



## Memorandum

**DATE:** October 6, 2011

**TO:** Shoreline Planning Commission

**FROM:** Kirk McKinley, Transportation Services Manager  
Alicia McIntire, Senior Transportation Planner

**RE:** Comprehensive Plan Update – Transportation Element  
Development Code amendments

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The October 6 Planning Commission meeting will be a continuation of the discussion on September 29. Please refer to materials from the September 29 packet for this meeting as well as the attachment to this memo. Attachment B from the September 29 packet has been updated and is included with this packet. Please note that Amendment #1 will be revised, as needed, to be consistent with any changes to Policy 40.

Staff is still developing the language for Policy 40 and hopes to have a draft available at the meeting. Randy Young of Henderson, Young & Co. will be present at the meeting to discuss concurrency with the Planning Commission.

If you have questions or ideas that you would like staff to address at the study session, please email, [plancom@shorelinewa.gov](mailto:plancom@shorelinewa.gov) and [amcintire@shorelinewa.gov](mailto:amcintire@shorelinewa.gov).

Attachment A – Addendum to Att. A from Sept. 29 Planning Commission Packet  
Attachment B – Updated version of Att. B from Sept. 29 Planning Commission Packet

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**TRANSPORTATION ELEMENT**

**Growth Management Act Subelements (New language)**

The seven subelements of the Transportation Element required by the Growth Management Act, RCW 36.70A.070(6), are included in the Transportation Master Plan and incorporated herein by reference:

- A. Land use assumptions used to estimate travel. This subelement is set forth in the Transportation Master Plan (2011) (“TMP”), Pages 263-268.
- B. Traffic impacts to state-owned transportation facilities. This subelement is set forth in the TMP (2011), Page 267.
- C. Facilities and service needs. This subelement is set forth in the TMP (2011), including an inventory of transportation facilities and services at TMP Pages 119, 251-268; level of service standards for Shoreline roads and transit routes at TMP Pages 190; level of service for state highways at TMP Pages 183-184; actions required for bringing local road into compliance with levels of service at TMP Page 195; ten-year forecast of traffic at TMP Pages 263-268; and local and state system needs to meet current and future demands at TMP Page 192.
- D. Finance. This subelement is set forth in the TMP (2011), including funding capability at TMP Pages 195, 240-241; multiyear financing plan at Pages 195, 240-241; proposals to increase funding or reassess land use assumptions if funding falls short of needs at TMP Page 195; and.
- E. Intergovernmental coordination efforts. This subelement is set forth in TMP (2011), Pages 59-60.
- F. Demand-management strategies. This subelement is set forth in TMP (2011), Pages 43-44.
- G. Pedestrian and Bicycle Component. This subelement is set forth in TMP (2011) Pages 74-78, 94-99.

**CAPITAL FACILITIES ELEMENT**

Page 200, Table CF-2: Level of Service Standards for City-Managed Facilities and Services

Type of Capital Facility or Service	Level of Service Standard
<p><b>Transportation</b></p> <p><i>This language will be amended, as needed, to</i></p>	<p>As established by the Transportation Element of the Comprehensive Plan:  <del>LOS E at the signalized intersections of the arterials within the City as the level of service standards for evaluating planning level</del></p>

<p><i>be consistent with the final version of Policy 40.</i></p>	<p><del>concurrency and reviewing traffic impacts of development, excluding the Highways of Statewide Significance (Aurora Avenue N and Ballinger Way NE). The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2000 or its updated versions.</del></p> <p>LOS D at the signalized intersections on arterials within the City as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance (I-5 and Aurora Avenue N). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions.</p> <p>Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ration of 0.90 or lower except the following arterial segments:</p> <ul style="list-style-type: none"> <li>• Dayton Avenue N from N 175<sup>th</sup> Street – N 185<sup>th</sup> Street</li> <li>• Westminster Way N from N 145<sup>th</sup> Street – Dayton Avenue N</li> <li>• 5<sup>th</sup> Ave NE from N 170<sup>th</sup> Street – N 175<sup>th</sup> Street</li> <li>• 15<sup>th</sup> Ave NE from N 150<sup>th</sup> Street – N 175<sup>th</sup> Street.</li> <li>• Ballinger Way NE from 23<sup>rd</sup> Ave NE to 25<sup>th</sup> Ave NE</li> <li>• 8<sup>th</sup> Ave NW from Richmond Beach Road NW to NW 190<sup>th</sup> Street</li> </ul> <p>These Level of Service standards apply throughout the City unless an alternative Level of Service standard is identified in the Facilities and Service subelement of the Transportation Element.</p>
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Pages 220-223, Table CF-5 Transportation Capital Funding Recommendations

Replace Table CF-5 with the following:

**Transportation Capital Funding Recommendations**

The Roadway Projects to Accommodate Growth identified on page 192 of the Transportation Master Plan will be fully funded through the collection of transportation impact fees authorized by the Growth Management Act. Full funding of the other transportation investments outlined in the Transportation Master Plan within twenty years would require significant additional revenue. The entire recommended project lists in the Transportation Master Plan more realistically represent 20-50 years of improvements. These include the following projects:

- Roadway Projects Recommended for Funding ( TMP Table 9.1, page 211)
- Intersection Improvements Recommended for Funding (TMP Table 9.2, page 212)

- Priority Pedestrian Projects Recommended for Funding (TMP Table 9.3, pages 215-216)
- Bicycle Projects Recommended for Funding (TMP Table 9.4, page 219).

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**AMENDMENT #1 SMC 20.60.140**

*This change would modify the development code to bring it into compliance with the recommended Level of Service for Shoreline.*

**SMC 20.60.140 Adequate streets.**

The intent of this subchapter is to ensure that public streets maintain an adequate Level of Service (LOS) as new development occurs. ~~The level of service standard that the City has selected is a LOS E Standard at signalized intersections on arterial streets, which is the basis for measuring concurrency.~~

A. Level of Service. The level of service standard that the City has selected is LOS D at signalized intersections on arterial streets where the V/C ratio on one leg of an intersection may exceed 0.90 but the intersection operates at LOS D or better, and a volume to capacity (V/C) ratio of 0.90 or lower for Principal and Minor arterials. These Level of Service standards apply throughout the City unless an alternative Level of Service for particular streets has been adopted in the Comprehensive Plan Transportation Element.

A.B. Development Proposal Requirements. All new proposals for development that would generate 20 or more new trips during the p.m. peak hour must submit a traffic study at the time of application. The estimate of the number of trips for a development shall be consistent with the most recent edition of the Trip Generation Manual, published by the Institute of Traffic Engineers. The traffic study shall include at a minimum:

1. An analysis of origin/destination trip distribution proposed;
2. The identification of any intersection that would receive the addition of 20 or more trips during the p.m. peak hour; and
3. An analysis demonstrating how impacted intersections could accommodate the additional trips and maintain the LOS standard.

BC. Concurrency Required; Development Approval Conditions. A development proposal that will have a direct traffic impact on a roadway or intersection that causes it to exceed s-the adopted LOS standards , or impacts an intersection currently operating below a level of service identified in 20.60.140B will not meet the City's established concurrency threshold and-

shall not be approved unless:

1. The applicant agrees to fund or build improvements within the existing right of way needed to that will attain the LOS standards; or
2. The applicant achieves the LOS standard by phasing the project or using transportation demand management (TDM) techniques or phasing the development proposal as approved by the City of Shoreline to reduce the number of peak hour trips generated by the project to attain LOS standards;  
~~The roadway or intersection has already been improved to its ultimate roadway section and the applicant agrees to use TDM incentives and/or phase the development proposal as determined by the City of Shoreline.~~

**AMENDMENT #2 SMC 20.70.010 and .020**

*These sections would be recodified as SMC 12.10.100 and .110, respectively.*

**20.70.010 Purpose.**

The purpose of this chapter is to establish engineering regulations and standards to implement the Comprehensive Plan and provide a general framework for relating the standards and other requirements of this Code to development.

**20.70.020 Engineering Development Guide.**

Pursuant to SMC [20.10.050](#), the Director is authorized to prepare and administer an “Engineering Development Guide.” The Engineering Development Guide includes processes, design and construction criteria, inspection requirements, standard plans, and technical standards for engineering design related to development. The specifications shall include, but are not limited to:

- A. ~~Street widths, curve radii, alignments, street layout, street grades;~~
- B. ~~Intersection design, sight distance and clearance, driveway location;~~
- C. ~~Block size, sidewalk placement and standards, length of cul-de-sacs, usage of hammerhead turnarounds;~~
- D. ~~Streetscape specifications (trees, landscaping, benches, other amenities);~~
- E. ~~Surface water and stormwater specifications;~~
- F. ~~Traffic control and safety markings, signs, signals, street lights, turn lanes and other devices be installed or funded; and~~
- G. ~~Other improvements within rights-of-way~~

**AMENDMENT #3 SMC 20.70.120 and .130**

*These changes combine sections .120 and .130.*

**SMC 20.70.120 ~~General~~ Dedication of right-of-way**

- A. Dedication shall occur at the time of recording for subdivisions, and prior to permit issuance for development projects.
- B. Dedications may be required in the following situations:
  1. When it can be demonstrated that the dedications of land or easements within the proposed development or plat are necessary as a direct result of the proposed development or plat to which the dedication of land or easement is to apply;
  2. To accommodate motorized and nonmotorized transportation, landscaping, utilities, surface water drainage, street lighting, traffic control devices, and buffer requirements as required in Subchapter 4, Required Improvements, and Subchapter 5, Utility Standards;
  3. Prior to the acceptance of a private street, private stormwater drainage system or other facility for maintenance;
  4. When the development project abuts an existing substandard public street and additional right-of-way is necessary to incorporate future frontage improvements as set forth in the Transportation Master Plan and the Engineering Development Guide for public safety; or
  5. Right-of-way is needed for the extension of existing public street improvements necessary for public safety.

C. The city may accept dedication and assume maintenance responsibility of a private street only if the following conditions are met:

1. All necessary upgrades to the street to meet City standards have been completed;
2. All necessary easements and dedications entitling the City to properly maintain the streets and allow public access have been conveyed and accepted by the City;
3. The Director has determined that maintenance of the facility will contribute to protecting or improving the health, safety, and welfare of the community served by the private road; and

SMC 20.70.130 Dedication of right-of-way.

~~A. The Director may grant some reduction in the minimum right-of-way requirement where it can be demonstrated that sufficient area has been provided for all frontage improvements.~~

~~B. The City may accept dedication and assume maintenance responsibility of a private street only if the following conditions are met:~~

- ~~1. All necessary upgrades to the street to meet City standards have been completed;~~
- ~~2. All necessary easements and dedications entitling the City to properly maintain the street have been conveyed to the City;~~
- ~~3. The Director has determined that maintenance of the facility will contribute to protecting or improving the health, safety, and welfare of the community served by the private road; and~~
- ~~4. The City has accepted maintenance responsibility in writing.~~

***AMENDMENT #4 SMC 20.70.220 and .320***

*These changes reference the updated Street Classification Map and Master Street Plan created with the TMP.*

SMC 20.70.220 Street classification.

~~Streets and rights-of-way~~ are classified in the Transportation Master Plan Street Classification Map (Fig.A)

SMC 20.70.320 Frontage improvements

~~Frontage improvements required for subdivisions pursuant to Chapter 58.17 RCW and Chapter 20.30 SMC, Subchapter 7, and to mitigate identified impacts, shall be provided and installed pursuant to standards set forth in the Transportation Master Plan Street Classification Map (Fig. A), the Master Street Plan contained in Appendix D of the Transportation Master Plan and the Engineering Development Guide for the specific street which is substandard to satisfy adequate public roadways required for subdivisions by Chapter 58.17 RCW and Chapter 20.30 SMC, Subchapter 7 and to mitigate direct impacts of land use approvals pursuant to this section. When required, frontage improvements shall be installed as described in the Transportation Master Plan and the Engineering Development Guide for the specific street classification and street segment~~

A. Standard frontage improvements consist of curb, gutter, sidewalk, amenity zone and landscaping, drainage improvements, and pavement overlay to one-half of each right-of-way abutting a property as defined for the specific street classification. Additional improvements may be required to ensure safe movement of traffic, including pedestrians, bicycles, transit, and nonmotorized vehicles. The improvements can include transit bus shelters, bus pullouts, utility undergrounding, street lighting, signage, and channelization.

B. Frontage improvements are required for:

1. All new multifamily, nonresidential, and mixed-use construction;
2. Remodeling or additions to multifamily, nonresidential, and mixed-use buildings or conversions to these uses that increase floor area by 20 percent or greater, as long as the original building footprint is a minimum of 4,000 square feet, or any alterations or repairs which exceed 50 percent of the value of the previously existing structure;
3. Subdivisions.

Exception:

- i. Subdivisions, short plats, and binding site plans where all of the lots are fully developed.
- C. Exemptions to some or all of these requirements may be allowed if the street will be improved as a whole through a Local Improvement District (LID) or Capital Improvement Project scheduled to be completed within five years of permit issuance. In such a case, a contribution may be made and calculated based on the improvements that would be required of the development. Contributed funds shall be directed to the City's capital project fund and shall be used for the capital project and offset future assessments on the property resulting from an LID. An LID "no-protest" commitment shall also be recorded. Adequate interim levels of improvements for public safety shall be required.
- D. Required improvements shall be installed by the applicant prior to final approval or occupancy.
- E. For subdivisions the improvements shall be completed prior to final plat approval or post a bond or other surety as provided for in SMC 20.30.440