, R-12, R-18, R-24, or R-48. Some limited industrial uses could be allowed under certain circumstances, according to Policy LU18. The City's zoning map provides for consistent implementing zones in the Community Business designation (typically Regional Business and Office). Although the Industrial zone is not listed as an implementing zone for the Community Business designation, Policy LU18 does allow for limited industrial uses. The Industrial zone that is applied within the Community Business plan designation would allow for such uses per Policy LU18. City zoning standards for allowable land uses, setbacks, landscaping, etc. are intended to provide for compatibility between differing zones.

For the areas designated as Regional Business, the zoning is consistent. This designation provides for retail, office, service, high density residential and some industrial uses. Significant pedestrian connection and amenities are anticipated. According to the Comprehensive Plan, appropriate zoning designations for this land use include Community Business, Office, Regional Business, Industrial, R-12, R-18, R-24 or R-48.

The areas designated in the Future Land Use map as Low- and Medium-Density Residential, as well as Mixed Use, have zoning designations that are compatible with the uses defined for them.



Sources: City of Shoreline (2006); Jones & Stokes (2007)

Comprehensive Plan Future Land Use

- | | | |
|--------------------|----------------------------|---------------------------|
| City Boundary | Low Density Residential | Regional Business |
| Study Area | Medium Density Residential | Single Family Institution |
| Road | High Density Residential | Public Facility |
| Community Business | Mixed Use | Public Open Space |
| Private Open Space | | |

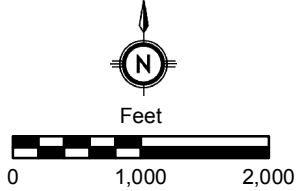


Figure 8. Comprehensive Plan Future Land Use
Aurora Corridor Improvement Project
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Existing Transportation System

Aurora Avenue N is one of two major north-south highways through the City. Along with I-5, it is classified as a Highway of Statewide Significance (see Chapter 2) and carries the highest overall traffic volumes of any roadway facility in Shoreline.

In addition to carrying personal vehicles, the Aurora Corridor is an active transit route. King County Metro Transit and Snohomish County Community Transit provide bus service on Aurora Avenue N. A survey of bus stops in 2003 indicated that some of the most heavily used stops in the city are located along Aurora Avenue N (City of Shoreline 2005).

There are two Park-and-Ride lots located along the Aurora corridor. The Shoreline Park-and-Ride lot (400 stalls) is located at the southwest corner of Aurora Avenue N and North 192nd Street and access is available from Aurora Avenue N and N 192nd Street. The Aurora Village Transit Center (200 stalls) is located one block east of Aurora Avenue N on N 200th Street. It is accessible from N 200th Street and the Aurora Village parking area. Transit service in the Project area is described in detail in the Transportation Discipline Report prepared for this Project.

In addition to serving as a recreational trail for pedestrians and bicyclists, the Interurban Trail (described earlier in this chapter) also serves as a major component of the City's non-motorized transportation infrastructure. The trail connects neighborhoods to shopping, services, employment, transportation centers, and parks; and also connects Shoreline to the City of Seattle to the south, and to Snohomish County to the north.

What plans and regulations apply to this Project?

State, regional, and city plans and regulations apply to this Project. Applicable plans and regulations are described in the following sections.

Washington Transportation Plan

The Washington Transportation Plan (WTP) presents the State of Washington's strategy for implementation programs and budget

development over a 20-year planning horizon. The WTP contains an overview of the current conditions of the statewide transportation system, as well as an assessment of the State's future transportation investment needs. The WTP policy framework sets the course for meeting those future needs. The WTP Prioritized Investment Guidelines are as follows:

1. Preservation
2. Safety
3. Economic Vitality
4. Mobility
5. Environmental Quality and Health

Puget Sound Regional Council Plans

VISION 2020

VISION 2020, developed by the PSRC, is the regional strategy for managing growth, the economy and transportation, within King, Kitsap, Pierce and Snohomish counties (PSRC 2005). The plan contains the following eight parts: urban growth areas; contiguous and orderly development; regional capital facilities; housing; rural areas; open space, resource protection and critical areas; economics; and transportation. Together, these eight parts constitute the policies for the four-county region, and meet the multi-county planning requirements of the Growth Management Act (RCW 36.70A).

Within urban areas such as the City of Shoreline, VISION 2020 seeks to contain much of the region's projected growth areas, creating compact urban communities and vibrant centers of activity. The objective of the strategy is to restore connections between where people live, work and recreate, and create an urban environment that is amenable to walking, bicycling and using transit. In existing communities, the plan encourages small-scale stores and transit stops in neighborhood centers near residences. The strategy promotes redevelopment of selected low-density commercial corridors to include housing, locally oriented retail and sidewalks (PSRC 1995).

Destination 2030

Destination 2030 is the region’s Metropolitan Transportation Plan, which provides the more explicit transportation component of VISION 2020 (PSRC 2007). It is a 30-year transportation plan for the central Puget Sound region, comprised of King, Pierce, Snohomish, and Kitsap Counties. It defines long-term transportation strategies and investments for the Metropolitan Transportation System. The plan was developed to maintain and expand the regional vision of a growth management strategy, supporting compact urban areas connected by a high capacity transportation system. Destination 2030 focuses upon preserving and managing the existing transportation system; and ensuring development of a balanced multi-modal transportation system that includes choices for private vehicles, public transit, ride sharing, walking and bicycling, and freight modes. The plan coordinates the diverse ambitions of the region’s counties, cities, towns and neighborhoods, and emphasizes the connection between land use and transportation to reduce long-term infrastructure costs and provide better links between home, work, and other activities.

For state planning purposes, Destination 2030 meets requirements governing Regional Transportation Plans in central Puget Sound. Transportation improvement projects must be listed in the Metropolitan Transportation Plan before they can be implemented.

City of Shoreline Plans and Regulations

The City, planning under the Growth Management Act (RCW 36.70A), has adopted land use plans and regulations that must be considered during Project development. Land use plans and policies include comprehensive plans, shoreline master programs, capital facility plans, and other long-range planning documents. The City implements its plans and policies through land use development regulations, including zoning codes and street standards.

Land use plans and policies are important because they set the overall policy direction for future growth and development in the City. City plans and regulations are described in the following sections.

Comprehensive Plan

The Comprehensive Plan (City of Shoreline 2005) provides the long-range vision, goals, and policies of the community. Provides the long-

Comprehensive Plan

Provides the long-range vision, goals, and policies of the community. Elements required by the Growth Management Act are:

- land use,
- housing,
- transportation,
- capital facilities,
- utilities,
- parks and recreation,
- shorelines, and
- economic development.

Such plans may also include such optional elements as:

- design, and
 - conservation.
-

range vision, goals, and policies of the community. Elements required by the Growth Management Act are: land use, housing, transportation, capital facilities, utilities, parks and recreation, shorelines, and economic development. Such plans may also include such optional elements as design, and conservation. In 1998 the City adopted its comprehensive plan in accordance with Growth Management Act requirements. The most recent update to the Comprehensive Plan was adopted in June 2005.

Development Regulations

Development regulations are laws adopted by local governments to protect the public health, safety, and welfare by establishing rules for the use of land. Through the development code, regulations control the location, density, and intensity of development; provide for adequate light, air, and infrastructure; and define or maintain the character of established districts. Development regulations also protect sensitive natural features through critical areas regulations and provide for the division of land through subdivision regulations.

The City's development code, Title 20 of the Shoreline Municipal Code, implements the comprehensive plan and provides details about the specific types and intensities of development allowed within each land use designation. Two of the stated purposes of this Code are to provide regulations that lessen street congestion and to facilitate adequate provisions for a variety of public needs, including transportation (SMC 20.10.020).

The City's development regulations govern the uses on parcels of land, as well as building setbacks, heights, parking, and landscaping. Washington Administrative Code (WAC) 365-195-800 requires zoning to be consistent with the respective jurisdiction's comprehensive plan, particularly the future land use map.

The purpose of the parking chapter of the development code (SMC 20.50.380) is to establish standards relating to parking, access, circulation, and bicycle facilities in order to accomplish the following:

- ensure that the parking and circulation aspects of all developments are well-designed with regards to safety, efficiency, and convenience of vehicles, bicycles, pedestrians, and transit;
- provide convenient and safe access to all buildings and adequate parking for all developments;

Development Regulations

Laws adopted by local governments to protect the public health, safety, and welfare by establishing rules for the use of land.

- reduce demand for parking by encouraging alternative means of transportation, including public transit, rideshare, and bicycles;
- promote efficiency through reductions in the number of parking stalls, shared driveway access, and shared parking facilities;
- assure safe, convenient, efficient and adequately sized parking facilities; and
- increase pedestrian mobility and provide safe, pleasant, and direct pedestrian access.

The parking chapter of the development code sets minimum standards for off-street parking based on land use. These standards can be found in Chapter 20.50.390 of the SMC, and are included in Appendix A of this report. Minimum off-street parking standards are determined for residential uses by the type of residential unit (single-family, apartment, accessory dwelling unit, etc.) and further defined by the number of bedrooms within apartments. For nonresidential uses, minimum off-street parking requirements are determined by the net usable area available for nonresidential use (i.e., one parking space per 300 square feet). Special nonresidential uses have differing parking standards, such as counting the square footage of dining or lounge area for restaurants.

Critical Area

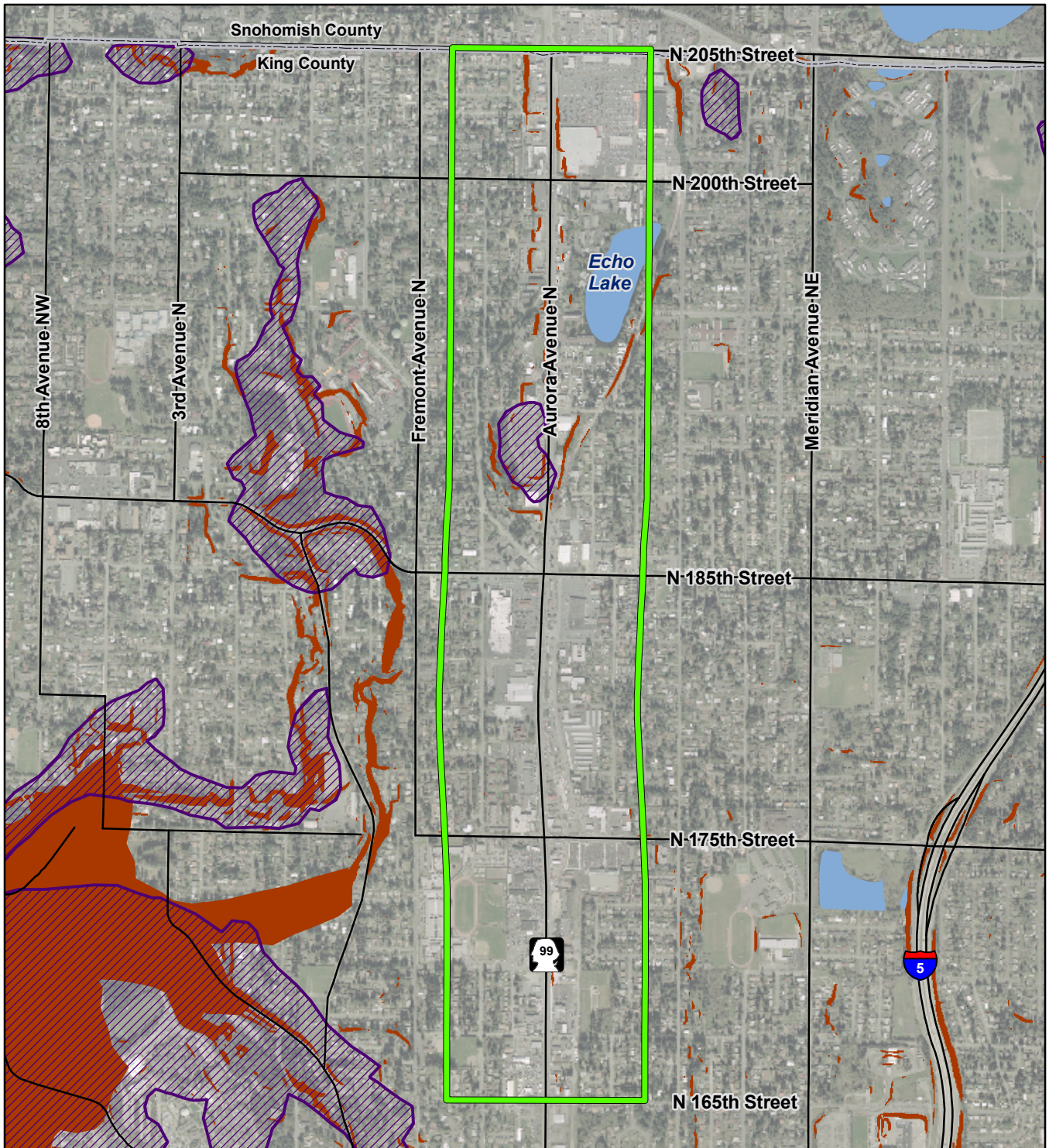
Critical areas include wetlands, streams, and other fish and wildlife habitat conservation areas; frequently flooded areas; geologically hazardous areas; and aquifer recharge areas.

Critical Area Regulations






Cities and counties are required under the Growth Management Act to update their critical areas code on a periodic basis, using best available science and broad community input, to revise regulations affecting sensitive areas such as wetlands, streams, lakes, and steep slopes. Critical areas include wetlands, streams, and other fish and wildlife habitat conservation areas; frequently flooded areas; geologically hazardous areas; and aquifer recharge areas. The last update to the City's critical areas regulations was approved on February 2, 2006.

Figure 9 shows the critical areas identified by the City within the study area. These consist of an erosion hazard zone between Aurora Avenue N and Firlands Way N just north of N 185th Street; and numerous steep slope areas scattered between N 185th Street and N 205th Street. Any disturbance to these areas by the Project would be required to adhere to standards set forth in the Critical Areas Chapter of the Development Code (SMC 20.80).

No floodplains, wetlands, aquifer recharge areas, or habitat conservation areas have been identified in the project vicinity.



Sources: City of Shoreline (2006); Jones & Stokes (2007)

-  City Boundary
-  Study Area
-  Road
-  Erosion Hazard Area
-  Landslide Hazard Area

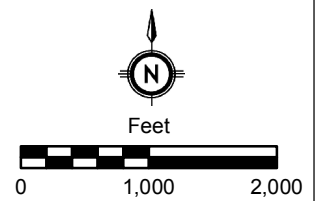


Figure 9. Geologic Hazard Areas
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Shoreline Master Program

The Washington State Shoreline Management Act (RCW 90.58) requires local jurisdictions to develop shoreline master programs (SMPs) for shorelines of the state. Shorelines of the state are defined as streams with mean annual flows of 20 cubic feet per second or greater, lakes 20 acres or greater in size, and all marine shorelines. Shoreline jurisdiction extends inland 200 feet from the ordinary high water mark (OHWM) and any associated wetlands.

SMPs must contain goals and policies related to shoreline uses, conservation, economic development, public access, recreation, circulation, and housing. Under the Growth Management Act, a local jurisdiction's shoreline goals and policies are included as an element of the comprehensive plan, and the remaining portions are considered part of the jurisdiction's development regulations.

After incorporating in 1995, the City adopted the King County SMP. The City adopted a Shoreline Master Program Element as part of the 1998 Comprehensive Plan, and while mostly consistent with the King County SMP, it has not yet been reviewed by the Washington State Department of Ecology (Ecology). Until that review has been completed, it does not qualify to be part of the City's SMP, and the City continues to apply the 1995 King County SMP.

No shorelines, as defined under the Shoreline Management Act, are located within the Project study area; thus, evaluation of the SMP is not needed for this Project.

City Resolution 156

The Shoreline City Council's Resolution 156 presents a 32-point directive for improvements to the Aurora corridor. The 32 points, discussed in greater detail in Chapter 2, are to be used as guides during implementation and design of Aurora Avenue N improvement projects, to ensure that the concerns of the community and the vision of the City Council are fully addressed.

City of Edmonds Comprehensive Plan

Inter-jurisdictional coordination is also required under the Growth Management Act. The north terminus of the Project is adjacent to the City of Edmonds. Thus, consistency of the Project with the goals defined in the Edmonds Comprehensive Plan was also analyzed.

Chapter 5. Potential Effects

This chapter describes the potential direct, indirect, and cumulative land use effects of the Project alternatives, and includes an analysis of the Project's consistency with applicable land use plans and development regulations.

What potential effects were considered for this Project?

Potential effects considered for land use are as follows:

- Direct effects on land use, due to:
 - Right-of-way acquisition
 - Project construction
 - Project operation
- Indirect land use effects
- Cumulative land use effects
- Consistency with adopted state, regional, and local plans

Effects were assessed in accordance with the WSDOT and Federal Highway Administration (FHWA) guidance contained in the WSDOT Environmental Procedures Manual (WSDOT 2006).

How were potential effects evaluated?

The potential effects of the Project on land use were evaluated through methods described in the following sections.

Direct Effects Due to Right-of-Way Acquisition

Potential impacts were evaluated using conceptual plans for the Build Alternatives overlaid on aerial photographs, and conducting field reconnaissance at the Project site, to identify buildings and parking spaces potentially impacted by the Project. CH2M Hill, who worked with the City to develop the alternatives, provided conceptual plans for the three Build Alternatives (CH2M Hill 2007). The City contracted with Property Counselors to prepare a separate Economic Analysis Technical Report that assessed in detail the potential business and property related economic impacts of the project (Property Counselors 2007). Building and parking impact quantities presented in this report were obtained from the Property Counselors report.

Direct Effects Due to Project Construction

Potential construction effects of the Project on neighborhoods and residents were identified by reviewing the following environmental reports prepared for this Project:

- Transportation
- Air Quality
- Noise
- Visual Quality
- Surface Water
- Cultural, Archeological, and Historical Resources
- Environmental Justice
- Land Use Patterns, Plans and Policies
- Public Services and Utilities
- Social, Economic, and Relocation

Direct Effects Due to Project Operation

Land use effects of the long-term operation of the improved roadway, once construction is completed, was assessed within the Project study area. Evaluation of direct effects focuses on the compatibility of the roadway with existing and planned future land use.

Indirect Land Use Effects

The Project was evaluated for potential effects that could potentially result later in time or further removed in distance, such as any changes in the existing pattern of land use, population density, or growth rate in a particular area, as a result of changes in access or other project elements.

Cumulative Land Use Effects

The potential effect of the Project was considered together with the land use impacts of other past, present, or reasonably foreseeable future actions.

Consistency with Plans and Policies

This report focuses on the Project's consistency with the relevant sections of the City's development regulations and long-range plans for the Aurora Avenue N corridor with regard to land use, transportation, capital facilities, utilities, economic development, and community design. Consistency of the Project with state and regional long-range plans were considered; as well as the relevant policies of the City of Edmonds, located directly to the north of the Project.

Consistency with Development Regulations

The Project was assessed for consistency with development regulations that implement the City's Comprehensive Plan and mandate certain characteristics of individual development. These regulations may specify setbacks, parking requirements, and requirements for development near designated critical areas, which in turn may affect the design and construction of transportation improvements.

How would right-of-way acquisition affect land uses within the study area?

Build Alternatives

All three Build Alternatives would require the acquisition of property along Aurora Avenue N, to accommodate Project improvements. Some properties would be directly affected by the loss of existing parking and/or impacts to buildings. Right-of-way acquisition would also result in some relocation. These effects are discussed in the following sections.

Property Acquisition

A total of 140 parcels are adjacent to the Project, covering approximately 128 acres. Table 4 shows the amount of required property acquisition that has been estimated for each Build Alternative, which will convert land from its existing land use to a transportation land use.

Table 3. Property Acquisition by Alternative

Percent of parcel affected	Alternative A		Alternative B		Alternative C	
	Number of parcels	Amount of acquisition (square feet)	Number of parcels	Amount of acquisition (square feet)	Number of parcels	Amount of acquisition (square feet)
No acquisition	29	n/a	34	n/a	26	n/a
Less than 5% of property	71	52,610	58	46,017	57	51,947
5% to 10-% of property	20	34,210	21	41,397	33	75,126
10% to 15% of property	5	16,402	9	20,328	11	27,551
Over 15% of property	15	46,963	18	56,989	13	29,237
Total	140	150,185	140	164,713	140	183,861

Source: CH2M Hill 2007 and Property Counselors 2007

The table shows that the amount of property acquisition would be greatest under Alternative C and least under Alternative A. Under all three alternatives, one parcel with over 15% of its property acquired is zoned as multi-family residential. Aside from this parcel, almost all of

the land that would be acquired and converted to transportation use is commercial.

Effects on Parking

The estimated effects on parking supply for each of the Build Alternatives are shown in Table 5. Parking effects were assessed for both compliant and non-compliant parking. Compliant parking spaces are those completely contained upon private property. Non-compliant parking spaces are partially or fully located within public right-of-way, or require backing onto city right-of-way for access or egress.

The table shows that impacts on parking are expected to be greatest under Alternative C and least under Alternative A. However, for Alternative A, the exact locations of bump outs and utility easements were not identified at the conceptual design level completed for environmental analysis. Thus, the potential effect of these elements on parking spaces are not reflected in the numbers listed for Alternative A. Depending on their location, acquisition of property needed for bump-outs and utility easements could result in loss of parking spaces closer to but no greater than the values shown for Alternative B.

Under all three alternatives, a substantial number of the affected parking spaces are currently non-compliant: over 50% for Alternatives A and B, and just under 40% for Alternative C. In addition, on many properties the affected compliant parking can be reconfigured so that the number of impacted compliant spaces shown in Table 5 may exceed actual loss. Thus, the figures shown in the table are conservative. A listing of parking effects by property is included in Appendix B of this report.

Table 4. Estimated Parking Impacts

	Alternative A	Alternative B	Alternative C
Existing Spaces			
Compliant ¹	4,292	4,292	4,292
Non-Compliant ¹	193	193	193
Total	4,485	4,485	4,485
Spaces Lost^{2,3,6}			
Compliant ¹	130	151	242
Non-Compliant ¹	167	168	150
Total	297	319	392
Resulting Available Spaces	4,188 ⁶	4,166	4,093
Available Spaces as % of Existing	93.4%	92.9%	91.3%
Number of Parcels Losing Parking	41	41	52
Number of Parcels Losing More than 20% ⁴	24	24	25
Number of Parcels Losing More than 20% and Resulting in Less than 3.3 Spaces per 1,000 square feet of Building Space ⁵	15	15	16

1. Compliant parking spaces are those completely contained upon private property. Non-compliant parking spaces are partially or fully located within public right-of-way, or require backing onto city right-of-way for access or egress.

2. The analysis presented for effects on parking due to the Build Alternatives is based upon conservative assumptions, and represents "worst case" conditions. The City is working with community members to develop Implementation Strategies for the final Recommended Alternative, developed in part to minimize impacts to buildings and parking.

3. It is expected that some parking spaces would be regained by converting the parking layout on the property to fewer conforming spaces.

4. 20% represents a level at which is expected that parking loss can be offset by providing employee parking behind the building or off-site.

5. City of Shoreline code requires one parking space per 300 square feet of building space, which is equivalent to 3.3 spaces per 1,000 square feet.

6. Exact locations of bump outs and utility easements under Alternative A were not identified at the conceptual design level completed for environmental analysis. Thus, the potential effect of these elements on parking spaces is not reflected in this table. Depending on their location, acquisition of property needed for bump-outs and utility easements could result in loss of parking spaces closer to but no greater than the values under Alternative B.

Source: CH2M Hill 2007 and Property Counselors 2007

Effects to Buildings

The Project could require major or partial demolition of several buildings. *Partial* demolition is indicated if less than 10% of the building would be impacted; *major* demolition is indicated if greater than 10% of the building would be impacted; *full* acquisition is indicated if the expected impact is at a level that would not allow any remodeling of the building to occur. Affected buildings under each of the Build Alternatives are summarized as follows. (Note, odd-numbered addresses are located on the west side of Aurora Avenue N, and even-numbered addresses are located on the east side)

Alternative A

Full Acquisition

- McCaughan Properties – 17550 and 17560 Aurora Avenue N
- James Alan Salon – 18551 Aurora Avenue N (land is property of Seattle City Light – property rights would be transferred to City)
- House (rental) – 19522 Aurora Avenue N

Major Acquisition

- Aurora Rents – 17244 Aurora Avenue N
- Key Bank – 17504 Aurora Avenue N

Partial Acquisition

- Old Country Buffet – 16549 Aurora Avenue N
- Chuck Olson Chevrolet – 17037 Aurora Avenue N
- Apartment buildings (2 buildings, eight units total) 19522 Aurora Avenue N
- Retail buildings – 19550 Aurora Avenue N

Alternative B

Full Acquisition

- McCaughan Properties – 17550 and 17560 Aurora Avenue N
- James Alan Salon – 18551 Aurora Avenue N (land is property of Seattle City Light – property rights would be transferred to City)
- House (rental) – 19522 Aurora Avenue N

Major Acquisition

- Aurora Rents – 17244 Aurora Avenue N
- Key Bank – 17504 Aurora Avenue N
- Retail buildings – 19550 Aurora Avenue N

- Top Tattoo – 19918 Aurora Avenue N

Partial Acquisition

- Old Country Buffet – 16549 Aurora Avenue N
- Gerber Towing – 16707 Aurora Avenue N
- Chuck Olson Chevrolet – 17037 Aurora Avenue N
- Apartment buildings (2 buildings, eight units total) 19522 Aurora Avenue N

Alternative C

Full Acquisition

- McCaughan Property – 17550 Aurora Avenue N
- James Alan Salon – 18551 Aurora Avenue N (land is property of Seattle City Light – property rights would be transferred to City)
- House (rental) – 19522 Aurora Avenue N

Major Acquisition

- Aurora Rents – 17244 Aurora Avenue N
- Key Bank – 17504 Aurora Avenue N
- Shell Food Mart and Photo Express – 17505 Aurora Avenue N
- Retail buildings – 19550 Aurora Avenue N
- Lovers – 20019 Aurora Avenue N

Partial Acquisition

- Old Country Buffet – 16549 Aurora Avenue N
- Gerber Towing – 16707 Aurora Avenue N
- Chuck Olson Chevrolet – 17037 Aurora Avenue N
- Spiro’s Pizza and Pasta – 18411 Aurora Avenue N

- Apartment buildings (2 buildings, eight units total) 19522 Aurora Avenue N
- Top Tattoo – 19918 Aurora Avenue N

Owners of buildings with major or partial impacts may choose to remodel and remain on site, or they may choose to relocate. Either way, there is potential for an adverse impact to the business during remodeling or in the course of relocating.

Relocation

Residences

Under all three Build Alternatives, the Project could potentially require relocation of residents of rental units located on one parcel at 19522 Aurora Avenue N. One rental house and two apartment buildings are located on the property, and would be potentially affected as follows:

- The proposed improvement to the intersection of Aurora Avenue N and N 196th Street would require full acquisition of the rental house, which is the southernmost building on the parcel.
- The more southern of the two apartment buildings has six apartments that are accessed off of the Aurora Avenue N side of the building. The proposed widening could result in the edge of sidewalk moving so close to the building that access to the apartments could be affected, and remodeling may be required. The Project will also result in loss of street-side parking for this building, though additional parking is available in the back of the building. Remodeling could result in temporary relocation of the residents of these units during construction; or, the owner may opt not to remodel, which could result in the need for permanent relocation.
- The more northern of the two apartment buildings has basement units that may be located directly adjacent to or under the existing sidewalk. The proposed widening could occur directly over these basement units, so remodeling may be required. The proposed widening could result in the edge of sidewalk moving so close to the building that access to the apartments could be affected, and remodeling may be required. The Project will also result in loss of street-side parking for this building, though additional parking is available in the back of the building. Remodeling could result in temporary relocation of the residents of these units during

construction; or, the owner may opt not to remodel, which could result in the need for permanent relocation.

Businesses

Full acquisition and demolition is expected of three commercial properties:

- McCaughan properties – 17750 and 17760 Aurora Avenue N – two used automobile dealerships are currently located on these parcels
- James Alan Salon – 18551 Aurora Avenue N (land is property of Seattle City Light – property rights would be transferred to City)

Relocation will be required for businesses located on these parcels. For the impacted buildings described in the previous section, building and/or business owners will have the option to redevelop upon the existing site, but they may also choose to relocate.

Capacity exists for these businesses to relocate within Shoreline, if that is their preference. However, the locations that they choose will not be known until after the City has completed negotiations associated with right-of-way acquisition. Potential exists for short-term business impacts resulting from relocation, due to either closures that occur during moving, or ramp-up time during which customers become accustomed to a new location. Some of the short-term impacts of right-of-way acquisitions may be offset by various long-term benefits for land uses, described later in this chapter under the operational and indirect impact discussions.

No Build Alternative

Under the No Build Alternative, no construction would take place, and land in the Aurora Corridor would continue in its current uses. No property acquisition would be required, and no building or parking impacts would occur. No relocations would be required.

Will Project construction result in any temporary effects on properties?

Construction impacts that were considered consist of effects to properties that could result from construction activities; and effects of construction activities on residents and businesses located along the roadway.

Build Alternatives

Effect to Properties

Under all three Build Alternatives, the City would acquire an approximate temporary 10-foot construction easement along all properties that abut the Project. Construction activities within the Project right-of-way and construction easement could potentially affect traffic circulation within the corridor, access to and from properties, and visibility along the corridor.

Construction activities would result in reduced capacity on the roadway, causing traffic delays and frequent lane shifts and access changes. Drivers and transit riders may experience increases in travel time due to detours and construction delays. To avoid delays and inconveniences, drivers may seek alternate routes of travel, may shift their times of travel when possible, and may seek alternate travel modes. A choice of alternative travel routes could result in an increase in traffic volumes on parallel roadways.

Construction activities could also result in temporary access changes to local business, motels, and multifamily structures. Changes may disrupt travel patterns to and from businesses and community facilities. These impacts would be of limited duration, only occurring during the reconstruction of a particular section of Aurora Avenue N. While points of access may have to be modified, access to all properties would be maintained throughout project construction (except for short periods of time during paving).

Fencing, signage, equipment, and activities related to construction could potentially affect the visibility of businesses along the corridor.

These effects would only last for the duration of construction. At the end of the construction period, all temporary construction easements would be returned to property owners.

Effects to Residences and Businesses

Construction of any of the Build Alternatives is expected to take 2 to 4 years, depending on phasing, and has the potential to be disruptive to residents and businesses located along the Project corridor. It is expected that local residents and businesses would experience temporary construction impacts under all three Build Alternatives. The following temporary construction effects are expected:

- Disruption of traffic under all of the Build Alternatives would be one of the most evident impacts of the roadway improvements along Aurora Avenue N.
- Construction equipment and activities are expected to generate noise, dust, odors, and vehicle and equipment emissions.
- Temporary changes to the visual environment would include views of construction equipment, construction activities, staging areas, and nighttime lighting.

Note, some of the short-term impacts of construction may be offset by various long-term benefits for land uses, described later in this chapter under the operational and indirect impact discussions. In addition, potential beneficial effects of Project construction include sales tax on construction and construction employment, described as follows.

- Economic analysis completed for the Project estimates that an estimated project cost of \$77,000,000 would result in sales tax revenue of \$386,400 to the City, and \$704,700 to other local governments. No state construction tax revenues are projected, since the State will be paying a portion of those taxes in project costs. (Property Counselors 2007)
- An increase in construction-related employment would also be expected throughout the course of Project construction. Based upon project costs and employment data for other roadway construction projects, it is estimated that one full time equivalent person is employed for each \$500,000 of project construction cost. (Property Counselors 2007)

No Build Alternative

Under the No Build Alternative, no construction would be undertaken. Therefore, no construction effects would occur.

Would the completed Project result in direct operational effects on land use?

Build Alternatives

No adverse operational effects are expected to result after the Project is completed, under any of the Build Alternatives. Operational benefits that are the same for all three Build Alternatives are identified as follows:

- The Project would improve traffic mobility and safety under all three Build Alternatives.
- The Project would improve safety and mobility for pedestrians and transit users. The Project would improve transit operations and reliability through addition of the BAT lanes, providing a lane for bus operation outside the general-purpose traffic flow. Provision of continuous, even sidewalks under the three Build Alternatives would improve pedestrian connections, and provide a safe location for people waiting for transit.
- The improvements for pedestrians and transit users are notable with regard to minority and low-income populations, as many people within these populations rely on transit and non-motorized modes for their travel needs.

Transportation analyses and conclusions are presented in detail in the *Transportation* discipline report prepared for this Project.

Additional operational benefits under that vary between the Build Alternatives are identified as follows

- The addition of the pedestrian amenity zone under Alternatives B and C has additional safety benefit by providing increased separation of vehicular traffic from pedestrians on the sidewalk. Alternative A does not include an amenity zone, so would not result in this added benefit.
- The Project is expected to improve the overall visual quality of the corridor under all three Build Alternatives. However, the addition of the amenity zone under Alternatives B and C provides more space for plantings, street furniture, and other pedestrian amenities, and thus greater opportunity for visual improvement. Visual quality analysis and conclusions are presented in detail in the *Visual Quality* discipline report prepared for this Project.

Pertinent findings from other reports prepared for this Project are as follows:

- The Project would not cause any significant regional air quality impacts and would not cause or contribute to any localized air quality violations. The air quality analysis and conclusions are presented in detail in the *Air Quality* technical memorandum prepared for this Project.
- The Project is expected to improve water quality under all three Build Alternatives. Water quality analysis and conclusions are presented in detail in the *Water Quality* discipline report prepared for this Project.
- The Project would not cause any significant noise impacts. For the design year 2030, noise levels would exceed Noise Abatement Criteria (NAC) for all three Build Alternatives at five locations (two houses, two apartment buildings, and one commercial establishment). However, the same noise levels are expected under the No Build Alternative, so this impact is not a result of the Project. No noise abatement measures satisfy the WSDOT feasibility and reasonableness criteria. Noise analysis and conclusions are presented in detail in the *Noise* discipline report prepared for this Project.

Elements to optimize operational effects have been made an inherent part of Project design from its inception, through the use of context-sensitive solutions. Using this approach, development and implementation of a roadway project begin with outreach to the public and stakeholders, and incorporates the community's values into the overall design of the improvements. The objective is a finished design sensitive to the surrounding context that creates a safe, efficient, and effective roadway system for the movement of people and goods.

For this Project, public involvement started early with the process of defining the Project purpose and need and continued as the Build Alternatives were developed. The corridor design concept, as defined in the 32 Points adopted by the City Council (described in Chapter 2) was the culmination of this extensive public process. The input of all users and stakeholders was considered consistently and on many levels including aesthetic, social, economic and environmental values, needs, and constraints.

Context-Sensitive Solutions

A collaborative, interdisciplinary approach to develop a transportation facility that fits its physical surroundings and is responsive to the community's scenic, aesthetic, social, economic, historic, and environmental values and resources, while maintaining safety and mobility.

No Build Alternative

Adverse operational effects are expected under the No Build Alternatives, identified in the *Transportation* Discipline Report prepared for this Project, as follows:

- Intersection operations at N 170th Street, N 182nd Street, and N 195th Street are projected to fail under existing and projected 2030 conditions, and fail to meet the City's adopted traffic operational standards.
- Projected increase in vehicular, pedestrian, and bicycle traffic over time would result in increased potential for safety conflicts, without the improvements proposed under the Build Alternatives

Drivers and transit riders may experience increases in travel time due to increasing congestion on the roadway. To avoid delays and inconveniences, drivers may seek alternate routes of travel, may shift their times of travel when possible, and may seek alternate travel modes. A choice of alternative travel routes could result in an increase in traffic volumes on parallel roadways.

In addition to these potential adverse effects, the No Build Alternative would not receive improvements to visual quality and water quality that would be implemented under the Build Alternatives.

Would the Project result in indirect effects on land use?

Build Alternatives

All three Build Alternatives are expected to have a beneficial effect on the long-term development of land use, in that the proposed improvements would help encourage the planned future land use along the Aurora Avenue N corridor. Comparison of the future land use map (see Figure 8) with existing land use (see Figure 6) indicates that the City foresees a transition to more Community Business and Mixed Use development within the Project corridor. Higher densities than are present in the corridor today characterize planned future land uses.

The intent of the Project is to improve transit, automobile, and pedestrian mobility and safety, as well as overall corridor aesthetics. This action

may possibly spur the pace of redevelopment in the Project area. Redevelopment would be primarily commercial in nature, in accordance with the City's Comprehensive Plan, and would likely result in employment opportunities. To the extent redevelopment within the project area would occur as a result of this Project, indirect effects could include increased employment opportunities, increased assessed values and property tax revenues, and increased retail sales activity and sales tax revenues. Although all three Build Alternatives would support planned future land use along the corridor, from a corridor perspective, Alternatives B and C more strongly support the goals of mixed use development with pedestrian amenity zones and a wider median, with more vegetative planting.

No significant change in the residential land use is anticipated as a result of the Project. The addition of pedestrian facilities and aesthetic improvements may attract mixed-use development along Aurora Avenue N, which could include additional high-density housing along the corridor. High-density housing is already present in the area, and the Comprehensive Plan indicates that a moderate density increase integrated within a vibrant commercial area would be in keeping with the City's plans for the area.

As properties become vacant or change use based on property owner decisions (in conformance with zoning), the new land uses that occupy properties with nonconforming structures or parking may be those that are less reliant on high parking ratios. However, the general commercial character of the Project area is not anticipated to change.

No Build Alternative

The No Build Alternatives is less likely to support the City's goals regarding the long-term development of land patterns. No improvements would be made to transit, automobile, and pedestrian mobility and safety, or to overall corridor aesthetics. These improvements serve to encourage mixed-use development and higher densities that are defined in the City's future land use map. Without these improvements it is expected that over time, land use along the corridor would remain similar in form to what it is today.

Would the Project contribute to any cumulative effects on land use?

The cumulative effect of the Project and other nearby projects, consisting of the Aurora Corridor Improvement, N 145th Street to N 165th Street, and the recently completed Interurban Trail, would be to increase the accessibility of the area's businesses to a variety of travel modes. The City has developed these projects in conjunction with each other, so together they contribute to an integrated multi-modal transportation system. Automobiles, transit, pedestrians, and bicyclists would all operate in separated rights-of-way, increasing the mobility and safety of each mode. Coordination between the different projects has also ensured consistent seamless connections between the different modes as well. The increased accessibility may result in increased retail trade activity, which may also accelerate development activity within the project area.

Is the Project consistent with adopted state, regional, and local plans?

Each of the project alternatives has been analyzed for consistency with all applicable state, regional, and local plans. Consistency evaluation is presented in the following sections.

Washington Transportation Plan

Aurora Avenue N (SR 99) is a highway of statewide significance (see discussion in Chapter 2 of this report). The three Build Alternatives support the Investment Guidelines (preservation, safety, economic vitality, mobility, and environmental quality and health) described in the Washington Transportation Plan. The Build Alternatives would all provide transportation improvements to address traffic congestion and provide transit with a separate right-of-way, improving mobility within the corridor. Access management, improved channelization, and construction of sidewalks, curbs, and gutters would improve safety for vehicular, bicycle, and pedestrian travel within the corridor. All of the Build Alternatives are expected to encourage new development in the Aurora corridor area, with transportation improvements and implementation of the proposed sidewalk, curb, and vegetative plantings. Alternatives B and C would implement the safety goals for pedestrians and enhance the visual quality of the corridor to a greater degree, due to

the proposed amenity zone and wider median. The No Build Alternative is least consistent with the goals of the Washington Transportation Plan, because no multimodal improvements would be implemented, nor would the sidewalks, curbs, and gutters to encourage the mixed-use development.

Regional Plans

VISION 2020

The Build Alternatives are consistent with the strategy set forth for urban areas in VISION 2020. Within urban areas such as the City of Shoreline, VISION 2020 seeks to contain much of the region's projected growth areas, creating compact urban communities and vibrant centers of activity. The objective of the strategy is to restore connections between where people live, work and recreate, and create an urban environment that is amenable to walking, bicycling and using transit. All of the Build Alternatives are expected to enhance automobile, transit, pedestrian and bicycle connections along the corridor. These transportation improvements, along with visual enhancements, are expected to encourage mixed use development in the Aurora corridor area. Alternatives B and C would enhance the visual quality of the corridor to a greater degree, due to the proposed amenity zone and wider median. The No Build Alternative is least consistent with the strategy set forth in VISION 2020, because no multimodal improvements would be implemented, nor would the sidewalks, curbs, and gutters to encourage the mixed-use development.

Destination 2030

The Build Alternatives are consistent with the goals of the Metropolitan Transportation Plan, Destination 2030 (PSRC 2007). Destination 2030 focuses upon preserving and managing the existing transportation system; and ensuring development of a balanced multi-modal transportation system that includes choices for private vehicles, public transit, ride sharing, walking and bicycling, and freight modes. The multimodal improvements proposed under the Build Alternatives support the regional transportation strategy of supporting compact urban areas connected by a high capacity transportation system. The Aurora Corridor Improvement Project, N 165th Street to N 205th Street, is listed in Destination 2030 as a project with “Candidate” status (with identification number 3569). Once the NEPA and SEPA environmental review is

completed, the City will apply to have the Project upgraded to “Approved” status within this Metropolitan Transportation Plan. The No Build Alternative is least consistent with the strategy set forth in Destination 2030, because no multimodal transportation improvements would be implemented. As the Project is listed in Destination 2030 as a candidate project, failure to implement the project is not consistent with this plan.

Local Plans

The three Build Alternatives and the No Build Alternative were evaluated for consistency with goals and policies of the Shoreline Comprehensive Plan, and also with the Comprehensive Plan of the City of Edmonds, located directly to the north of the Project.

Shoreline Comprehensive Plan

Each of the project alternatives have been analyzed for consistency with all of the applicable goals and policies of the City of Shoreline Comprehensive Plan, and the results are presented below.

Land Use

The City’s land use goals and policies recognize the importance of the Aurora corridor and encourage the development of this area into a primary commercial center for the City with a strong sense of place. The land use element also recognizes the strong role of transportation improvements in that process.

The land use goals and policies that potentially apply to the Project are discussed below.

Goal LU I: Ensure that the land use pattern of the City encourages needed, diverse, and creative development, protects existing uses, safeguards the environment, reduces sprawl, promotes efficient use of land, encourages alternative modes of transportation and helps to maintain Shoreline’s sense of community.

The Build Alternatives are consistent with Goal LUI because they would encourage alternative modes of transportation through improvements to the pedestrian environment and installation of BAT lanes to improve transit service and reliability. None of the Build Alternatives completely protect existing uses since each alternative requires some building demolition and acquisition of commercial parking. However,

Alternatives A and B would acquire and demolish fewer buildings, affecting fewer existing businesses than Alternative C. All of the Build Alternatives are expected to help maintain Shoreline’s sense of community and encourage new development in the Aurora corridor area, with implementation of the proposed sidewalk, curb, and vegetative plantings. Alternatives B and C would implement the “sense of community” aspect of the Goal to a greater degree due to the proposed amenity zone and wider median. The No Build Alternative would protect existing uses since no property acquisition would occur; however, it is least consistent with the objective of encouraging alternative modes and diverse creative development since no improvements would be implemented.

Goal LU IV: Encourage attractive, stable, quality residential and commercial neighborhoods that provide a variety of housing, shopping, employment, and services.

The Build Alternatives are consistent with Goal LU IV because aesthetic and functional improvements to the Aurora corridor are expected to encourage stable residential and commercial neighborhoods that provide a variety of housing, shopping, employment, and services. Alternative A would provide for a more attractive neighborhood due to the proposed sidewalks, curbs, and vegetative plantings. Alternatives B and C would implement the “attractive” aspect of the Goal to a greater degree since they would provide for more amenities and a wider median that can accommodate more pedestrian improvements and vegetative plantings. The No Build Alternative is least consistent with this goal, because no aesthetic and functional improvements to encourage this mixed type of development would be implemented.

Goal LU VII: Increase the vitality and economic development of the North City and Aurora corridor business areas through a public/private effort.

The Build Alternatives are consistent with Goal LU VII because they would provide a portion of the public/private effort to improve the aesthetic quality and functionality of the Aurora Avenue N Corridor. On a localized basis, Alternatives A and B would retain more existing businesses than Alternative C. From a corridor perspective, Alternatives B and C would contribute to greater neighborhood vitality with amenity zones and a wider median. The No Build Alternative is least consistent with this goal, because no aesthetic or functional improvements expected to encourage economic development would be implemented.

Goal LU VIII: Change the Aurora corridor from a commercial strip to distinct centers with variety, activity, and interest by:

- balancing vehicular, transit, and pedestrian needs;
- creating a “sense of place” and improving image for each center;
- protecting neighborhoods;
- encouraging thriving businesses; and
- using sound market principles.

The Build Alternatives are consistent with Goal LU VIII because they would balance the vehicular, transit, and pedestrian needs of the Aurora corridor, improve the functionality of the Aurora corridor for each mode of transportation, and provide aesthetic improvements to streetscapes that include plantings help to improve the image of centers along the Aurora corridor.

Alternative A would provide for a more attractive neighborhood than the No Build Alternative due to the proposed sidewalks, curbs, and vegetative plantings. Alternatives B and C would implement the “sense of place” aspect of the Goal to a greater degree than Alternative A since they provide for more amenities and a wider median that can accommodate more pedestrian improvements and vegetative plantings.

In terms of protecting neighborhoods, on a localized basis, Alternatives A and B would retain more existing businesses than Alternative C, while the No Build Alternative would not result in loss of existing businesses. However, from a corridor perspective, sidewalks, curbs, medians, and vegetative plantings proposed under all Build Alternatives could improve the overall context for the business-oriented corridor. Alternatives B and C would achieve this to a greater degree than Alternative A.

The No Build Alternative is least consistent with this goal, because no aesthetic or functional improvements to encourage a “sense of place” and development as a distinct center would be implemented.

Goal LU IX: Increase the City’s role in economic development for the Aurora corridor.

The Build Alternatives are consistent with Goal LU IX because they would use City resources to increase the City’s role in economic development for the Aurora corridor. This use of resources would help improve the aesthetic quality and functionality of the Aurora corridor.

See discussion under Goal LU VIII regarding the relative effectiveness of each Build Alternative and the No Build Alternative.

Goal LU XVI: Ensure clean air for present and future generations through the promotion of efficient and effective solutions to transportation issues, clean industries, and development problems.

The Build Alternatives help implement Goal LU XVI because they would encourage the use of alternative modes of transportation such as walking and public transit by consolidating driveways, providing continuous sidewalks, and adding BAT lanes. Traffic congestion on Aurora Avenue N would also be improved under the Build Alternatives, which results in a reduced vehicle emissions and a beneficial effect on air quality (see the *Air Quality* report prepared for this Project). All Build Alternatives are expected to equally fulfill this Goal to a greater degree than the No Build Alternative.

Policy LU14: The High-Density Residential designation is intended for areas near employment and commercial areas, where high levels of transit service are present or likely, and areas currently zoned high-density residential. This designation creates a transition between high-intensity uses, including commercial uses, to lower-intensity residential uses. All residential housing types are permitted.

All Build Alternatives are expected to increase transit function in the corridor, and this would support the viability of the High-Density Residential uses in the corridor consistent with Policy LU14. The No Build Alternative is least consistent with this goal, because no multimodal improvements would be implemented.

Policy LU17: The Mixed Use designation ...is intended to encourage the development of pedestrian oriented places, with architectural interest, that integrate a wide variety of retail, office and service uses with residential uses.

The Mixed Use designation is present in the vicinity of the intersection of Aurora Avenue N and N 165th Street, along Aurora Avenue N between N 192nd Street and N 195th Street, and in various parcels that are located a block to the west or east of Aurora Avenue N, near the Community Business and Public Facility designations.

Mixed-use development would be supported by the transit and pedestrian improvements proposed under all Build Alternatives.

All Build Alternatives are consistent with this policy to promote pedestrian oriented development because they would create a more pedestrian-oriented environment through the development of 7-foot sidewalks. Alternatives B and C would achieve this policy to a greater degree than Alternative A due to the proposed amenity zones that provides more pedestrian amenities.

The vegetative plantings proposed under all Build Alternatives could contribute to the architectural context for the corridor, in particular Alternatives B and C that increase vegetative plantings in the median and amenity zones.

The No Build Alternative is least consistent with this goal, because no aesthetic or multimodal improvements would be made to encourage mixed-use development.

Policy LU18: The Community Business designation applies to areas in the Aurora corridor, North City and along Ballinger Road. This designation provides for retail, office and service uses, and high-density residential uses. Significant pedestrian connection and amenities are anticipated. Some limited industrial uses might be allowed under certain circumstances. Appropriate zoning designations for this area might include the Neighborhood Business, Community Business, Regional Business, Office, R-12, R-18, R-24, or R-48.

This emphasis on a mix of uses and pedestrian amenities represents a change from the current form of development in the Aurora corridor, which is predominantly auto-oriented with segregated uses. All Build Alternatives are consistent with this adopted policy by providing for sidewalks, curbs, and vegetative plantings.

Alternatives B and C would achieve greater pedestrian connections and amenities to a greater degree than Alternative A due to the proposed amenity zones.

The vegetative plantings proposed under all Build Alternatives could contribute to greater pedestrian orientation in the corridor. In particular Alternatives B and C increase vegetative plantings and pedestrian fixtures in amenity zones.

The No Build Alternative is least consistent with this goal, because no aesthetic, pedestrian amenity, or multimodal improvements would be made to encourage the mixed-use development defined under Community Business.

Policy LU19: The Regional Business designation applies to an area within the Aurora corridor north of N 185th Street and south of N 192nd Street. This designation provides for retail, office, service, high-density residential, and some industrial uses. Significant pedestrian connection and amenities are anticipated. Appropriate zoning designations for this area include Community Business, Office, Regional Business, Industrial, R-12, R-18, R-24, or R-48.

The Regional Business land use designation is located along a short area of Aurora Avenue N between N 185th Street and N 192nd Street.

The Build Alternatives are consistent with this policy because they would create a more pedestrian-oriented environment through the development of 7-foot sidewalks. Streetscape improvements and plantings would also help add architectural interest and improve aesthetics along the Aurora corridor. The ability of each Build Alternative to fulfill this policy to a greater degree than the No Build Alternative, and the relative contribution of each Alternative to this policy is the same as described for Policy LU17.

Policy LU20: Provide public investment and priority services to specified neighborhood and community business areas to increase their overall economic health through methods such as:

- organizational development of merchants' association,
- coordinated permit review for new development,
- coordinated land use planning and subarea planning for business and neighborhood areas,
- Metro King County transit improvements,
- transportation and traffic improvements,
- pedestrian and bicycle improvements,
- aesthetic improvements such as street trees and street furniture,
- enhanced business area image,
- community building through events and celebrations,
- an area-specific planned action environmental review, and
- a "Main Street Program" approach, if suitable.

The Build Alternatives are consistent with Policy LU20 because they would create transportation and traffic improvements that improve the functionality of the Aurora corridor. Included would be pedestrian improvements that would make travel on the Aurora corridor safer and

more attractive for pedestrians; and aesthetic improvements such as the addition of vegetation and undergrounding of utilities. Alternatives B and C fulfill Policy LU20 to a greater degree than Alternative A, because they would allow for more vegetation, and include a 4-foot vegetated amenity/utility zone between the curb and sidewalk on each side of Aurora Avenue N. The No Build Alternative is least consistent with this goal, because no aesthetic or multimodal transportation improvements would be made to the corridor.

Policy LU21: Ensure vital and attractive commercial areas through public/private investments, including the provision of:

- pedestrian amenities and street aesthetics, such as trees and benches;
- adequate transportation services such as bus routes, parking, roads, loading and delivery zones, and bicycle and pedestrian routes;
- public spaces such as plazas, pocket parks, intersection treatments and amenities, and public squares;
- appropriate signage excluding billboards;
- transportation demand management programs such as carpooling and bus usage; and
- gateway treatments and public art.

Public involvement will be required.

The Build Alternatives are consistent with Policy LU21 because they would include improvements to pedestrian amenities and street aesthetics with addition of street trees and vegetation. Alternatives B and C would allow for more vegetation with a 4-foot vegetated amenity/utility zone than Alternative A. The No Build Alternative is least consistent with this goal, because no aesthetic, pedestrian amenity, or multimodal transportation improvements would be made to the corridor.

Policy LU25: Pursue opportunities to improve the City's image by creating a sense of place on the Aurora corridor for doing business and attracting retail activity.

The Build Alternatives are all consistent with Policy LU25 because they would make aesthetic improvements that upgrade the City's image along the Aurora corridor and would help to create a sense of place. The sidewalks, curbs, and vegetative plantings proposed under all Build Alternatives could improve the image of the corridor and create a sense of place, in particular Alternatives B and C that increase vegetative plantings and pedestrian amenities. The No Build Alternative is least

consistent with this goal, because no aesthetic or functional improvements to encourage a “sense of place” would be made to the corridor.

Policy LU26: Include parks and open space in the Aurora corridor plan.

The Build Alternatives all comply with Policy LU26 because they would incorporate the new Interurban Trail with improvements to Midvale Avenue N between N 175th Street and N 183rd Street. The Build Alternatives are more consistent than the No Build Alternative because they would create a more complete connection (e.g. through sidewalks) to recreation opportunities.

Policy LU27: Ensure that street design and urban design are distinctive in the center part of the Aurora corridor, from 175th Avenue through 185th Avenue.

All Build Alternatives support Policy LU27 because they would improve the street design along this segment of the Aurora corridor, which can allow for distinctive design, in particular Alternatives B and C that increase vegetative plantings and pedestrian amenities.

The No Build Alternative is least consistent with this goal, because no aesthetic improvements to encourage distinct design would be made to the corridor.

Policy LU29: Create opportunities to stimulate development of a “showcase” example and template for future development.

All Build Alternatives help the City to achieve the intent of Policy LU29 because they would improve the aesthetics and functionality of the Aurora corridor, and would help attract potential development opportunities that can become “showcase” examples and templates of future development in the Aurora corridor, in particular Alternatives B and C that increase vegetative plantings and pedestrian amenities. The No Build Alternative is least consistent with this goal, because no aesthetic or functional improvements to encourage distinct design would be made to the corridor.

Policy LU37: Assist with land assembly and redesign rights-of-way to improve intersections for redevelopment.

All Build Alternatives support Policy LU37 because they would assist in realigning the intersection at Echo Lake Place and adding new traffic signals at two proposed locations along the Aurora corridor. These improvements would help improve the intersections for possible

redevelopment in the area. The No Build Alternative is least consistent with this goal, because no improvements to intersections would be made.

Policy LU40: Master Plan areas of the Aurora Corridor to include smaller city blocks, a park/plaza in the Seattle City Light right-of-way, a transit center, and large public areas for a mix of city activities.

The Build Alternatives comply with Policy LU40 because they would include streetscape and aesthetic improvements that fit in with City plans to master plan areas of the Aurora corridor, in particular Alternatives B and C that increase vegetative plantings and pedestrian amenities. The No Build Alternative is least consistent with this goal, because no aesthetic or functional improvements to encourage mixed activities would be made to the corridor.

Policy LU44: The Public Open Space land use designation applies to all publicly owned open space and to some privately owned property that might be appropriate for public acquisition. It is anticipated that the underlying zoning for this designation will not be changed.

The designation purpose statements are general in nature. Much of the Public Facility designation in the study area is the Seattle City Light right-of-way that is being used for construction of the Interurban Trail. The Build Alternatives are generally consistent with the purpose of these additional land use designations. The Build Alternatives are more consistent than the No Build Alternative because they would create a more complete connection (e.g. through sidewalks) to the Interurban Trail and other public open space.

Policy LU55: Support the expansion of public mass transit and encourage cycling and walking in the City as an alternative to dependence on individual vehicles.

The Build Alternatives comply with Policy LU55 because they would support the expansion of public mass transit and encourage cycling and walking in the City as an alternative to driving, by installing BAT lanes and adding 7-foot sidewalks on both sides of the Aurora corridor. Alternatives B and C would support Policy LU55 to a greater degree with more attention to pedestrian amenities and vegetative plantings that could further encourage cycling and walking. The No Build Alternative is least consistent with this goal, because no aesthetic, pedestrian amenity, or multimodal transportation improvements would be made to the corridor.

Overall Consistency with Alternatives

Overall, the Build Alternative improvements are consistent with the City's adopted land use policies. The Build Alternatives would provide traffic and transportation improvements, as well as bicycle and pedestrian improvements, and would make the Aurora corridor more attractive to a wide variety of businesses. The addition of street plantings and sidewalk amenities would also improve the visual quality of the Aurora corridor. Alternatives B and C increase vegetative plantings and pedestrian amenities and fulfill policies regarding sense of place, aesthetics, image, and pedestrian orientation and to a greater degree than Alternative A. Alternatives A and B would retain more existing business than Alternative C and could fulfill, on a localized level, policies regarding neighborhood protection and economic development to a greater degree; however, on a corridor scale, the increased improvements of Alternatives B and C could improve the overall context of the business-oriented corridor.

The No Build alternative is less consistent with the City's adopted land use policies than any of the Build Alternatives because, under the No-Build Alternative, pedestrian improvements or landscaping would either not occur, would occur more slowly, or would occur in a less integrated manner as part of private development. Also, this alternative would neither reduce traffic congestion nor provide exclusive right-of-way for transit.

Transportation

The City's transportation goals and policies address safety, pedestrian and bicycle access, providing transit service, and maximizing the capacity of the road network while encouraging alternate forms of transportation. Applicable goals are described below.

Goal T II: Work with transportation providers to develop a safe, efficient, and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people-carrying capacity of the surface transportation system.

Goal T III: Support increased transit coverage and service that connects local and regional destinations to improve mobility options for all Shoreline residents.

All Build Alternatives are consistent with Goals T II and T III because they would provide BAT lanes and pedestrian improvements that would make the Aurora corridor function better for public transit. The No Build

Alternative is least consistent with these goals, because no multimodal improvements would be made.

Goal T IV: Provide a pedestrian system that is safe, connects to destinations, accesses transit, and is accessible by all.

All Build Alternatives are all consistent with Goal T IV because they would provide 7-foot sidewalks on both sides of Aurora Avenue N. Alternatives B and C are more pedestrian-friendly than Alternative A because they would provide a vegetated amenity zone between the new sidewalk and the street, which would provide additional buffer between pedestrians and vehicles. The No Build Alternative is least consistent with this goal, because no pedestrian mobility or safety improvements would be made.

Goal T V: Develop a bicycle system that is connective and safe and encourages bicycling as a viable alternative method of transportation.

All Build Alternatives support this policy by providing connection between the roadway and the Interurban Trail. In addition, bicyclists would be able to ride on continuous sidewalks along Aurora Avenue N and in the BAT lanes. The No Build Alternative is least consistent with this goal, because bicycle mobility or safety improvements would be made.

Goal T VII: Encourage alternative modes of transportation to reduce the number of automobiles on the road.

All Build Alternatives are consistent with Goal T VII because they would provide BAT lanes and 7-foot sidewalks, which would encourage use of alternative modes of transportation. The greater pedestrian amenities of Alternatives B and C may further encourage pedestrian travel than Alternative A. The No Build Alternative is least consistent with this goal, because no multimodal improvements would be made.

Goal T X: Coordinate the implementation and development of Shoreline's transportation system with our neighbors and regional partners.

As part of SR 99, Aurora Avenue N is a regional highway that serves as a major north-south route throughout the Puget Sound region. All Build Alternatives are more consistent than the Build Alternative with Goal T X, because the Project supports regional mobility goals of state, regional, and neighboring local jurisdictions. Also, in keeping with the intent of this goal, the City would coordinate Project improvements with

WSDOT, the City of Edmonds, utility providers, and King County Metro Transit and Community Transit.

Policy T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle, and automobile safety over vehicle capacity improvements at intersections.

Policy T5: Develop a safe roadway system as a high priority. Examples of methods to improve safety include:

- providing center left-turn lanes,
- providing median islands,
- prohibiting some turns,
- providing signals and illumination,
- managing access, and
- implementing other traffic engineering techniques.

All Build Alternatives are consistent with Policies T1 and T5 because their provisions would make the Aurora corridor safer than under the No Build Alternative. Improvements that would provide safety benefits include access management, addition of a center median, and construction of sidewalks within the Project area.

Policy T5.1: Defines the boundaries in which improvement to Aurora Avenue N, between N 172nd Street and N 192nd Street, should occur.

Right-of-way needed under Alternatives A or B is within the boundaries defined in this policy. Alternative C would require right-of-way outside the defined boundaries. See further discussion of Ordinance 326 later in this chapter. This goal is not applicable to the No Build Alternative, since no improvement to Aurora Avenue N would be made.

Policy T6: Evaluate and field test installation of devices that increase safety of pedestrian crossings such as flags, in-pavement lights, pedestrian signals, and raised, colored and/or textured crosswalks.

All Build Alternatives would include improvements to pedestrian crossings of Aurora Avenue N by installing traffic signals at the intersections of Aurora Avenue N and N 182nd Street, and Aurora Avenue N and Firlands Way N/N 196th Street. The No Build Alternative

is least consistent with this goal, because no pedestrian crossing improvements would be made.

Policy T9: Minimize curb cuts (driveways) on arterial streets by combining driveways through the development review process and in implementing capital projects.

All of the Build Alternatives are consistent with Policy T9 because each would include access management improvements that consolidate driveways on Aurora Avenue N. The No Build Alternative is least consistent with this goal, because no access management would occur.

Policy T10: Implement the Transportation Master Plan that integrates green streets, bicycle routes, curb ramps, major sidewalk routes, street classification, bus routes and transit access, street lighting, and roadside storm drainage improvements. Promote adequate capacity on the roadways and intersections to provide access to homes and businesses.

Policy T11: Coordinate transportation infrastructure design and placement to serve multiple public functions when possible, i.e., integrate stormwater management, parks development, and transportation facility design.

All of the Build Alternatives are consistent with Policies T10 and T11 because they would integrate many of the improvements listed in the Transportation Master Plan, promote adequate capacity on Aurora Avenue N while providing access to residences and businesses along the Aurora corridor, and integrate infrastructure design and placement to serve multiple functions, such as the use of BAT lanes for transit speed and reliability and local business and residence access. Natural stormwater options are proposed under all three Build Alternatives, which would allow integration of stormwater management into the transportation facility design. Alternatives B and C fulfill this goal to a greater degree because the amenity zone and wider median provide greater opportunity for incorporation of green space and natural stormwater treatment. The No Build Alternative is least consistent with this goal, because no aesthetic or functional improvements, nor integration of green space or natural stormwater treatment, would be made.

Policy T15: Assure that vehicular and non-motorized transportation systems are appropriately sized and designed to serve the surrounding land uses and to minimize the negative impacts of growth.

Policy T16: Design transportation improvements to support the City's land use goals and fit the character of the areas through which they pass.

The Build Alternatives are consistent with Policies T15 and T16 because they would size and design improvements to the Aurora Corridor to improve its functionality as a transportation corridor while improving the aesthetics of the area to meet the City's land use goals for the Aurora corridor. Alternatives B and C fulfill the "character" aspect to Policy T16 to a greater degree with more attention to vegetative plantings and greater amenities. The No Build Alternative is least consistent with this goal, because no aesthetic or functional improvements would be made.

Policy T23: Work with transit service providers to provide safe, lighted, and weather-protected passenger waiting areas at stops with high ridership, transfer points, Park-and-Ride, and Park-and-Pool lots.

All Build Alternatives are consistent with Policy T23 because they would improve transit speed and reliability in the Aurora corridor. Transit agencies serving the Aurora corridor have been included in planning for the Project. Installation of sidewalks on both sides of the street along Aurora Avenue N, and improved pedestrian lighting, would make installation of transit shelters at bus stops easier and more cost-effective for transit agencies serving the Aurora corridor. The No Build Alternative is least consistent with this goal, because no improvements to transit would be made.

Policy T24: Work with all transit providers to support seamless service into Shoreline across the county lines and through to major destinations.

All Build Alternatives assist in implementing Policy T24 because they would make improvements that extend to the Snohomish County line. These would include use of BAT lanes and sidewalks that makes transit easier to use in the Aurora corridor. The No Build Alternative is least consistent with this goal, because no improvements to transit would be made.

Policy T27: Place high priority on sidewalk projects that abut or provide connections to schools, parks, transit, shopping, or large places of employment.

Policy T29: Provide sidewalks on arterial streets and neighborhood collectors.

Policy T33: Provide pedestrian signalization at signalized intersections, and install mid-block crossings if safety warrants can be met. Consider over- and under-

crossings where feasible and convenient for users. Use audio and visual pedestrian aids where useful.

Policy T34: Implement the City's curb ramp program to install wheelchair ramps at all curbed intersections.

All Build Alternatives are all consistent with Policies T27, T29, T33, and T34 because they would add sidewalks along the length of the Project on Aurora Avenue N. Newly constructed sidewalks would link to the Interurban Trail, major transit stops along Aurora Avenue N, and employment and shopping destinations in the Project area, thus complying with policies T27 and T29. The Build Alternatives would also provide new traffic signals at the intersections of Aurora Avenue N and N 182nd Street, and Aurora Avenue N and Firlands Way N, thus implementing Policy T33. Wheelchair ramps would be installed at all intersections constructed as part of the Project, thus implementing Policy T34. The No Build Alternative is least consistent with this goal, because no pedestrian improvements would be made.

Policy T42: Accommodate bicycles in future roadway or intersection improvement projects.

The Build Alternatives are consistent with Policy T42 because they would create improvements to the Aurora corridor that would benefit bicyclists. Build Alternatives would construct BAT lanes on both sides of the street as well as sidewalks that allow bicyclists to more safely travel in the Aurora corridor. Additional traffic signals would be installed at the intersections of Aurora Avenue N with N 182nd Street and Firlands Way N/N 196th Street, creating additional opportunities for bicyclists to cross Aurora Avenue N. The combination of the Build Alternatives with the construction of the Interurban Trail, which roughly parallels the Aurora corridor for the length of the Project, would improve bicycle safety along the Aurora corridor. The No Build Alternative is least consistent with this goal, because no improvements to bicycle travel would be made.

Policy T58: Work with developers/property owners along the Aurora corridor and in North City to plan business access streets as a part of redevelopment.

All Build Alternatives are consistent with Policy T58 because the City has been working with property owners along Aurora Avenue N on Build Alternative plans for business access as part of the access management strategy for the proposed improvements. This goal is not

applicable to the No Build Alternative, since no redevelopment would occur.

Policy T68: Work with neighboring jurisdictions to reduce air quality impacts and manage stormwater runoff from the transportation system.

All Build Alternatives are consistent with Policy T68 because they would improve the functionality of the Aurora corridor for multiple modes of transportation. Improved traffic flow would reduce engine idling effects on air quality. BAT lanes and sidewalks would make walking and bicycling within the Project area more attractive, and would reduce single-occupancy vehicle trips in the study area. The Build Alternatives would also include improvements to stormwater runoff, which is further described in the *Water Quality* Report prepared for this project. Alternatives B and C would include additional vegetated areas in medians and in the amenity zones on both sides of the street that allow for more natural flow of stormwater runoff, and, thus, fulfill Policy T68 to a greater degree. The No Build Alternative is least consistent with this goal, because lower air and water quality would occur, as compared to the Build Alternatives.

Overall Consistency with Alternatives

All Build Alternatives are consistent with the City's adopted transportation policies. Installation of median islands would improve vehicular and pedestrian safety, and the addition of BAT lanes would improve transit access in one of Shoreline's most heavily traveled corridors. Alternatives B and C would further encourage pedestrian orientation and corridor aesthetics with greater vegetative plantings and pedestrian amenities.

The No Build Alternative is less consistent with the City's adopted transportation policies than the Build Alternatives. No pedestrian improvements would occur except as part of private development. Medians, curb and gutter, and continuous sidewalks intended to improve vehicular safety as well as traffic circulation would not be in place. Traffic congestion is projected to be higher under the No Build Alternative, and transit would be mixed with general traffic rather than traveling in its own right-of-way.

Capital Facilities

The City's capital facilities goals and policies focus primarily on fiscal responsibility and maintaining adequate levels of service. The use of

infrastructure to create a positive economic climate and foster commercial and mixed-use areas is also a high priority. Applicable goals and policies include:

Goal CF I: Provide adequate public facilities that address past deficiencies and anticipate the needs of growth through acceptable levels of service, prudent use of fiscal resources, and realistic timelines.

Goal CF III: Provide continuous, reliable, and cost-effective capital facilities and public services in the City and its Urban Growth Area in a phased, efficient manner reflecting the sequence of development as described in other elements of the Comprehensive Plan.

Goal CF IV: Enhance the quality of life in Shoreline through the planned provision of capital facilities and public services that are provided either directly by the City or through coordination with other public and private entities.

The Build Alternatives meet the intent of Goals CF I, CF III, and CF IV because their improvements to the Aurora corridor would anticipate the growth needs of the City, and would provide continuous and reliable capital facilities within the study area to meet the transportation needs of the community. The No Build Alternative is less consistent with these goals, because transportation improvements to address existing and future congestion on Aurora Avenue N would not be implemented.

Policy CF5: Identify, construct, and maintain infrastructure systems and capital facilities needed to promote the full use of the zoning potential in areas zoned for commercial and mixed-use areas.

The Build Alternatives are consistent with Policy CF5 because they would allow the City to promote the full use of zoning potential in the commercial and mixed-use areas of the Aurora corridor. Alternatives B and C would further encourage mixed use development due to greater pedestrian oriented amenities and vegetative plantings. The No Build Alternative is less consistent with this goal, because transportation improvements to support the full zoning potential of the area would not be implemented.

Policy CF6: Maintain and enhance capital facilities that will create a positive economic climate and ensure adequate capacity to move people, goods, and information.

The Build Alternatives are all consistent with Policy CF6 because their proposed improvements would enhance Aurora Avenue N, helping to

ensure adequate capacity for the movement of people, goods, and services. The No Build Alternative is less consistent with this goal, because transportation improvements to support the full zoning potential of the area would not be implemented.

Policy CF11: Identify deficiencies in capital facilities based on adopted levels of service and identify the means and timing for correcting these deficiencies.

Policy CF17: Give highest funding priority to capital facility improvements that protect the public health and safety.

Policy CF19: Improvements which are needed to provide critical City services such as police, surface water, and transportation at designated service levels concurrent with growth shall have funding priority for City funds over improvements which are needed to provide general services or facilities to development at designated service levels.

Policy CF21: Evaluate proposed public capital facility projects to identify net costs and benefits, including impacts on transportation, surface water, parks, and other public services. For those projects where it is possible to increase the community benefit of the project and it is cost-effective, assign greater funding priority to those projects that provide a higher net benefit and provide multiple functions to the community over projects that provide single or fewer functions.

The Build Alternatives all meet Policies CF11, CF 17, and CF19 because they would address and fund identified deficiencies in the Aurora corridor. The Build Alternatives meet the intent of Policy CR21 because they would provide multiple benefits to the community for multiple modes of transportation, economic development, and surface water treatment. The No Build Alternative is less consistent with these goals, because transportation improvements needed to meet future needs would not be implemented.

Policy CF28: Ensure opportunities for public participation in the development or improvement of capital facilities.

The Build Alternatives meet Policy CF28 because the Project has included a public participation process for developing the Project improvements along the Aurora corridor. The Project was initially conceived in the Multimodal Pre-Design Study (CH2M Hill 1999) which included an extensive public involvement process that culminated in the development of the 32 Points, intended to guide design and implementation of Aurora corridor improvement (see Chapter 2 for more detailed description). The Aurora Business Team, made up of owners of

businesses located along the project corridor, met regularly throughout 2006, and collaborated with the City staff in the development of Alternative A. The N 165th Street to N 205th Street portion of the Aurora Corridor improvement was kicked off with public scoping meetings and a formal scoping period, for which a scoping report was prepared. In addition, a community group was formed for this project, the Aurora Business and Community Team, made up of a cross section of business owners and other interested community members. This group met on a regular basis throughout the period during which the environmental discipline reports were developed. Members provided feedback to help inform the environmental process; and the environmental team also reported methods and results to the group as the information was available, to help ensure transparency in the environmental process. The No Build Alternative is less consistent with this goal, because improvements developed through the public process described above would not be implemented.

Policy CF37: Require surface water conveyance systems in all new development, including transportation facilities.

The Build Alternatives all meet Policy CF37 because they include new surface water conveyance systems. Alternatives B and C have greater opportunity for vegetations and natural surface water treatment, The No Build Alternative is less consistent with this goal, because no improvements to surface water conveyance or quality would be implemented.

Overall Consistency with Alternatives

The Build Alternative improvements are consistent with the City's adopted capital facilities policies. The Project would contribute to a positive economic climate by ensuring adequate capacity to move people and goods, as well as maximizing economic potential for commercially zoned properties.

The No Build Alternative is less consistent with the City's adopted capital facilities policies than the Build Alternatives, because the improvements and level of service objectives identified in these policies would not be implemented.

Utilities

The GMA requires the City to include a utilities element in its comprehensive plan, indicating the location, proposed locations, and

capacities of existing and proposed utilities in the City. The utilities element acts in conjunction with the land use and capital facilities elements to provide the goals and policies that guide utility provision within the City. Goals and policies applicable to the Project include:

Policy U16: Promote the undergrounding of existing electric distribution lines where physically and financially feasible as streets are widened and/or areas are redeveloped, based on coordination with local utilities.

Policy U19: Promote the gradual undergrounding of telecommunication lines in coordination with the undergrounding of other utilities and capital facility systems.

Overall Consistency with Alternatives

All Build Alternatives are consistent with the City's utilities goals and policies because they include the undergrounding of utilities, as outlined in the 2007 – 2012 Capital Improvement Plan. The utility improvement aspects of the project include undergrounding power lines, installing new water connections, and adjusting manhole elevations to match the new roadway.

The No Build Alternative is neither consistent nor inconsistent with these policies because without street widening or the undergrounding of other utilities or capital facility systems, nothing is required.

Economic Development

The economic development element of the comprehensive plan is intended to set forth goals and policies for improving the economy of the City, and providing quality employment opportunities for Shoreline residents. The element recognizes the economic importance of the Aurora corridor to the City and emphasizes making commercial areas in the Aurora corridor more attractive and establishing a cohesive community image. Applicable goals and policies include:

Goal ED I: Maintain and improve the quality of life in the community by:

- strengthening residential neighborhoods by reducing tax burden, funding enhancement projects, and providing more retail choices;
- increasing job opportunities and the job base, including professional services;
- providing quality public services;

- preserving community character;
- protecting environmental quality;
- diversifying the economic base to help stabilize the economy; and
- promoting efficient transportation systems.

Policy ED1: Improve economic vitality by:

- encouraging existing businesses;
- recruiting new businesses;
- encouraging economic services for the community;
- cooperating with businesses to create strategies and action plans;
- assuring increased housing density around commercial districts; and
- developing design guidelines to enhance commercial areas.

Policy ED2: Pursue efforts to encourage businesses to maintain attractive site, landscaping, and building designs that improve the character of the commercial districts and neighborhoods.

Policy ED11: Recognize the Aurora corridor as the economic core of the City with potential for revitalization, providing services, jobs, opportunities, and becoming an activity center for Shoreline.

Policy ED12: Revitalize existing business districts as appropriate to thrive and better serve the local community.

Policy ED13: Recognize regional commercial and office areas that can be revitalized to better serve the broader community, improve retail sales tax revenue, and increase the jobs base in Shoreline.

Policy ED20: Direct capital improvements to key areas to promote the City's image, create a sense of place, and to grow and attract businesses.

Policy ED22: Promote the "Main Street Program" concept with local business districts using its four points for revitalization.

- Encourage effective, successful business organizations.

- Create physical improvement plans to direct private and public development and enhancement programs.
- Help develop image-building business promotions to improve their viability and attract businesses.
- Encourage economic restructuring to help existing businesses thrive.

Policy ED23: Ensure adequate transportation capacity serving commercial areas to support and promote economic development.

Policy ED36: Support and attract economic development with reliable infrastructure.

Policy ED37: Ensure that infrastructure can meet the needs of existing and planned future commercial development including utilities, communication, transportation, and high-technology facilities.

Policy ED38: Encourage and promote business districts by creating physical plans to improve the appearance and function of their streets, sidewalks, utilities, access, lighting, buildings, signage, landscaping, and so forth.

Overall Consistency with Alternatives

The Build Alternatives are consistent with the City's adopted economic development policies. The Project improvements would enhance the economic core of Shoreline and help achieve the City's goal of making the Aurora corridor a major activity center and project a favorable image of the City to the large numbers of people who travel the Aurora corridor every day. All of the Build Alternatives would meet the City's economic development goals and policies.

Alternatives A and B would retain more existing business than Alternative C and could fulfill, on a localized level, policies regarding economic development to a greater degree; however, on a corridor scale, the increased improvements of Alternatives B and C could improve the overall context of the business-oriented corridor. Alternatives B and C would meet the community character aspects of the economic development policies by providing greater vegetative plantings and pedestrian amenities.

The No Build Alternative is less consistent with the City's adopted economic development policies than the Build Alternatives. The Project improvements intended to enhance functionality and visual quality of the economic core of Shoreline would not be constructed.

Community Design

The City's community design goals and policies emphasize the improvement of the City's public spaces through the use of native landscaping, pedestrian amenities, and public art. The Aurora corridor is identified as an opportunity to present a cohesive community image through a unified street design. Applicable goals and policies include:

Goal CDII: Design streets to create a cohesive image and improve the experience of pedestrians and drivers while minimizing safety issues.

Goal CD III: Enhance the identity and appearance of residential and commercial neighborhoods.

Policy CD18: City projects and those on City-owned property should use native, drought tolerant plantings and natural pesticides and fertilizers where appropriate.

Policy CD19: Encourage the use of appropriate landscape design in commercial and residential settings.

Policy CD21: Encourage concentrated seasonal-color planting in highly visible, public and semipublic areas.

Policy CD22: Encourage the Pacific Northwest environmental character through the retention of existing vegetation and through use of native plants in new landscaping. Encourage water conservation in landscape designs.

Policy CD33: Encourage a variety of artwork and arts activities in public places, such as parks, public buildings, rights-of-way, and plazas.

Policy CD36: Where appropriate, provide sidewalks, walkways, and trails with lighting, seating, landscaping, street trees, public art, bike racks, railings, newspaper boxes, trash receptacles, etc. These improvements should be compatible with safe pedestrian circulation.

Policy CD39: Coordinate the green streets program with policies to provide vehicle, pedestrian, and bicycle mobility; safe and friendly streets; parks and recreation opportunities; and enhanced storm drainage.

Policy CD40: Provide identity and continuity to street corridors by using a comprehensive street tree plan and other landscaping to enhance corridor appearance and create distinctive districts.

Policy CD43: Enhance the Aurora corridor to include gateway improvements, pedestrian amenities, landscaping, cohesive frontage improvements, and a boulevard streetscape design.

Policy CD48: Develop attractive, functional, and cohesive commercial areas that are harmonious with adjacent neighborhoods, by considering the impacts of land use, building scale, views, and through-traffic.

Overall Consistency with Alternatives

The Build Alternatives are consistent with the City's adopted community design policies. Project improvements would include the creation of a cohesive street frontage, landscaped medians, sidewalks and pedestrian amenities, and a distinctive boulevard design that would be compatible with adjacent development. Alternatives B and C would be more consistent with the City's adopted community design policies because they would provide wider medians with more vegetation, and a vegetated amenity zone between the sidewalk and the street. Alternative A would not provide the amenity zone and would include a smaller median with less vegetation.

In general, the No Build Alternative is less consistent with the City's adopted community design policies than the Build Alternatives. Improvements intended to create a cohesive street frontage, landscaped medians, sidewalks and pedestrian amenities, and a distinctive boulevard design would not be implemented under this alternative.

Capital Improvement Plan

The Growth Management Act requires that cities have a minimum 6-year capital facilities plan for funding capital improvements within the City. The City of Shoreline has prepared a capital improvement plan for the period 2008 through 2013; identifying projects to be completed, project budgets, and sources of funding.

The Aurora Corridor Improvement Project is identified in the capital improvement plan as being undertaken to support Goals TII, TIII, TIV, and TV of the transportation element of the Comprehensive Plan. The project is described as follows:

- The project parameters for this project begin at 165th Street and extend to 205th Street. The project scope of work include adding Business Access and Transit (BAT) lanes, curbs, gutters, landscaping/street furnishings, sidewalks on both sides; and adding a landscaped center median safety zone with left turn and U-turn provisions. The project also proposed installing traffic signals at North 182nd Street and at North 196th Street/Firlands Way,

interconnecting traffic signals which also include pedestrian crossings, improving transit stops with new shelters and new street lighting, placing overhead utility lines underground and improving existing storm water drainage system including water quality and natural drainage systems. Improvements at major intersection to improve east-west traffic flow will also be included in the project. (City of Shoreline 2007b)

Undergrounding of utilities, included as part of the Project design, is also included in the City's Capital Improvement Plan. The project is described as follows:

- In partnership with the Aurora Corridor project, improvements will be made including undergrounding of power lines, installation of new water connections, and the required adjustment of manhole elevations to the new roadway elevation. Participating utilities will reimburse the City of Shoreline for 100% of the project costs. (City of Shoreline 2007b)

City of Edmonds Comprehensive Plan

The Project may indirectly affect development outside the City, and it must be reviewed for compatibility with the land use plans and policies of neighboring jurisdictions. Immediately north of the Project area, Aurora Avenue N crosses into the City of Edmonds in Snohomish County. Aurora Avenue N carries the highest volume of traffic of any roadway in Edmonds and is considered a vital transportation link from Edmonds and Snohomish County to employment centers in King County.

The land use element of the City of Edmonds Comprehensive Plan (City of Edmonds 2005) envisions the area surrounding the Aurora corridor as a campus-like setting, characterized by street trees and landscaping to create a park-like and pedestrian-oriented atmosphere.

Goals of the City of Edmonds Comprehensive Plan include the following:

- Provide for an aesthetically pleasing business and residential community consisting of a campus atmosphere of park-like surroundings and inter-connected development.

- Recognize and plan for the distinct difference in opportunities and development character provided by the Highway 99 Corridor versus the local travel and access patterns on local streets.
- Promote the development of a mixed-use area served by transit and accessible to pedestrians.

Policies outlined by the City of Edmonds include the following:

- **Policy A.1.** Provide street trees, buffers, and landscape treatments which encourage and support a campus pattern of development characterized by pedestrian walkways and centralized parking. Use these same features, in concert with site and building design, to provide a transition from higher-intensity mixed-use development to nearby single family residential areas.
- **Policy A.2.** Provide a more efficient transportation system featuring increased bus service, pedestrian and bicycle routes as well as adequate streets and parking areas.
- **Policy A.3.** Design development for both pedestrian and transit access.
- **Policy A.4.** Encourage a more active and vital setting for new retail, office, and service businesses, supported by nearby residents and visitors from other parts of the region.
- **Policy A.5.** Support a mix of uses without encroaching into single family neighborhoods. Uses adjoining single family neighborhoods should provide transitions between more intensive use areas through a combination of building design, landscaping and visual buffering, and pedestrian-scale streetscape design.
- **Policy A.6.** Uses adjoining the Highway 99 Corridor should provide more intensive levels of mixed-use development, including higher building heights and greater density. However, pedestrian linkages to other portions of the activity center – and adjoining focus areas along the Highway 99 Corridor – should still be provided in order to assist pedestrian circulation and provide access to transit.

These land use goals and policies are very similar to those expressed in the City of Shoreline’s Comprehensive Plan. The Project improvements would be compatible with the City of Edmonds adopted land use policies.

Overall, the Build Alternative improvements are consistent with the City of Edmonds adopted land use policies. The Build Alternatives would provide traffic and transportation improvements, as well as bicycle and pedestrian improvements, and would make the Aurora corridor more attractive to a wide variety of businesses. The addition of street plantings and sidewalk amenities are also consistent with Edmonds policies. Alternatives B and C increase vegetative plantings and pedestrian amenities and fulfill policies regarding sense of place, aesthetics, image, and pedestrian orientation and to a greater degree than Alternative A.

The No Build alternative is less consistent with the City of Edmonds adopted land use policies because under it, transportation improvements to support them would not occur. This alternative would neither reduce traffic congestion nor provide exclusive right-of-way for transit. In addition, pedestrian improvements or landscaping would either not occur, would occur more slowly, or would occur in a less integrated manner as part of private development.

Is the Project consistent with local development regulations?

The Build Alternatives and the No Build Alternative were evaluated for consistency with the City's adopted development regulations.

Zoning

Proposed improvements in the Build Alternatives would assist the City in meeting the land use goals and purposes outlined above for the zoning districts in the study area. In particular, the improvements proposed in the Build Alternatives would improve the functionality of the Aurora corridor, the accessibility to regional transportation corridors, and transit-oriented development along the Aurora Corridor. The Build Alternatives are also consistent with the purposes of the Regional Business and Industrial zones.

The No Build Alternative is less supportive than the Build Alternatives of implementing the zoning in the study area. Under the No-Build Alternative, pedestrian improvements or landscaping would either not occur, would occur more slowly, or would occur in a less integrated manner as part of private development. Multimodal mobility and safety

improvements, supportive of higher densities and mixed uses defined by City zoning, would not be implemented.

Nonconformities

All of the Build Alternatives would require the acquisition of rights-of-way and the loss of commercial off-street parking by businesses along Aurora Avenue N. The City has identified all properties that would be directly impacted by the Project and will work with property owners to facilitate reconstruction or remodeling.

If implementation of any of the Build Alternatives results in new parking or setback nonconformities, these properties will be grandfathered in as legal nonconforming. Under SMC 20.30.390(D) nonconformities triggered by a government action are exempt from the restrictions defined under SMC 20.30. Thus, no significant effects related to nonconformities are identified under the Build Alternatives.

It is not expected any of the Build Alternatives would result in new non-conforming signs. Existing non-conforming signs are unrelated to the Project, and are subject to City code (SMC 20.30.280) whether or not the Project is built.

Critical Areas

Critical areas identified by the City of Shoreline as being within the study area of this report include an erosion hazard zone between Aurora Avenue N and Firlands Way N just north of N 185th Street; and numerous steep slope areas scattered between N 185th Street and N 205th Street.

The potential effects of the Project on applicable critical areas are evaluated in the *Geology and Soils* report prepared for this project. Because the Build Alternatives would all occur within and adjacent to the existing Aurora Avenue N alignment, potential effects of the build alternatives on geology and soils would be similar.

- Alternative A has the narrowest cross section of the Build Alternatives, therefore it has a slightly reduced potential to affect geology and soils than Alternatives B or C. Where additional right-of-way would be necessary, Alternative A would shift the road alignment to the east, and therefore would have a greater potential to impact steep slopes on the east side of Aurora Avenue N. This would

be of particular concern in the vicinity of N 188th Street, between N 192nd Street and N 195th Street, and between N 200th Street and N 205th Street, where landslide hazard areas are located directly parallel and adjacent to Aurora Ave N (see Figure 9). These steep slopes may place constraints on construction, and retaining walls may be required in these areas. The existing retaining wall on the east side of Aurora Avenue N and north of N 200th Street (at Costco) may limit the potential to shift the alignment east in this area. Alternative A would also entail constructing new roadway and sidewalks across the mapped erosion hazard area; however, steep slopes do not occur within the erosion hazard area on the east side of Aurora Avenue N, therefore the potential need to construct a retaining wall in this location is reduced as compared to Alternative C.

- Alternative B would shift the alignment to the east in areas where additional right-of-way would be necessary. Therefore, Alternative B would have a greater potential to impact steep slopes on the east side of Aurora Avenue N. This potential impact would also be greater under Alternative B than Alternative A because of the wider right-of-way under Alternative B. This would be of particular concern in the vicinity of N 188th Street, between N 192nd Street and N 195th Street, and between N 200th Street and N 205th Street, where landslide hazard areas are located directly parallel and adjacent to Aurora Ave N (Figure 9). These steep slopes may place constraints on construction, and retaining walls may be required in these areas. The existing retaining wall on the east side of Aurora Avenue N and north of N 200th Street (at Costco) may limit the potential to shift the alignment east in this area. Alternative B would also entail constructing new roadway and sidewalks across the mapped erosion hazard area (Figure 9); however, steep slopes do not occur within the erosion hazard area on the east side of Aurora Avenue N, therefore the potential need to construct a retaining wall in this location is reduced as compared to Alternative C.
- Alternative C would shift the alignment to the west in areas where additional right-of-way would be necessary. Therefore, Alternative C would have a greater potential to impact steep slopes on the west side of Aurora Avenue N. This would be of particular concern in the vicinity of N 188th Street, between N 192nd Street and N 195th Street, and to the north of 195th Street, where landslide hazard areas are located directly parallel and adjacent to Aurora Ave N (Figure 9). These steep slopes may place constraints on construction, and retaining walls may be required in these areas. Alternative C would

also entail constructing new roadway and sidewalks across the mapped erosion hazard area in an area where steep slopes also exist (Figure 9). Under Alternative C, a retaining wall may be necessary in this area.

No floodplains, wetlands, aquifer recharge areas, or habitat conservation areas have been identified in the project vicinity.

Any disturbance to these areas by the Project would be required to adhere to standards set forth in the Critical Areas Chapter of the Development Code. Standards and criteria to avoid, minimize and mitigate the impacts to the critical areas are as follows (SMC 20.80.080):

- A. Avoiding the impact altogether by not taking a certain action or parts of actions;
- B. Minimizing impacts by limiting the degree or magnitude of the action and its implementation;
- C. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;
- D. Reducing or eliminating the impact over time through preservation and maintenance operations during the life of the action;
- E. Compensating for the impact by replacing or providing substitute resources or environments; and/or
- F. Monitoring, measuring and reporting the impact to the Planning Director and taking appropriate corrective measures.

City Resolution 156

Resolution 156 (described in Chapter 2) describes the recommendation of the Citizens' Advisory Task Force for improvement to the Aurora Corridor within the City, and was adopted unanimously by the City Council in 1999. Note, the guidelines defined in Resolution apply to the entire 3-mile length of the Aurora Avenue N corridor within the City. For the 2-mile portion that is covered by the proposed Project, the Build Alternatives are consistent with adopted 32 Points, with the following exceptions:

- No amenity zone is included in Alternative A, because it the City chose to evaluate a slightly narrower alternative, as compared to Alternatives B and C.
- Curb bulb-outs not proposed on side streets because the City chose to only include improvements to side street intersection approaches in this Project;
- No pedestrian-only signals are proposed because they cannot be constructed without evidence from rigorous signal warrant analysis that meets FHWA standards;
- Reduction in speed limit to 35 mph cannot be implemented without evidence for need from corridor speed study.

A traffic signal is proposed at the intersection with N 195th Street. The location proposed in the Build Alternatives is N 196th Street/N Firlands Way, one block to the north. This is due to issues raised by WSDOT with the originally proposed N 195th Street location.

The No Build Alternative is not consistent with Resolution 156, because it would not implement any of the 32 Points defined in the resolution.

City Ordinance 326

City Ordinance 326 (described in Chapter 2) defines the right-of-way boundaries for improvement to Aurora Avenue N between N 172nd Street and N 192nd Street. Alternatives A and B would be located within the specified boundary, and thus would comply with this ordinance. Alternative C, which shifts more to the west, would be partially located outside the boundary defined by this ordinance, and thus would not comply. Policy T5.1 in the Comprehensive Plan specifically defines project boundaries. If the boundaries of the Recommended Alternative adopted for this project fall outside the boundaries defined under Policy T5.1, the Comprehensive Plan would need to be amended.

Chapter 6. Measures to Avoid or Minimize Project Effects

This chapter identifies mitigation measures intended to avoid or minimize the potential effects described in Chapter 5.

What mitigation measures are proposed to avoid or minimize direct effects due to right-of-way acquisition?

The City will compensate property owners for property acquisitions required by the Project. Acquisition and relocation will be conducted in accordance with the Uniform Relocation Assistance and Real Property Acquisition Act, as amended. Relocation resources are available to all residential and business relocates without discrimination. If building impacts occur, the City will compensate the owners as per federal regulations.

If the Project results in available parking for a business to drop below City requirements, the business will be grandfathered in as parking-compliant. If renovation to the property occurs after Project construction is complete, the business would need to come back into parking compliance. No additional mitigation is recommended.

At the one parcel where tenant relocations could be needed for one or more rental units on the property, City will assist relocated residents in finding comparable housing, and compensate for out-of-pocket moving expenses.

Project elements and related activities that could be developed to minimize potential effects to businesses resulting from parking and building impacts are as follows.

- Alter roadway cross sections in some areas to reduce building acquisitions and parking impacts, but require dedication of full width of right-of-way at time of redevelopment.
- Combine driveways to maximize parking.
- Coordinate all upcoming public improvements to assure business stability at completion of highway improvements.
- Use completion of improvements as centerpiece of new promotion of the district.
- Increase corridor-wide economic development activities to promote the area, expand existing businesses, and attract new development to district.

If implementation of any of the Build Alternatives results in new parking or setback nonconformities, these properties will be grandfathered in as legal nonconforming under SMC 20.30.390(D). Thus, no mitigation for nonconforming parking or setbacks is proposed.

What mitigation measures are proposed to avoid or minimize direct effects due to Project construction?

Communities and Neighborhoods

The following mitigation measures and Best Management Practices (BMPs) have been identified under other disciplines evaluated for this Project. These measures would help minimize construction effects on community members.

- Develop and implement a construction management plan to minimize adverse economic effects of Project construction, including

Best Management Practice (BMP)

Innovative and improved environmental protection tools, practices, and methods that have been determined to be the most effective, practical means of avoiding or reducing environmental impacts.

but not limited to a communication plan, signage, and marketing strategies.

- Develop and implement a construction traffic control plan to minimize adverse transportation effects of Project construction, including but not limited to signage, bus stop relocation, and a construction communication plan for local businesses, residents, and emergency service providers.
- Locate storage and staging in areas that are not visually prominent; shield or screen construction related lighting.
- Implement air quality BMPs to minimize dust emissions and prevent soil trackout, which can include standard dust control measures and emission control technologies.
- Develop and implement a construction noise reduction plan to minimize adverse noise effects of Project construction.
- Implement stormwater BMPs and measures that could include silt fences, straw bales, covering exposed soil, temporary storm drain filter inserts, and street sweeping.
- Construction phase traffic effects would be minimized by limiting closures to nights and weekends when possible.

Communication measures will be implemented during project construction to provide construction-related information and to minimize construction effects on community member should include:

- Informing the public, schools, and transit agencies of traffic changes ahead of time
- Posting informational flyers at key stores, park-and-ride lots, schools, nonprofits and religious institutions.

Public outreach related to the Project will be conducted in Spanish, Korean and Chinese. City will provide translation service for all materials related to Project, upon request.

Businesses

The following measures have been identified to minimize potential adverse effects to businesses that could occur as a result of Project construction.

Communication

- Establish a single point of contact to communicate with business and property owners.
- Communicate construction progress through web sites, newsletters, designated business liaisons, and regular meetings.

Construction Contract Management

- Provide incentives/disincentives to expedite construction.
- Stagger construction along Corridor to reduce periods of intense impact to individual businesses, when possible.
- Avoid scheduling construction activities during peak shopping periods, particularly Christmas, when weather is often not advantageous to construction anyway.
- Consider scheduling construction for after business hours in areas where there are no adverse impacts to adjacent residential areas.

Signage

- Provide signage outside districts to direct potential customers to and through business district.
- Provide signage identifying individual businesses, indicating they are open for business, and identifying how to access them.
- Provide maps showing how to access businesses and parking during construction.

Access

- Provide at least one access point to any individual business at all times except during street paving.
- Provide alternative parking, and maintain access to existing parking spaces.
- Avoid blocking business entrances with construction equipment and barriers.

Promotion

- Publicize the fact that the district is open for business, and how to access it.
- Promote events related to construction, either tied to historical activities or construction tours.
- Promote sales and services to construction workers, either through discounts or special products or services.

Business Assistance

- Work with affected businesses owners prior to initiation of Project construction, to educate them about potential impacts and develop strategies for mitigation.
- Provide technical assistance and funding programs for affected businesses.

What mitigation measures are proposed to avoid or minimize direct effects due to Project operations?

Context Sensitive Solutions

As discussed earlier in this report, mitigation for many potential Project effects has been made an inherent part of Project design from its inception through the use of context-sensitive solutions. Using this approach, development and implementation of a roadway project begin with outreach to the public and stakeholders, and incorporates the community's values into the overall design of the improvements. The objective is a finished design sensitive to the surrounding context that creates a safe, efficient, and effective roadway system for the movement of people and goods.

For this Project, public involvement started early with the process of defining the Project purpose and need and continued as the Build Alternatives were developed. The corridor design concept, as defined in the 32 Points adopted by the City Council (described in Chapter 2) was the culmination of this extensive public process. The input of all users and stakeholders was considered consistently and on many levels

including aesthetic, social, economic and environmental values, needs, and constraints.

Other Mitigation

No adverse operational effects are expected to occur as a result of the Project. Thus, no mitigation is proposed.

What mitigation measures are proposed to avoid or minimize indirect and cumulative effects?

The Project would not eliminate access to any land uses within the study area, nor would it alter the Aurora Corridor's land use pattern in a way inconsistent with the City Comprehensive Plan. As such, the Project would not cause any indirect impacts on land use that would require minimization or avoidance. The Project is compatible with other projects in the area; and in fact, would operate in conjunction with the improvements completed on Aurora Avenue N between N 145th Street and N 165th Street, and the Interurban Trail, to function as an integrated multimodal transportation system. No adverse indirect or cumulative effects are expected to occur as a result of the Project. Thus, no mitigation is proposed.

What mitigation measures are proposed to address inconsistencies with adopted plans and policies?

If the Recommended Alternative defined for this project has boundaries outside those defined under Policy T5.1 in the Comprehensive Plan, the City will amend the Comprehensive Plan to be consistent with the Project.

What mitigation measures are proposed to avoid or minimize conflicts with development regulations?

Critical Areas

The *Geology and Soils* technical memorandum prepared for this project describes the established design and construction practices that will be implemented to avoid or minimize effects on the various environmental resources during both the construction and operation of phases of the Project. The following measures are proposed.

- A Temporary Erosion and Sedimentation Control (TESC) plan will be prepared and implemented. This plan will include operational and structural measures to control the transport of sediment. Operational measures include removing mud and dirt from trucks before they leave the site, covering fill stockpiles or disturbed areas, and avoiding unnecessary vegetation clearing. Structural measures are temporary features used to reduce the transport of sediment, such as silt fences and sediment traps.
- The degradation of moisture-sensitive soils will be minimized. Measures include limiting major earthwork to the drier construction season in the late spring through early fall; maintaining proper surface drainage to avoid surface water ponding; minimizing ground disturbance by limiting heavy equipment use, limiting turns, and/or not tracking directly on the subgrade; and by covering the final subgrade elevation with a working mat of crushed rock and/or geotextile for protection. Mixing a soil admix such as cement into the subgrade may also add strength and stabilize the ground.
- Construction procedures identified in the geotechnical investigation will be implemented. These are designed to maintain or enhance slope stability in areas potentially underlain by landslide-prone soils.
- Only clean fill will be imported and placed for the Project. This measure will require documentation from the supplier certifying that the fill does not exceed Washington State soil cleanup standards. If documentation is not available, imported fill soils will be tested prior to placement. Suspect soils encountered during Project construction will be tested and, where necessary, removed from the site and disposed of in accordance with Washington State regulations.

Resolution 156

As part of the public involvement process for this Project, the City is working with community members to update the strategies defined under Resolution 156, to reflect priorities that have evolved since they were originally adopted in 1999. The updated implementation strategies will be adopted along with the Recommended Alternative.

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Appendix A

City of Shoreline Minimum Off-Street Parking Requirements

SMC 20.50.390 Minimum off-street parking requirements –Standards.

A. Off-street parking areas shall contain at a minimum the number of parking spaces stipulated in Tables 20.50.390A through 20.50.390D.

Table 20.50.390A – General Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Single detached/townhouse:	2.0 per dwelling unit
Apartment:	
Studio units:	1.2 per dwelling unit
One-bedroom units:	1.5 per dwelling unit
Two-bedroom units:	1.8 per dwelling unit
Three-bedroom units:	2.0 per dwelling unit
Accessory dwelling units:	1.0 per dwelling unit
Mobile home park:	2.0 per dwelling unit

Table 20.50.390B – Special Residential Parking Standards

RESIDENTIAL USE	MINIMUM SPACES REQUIRED
Bed and breakfast guesthouse:	1 per guest room, plus 2 per facility
Community residential facilities:	1 per 2 units
Dormitory, including religious:	1 per 2 units
Hotel/motel, including organizational hotel/lodging:	1 per unit
Senior citizen assisted:	1 per 3 dwelling or sleeping units

Table 20.50.390C – General Nonresidential Parking Standards

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
General services uses:	1 per 300 square feet
Government/business services uses:	1 per 300 square feet
Manufacturing uses:	.9 per 1,000 square feet
Recreation/culture uses:	1 per 300 square feet
Regional uses:	(Director)
Retail trade uses:	1 per 300 square feet

Note: Square footage in this subchapter refers to net usable area and excludes walls, corridors, lobbies, bathrooms, etc.

Table 20.50.390D – Special Nonresidential Standards

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
Bowling center:	2 per lane
Churches, synagogues, temples:	1 per 5 fixed seats, plus 1 per 50 square feet of gross floor area without fixed seats used for assembly purposes
Conference center:	1 per 3 fixed seats, plus 1 per 50 square feet used for assembly purposes without fixed seats, or 1 per bedroom, whichever results in the greater number of spaces
Construction and trade:	1 per 300 square feet of office, plus 1 per 3,000 square feet of storage area
Courts:	3 per courtroom, plus 1 per 50 square feet of fixed-seat or assembly area
Daycare I:	2 per facility, above those required for the baseline of that residential area
Daycare II:	2 per facility, plus 1 for each 20 clients
Elementary schools:	1.5 per classroom
Fire facility:	(Director)
Food stores less than 15,000 square feet:	1 per 350 square feet
Funeral home/crematory:	1 per 50 square feet of chapel area
Gasoline service stations with grocery, no service bays:	1 per facility, plus 1 per 300 square feet of store
Gasoline service stations without grocery:	3 per facility, plus 1 per service bay
Golf course:	3 per hole, plus 1 per 300 square feet of clubhouse facilities
Golf driving range:	1 per tee
Heavy equipment repair:	1 per 300 square feet of office, plus 0.9 per 1,000 square feet of indoor repair area

Table 20.50.390D – Special Nonresidential Standards (Continued)

NONRESIDENTIAL USE	MINIMUM SPACES REQUIRED
High schools with stadium:	Greater of 1 per classroom plus 1 per 10 students, or 1 per 3 fixed seats in stadium
High schools without stadium:	1 per classroom, plus 1 per 10 students
Home occupation:	In addition to required parking for the dwelling unit, 1 for any nonresident employed by the home occupation and 1 for patrons when services are rendered on-site.
Hospital:	1 per bed
Middle/junior high schools:	1 per classroom, plus 1 per 50 students
Nursing and personal care facilities:	1 per 4 beds
Outdoor advertising services:	1 per 300 square feet of office, plus 0.9 per 1,000 square feet of storage area
Outpatient and veterinary clinic offices:	1 per 300 square feet of office, labs, and examination rooms
Park/playfield:	(Director)
Police facility:	(Director)
Public agency archives:	.9 per 1,000 square feet of storage area, plus 1 per 50 square feet of waiting/reviewing area
Public agency yard:	1 per 300 square feet of offices, plus 0.9 per 1,000 square feet of indoor storage or repair area
Restaurants:	1 per 75 square feet in dining or lounge area
Retail and mixed trade:	1 per 300 square feet
Self-service storage:	1 per 3,500 square feet of storage area, plus 2 for any resident director's unit
Specialized instruction schools:	1 per classroom, plus 1 per 2 students
Theater:	1 per 3 fixed seats
Vocational schools:	1 per classroom, plus 1 per 5 students
Warehousing and storage:	1 per 300 square feet of office, plus 0.9 per 1,000 square feet of storage area
Wholesale trade uses:	.9 per 1,000 square feet
Winery/brewery:	.9 per 1,000 square feet, plus 1 per 50 square feet of tasting area

Exception 20.50.390(A)(1): If the formula for determining the number of off-street parking spaces results in a fraction, the number of off-street parking spaces shall be rounded to the nearest whole number, with fractions of 0.50 or greater rounding up and fractions below 0.50 rounding down.

Exception 20.50.390(A)(2): When the City of Shoreline has received a shell building permit application, off-street parking requirements shall be based on the possible tenant improvements or uses authorized by the zone designation and compatible with the limitations of the shell permit. When the range of possible uses results in different parking requirements, the Director will establish the amount of parking based on a likely range of uses.

Exception 20.50.390(A)(3): Where other provisions of this Code stipulate higher maximum parking or reduced minimum parking requirements, those provisions shall apply.

Exception 20.50.390(A)(4): Minimum parking requirements may be reduced through provisions in SMC 20.50.400.

B. Off-street parking ratios expressed as number of spaces per square feet shall be based on the usable or net square footage of floor area, exclusive of nonpublic areas. Nonpublic areas include, but are not limited to, building maintenance areas, storage areas, closets, or restrooms.

C. For all nonresidential uses, the maximum amount of allowed parking shall not exceed 50 percent over the minimum required number of stalls. Any proposal for parking that exceeds 10 percent over the minimum required number of stalls must be approved by the Director. (Ord. 238 Ch. V § 6(B-1), 2000).

Appendix B

Parking Impacts by Property

Table B-1 Parking Impacts by Parcel – Alternative A

	Existing Compliant Stalls	Existing Non-Compliant Stalls	Compliant Stalls Impacted	Non-Compliant Stalls Impacted	Total Stalls Available	Stalls Available as % of Existing Total	EXISTING BUILDING (SF)	Stalls Available per 1000 SF
U-HAUL	47	0	8	0	39	83.0%	2,600	15.0
A 2 Z			12	0	(12)	#DIV/0!	569	(21.1)
OLD COUNTRY BUFFET	90	4	2	4	88	93.6%	6,825	12.9
GERBER TOWING	19	0	8	0	11	57.9%	2,325	4.7
1 STOP	25	5	0	5	25	83.3%	1,710	14.6
TAXPAYER: WAYNE DROKER	8	4	0	4	8	66.7%	0	
TAXPAYER: WAYNE DROKER	19	1	0	1	19	95.0%	1,440	13.2
TOBACCO LANE	0	2	0	2	0	0.0%	744	-
SUGAR'S	35	2	0	2	35	94.6%	3,200	10.9
CHUCK OLSON CHEVROLET	267	0	9	0	258	96.6%	23,512	11.0
APARTMENTS	27	3	0	3	27	90.0%	2,790	9.7
YOURIST	8	0	2	0	6	75.0%	286	28.0
METLIFE / FRED MEYER	230	0	15	0	215	93.5%	121,232	1.8
JACK ROBERTS APPLIANCE	59	23	0	23	59	72.0%	22,400	2.6
DISCOUNT TIRE	59	0	13	0	46	78.0%	7,331	6.3
MINI MALL	7	4	0	4	7	63.6%	2,600	2.7
MOORMAN	10	5	0	5	10	66.7%	3,000	3.3
SPARKY'S BAR & GRILL	68	0	9	0	59	86.8%	13,863	4.3
STARBUCKS & BLIMPIE SUBS	36	0	0	1	35	97.2%	2,772	12.6
COPY & MAIL, TROPICAL TAN	18	6	0	6	18	75.0%	4,931	3.7
TOP TATTOO	9	1	0	1	9	90.0%	1,982	4.5
JUST FOR YOU KID'S CONSIGNMENT /	0	5	0	5	0	0.0%	1,640	-
99c DISCOUNT STORE	0	10	0	10	0	0.0%	4,828	-
PHO '99 RESTAURANT	0	9	0	9	0	0.0%	5,964	-
JORDAN'S USED TIRES	0	9	0	9	0	0.0%	2,820	-
DELGRI	27	0	9	0	18	66.7%	1,008	17.9
ANTI SNORING & MINUTEMAN PRESS	0	15	0	15	0	0.0%	5,312	-
RONNA'S VIDEO AND MAGAZINE	7	7	0	7	7	50.0%	6,944	1.0
ECHO LAKE APARTMENTS	17	15	0	15	17	53.1%	7,080	2.4
ECHO LAKE TAVERN	10	0	5	0	5	50.0%	2,392	2.1
ANDERSON BUILDING	14	20	0	4	30	88.2%	10,780	2.8
WASHINGTON MUTUAL BLDG	65	3	3	3	62	91.2%	18,066	3.4
K C HOUSING AUTHORITY ADMIN	32	0	6	0	26	81.3%	45,318	0.6
TAXPAYER: INTERURBAN CENTER LLC	60	0	8	0	52	86.7%	17,593	3.0
KEY BANK	2	4	1	4	1	16.7%	7,728	0.1
AURORA RENTS	6	0	6	0	0	0.0%	7,287	-
TYEE PARTNERSHIP LLC	38	0	0	0	38	100.0%	21,212	1.8
SHORELINE AND AWNING	31	0	14	0	17	54.8%	16,538	1.0
TABOO VIDEO	0	11	0	11	0	0.0%	5,068	-
PAWN EXCHANGE	11	3	0	3	11	78.6%	4,800	2.3
PRE-OWNED OFFIC FURNITURE	0	8	0	8	0	0.0%	22,670	-

Table B-2 Parking Impacts by Parcel – Alternative B

	Existing Compliant Stalls	Existing Non-Compliant Stalls	Compliant Stalls Impacted	Non-Compliant Stalls Impacted	Total Stalls Available	Stalls Available as % of Existing Total	Existing Building (SF)	Stalls Available per 1000 SF
U-HAUL	47	0	8	0	39	83.0%	2,600	15.0
A 2 Z			12	0	(12)	#DIV/0!	569	(21.1)
OLD COUNTRY BUFFET	90	4	2	4	88	93.6%	6,825	12.9
GERBER TOWING	19	0	8	0	11	57.9%	2,325	4.7
B & D SHEET METAL	29	0	5	0	24	82.8%	11,392	2.1
1 STOP	25	5	0	5	25	83.3%	1,710	14.6
TAXPAYER: WAYNE DROKER	8	4	0	4	8	66.7%	0	
TAXPAYER: WAYNE DROKER	19	1	0	1	19	95.0%	1,440	13.2
TOBACCO LANE	0	2	0	2	0	0.0%	744	-
SUGAR'S	35	2	0	2	35	94.6%	3,200	10.9
CHUCK OLSON CHEVROLET	267	0	23	0	244	91.4%	23,512	10.4
APARTMENTS	27	3	0	3	27	90.0%	2,790	9.7
YOURIST	8	0	2	0	6	75.0%	286	21.0
METLIFE / FRED MEYER	230	0	15	0	215	93.5%	121,232	1.8
JACK ROBERTS APPLIANCE	59	23	0	23	59	72.0%	22,400	2.6
DISCOUNT TIRE	59	0	13	0	46	78.0%	7,331	6.3
MINI MALL	7	4	0	4	7	63.6%	2,600	2.7
TAXPAYER: LEWALLEN B MOORMAN	10	5	0	5	10	66.7%	3,000	3.3
SPARKY'S BAR & GRILL	68	0	9	0	59	86.8%	13,863	4.3
STARBUCKS & BLIMPIE SUBS	36	0	0	2	34	94.4%	2,772	12.3
COPY & MAIL, TROPICAL TAN	18	6	0	6	18	75.0%	4,931	3.7
TOP TATTOO	9	1	0	1	9	90.0%	1,982	4.5
JUST FOR YOU KID'S CONSIGNMENT /	0	5	0	5	0	0.0%	1,640	-
99c DISCOUNT STORE	0	10	0	10	0	0.0%	4,828	-
PHO '99 RESTAURANT	0	9	0	9	0	0.0%	5,964	-
JORDAN'S USED TIRES	0	9	0	9	0	0.0%	2,820	-
DELGRI	27	0	9	0	18	66.7%	1,008	17.9
ANTI SNORING & MINUTEMAN PRESS	0	15	0	15	0	0.0%	5,312	-
RONNA'S VIDEO AND MAGAZINE	7	7	0	7	7	50.0%	6,944	1.0
ECHO LAKE APARTMENTS	17	15	0	15	17	53.1%	7,080	2.4
ECHO LAKE TAVERN	10	0	5	0	5	50.0%	2,392	2.1
ANDERSON BUILDING	14	20	0	4	30	88.2%	10,780	2.8
WASHINGTON MUTUAL BLDG	65	3	4	3	61	89.7%	18,066	3.4
K C HOUSING AUTHORITY ADMIN	32	0	6	0	26	81.3%	45,318	0.6
TAXPAYER: INTERURBAN CENTER LLC	60	0	8	0	52	86.7%	17,593	3.0
KEY BANK	2	4	2	4	0	0.0%	7,728	-
AURORA RENTS	6	0	6	0	0	0.0%	7,287	-
SHORELINE AND AWNING	31	0	14	0	17	54.8%	16,538	1.0
TABOO VIDEO	0	11	0	11	0	0.0%	5,068	-
PAWN EXCHANGE	11	3	0	3	11	78.6%	4,800	2.3
PRE-OWNED OFFIC. FURNITURE	0	8	0	8	0	0.0%	22,670	-

Table B-3 Parking Impacts by Parcel – Alternative C

	Existing Compliant Stalls	Existing Non-Compliant Stalls	Compliant Stalls Impacted	Non-Compliant Stalls Impacted	Total Stalls Available	Stalls Available as % of Existing Total	EXISTING BUILDING (SF)	Stalls Available per 1000 SF
U-HAUL	47	0	8	0	39	83.0%	2,600	15.0
A.Z.Z.			12	0	-12		569	(21.1)
OLD COUNTRY BUFFET	90	4	2	4	88	93.6%	6,825	12.9
GERBER TOWING	19	0	8	0	11	57.9%	2,325	4.7
B & D SHEET METAL	29	0	5	0	24	82.8%	11,392	2.1
1 STOP	25	5	0	5	25	83.3%	1,710	14.6
TAXPAYER: WAYNE DROKER	8	4	0	4	8	66.7%	0	
TAXPAYER: WAYNE DROKER	19	1	0	1	19	95.0%	1,440	13.2
TOBACCO LANE	0	2	0	2	0	0.0%	744	-
SUGARS	35	2	0	2	35	94.6%	3,200	10.9
CHUCK OLSON CHEVROLET	267	0	23	0	244	91.4%	23,512	10.4
APARTMENTS	27	3	0	3	27	90.0%	2,790	9.7
CARTER SUBARU	126	0	11	0	115	91.3%	20,167	5.7
YOURIST	8	0	2	0	6	75.0%	286	21.0
SHELL SERVICE STATION	8	0	8	0	0	0.0%	2,460	-
SANDBERG	266	0	25	0	241	90.6%	40,465	6.0
JACK IN THE BOX	12	0	1	0	11	91.7%	1,295	8.5
HOLLYWOOD VIDEO	22	0	1	0	21	95.5%	6,030	3.5
FRED MEYER	108	0	6	0	102	94.4%		
METLIFE / FRED MEYER	230	0	15	0	215	93.5%	121,232	1.8
RADIO SHACK	43	0	10	0	33	76.7%	9,100	3.6
SPIRO'S PIZZA AND PASTA	23	0	5	0	18	78.3%	3,810	4.7
DISCOUNT TIRE	59	0	13	0	46	78.0%	7,331	6.3
MINI MALL	7	4	0	4	7	63.6%	2,600	2.7
MOORMAN	10	5	10	5	0	0.0%	3,000	-
LOVER'S PACKAGE	22	0	1	0	21	95.5%	7,246	2.9
SPARKY'S BAR & GRILL	68	0	9	0	59	86.8%	13,863	4.3
STARBUCKS & BLUMPIE SUBS	36	0	0	3	33	91.7%	2,772	11.9
CHINA CLIPPER	68	0	4	0	64	94.1%	5,639	11.3
COPY & MAIL, TROPICAL TAN	18	6	0	6	18	75.0%	4,931	3.7
TOP TATTOO	9	1	0	1	9	90.0%	1,982	4.5
JUST FOR YOU KID'S	0	5	0	5	0	0.0%	1,640	-
99c-DISCOUNT STORE	0	10	0	10	0	0.0%	4,828	-
PHO 99 RESTAURANT	0	9	0	9	0	0.0%	5,964	-
JORDAN'S USED TIRES	0	9	0	9	0	0.0%	2,820	-
DELGRI	27	0	9	0	18	66.7%	1,008	17.9
ANTI SNORING & MINUTEMAN	0	15	0	15	0	0.0%	5,312	-
RONNAS VIDEO AND MAGAZINE	7	7	0	7	7	50.0%	6,944	1.0
ECHO LAKE APARTMENTS	17	15	0	15	17	53.1%	7,080	2.4
ECHO LAKE TAVERN	10	0	5	0	5	50.0%	2,392	2.1
ANDERSON BUILDING	14	20	0	4	30	88.2%	10,760	2.8
WASHINGTON MUTUAL BLDG	65	3	6	3	59	86.8%	18,066	3.3
KC HOUSING AUTHORITY ADMIN	32	0	6	0	26	81.3%	45,318	0.6
INTERURBAN CENTER LLC	60	4	8	0	52	86.7%	17,593	3.0
KEY BANK	2	4	2	4	0	0.0%	7,728	-
HIGHLAND ENTERPRISES LLC			7	0	-7		1,934	
HIGHLAND ENTERPRISES LLC	31	4	0	4	31	88.6%	13,345	2.3
AURORA RENTS	6	0	6	0	0	0.0%	7,267	-
SHORELINE AND AWNING	31	0	14	0	17	54.8%	16,538	1.0
TABOO VIDEO	0	11	0	11	0	0.0%	5,068	-
PAVIN EXCHANGE	11	3	0	3	11	78.6%	4,800	2.3
PRE-OWNED OFFICE FURNITURE	0	8	0	8	0	0.0%	22,670	-

