

ORIGINAL

ORDINANCE NO. 559

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON, AMENDING SMC 20.60.140

WHEREAS, the City Council updated the Comprehensive Plan and Traffic Master Plan in June 2005; and

WHEREAS, the Comprehensive Plan and Traffic Master Plan directs the City to adopt LOS E at all signalized intersections on arterial streets; and

WHEREAS, the Development Code directly conflicts with the City's Comprehensive Plan policy by using an areawide averaging system for measuring traffic impacts; and

WHEREAS, the Planning Commission recommended approval of the development code amendment as detailed below at their September 3, 2009 meeting;

WHEREAS, a Determination of Non Significance was issued for this proposed ordinance on September 21, 2009; now therefore,

THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1. Amendment. SMC 20.60.140 is amended as follows:

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, zonal average system, which is the basis for measuring concurrency. ~~The City has been divided into five geographical areas, and LOS Standards are adopted for each zone. The zones are described in the following Table:~~

LOS Zone	Zone Name	Adopted LOS Standard
1	West of Aurora Corridor	D
2	Aurora Corridor to I-5	D
3	I-5 to East City Limits	D
4	Aurora Avenue Corridor	E

ORIGINAL

5	Annexation Area A	E
---	-------------------	---

Note: A map of the LOS Zones is located in the Transportation Element of the Shoreline Comprehensive Plan.

A. Development Proposal Requirements. All new proposals for development that would generate 20 or more trips during the p.m. peak hour must submit a traffic study at the time of application. The estimate of the number of trips 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 ~~zonal~~ LOS standard.

B. Development Approval Conditions. A development proposal that will have a direct traffic impact on a roadway or intersection that exceeds the adopted LOS standard ~~for the zone~~ shall not be approved unless:

1. The applicant agrees to fund improvements needed to attain the LOS standard;
2. The applicant achieves the LOS Standard by phasing the project or using transportation demand management (TDM) techniques to reduce the number of peak hour trips generated by the project;
3. 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. (Ord. 238 Ch. VI § 4(A), 2000).

Section 3. Publication; Effective Date. A summary of this ordinance consisting of its title shall be published in the official newspaper of the City and the ordinance shall take effect and be in full force five (5) days after publication.

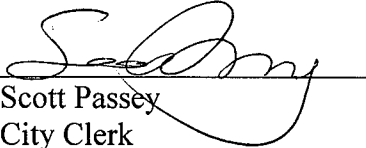
PASSED BY THE CITY COUNCIL ON OCTOBER 12, 2009.



Mayor Cindy Ryu

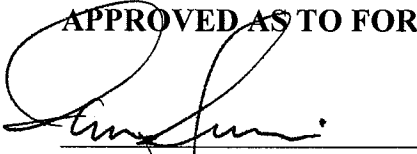
ORIGINAL

ATTEST:



Scott Passey
City Clerk

APPROVED AS TO FORM:



Ian Sievers
City Attorney

Date of publication: Oct. 15, 2009
Effective date: Oct. 20, 2009

