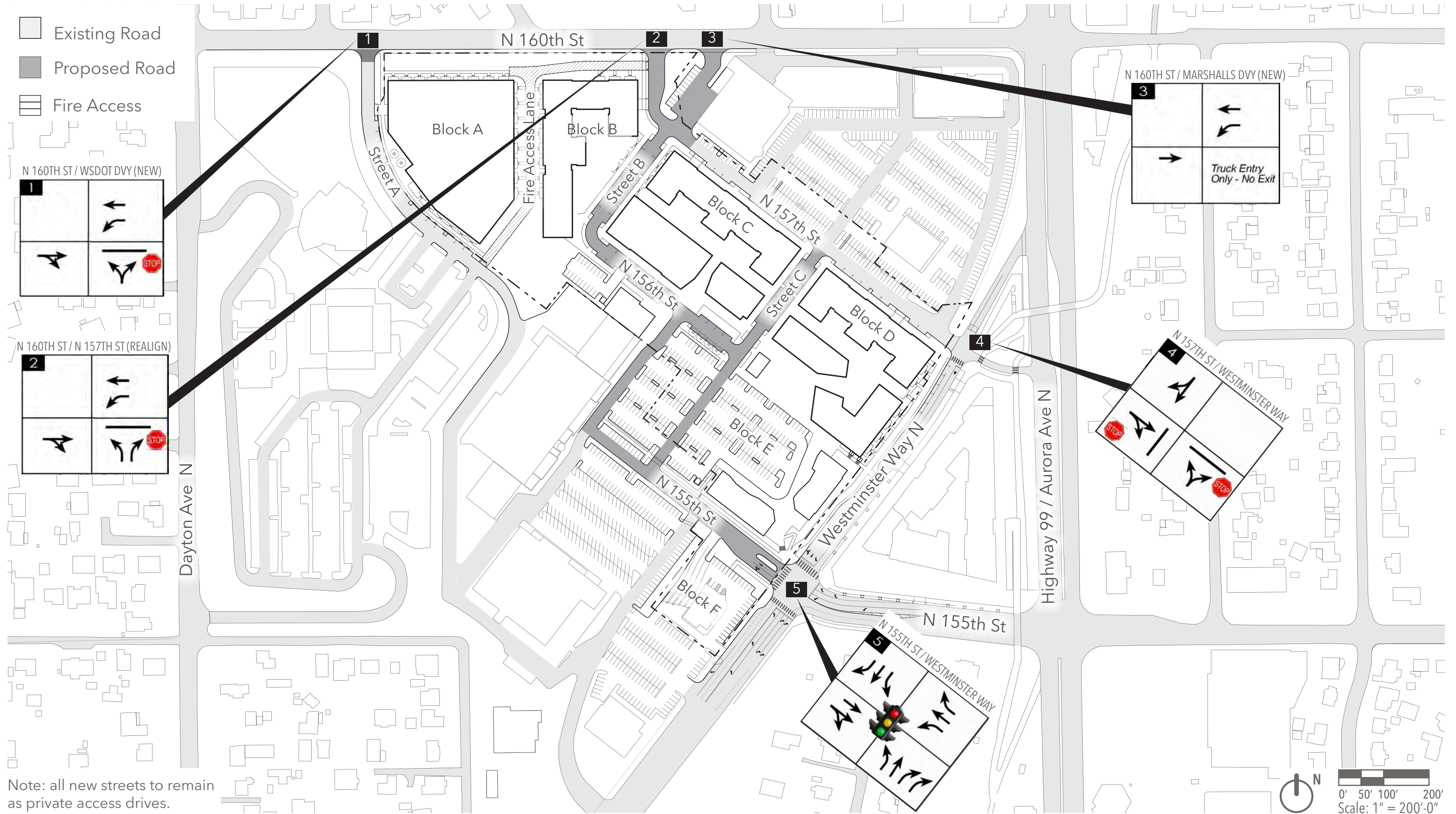
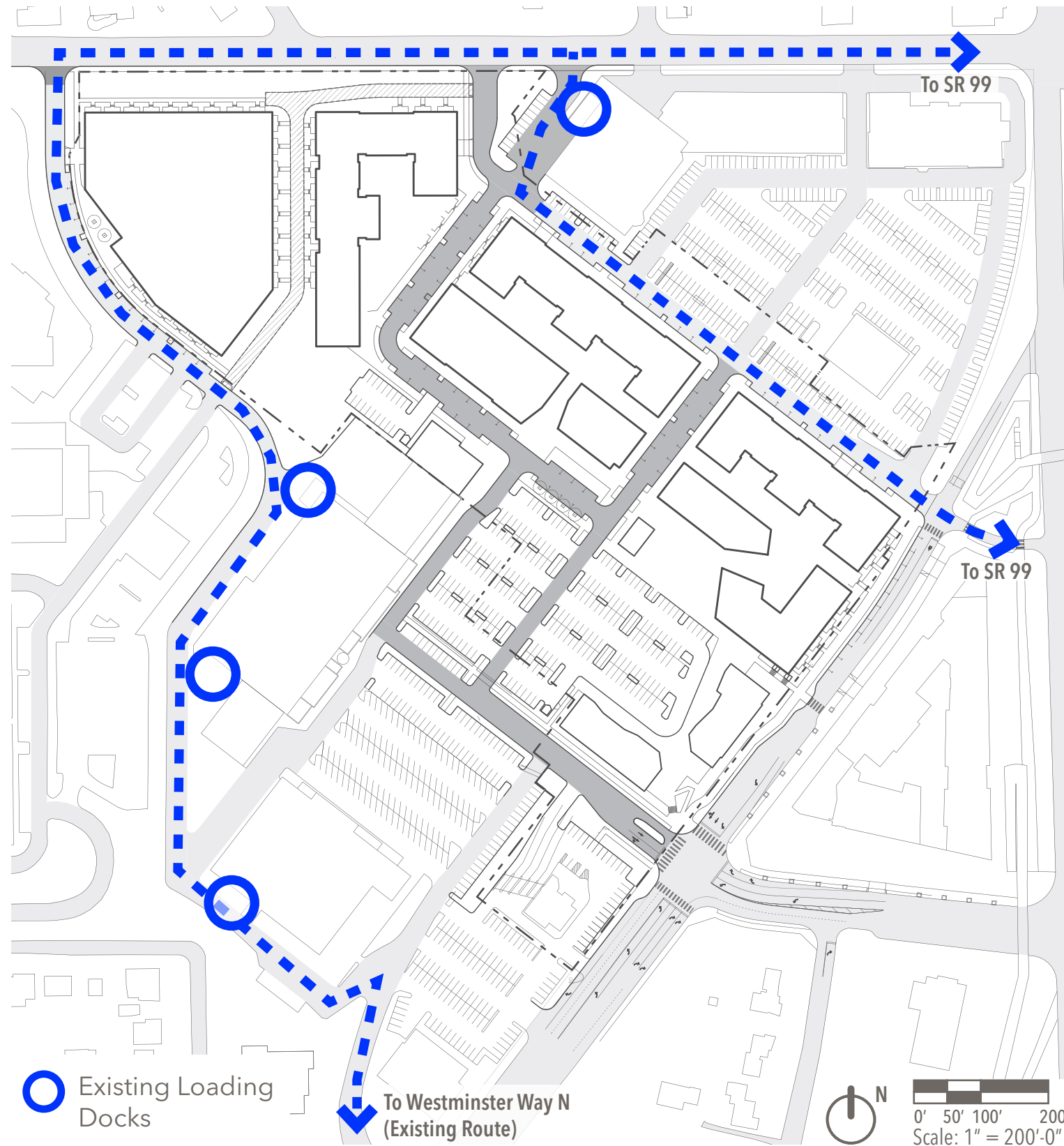


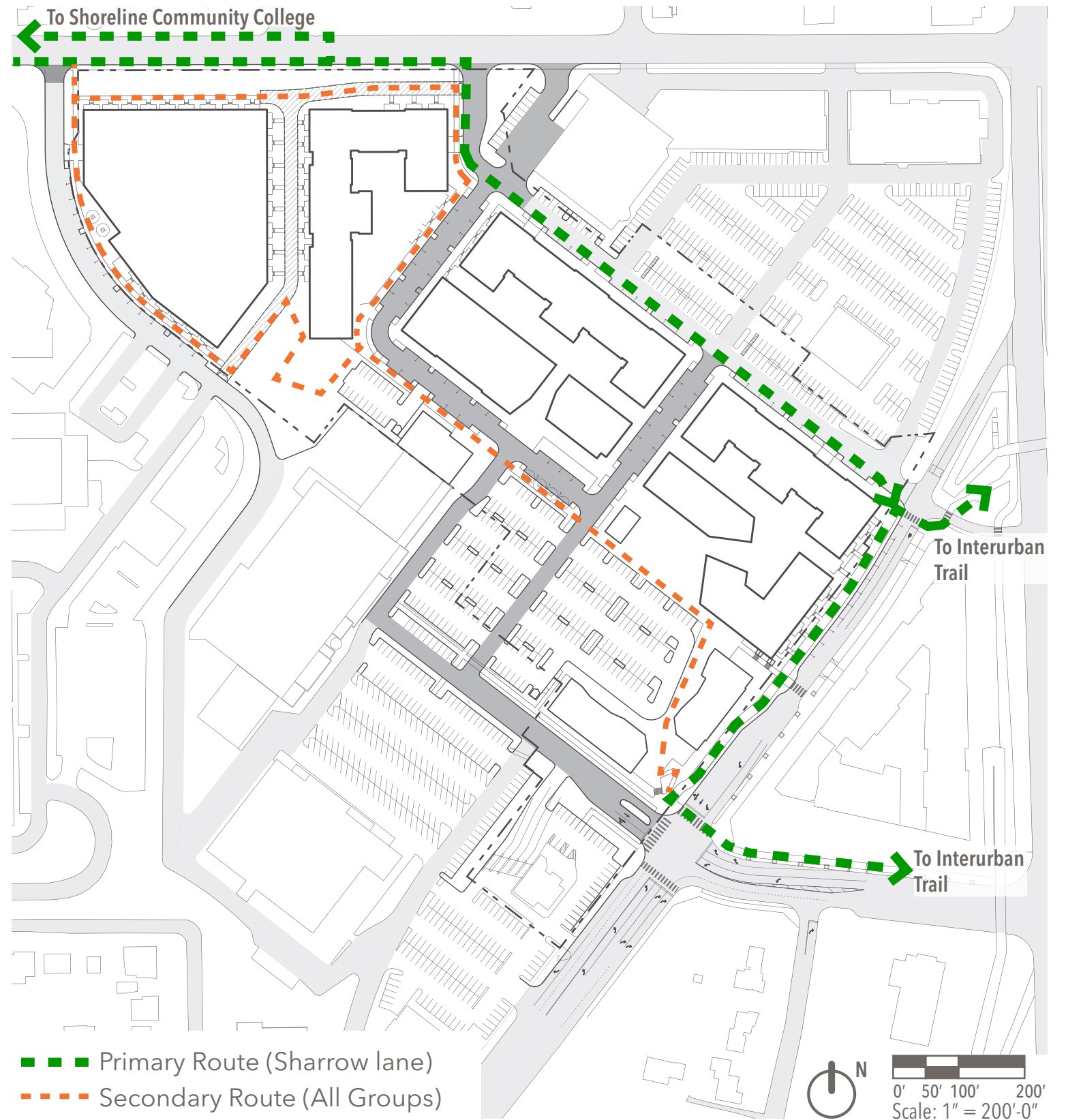
ROAD PLAN OVERALL



ON-SITE CIRCULATION ROUTES



Truck Route for Adjacent Tenants (WB 62)

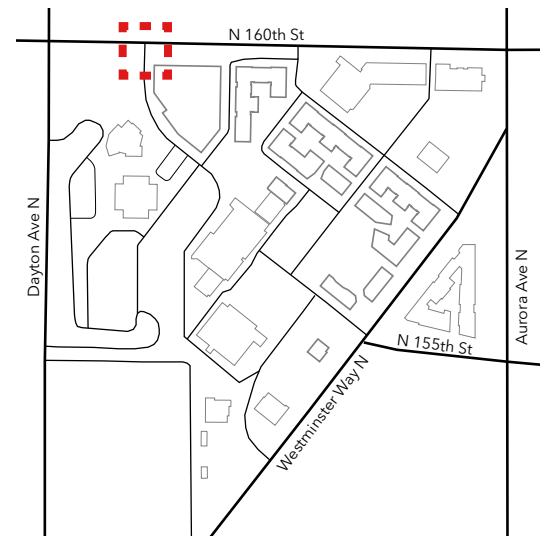


Bicycle Routes

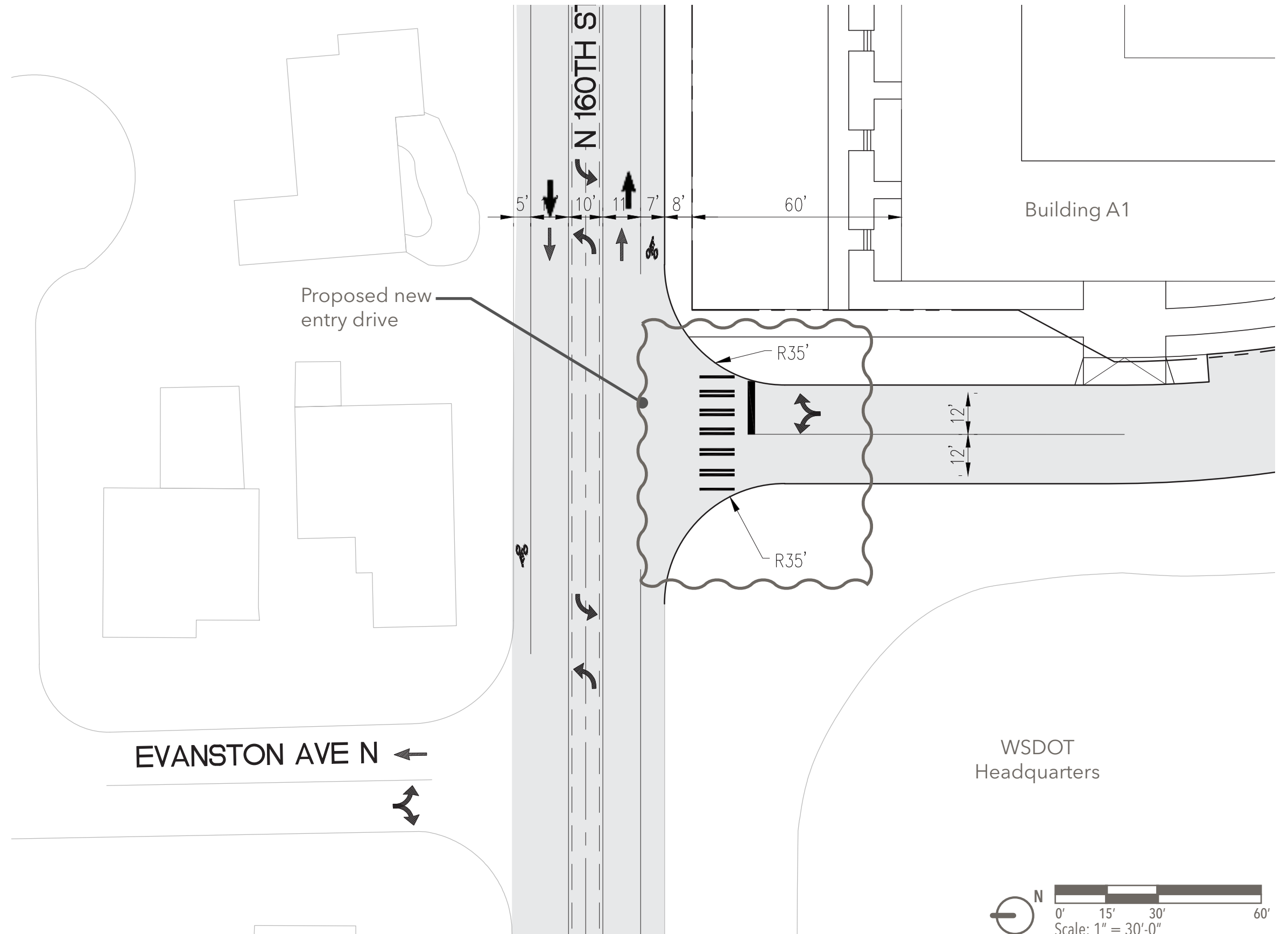
PROPOSED NEW ENTRY DRIVE AT N 160TH & WSDOT

New WSDOT Driveway

Multiple egress driveways from WSDOT's campus are provided directly onto Dayton. As such, a single lane egress at this relocated driveway that serves WSDOT's campus, truck circulation to existing anchor tenant retailers, and a portion of a single residential building within Shoreline Place. A wider curb radius is proposed to accommodate larger wheel based trucks. The driveway would be located offset from an opposing cul-de-sac roadway, however, it would be constructed at-grade to N 160th Street, avoid major utility conflicts, and maximize available entering sight distance.



Site Key



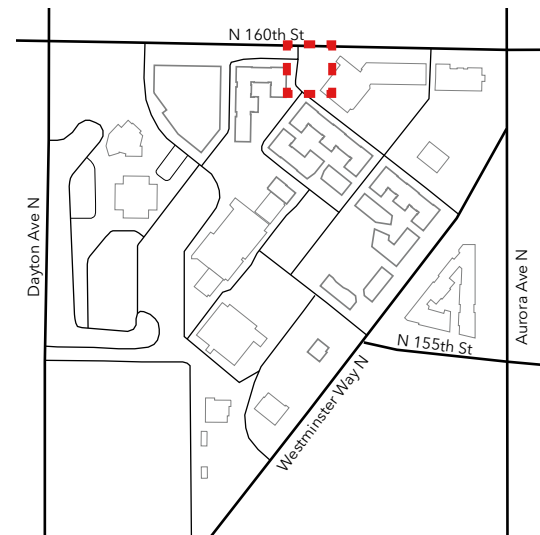
PROPOSED ENTRY MODIFICATIONS AT N 160TH STREET & 157TH

New Shoreline Place Driveway

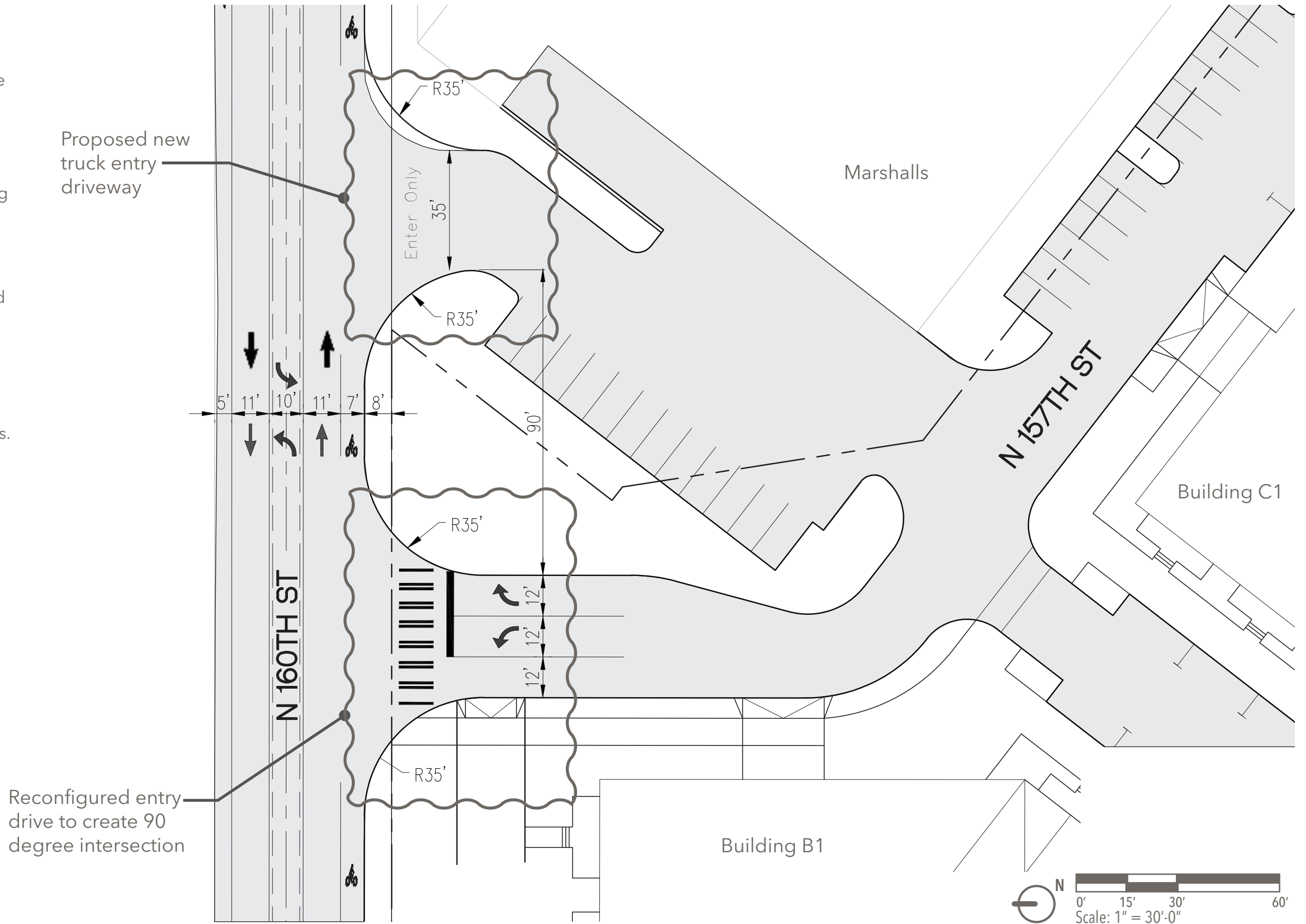
This driveway would serve all residential garages as well as lower/upper retail surface parking lots. Separate egress lanes for left and right turning movements are proposed to minimize vehicle queuing exiting the site and has been realigned to provide better geometric conditions and maximize entering sight distance.

New Marshal's Entry

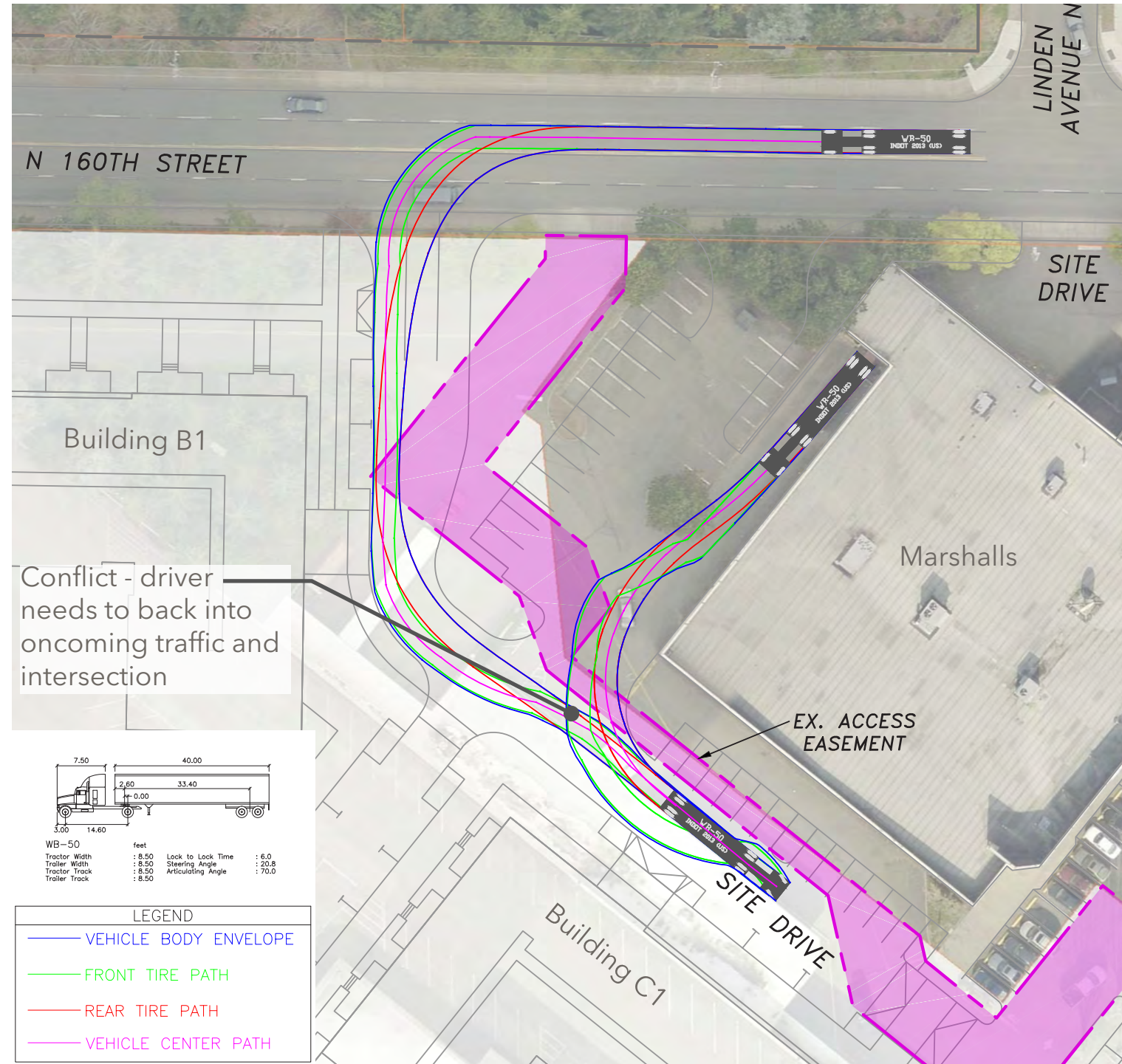
A new truck enter-only driveway is proposed to serve the existing loading dock at the adjacent Marshall's building to avoid safety conflicts with backing truck maneuvers with vehicles, pedestrians, and bicycle traffic demand at this location generated by Shoreline Place and other existing retail uses.



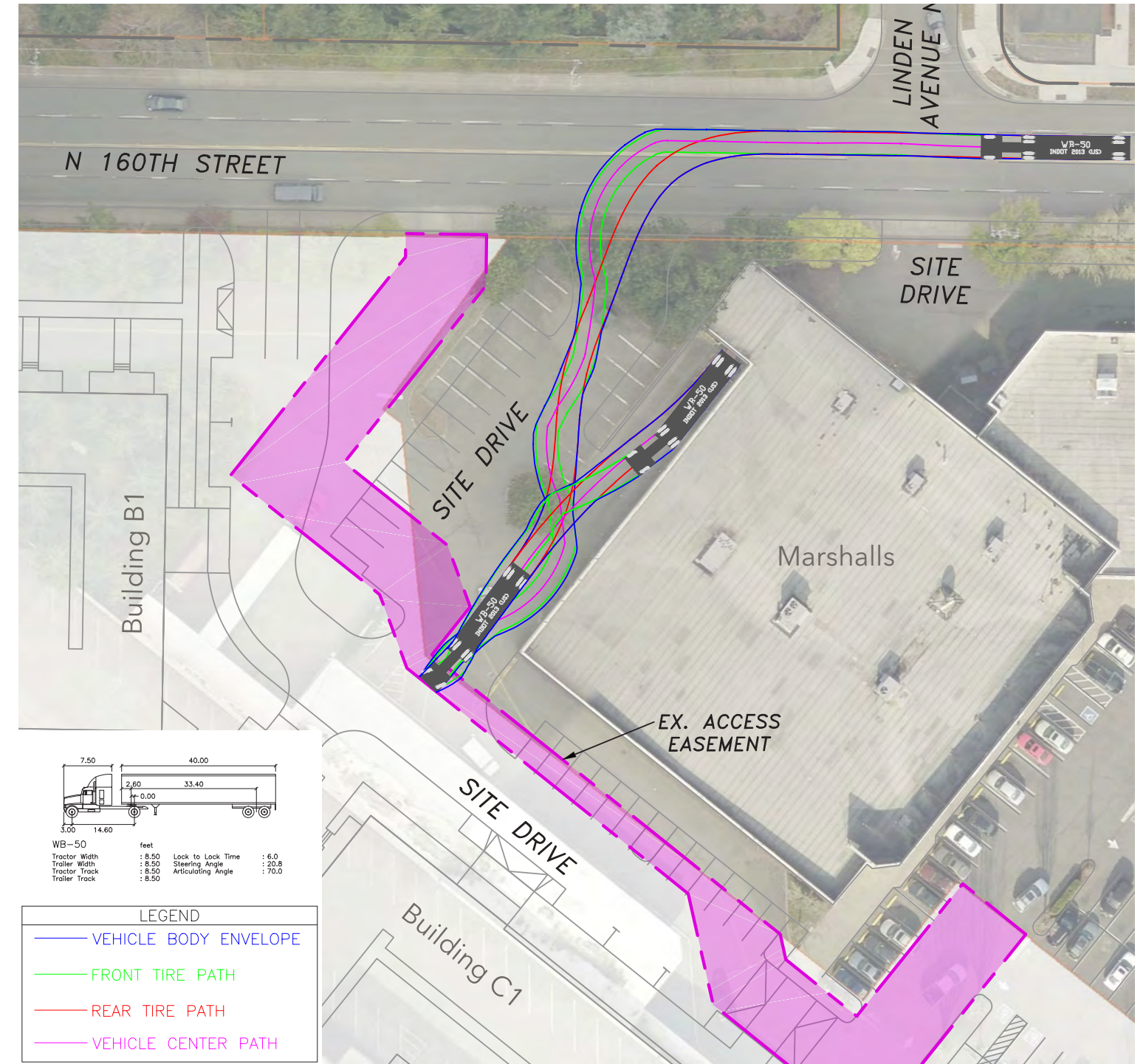
Site Key



MARSHALLS DELIVERY TRUCK ROUTE ANALYSIS



Autoturn Truck Route without New Entry (WB-50)

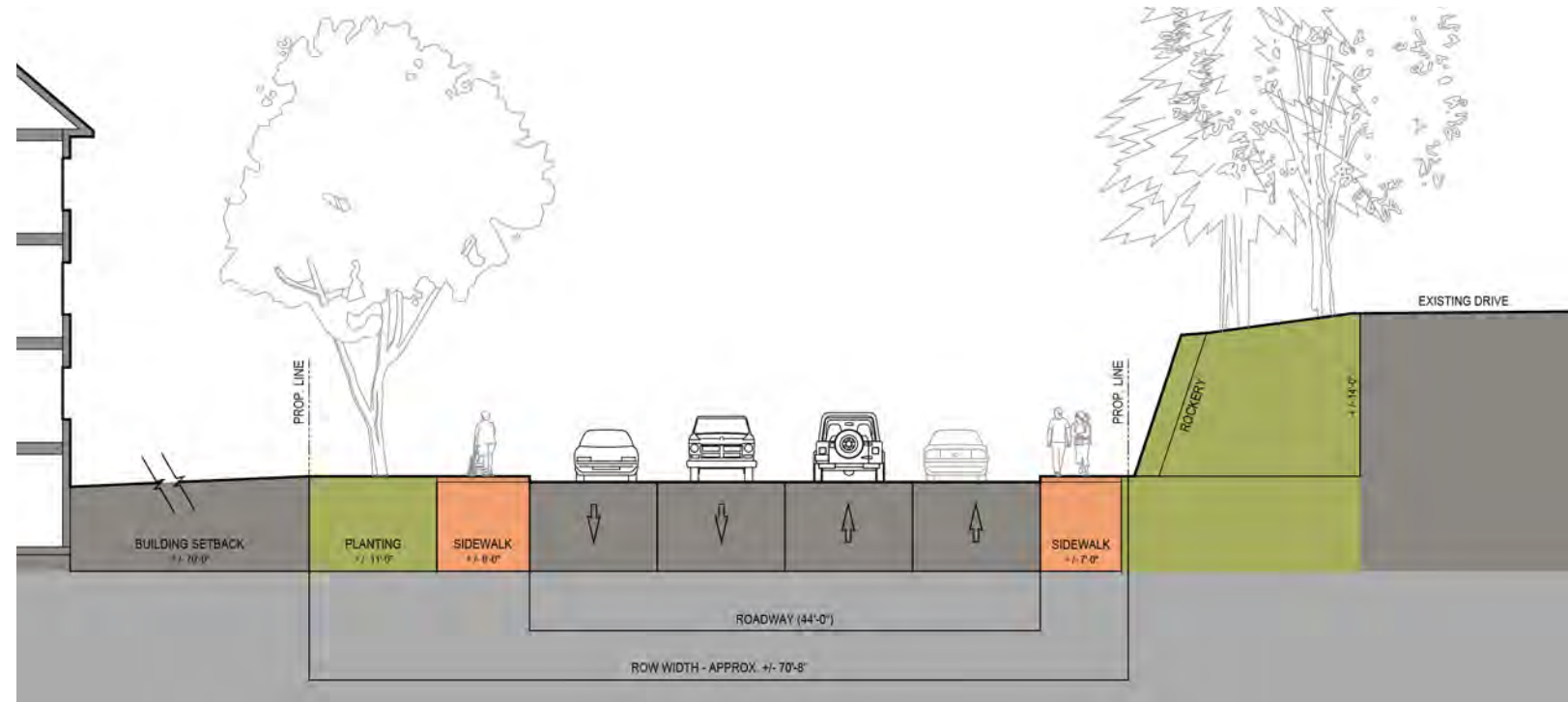


Autoturn Truck Route with New Entry (WB-50)

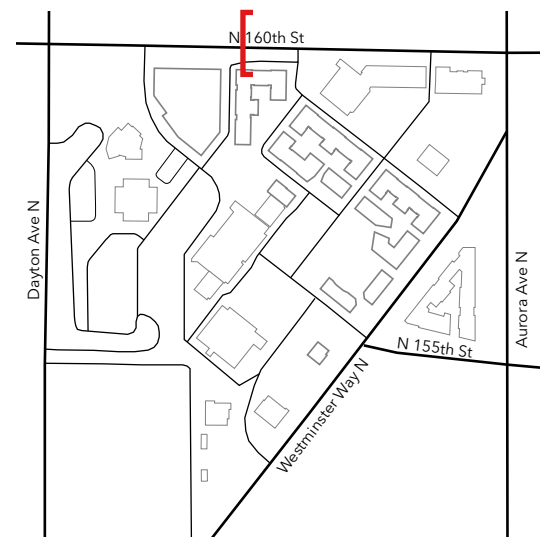
ROW FRONTAGE IMPROVEMENTS SECTIONS AT 160TH ST



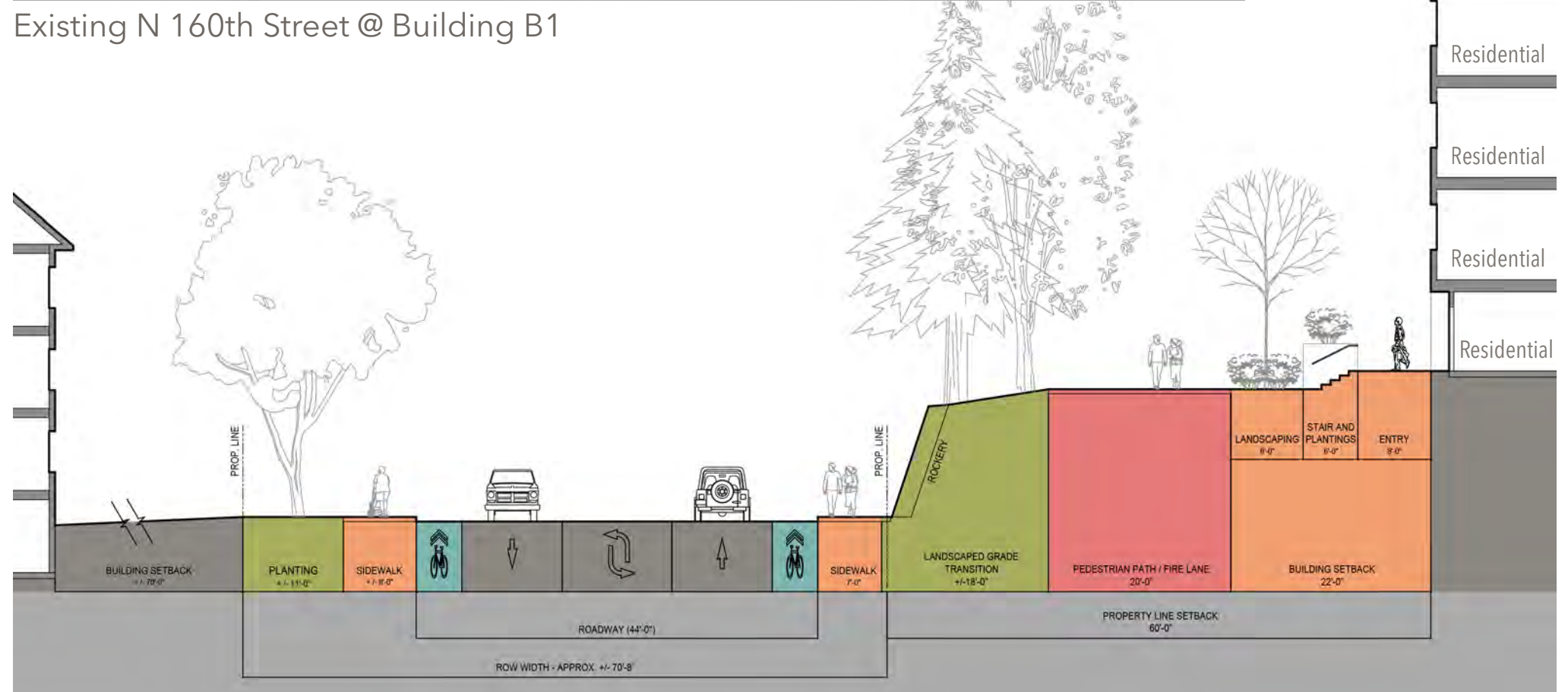
Existing N 160th Street looking East



Existing N 160th Street @ Building B1



Site Key

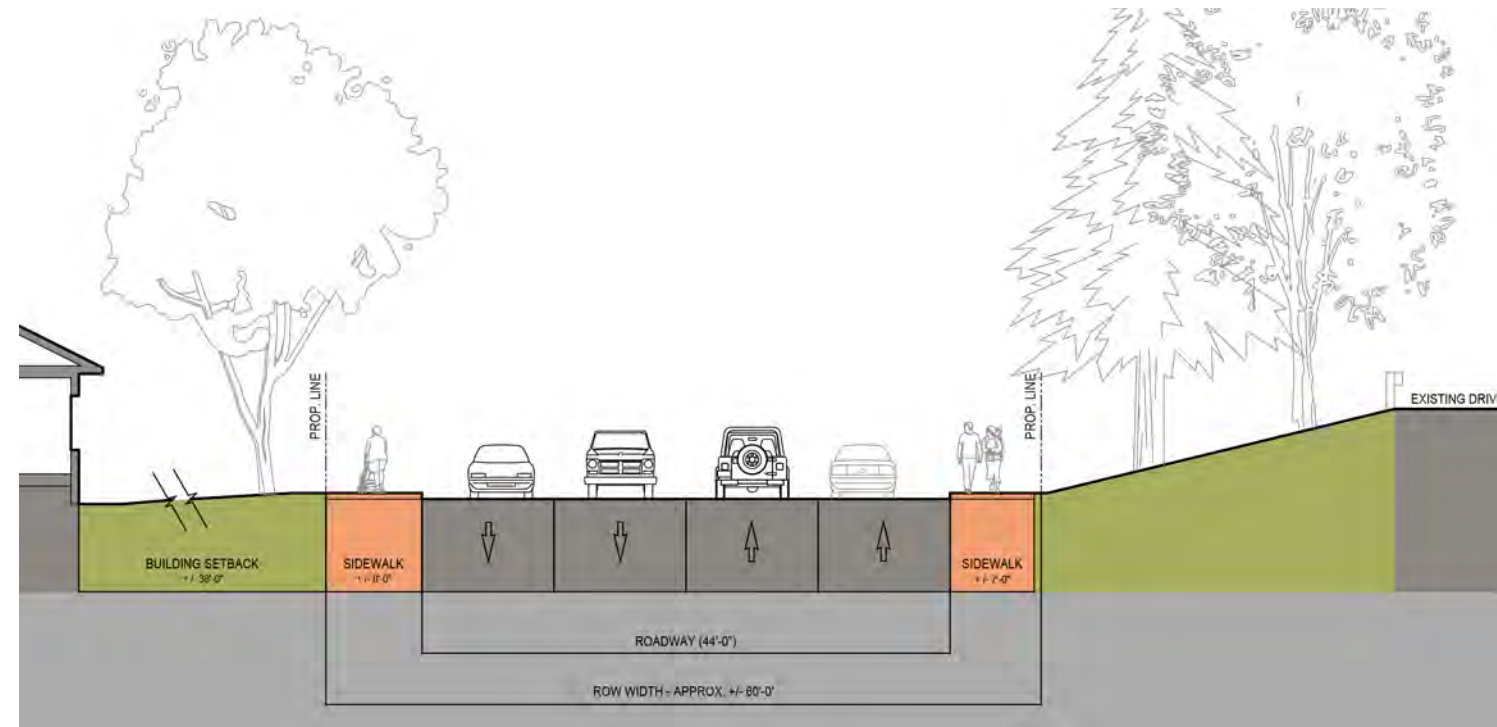


Proposed N 160th Street @ Building B1

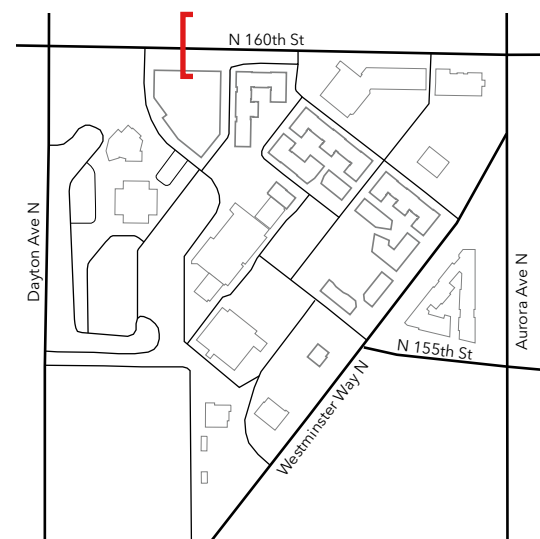
ROW FRONTAGE IMPROVEMENTS SECTIONS AT 160TH ST



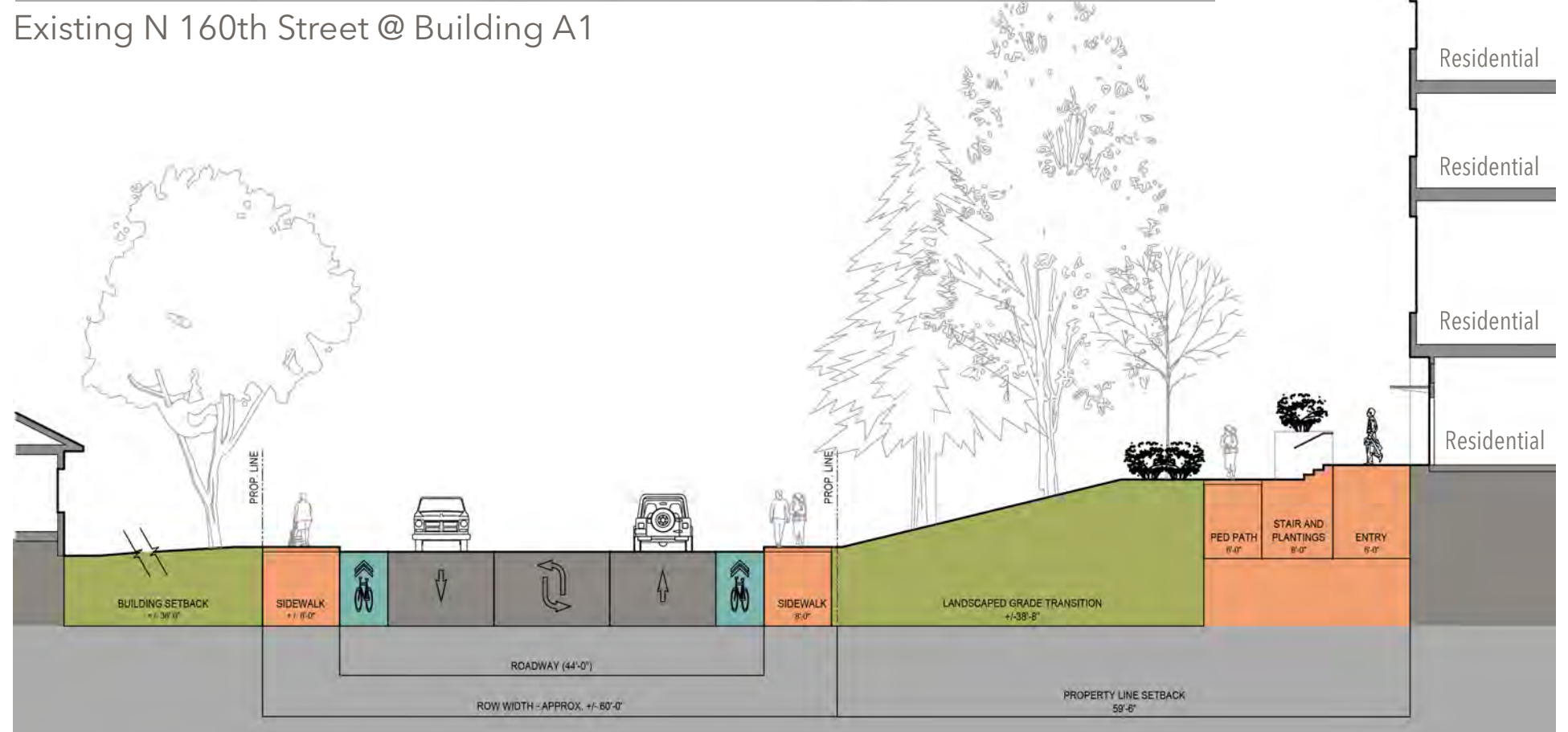
Existing Private Drive along 160th Looking East



Existing N 160th Street @ Building A1

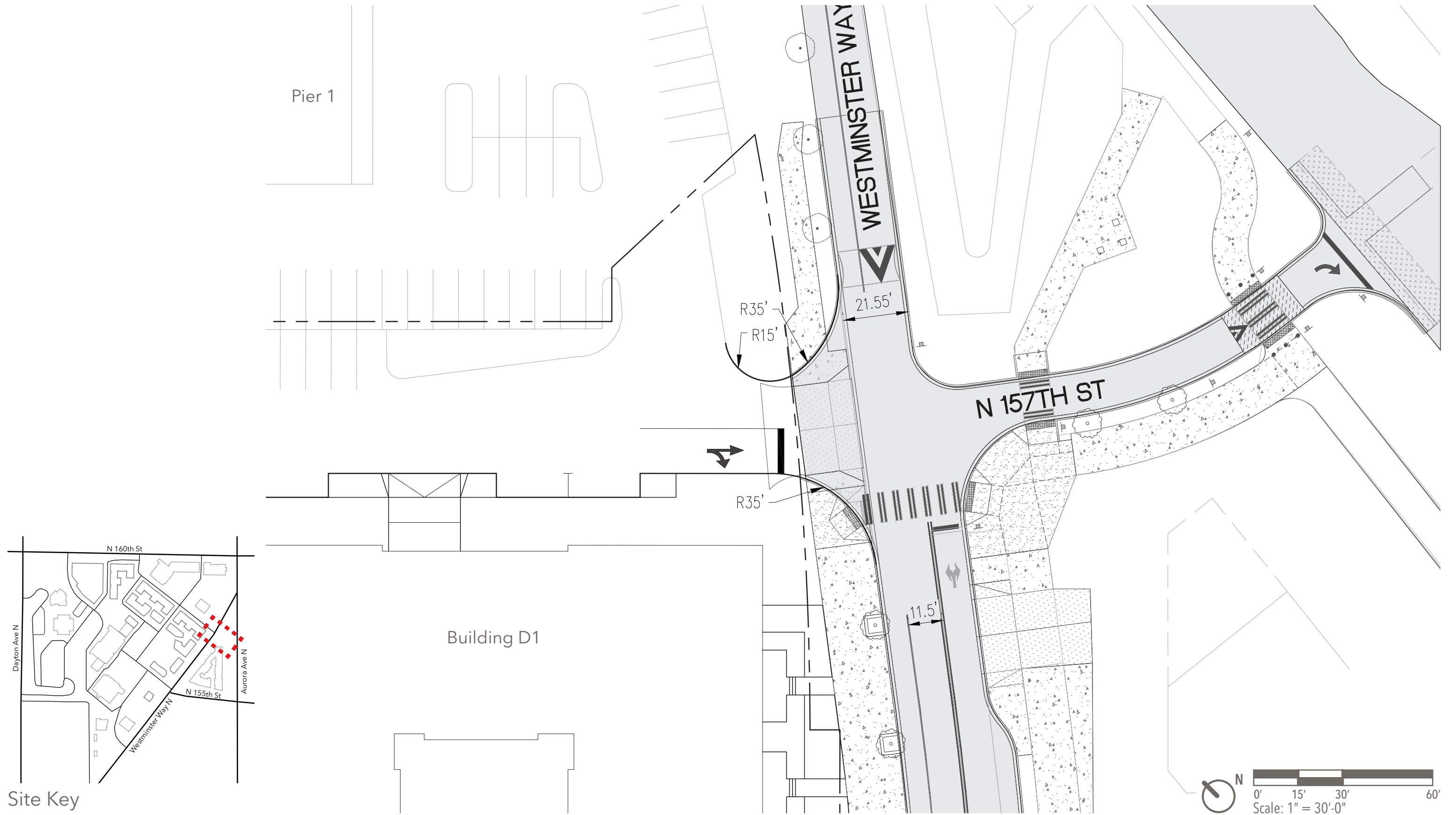


Site Key



Proposed N 160th Street @ Building A1

EXISTING ENTRY DRIVE AT N 157TH STREET & WESTMINSTER WAY

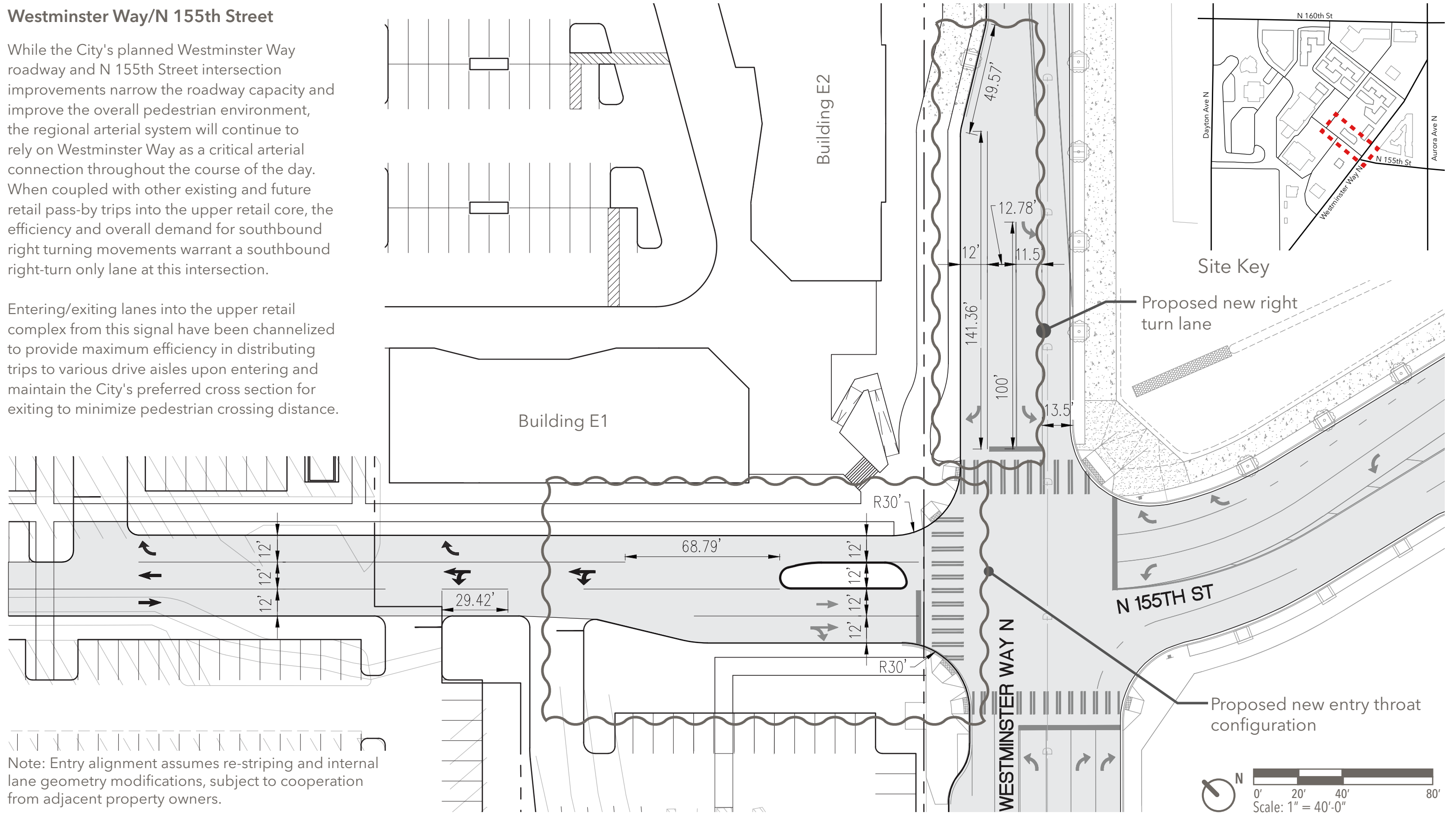


PROPOSED ENTRY MODIFICATIONS AT N 155TH STREET & WESTMINSTER WAY

Westminster Way/N 155th Street

While the City's planned Westminster Way roadway and N 155th Street intersection improvements narrow the roadway capacity and improve the overall pedestrian environment, the regional arterial system will continue to rely on Westminster Way as a critical arterial connection throughout the course of the day. When coupled with other existing and future retail pass-by trips into the upper retail core, the efficiency and overall demand for southbound right turning movements warrant a southbound right-turn only lane at this intersection.

Entering/exiting lanes into the upper retail complex from this signal have been channelized to provide maximum efficiency in distributing trips to various drive aisles upon entering and maintain the City's preferred cross section for exiting to minimize pedestrian crossing distance.

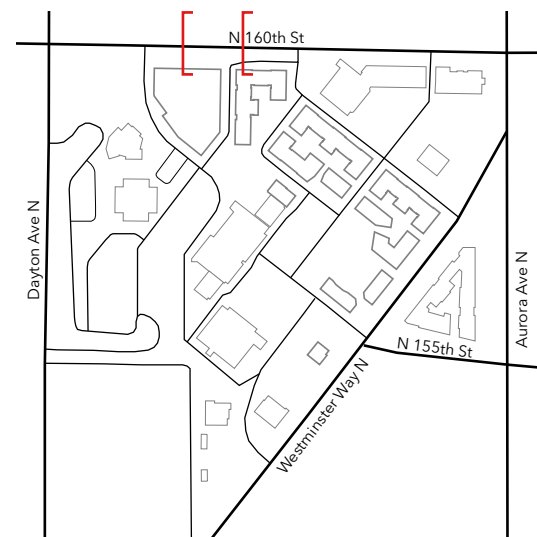


Note: Entry alignment assumes re-striping and internal lane geometry modifications, subject to cooperation from adjacent property owners.

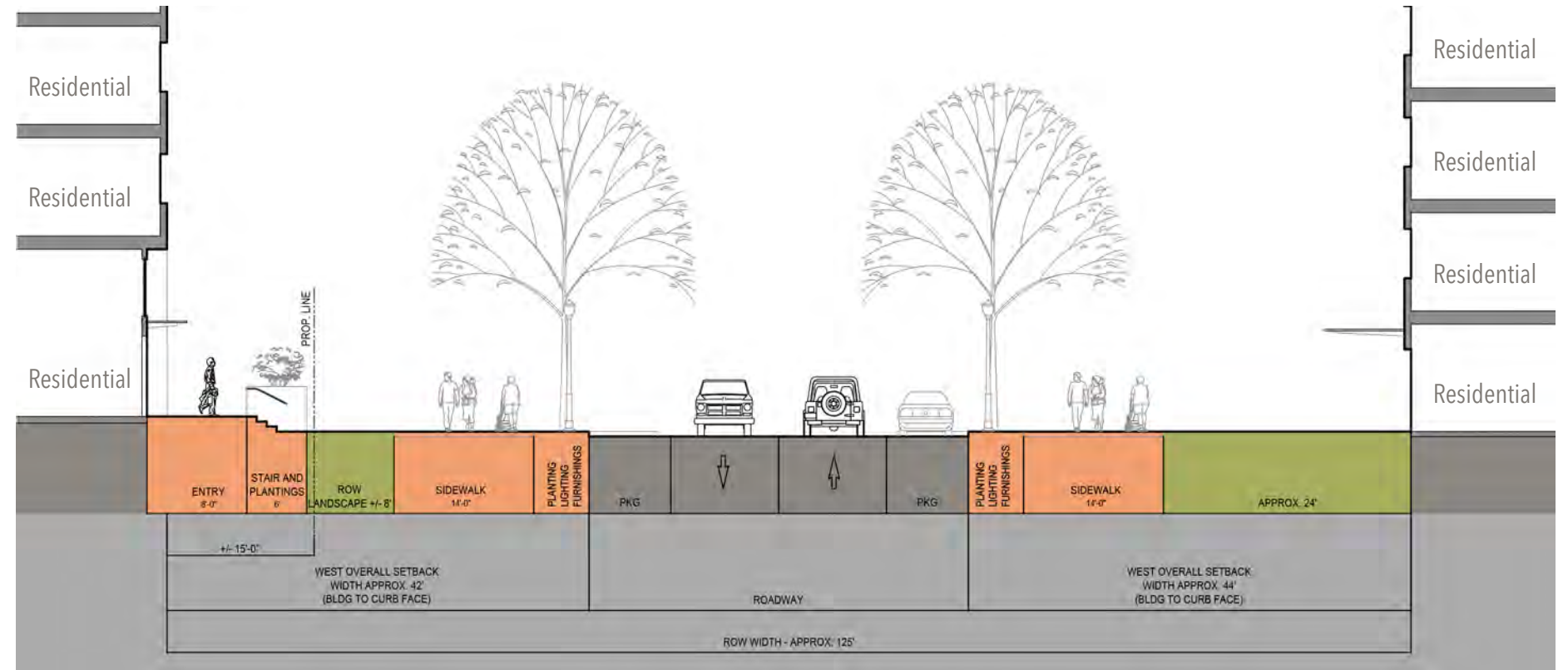
ROW FRONTAGE IMPROVEMENTS SECTIONS



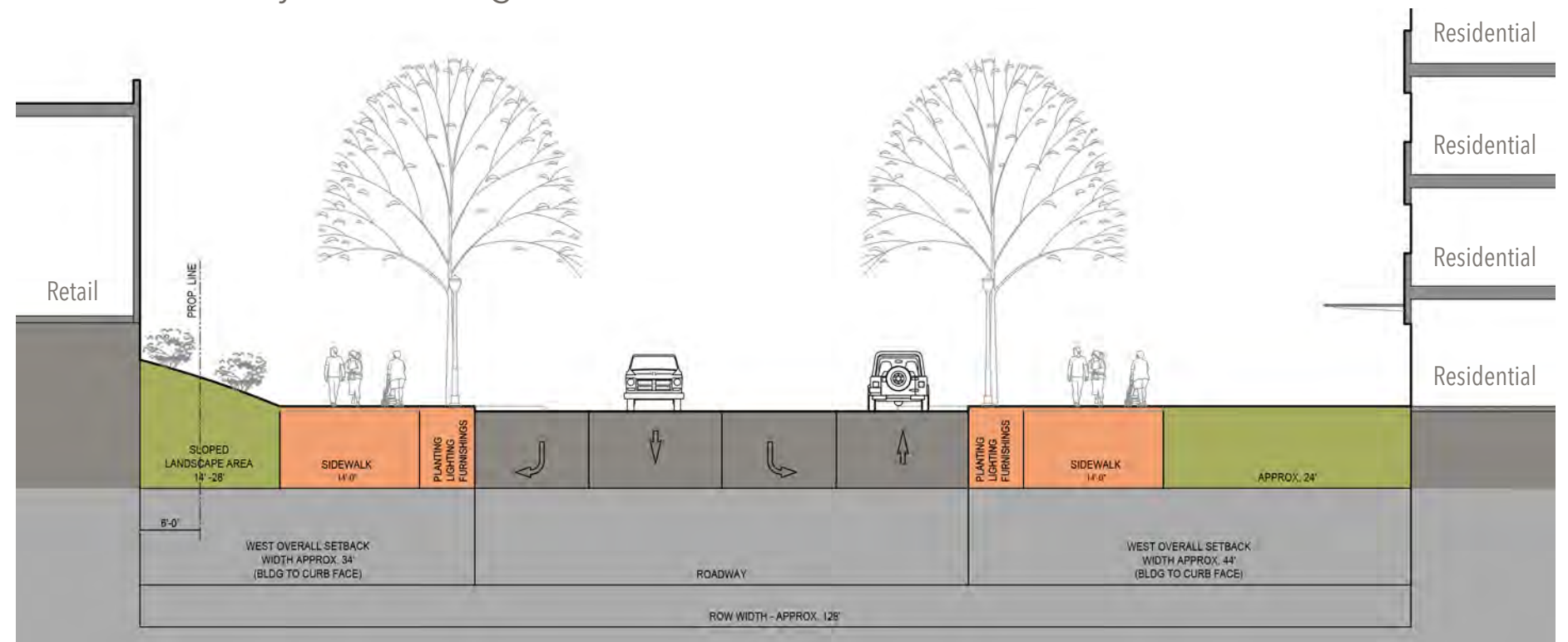
Existing Westminster Way N Looking East



Site Key



Westminster Way N @ Building D1



Westminster Way N @ Building E2