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RESOLUTION No. 201

A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON, ADOPTING THE DESIGN FOR THE AURORA CORRIDOR PROJECT 145TH-165TH AND DIRECTING STAFF TO PROCEED WITH CONSTRUCTION CONSISTENT WITH THIS DESIGN

**BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE,
WASHINGTON, AS FOLLOWS:**

Section 1. Recitals.

- A. On November 23, 1998, the City of Shoreline adopted a comprehensive plan under the provisions of Chapter 36.70A RCW that includes the state mandated transportation element; and
- B. The adopted Comprehensive Plan of the City of Shoreline:
- anticipates “Upgrading Aurora Avenue to meet urban standards”,
 - “proposes as a high priority the completion of the sidewalk system on all arterial streets, on school bus routes and in locations demonstrated to need safer facilities”, and
 - Includes a policy to “Pursue methods to improve and enhance transit operations on Aurora in Shoreline...” and
- C. On August 23, 1999, the City of Shoreline adopted Resolution No. 156 accepting the recommendation of the Citizens Advisory Task Force, finding the recommendation in conformance with the Comprehensive Plan, initiating an amendment to the Capital Improvement Program, and directing staff to pursue environmental analysis for improvement projects in the Aurora Corridor.
- D. The City of Shoreline has prepared an Environmental Impact Statement (EIS) under the State Environmental Policy Act (SEPA) that considered the Aurora Corridor Project 14th-165th, impacts, alternatives, mitigation measures, and other conditions and issued the Final Environmental Impact Statement (FEIS) more than seven days prior to action on final design.
- E. The project review required by the Federal National Environmental Policy Act (NEPA) has been integrated with SEPA.
- F. The City of Shoreline, in cooperation with the Washington State Department of Transportation, has conducted extensive public participation and public review of the project.

G. The City conducted a public hearing on the Draft Environmental Impact Statement (DEIS) for the project on August 6, 2002.

H. The City of Shoreline, has considered the FEIS for the project, staff recommendations and public testimony on the action to select a final design for the Aurora Corridor Project 145th-165th at the Council meeting of December 9, 2002 meeting.

Section 2. Findings. The City Council finds that:

- A. The FEIS for this project has been prepared and issued pursuant to Chapter 43.21C RCW.
- B. Public involvement and review of the project and alternatives as discussed by the Staff Report prepared for the Council meeting of December 9, 2002, has been extensive and adequate to ensure a substantial relationship to the public interest, health, safety and welfare.
- C. Alternative A Modified as identified in the FEIS for the Aurora Corridor Project 145th-165th and summarized and depicted in Exhibit A attached hereto is consistent with the City of Shoreline Comprehensive Plan and the State Growth Management Act , Chapter 36.70A RCW.
- D. The FEIS addressed a reasonable range of alternatives including a no action alternative that accomplished the purpose and need for the project.
- E. The FEIS has evaluated all significant environmental impacts associated with the project alternatives.
- F. Construction of Alternative A Modified with the mitigation measures listed in Exhibit B attached hereto and incorporated herein, together with adopted development regulations, will not create significant adverse environmental impacts.

Section 3. Adoption of Design. Alternative A Modified as further amended by the mitigation measures identified in Section 2.F is adopted as the preferred design for the Aurora Corridor Project 145th-165th.

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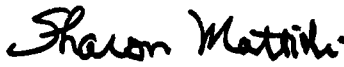
Section 4. Project Construction. The Council directs the staff to proceed with the development of detailed construction plans for Alternative A Modified as supplemented by the mitigation measures identified in Section 2.F, proceed with a formal bid process for recommending award of a contract to construct the Aurora Corridor Project 145th-165th consistent with these plans, obtain all necessary permits and take all other actions necessary to complete construction of this project consistent with this design.

ADOPTED BY THE CITY COUNCIL THIS 9TH DAY OF DECEMBER, 2002.



Mayor Scott Jepsen

ATTEST:



Sharon Mattioli, CMC
City Clerk

Description of Alternative A Modified

The Aurora Corridor Project is intended to enhance the safety of all users and improve the economic development potential of the business district while recognizing the regional importance of the Aurora Avenue North in the overall transportation network between North 145th Street and North 165th Street. Alternative A Modified would have a seven-lane configuration. The advantages of the proposed seven-lane configuration are:

- Additional and adequate capacity in the northbound and southbound directions (with added intersection improvements and interconnection between signals)
- Increased safety because a median would control left-turn movements into and out of driveways, thus reducing potential conflict points
- Increased safety because there would be continuous sidewalks and pedestrian lighting, continuous roadway lighting, and pedestrian refuge areas in the center median
- Improved local and regional transit because there would be dedicated northbound and southbound BAT-only lanes
- Improved aesthetics and visual continuity with construction of landscaping, illumination, and pedestrian facilities

Alternative A Modified proposes construction of continuous 7-foot wide sidewalks with an adjacent 4-foot wide amenity zone and 6-inch curb that extends the length of the project area, and seven lanes of traffic (two general-purpose lanes and one continuous Business Access/Transit [BAT] lane northbound and southbound, and one center lane for left/u-turn pockets/median). A typical cross section for this configuration is attached on page 3. The BAT lane would serve transit buses and right-turning general purpose vehicles. Transit buses would be allowed to operate in the BAT lane throughout the entire length of the Aurora Corridor Project area. The BAT lane would also allow general-purpose vehicles entering and existing businesses to accelerate and decelerate in a dedicated lane without affecting the speed of through traffic. This low volume lane would enhance safety by improving access to and from businesses and properties along Aurora Avenue North and also will increase the capacity of the general purpose through lanes by allow in traffic to maintain constant speeds. General purpose vehicles in the BAT lane would be required to turn right at each street intersection.

Left turn/u-turn openings in the raised center median would be provided at signalized intersections at North 145th Street, North 152nd Street, North 155th Street, North 160th Street, and North 165th Street. Additional left turn/u-turn pockets would be provided southbound at Jiffy Lube/The Brake Stop, northbound at North 149th Street, southbound at Seattle Restaurant Supply, northbound at Westover Plaza, northbound at North 163rd Street, and southbound at Vons Square/Sarah's Auto Center. The width of the median at

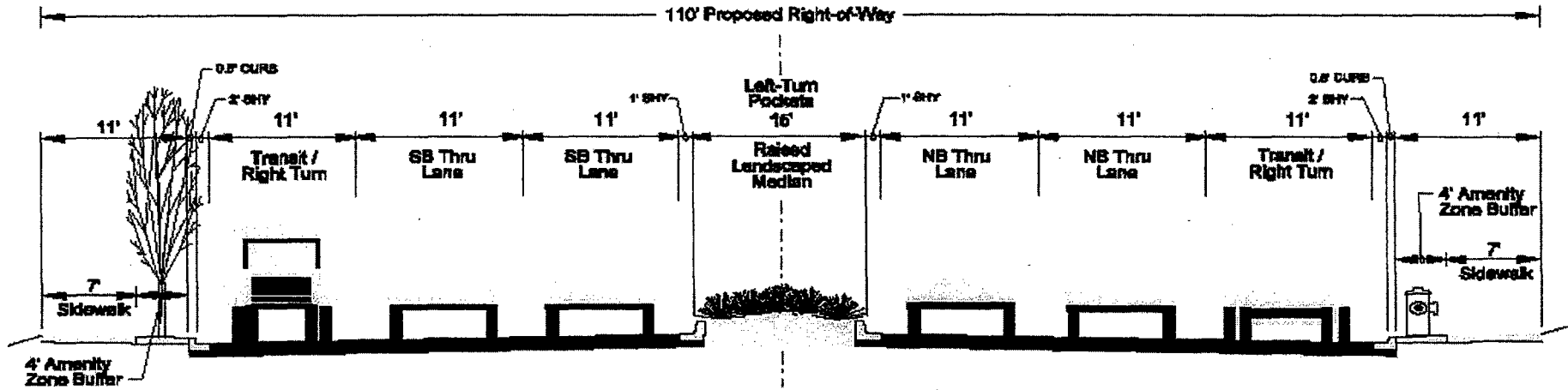
turn pockets would be 4 feet; left-turn lanes would be shortened at intersections with new left-turn pockets. In addition, dual left-turn lanes would be provided northbound at North 160th Street and eastbound on North 155th Street at Aurora Avenue. The median access concept is shown on page 3.

The project would include installation of new traffic signals at North 165th Street and North 152nd Street and modifications to existing traffic signals located at North 145th Street, North 155th Street, and North 160th Street. Alternative A Modified proposes to close the east leg of the intersection with North 160th Street and Aurora Avenue. The benefits of this option include improved safety for the Interurban trail crossing at North 160th Street, improved signal operations at 160th Street, and restricting potential cut-through traffic at this location. In addition, by closing this leg of the intersection, additional parking can be provided within the right of way for the trail users and local business customers. This alternative also includes a design option that would keep North 160th Street open to through traffic east of Aurora Avenue North.

Additional proposed improvements include constructing curbs and gutters on all sidewalks, planting street trees, and providing other pedestrian amenities. Continuous 7-foot-wide sidewalks would be constructed along both sides of Aurora Avenue North to provide pedestrian walkways that are safe and attractive; sidewalks would be narrowed where building conflicts exist. A 4-foot wide amenity zone would be constructed adjacent to the 6-inch curb - except at interim sidewalk locations, and would serve as a buffer between pedestrians and street traffic. Pedestrian railings would be provided as necessary to protect pedestrians at vertical grade separations, such as along retaining walls.

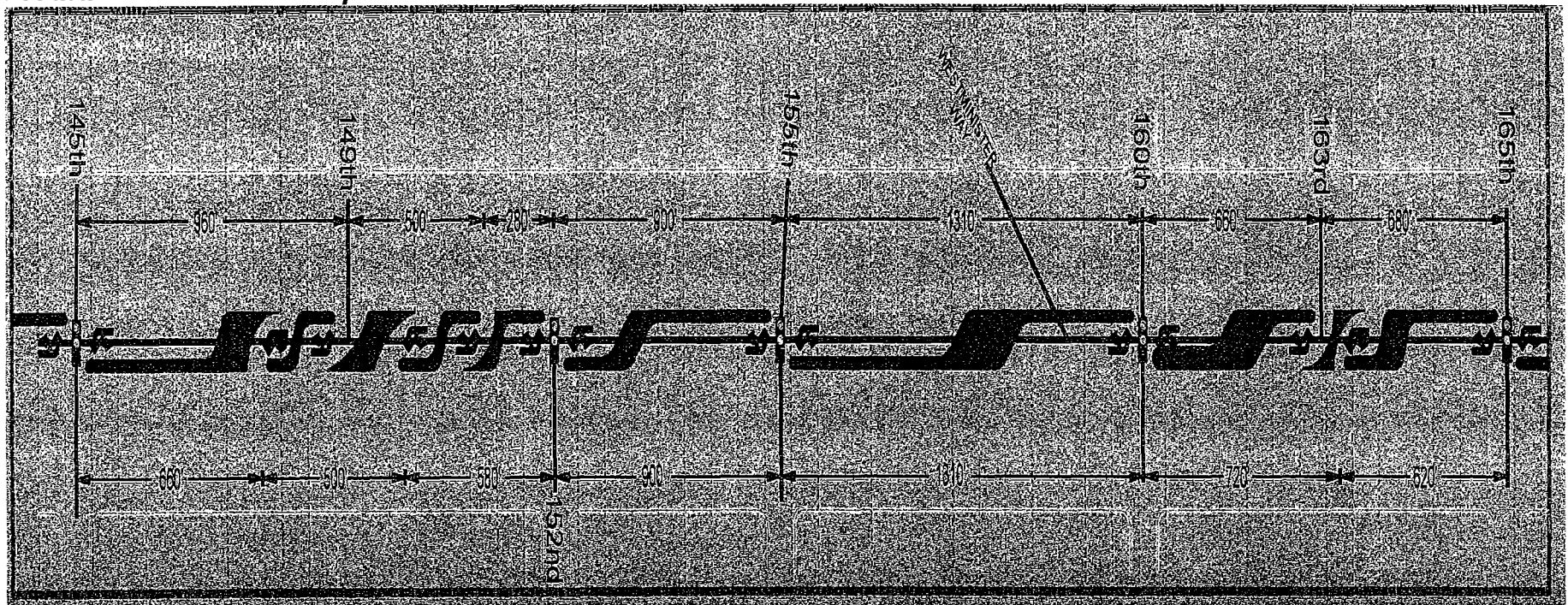
Alternative A Modified proposes interim sidewalks at three locations to mitigate impacts to properties or businesses. An eight-foot sidewalk with no amenity zone would be constructed in front of the Shay's Restaurant Plaza so that no parking would be impacted at this location. An interim sidewalk of eight-feet with no amenity zone is also proposed in front of the CarePlus facility to allow for emergency vehicle parking. In addition, a seven-foot wide sidewalk with no amenity zone is proposed in front of the Ski Seattle building to avoid impacts to this building.

Bus shelters would be built at specific transit stop locations, and illumination would be added throughout the corridor, both pedestrian scale lighting and consistent roadway lighting. In addition, overhead utilities would be relocated underground. The stormwater drainage system would include a new collection and conveyance system, improved water quality facilities to treat the roadway stormwater collected, and oil-water separators located at high volume intersections including North 145th Street and North 155th Street. In addition, detention facilities would be incorporated in the project, improving stormwater detention for Aurora Avenue runoff.



**Alternative A-Modified
Typical Cross Section at Mid-Block**

*Alternative A Modified
Median Access Concept*



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Mitigation For Aurora 145th-to-165th Project

Transportation

Construction Impacts

Impacts related to the build alternatives will be mitigated to the greatest extent possible through the application of construction best management practices (BMPs), including traffic control plans, construction staging plans, and continual communication and coordination with businesses along the project limits.

Traffic on Aurora Avenue will be notified to use alternate routes during periods of significant disruption or traffic, and regional transit service would be used to provide additional person-movement capacity at these times.

Planning adequate traffic control during design and construction of this project are key to a smooth, successful, and safe construction. Continued public information and opportunities for input will be provided throughout the period of construction.

Partnerships with adjacent businesses will be maintained throughout the construction period to ensure that business access needs are met during construction.

See the following Neighborhood Traffic Impact section for mitigation measures to address neighborhood traffic impacts during construction.

Transit

Coordination with King County Metro and Community Transit will be ongoing throughout the construction period to minimize impacts to transit service. Bus zone relocation or closure will be clearly signed and communicated to transit riders. Temporary stops will be provided in a safe and accessible location, free of conflicts from other traffic and construction activity.

Bicycles and Pedestrians

The following will be considered when developing a traffic control plan for road construction:

- Bicyclists and pedestrians must not be placed into conflict with work site activities because it impedes the work and increases the risk to pedestrian safety.
- Bicyclists and pedestrians must not be put into conflicts with other traffic moving through or around the work area.
- Bicyclists and pedestrians must be provided with a safe and convenient travel way (temporary sidewalk or bike path) that replicates as nearly as possible the qualities of a sidewalk, bikeway, or multipurpose trail.

- Construction flaggers may be provided to facilitate the safe movement of pedestrians and bicyclists through the work zone.
- Provide well-marked detour routes for bicycles and pedestrians that enable direct and safe access to destinations.

Traffic Control Plan

Traffic control plans (TCPs) help ensure a safe and efficient construction operation. Formal TCPs for the construction of Aurora Avenue North will be prepared to ensure that adequate traffic control is provided during the construction phases and to help ensure that access through the construction zone and to businesses will be safe.

Construction Staging Plan

Formal construction plans will be prepared to aid in management of traffic during construction. The primary options for construction staging are shift, detour, and half-width construction. Shift or half-width construction options are usually the preferred methods of construction because they allow business access during construction, and minimize the spread of construction impacts throughout the community. The shift option maintains the existing lane configuration of the roadway to maximize roadway capacity and driver comfort during construction. It is possible only when sufficient right-of-way is available. Half-width construction staging is another option that maintains some service along the roadway during construction. With this option, all of the roadway traffic is placed on one half of the roadway while the other half is under construction. The number of traffic lanes is reduced, and business access is more difficult to provide.

Construction detours for this project are not anticipated, however they might be needed if major structural repair of the entire roadway or extensive underground utility relocation is required. Such detours will be considered only if the following conditions apply:

- There is only moderate and tolerable impact on the local economy and services.
- No major controversy is generated by the detour. This includes adverse impacts to neighborhoods.
- Substantial environmental impacts and right-of-way clearance problems are anticipated.
- The cost of maintaining the designated detour route is less than the cost of the half-width construction option.

When detours and lane closures are needed on high-volume multilane highways, they will generally be scheduled to occur during the non-peak daytime and nighttime hours when traffic volumes are at their lowest levels.

Detour routes, when used will be well signed using only appropriate arterial routes.

The sequence of construction will be planned to minimize the length of construction, to keep traffic flowing, to maximize access to properties, and to allow proper pavement construction.

Maintaining Access and Communication

During the course of construction, access to businesses along Aurora Avenue North will be maintained. Temporary access revisions would be well marked and will provide the most direct access to properties possible. One approach for maintaining access while reconstructing driveways will be to construct one-half driveways to enable access using the other half during curing of concrete.

Signing during construction can be divided into two categories, those that are required to identify the worksite and its related conditions and hazards and those that identify business locations and access points that might be obscured during construction.

Owner/tenants along the corridor will be kept informed of construction schedules, schedule changes, and information detailing construction activities.

Neighborhood Traffic Impacts

The City will undertake a neighborhood traffic safety program along the Aurora Corridor. This program includes collecting baseline count information, monitoring traffic impacts, and mitigating impacts if necessary. The City will monitor traffic impacts on adjacent and parallel streets to Aurora during construction and after construction. The program will also include spillover traffic monitoring during construction, with temporary traffic control measures. The counts will eventually be incorporated into the City traffic count program. If a street has traffic growth resulting from the Aurora Project that is documented to exceed a threshold yet to be established, then physical devices may be installed such as traffic circles, diverters, chicanes, or street closures.

Land Use

The City will comply with all applicable permits and approvals to begin construction of the proposed project.

Property acquired for new right-of-way will be purchased by the City at fair market value in accordance with the *Aurora Avenue North Right-of-Way Policies and Procedures Manual* and in accordance with "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended."

Social

Services

The City will coordinate with public service providers to locate construction and future access points prior to construction. If access points used during construction become ineffective during construction, then the access points will be revised.

As-built drawings from utilities for use in project design and construction will be obtained.

Coordinate with police, fire, ambulance services, and school bus services to keep them apprised of construction activities and detour routes.

To minimize impacts on emergency services, the City and the contractor will inform and update the appropriate City, county, and state police and fire departments of all construction activities that would affect their emergency response procedures. Provisions for emergency vehicle access through the project area would be maintained throughout all phases of construction.

Improving the fire hydrant spacing on the east and west sides of Aurora Avenue would enhance fire protection for all businesses along the corridor by making it less likely that the fire department would have to lay large-diameter hose lines across Aurora Avenue during emergencies. It would also result in less traffic disruption if this eventually were to occur.

Interruptions to utility services will be minimized by coordinating the relocation of utilities with the contractors' schedules and by notifying customers in advance of any service interruption. Measures would be taken to ensure that existing pipelines are adequately protected against potential adverse effects of the settling that might result from compaction.

For utility lines that must be rerouted or relocated, the City and the contractors will work with the affected utility company to coordinate the necessary modifications.

Pedestrian and Bicyclist Facilities

Space will be maintained on the nonconstruction side of Aurora Avenue North for pedestrians and bicycles during construction.

Wider sidewalks will minimize conflicts between pedestrians and bicyclists when bicyclists are on the sidewalk.

Economics

Installing temporary signage will be installed to inform drivers that access to businesses during construction is temporarily changed or restricted and that businesses are open. Notify community through newspaper that businesses are open and identify possible detour routes.

Contractors will be required to submit and receive approval of a construction plan to maintain access for all properties and businesses adjacent to construction activity. Interruptions to businesses will be expected to be minimal.

Property owners will be compensated for the fair market value of property acquired for new right-of-way, in accordance with the *Aurora Avenue North Right-of-Way Policies and Procedures Manual* and the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

The City will work with impacted businesses that lose compliant parking spaces to reconfigure the remaining parking area to maximize the number of available parking spaces. Parking lot reconfiguration, where appropriate and necessary, will occur as part of the project. This includes restriping parking areas to maximize the number of parking spaces.

Permanent signage will be installed to direct vehicles to legal u-turn intersections.

Air Quality

Best Management Practices for Fugitive Dust control will be used as outlined in the Association of General Contractor's Fugitive Dust Handbook.

The following mitigation will be implemented:

Using water spray as necessary to prevent visible dust emissions, particularly during demolition of brick or concrete structures by mechanical or explosive methods.

Preventing dust emissions during transport of fill material or topsoil by covering the load, either by wetting down the load or by ensuring adequate freeboard on trucks.

Promptly cleaning up any spills of transported material on public roads by frequently using a street-sweeper machine.

Covering loads of hot asphalt to minimize odors.

Scheduling work tasks to minimize disruption of the existing vehicle traffic on streets in the vicinity of the station sites.

Maintaining all construction machinery engines in good mechanical condition to minimize exhaust emissions.

Noise

Mitigation of Construction Impacts

Construction hours will be limited to the hours allowed by the City's noise ordinance. Construction noise will be reduced with properly sized and maintained mufflers, engine-intake silencers, and engine enclosures, and by turning off idle equipment.

Stationary equipment will be placed as far away from sensitive receptor locations as possible. Where this is infeasible, or where noise impacts are still substantial, portable noise barriers will be placed around the equipment with the opening directed away from the sensitive receptor property.

Although back-up alarms are exempt from the Washington noise ordinance, they are among the most annoying sounds from a construction site. Where feasible, equipment operators should drive forward rather than backward to minimize this noise. Requiring operators to lift rather than drag materials wherever feasible should also reduce the noise generated from material handling.

If construction must occur at night to avoid conflicts with traffic on Aurora Avenue North then a noise variance must be obtained from the City of Shoreline.

Water Quality/Surface Water

The project will include the following stormwater and erosion control measures. Note that these measures are included to meet current federal, state, and city regulations, so they are not considered mitigation measures. In addition, the City of Shoreline has decided to use the

most conservative criteria for designing stormwater detention and flow control facilities. Because these measures are included in the project, additional mitigation measures for stormwater and/or erosion and sedimentation impacts are not necessary.

Measures to reduce the potential for erosion and downstream sedimentation include the following:

Nonstructural measures – Developing and implementing an erosion and sediment control plan; minimizing soil-disturbing activities during the winter wet season; minimizing disturbed areas by clearly marking clearing and grubbing limits; limiting the amount of area that could be disturbed at any one time; maintaining the erosion and sediment control measures, minimizing the transport of sediment onto paved roads; and sweeping paved roads that have sediment deposited on them from construction activities.

Temporary structural measures – Installing temporary silt fences; using catch basin filters; and placing erosion control blankets on steep slopes.

Permanent measures – Placing erosion protection around pipe inlets and outlets (e.g., riprap or concrete headwalls); and planting the pervious areas.

Stormwater flow control and quality treatment measures include the following:

Stormwater quality treatment facilities in each of the three basins – These facilities would be designed to treat the runoff from as much as possible of the pollutant-generating surfaces in the project area in the basin. The stormwater quality treatment facilities would be designed to meet the basic level of treatment required by the SWDM.

Stormwater detention facilities in the Boeing Creek basin – No stormwater detention facilities would be included for this basin, unless the net new impervious area that would be created by this alternative in the basin increases to or exceeds 1,500 square feet. The stormwater detention facilities would be designed based on the requirements in the SMMWW, i.e. the flow duration standard from the SMMWW with release rates estimated based on forested conditions.

Stormwater detention facilities in the Thornton Creek Basin – These facilities would be designed for the stormwater runoff from the net new impervious area. These stormwater detention facilities would also be designed based on the requirements in the SMMWW, i.e. the flow duration standard from the SMMWW with release rates estimated based on forested conditions.

Stormwater detention facilities in the West Lake Washington (Densmore) basin – For each of the three build alternatives, these facilities would be designed for stormwater runoff from all the project area that is in the West Lake Washington (Densmore) basin following City of Seattle standards.

Special oil-control facilities at the two high-use intersections (North 145th Street and North 155th Street).

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No additional mitigation measures for erosion/sediment control and stormwater impacts will be used. As part of the city-wide stormwater master planning effort, the City may implement additional stormwater control measures under other projects in order to improve the conditions of the streams in the City.

Wildlife, Fisheries, and Vegetation

No mitigation measures for impacts to wildlife or vegetation are necessary.

Because stormwater detention facilities, stormwater water quality treatment facilities, and erosion and sediment control BMPs would be included in the project, potential impacts to fisheries would be minimized and mitigation measures for fisheries impacts would not be necessary.

Historic and Archaeological Resources

Archaeological Resources

If previously undiscovered archaeological remains are encountered during construction activities, appropriate mitigation measures will be followed to ensure their identification, evaluation, and disposition. If prehistoric archaeological sites are detected during construction, work should be halted in the immediate vicinity of the find.

The Washington State Department of Transportation (WSDOT) has established operational procedures to deal with discoveries of bones during construction. Please see the Historical and Archaeological Resources Discipline Report for a full description of the WSDOT procedures.

Ethnohistorical Resources

No mitigation necessary at this time.

Historic Resources

The historic properties located within the project area are believed to be ineligible for inclusion in the NRHP. Therefore, no mitigation measures are recommended.

Visual Quality

Mitigation is required only for light and glare impacts that could occur during construction. Light and glare impacts will be mitigated by shielding roadway lighting to ensure that light sources are not directly visible from residential areas and local streets. Furthermore, construction adjacent to residential areas will be subject to noise regulations, which are designed to minimize nighttime disturbance.

Hazardous Materials

Mitigation measures for identified potential impacts will include the following:

Acquire additional information regarding the nature and extent of contamination at the identified sites (including depth to groundwater) and the site cleanup status. This information can be obtained through a request to research Ecology site files.

Conduct Initial Site Assessments (ISAs) or transaction screening evaluations for sites located within or adjacent to the project right-of-way. It is recommended that the ISAs include review of historical tax records located in the Puget Sound Archives to assist in identifying former site uses and to assist in locating possible unregistered USTs. If the information available is not sufficient to establish that the cleanup is complete or is not sufficient to prepare a remediation plan and cost estimate, a Preliminary Site Investigation (PSI) may be required. Findings should also be used to help manage liability during right-of-way acquisition.

Locate USTs and fuel lines prior to construction (i.e., at the Chevron, U-Haul, Unocal 76, Texaco locations).

Determine the presence or absence of PCBs in transformers that will be removed during relocation of overhead electrical utilities. Identified PCBs will require management in accordance with applicable regulations.

If necessary, schedule construction activities in concert with any needed cleanup activities to avoid contaminated areas.

Implement construction techniques that minimize disturbance to the subsurface and prevent the transport of possible contaminants to uncontaminated areas. These techniques would address dewatering activities, site grading and excavation, installation of light standards, stormwater pollution prevention, and spill prevention.

Prepare a comprehensive Contingency and Hazardous Substance Management Plan and a worker Health and Safety Plan to minimize the effects of identified and unanticipated hazardous substance impacts from contaminated soil and groundwater.