

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<p><b>AGENDA TITLE:</b> Adopt Ordinance No. 330 Amending Section 8 of Ordinance No. 281 to allow additional design options and phasing to be considered in the design and construction of measures mitigating impacts resulting from improvements to the North City Business District.</p> <p><b>DEPARTMENT:</b> CMO/Public Works</p> <p><b>PRESENTED BY:</b> Jan Knudson, Project Lead/Economic Development Coordinator Jill Marilley, City Engineer</p>
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**PROBLEM/ISSUE STATEMENT:** On July 23, 2001, Council adopted the North City Subarea Plan and Planned Action Ordinance No. 281. Section 8 of Ordinance No. 281 included specific traffic-calming measures and timing for the NE 177<sup>th</sup>/Serpentine and the NE 168<sup>th</sup> Street neighborhoods, as well as other streets surrounding North City. Public involvement and design of these measures has revealed there may be options available that are not included in Ordinance No. 281. These options are still effective in mitigating the potential impacts of the North City Project and are more acceptable to the community. Section 8 of Ordinance No. 281 needs to be modified to allow these options.

**DISCUSSION:** Ordinance No. 281 states that Section 8 mitigation measures shall be constructed "prior to or concurrent with" the North City Improvements. In anticipation of summer construction, staff met with the residents of the 168<sup>th</sup> and 177<sup>th</sup> neighborhoods to inform them of the impending construction. Citizen reaction was not as positive as expected. Neighbors were concerned about the placement of traffic circles as specified in the ordinance and there was particular concern about closing Serpentine Place at NE 177<sup>th</sup>.

In response to concerns voiced by the residents and also meeting the intent of Ordinance No. 281, we discussed a phased approach to installing traffic-calming measures. And, in the case of Serpentine Place and N 177<sup>th</sup>, KPG engineers are recommending a different form of traffic-calming rather than closure. Generally these revisions met with greater neighborhood support.

With the ultimate intent of mitigating the potential impacts resulting from the North City Project, staff would like to be able to use a phased approach or modify the actual devices constructed throughout the North City neighborhoods as appropriate. Staff would also like to continue working with the community to install devices they can support in their neighborhood. To do this, Section 8 of Ordinance No. 281 needs to be modified to allow for flexibility in timing and potential changes to the traffic-calming measures ultimately installed.

Proposed Ordinance No. 330 amending Ordinance No. 281 is included in Attachment A. The proposed changes to Ordinance No. 281 are attached to Ordinance No. 330. The proposed revisions do not necessarily change what mitigation measures are actually

constructed. The changes simply allow additional measures to be considered during the process of engineering and design, and then constructed if more appropriate.

**ALTERNATIVES ANALYZED:** Alternatives analyzed for the NE 168<sup>th</sup> and NE 177<sup>th</sup> neighborhood traffic-calming included:

- installing all of the improvements as specified in Ordinance No.281;
- phasing a portion of the improvements;
- waiting until after the North City Project improvements are fully constructed;
- installing additional traffic-calming devices.

At NE 177<sup>th</sup> and Serpentine Place, there is the option to install a traffic circle rather than close this intersection.

**FINANCIAL IMPACT:** At this time, there is no financial impact resulting from the recommended action. \$380,000 are allocated to the neighborhood traffic mitigation called for in Section 8 of Ordinance No. 281. An additional \$150,000 is allocated to post-construction mitigation as necessary. Cost savings might be realized in installing alternative traffic-calming devices over those called for in the Ordinance.

### RECOMMENDATION

Staff recommends that Council adopt Ordinance No.330 amending Section 8 of Ordinance No. 281 to allow additional design options and phasing to be considered in the design and construction of measures mitigating impacts resulting from improvements to the North City Business District.

Approved By:

City Manager  City Attorney 

### ATTACHMENTS

- Attachment A – Proposed Ordinance No. 330
- Attachment B – Mitigation Map

**ATTACHMENT A**  
**Proposed Ordinance No. 330**

**ORDINANCE NO. 330**

**AN ORDINANCE AMENDING SECTION 8 OF ORDINANCE NO. 281 TO ALLOW ADDITIONAL DESIGN OPTIONS TO BE CONSIDERED IN MITIGATING IMPACTS RESULTING FROM IMPROVEMENTS TO THE NORTH CITY BUSINESS DISTRICT PURSUANT TO CHAPTER 20.90 OF THE SHORELINE MUNICIPAL CODE.**

WHEREAS, the City adopted Ordinance No. 281 adopting the North City Subarea Plan which calls for improvements to the North City Business District; and

WHEREAS, Section 8 of Ordinance No. 281 includes a number of measures that will mitigate potential impacts resulting from implementation of the North City Subarea Plan; and

WHEREAS, during engineering and public involvement for in designing those measures, it was determined that options in addition to those identified in Section 8 are more feasible and preferred; and

WHEREAS, the Council finds that the amendment adopted by this ordinance is consistent with and implements the Shoreline Comprehensive Plan and Ordinance No. 281;

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

**Section 1. Amendment.** Section 8 of Ordinance No. 281 is amended as set forth in Exhibit "A" attached hereto and incorporated herein.

**Section 2. Severability.** Should any section, subsection, paragraph, sentence, clause, or phrase of this ordinance or its application to any person or situation be declared unconstitutional or invalid for any reason, such decision shall not affect the validity of the remaining portions of this ordinance or its application to any other person or situation.

**Section 3. Third Party Liability.** This ordinance does not create or otherwise establish or designate any particular class or group of persons who will or should be especially protected or benefited by the terms of these regulations. No provision or term used in these regulations is intended to impose any duty whatsoever upon the City or any of its officers, employees, or agents. Notwithstanding any language used in this ordinance, it is not the intent of this ordinance to create a duty and/or cause of action running to any individual or identifiable person, but rather any duty is intended to run only to the general public.

**Section 4. Effective Date and Publication.** A summary of this ordinance consisting

of the title shall be published in the official newspaper and the ordinance shall take effect five days after publication.

**PASSED BY THE CITY COUNCIL ON July 14, 2003**

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Mayor Scott Jepsen

**ATTEST:**

**APPROVED AS TO FORM:**

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Sharon Mattioli, CMC  
City Clerk

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Ian Sievers  
City Attorney

Date of Publication: July 17, 2003  
Effective Date: July 22, 2003

**Section 8. Mitigation.** The SEIS ~~lists-recommends~~ a number of measures that will be necessary to mitigate for probable significant environmental impacts for certain environmental elements addressed in the document. The following measures are described in the SEIS and ~~will-shall~~ be ~~implemented-considered~~ by the City of Shoreline:

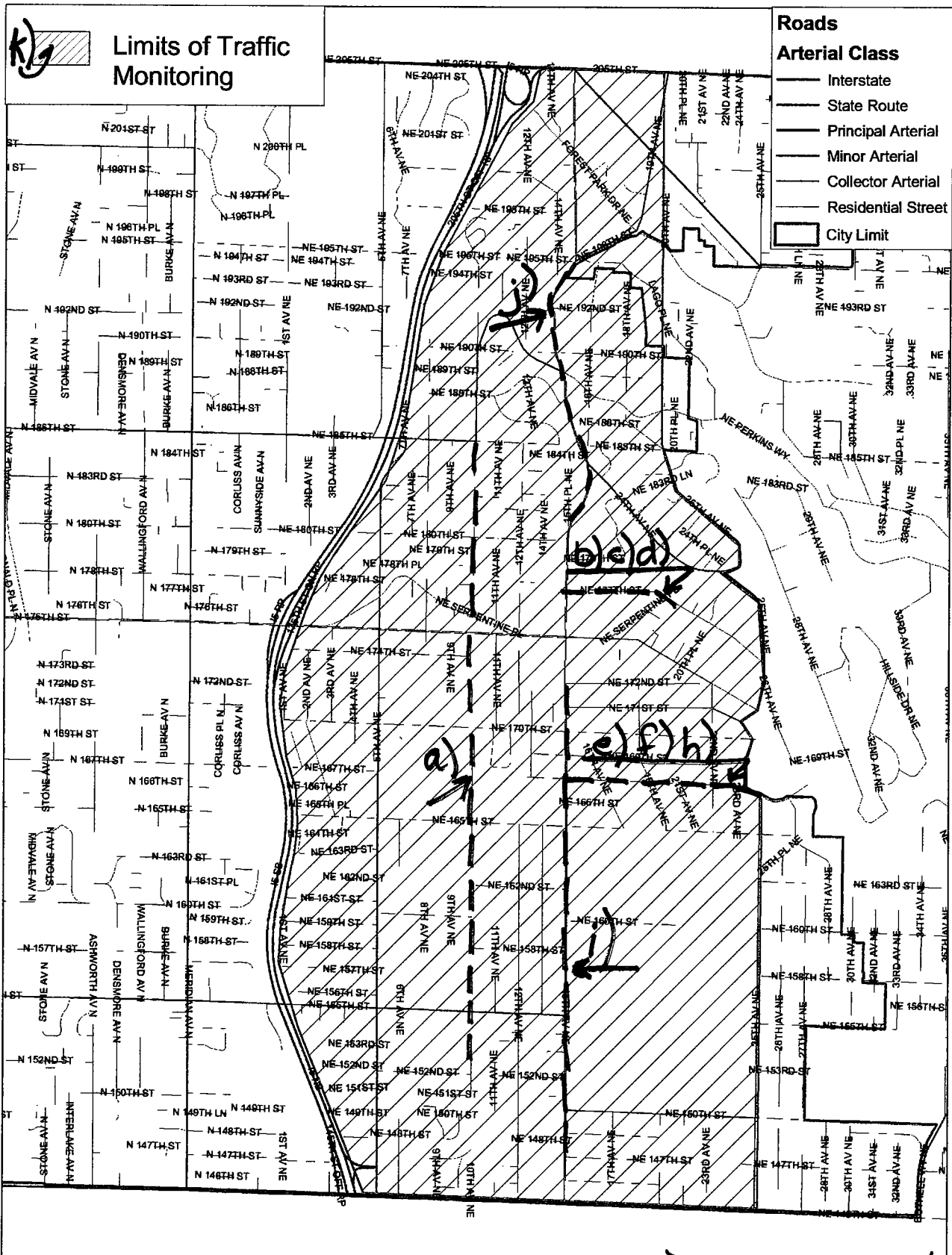
1. The City will work with businesses to minimize potential impacts to businesses and residents affected by construction of street improvements on 15<sup>th</sup> Avenue NE.
2. Improvements to 15<sup>th</sup> Avenue NE within the North City Business District (NCBD) shall include the following streetscape design elements:
  - a) Lighting.
  - b) Landscape treatment.
  - c) Street trees and decorative tree grates.
  - d) Convenient, safe, frequent, and easy pedestrian crossings.
  - e) Special pavement treatment to identify pedestrian crossings.
  - f) Special street signage for the North City Business District.
  - g) Street furniture.
  - h) Undergrounding of utility lines.
3. ~~Prior or concurrent with the beginning of the construction of improvements to 15<sup>th</sup> Avenue NE the following traffic mitigation to neighborhood streets and to 15<sup>th</sup> Avenue NE outside the North City Business District shall be required:~~ The following traffic calming measures shall be included in options considered for mitigating potential increases in traffic volumes and speeds resulting from the North City Business District improvements:
  - a) Remove centerline striping on 10<sup>th</sup> Avenue NE except where the centerline is required for safety and evaluate possible reduction of the speed limit.
  - b) Install a chicane on NE 177<sup>th</sup> Street between 15<sup>th</sup> Avenue NE and NE Serpentine Place near the crest of the hill, at approximately 1703 NE 177<sup>th</sup> Street.
  - c) Close NE Serpentine Place at NE 177<sup>th</sup> Street to vehicles with a cul-de-sac, but maintain pedestrian and bicycle connections. Investigate the possibility of providing a pocket park at this location.
  - d) Install a traffic calming device on NE 177<sup>th</sup> Street at the closed intersection with NE Serpentine Place. The stop signs currently at this location will no longer be warranted and should be removed.
  - e) Install traffic circles on NE 168<sup>th</sup> Street at 16<sup>th</sup> Avenue NE, 21<sup>st</sup> Avenue NE and 23<sup>rd</sup> Avenue NE. The traffic circles at 21<sup>st</sup> Avenue NE and 23<sup>rd</sup> Avenue NE may be substituted with a chicane between 21<sup>st</sup> Avenue NE and 23<sup>rd</sup> Avenue NE.

- f) Remove striping on NE 168<sup>th</sup> Street in flat areas. Centerline striping to remain between 18<sup>th</sup> Avenue NE and 15<sup>th</sup> Avenue NE.
  - g) Install curb, gutter, and sidewalks along NE 175<sup>th</sup> Street east of 15<sup>th</sup> Avenue NE, at a minimum of 100 feet past the intersection with NE Serpentine.
  - h) Revise the roadway design in the vicinity of 25<sup>th</sup> Avenue NE and NE 168<sup>th</sup> Street to guide the primary flow of traffic to remain on the arterial. This may include revisions to the traffic control or restriping the lanes.
  - i) Restripe 15<sup>th</sup> Avenue NE to a two or three-lane roadway, with appropriate transitions, turn-pockets, and two-way center left turn lanes, between NE 145<sup>th</sup> Street and the North City Business District south boundary. The City will work with businesses to maintain safe business access.
  - j) Restripe 15<sup>th</sup> Avenue NE to a two or three-lane roadway, with appropriate transitions, turn-pockets, and two-way center left turn lanes, from the North City Business District north boundary to NE 196<sup>th</sup> Street.
  - k) Implement a monitoring program to determine post-construction impacts on residential streets and the need for secondary-additional traffic-calming mitigation measures in neighborhoods near the North City Business District. Baseline data from the monitoring prior to the construction of the 15<sup>th</sup> Avenue NE improvements shall be compared with additional monitoring one and two years after completion of construction. In order to determine levels of cut-through traffic, monitor residential streets surrounding the 15<sup>th</sup> Avenue NE corridor (including NE 168<sup>th</sup> Street, NE 177<sup>th</sup> Street, 8<sup>th</sup> Avenue NE, Perkins Way, 10<sup>th</sup> Avenue NE, and the intersections of NE 165<sup>th</sup> Street/15<sup>th</sup> Avenue NE and NE 165<sup>th</sup> Street/5<sup>th</sup> Avenue NE). Evaluation of potential impacts of cut-through traffic should be based on the threshold monitoring criteria described in Appendix B of the Draft SEIS, Table A-9.
4. The City of Shoreline should develop a plan for pedestrian/sidewalk/bicycle connectivity of the area surrounding the North City Business District in order to enhance pedestrian safety and encourage non-motorized transportation by the year 2005.
  5. The City of Shoreline should work with Metro Transit to incorporate appropriate methods to facilitate speed and reliability of transit on 15<sup>th</sup> Avenue NE.

The City of Shoreline should work with Metro Transit to determine post-construction impacts to transit speed and reliability. The City of Shoreline should develop additional improvements warranted by the results of monitoring as part of the City's annual CIP process.

**ATTACHMENT B**  
**Mitigation Map**





North City Project Traffic Mitigation Diagram 7/03  
 (Letters - a, b, c... correspond with Section 8. Mitigation of Ordinance No. 281 adopted July 23, 2001.)