

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Ordinance No. 615 Adopting a Revised Comprehensive Plan Transportation Element and Additional Transportation Projects in the Capital Facilities Element; Adopting a Revised Transportation Master Plan; and Amending Development Code Sections Regarding Road Dedications and Transportation Concurrency to be Consistent with the Transportation Master Plan, Including SMC 20.60.140, 20.70.010, 20.70.020, 20.70.120; 20.70.130, 20.70.220; and 20.70.320
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Public Works Director Kirk McKinley, Transportation Services Manager Alicia McIntire, Senior Transportation Planner
ACTION:	<input checked="" type="checkbox"/> X Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion

PROBLEM/ISSUE STATEMENT:

The Transportation Master Plan (TMP) is the City's long range plan for transportation. It identifies programs, policies and projects to help achieve the City's vision for its transportation network and will be used in the development of future Capital Improvement Plans (CIP) and grant applications. The TMP includes bicycle and pedestrian system plans and a three-year transit plan which identifies the City's vision of how these networks will be developed in the future. The TMP also establishes the foundation for development of a new concurrency program and the potential adoption of a transportation impact fee in early 2012.

Operative sections of the TMP are implemented by amendments to the City's Comprehensive Plan and Development Code. The Planning Commission has developed a recommendation for amendments to the Comprehensive Plan and Development Code for review and approval by Council. The Municipal Code chapter on Roads and Bridges (SMC 12.10) will be amended to include the new concurrency program in early 2012 following the framework set forth in Appendix F of the TMP. This chapter may also include a transportation impact fee if adopted.

The draft TMP was released for public review on September 12. The draft TMP and associated errata documents were transmitted to Council on October 31. The errata documents included changes to the TMP for consistency with the Planning Commission recommendations. Council held a public hearing and discussed the TMP on November 21. Attachment B is a second errata document and revised Comprehensive Plan amendments that incorporate changes resulting from that meeting. Adoption of

Ordinance No. 615 (Attachment A) this evening will adopt the required changes to the City's Comprehensive Plan and Development Code.

RESOURCE/FINANCIAL IMPACT:

At this time, there is no financial impact to the City associated with completion of the TMP or adoption of the amendments to the Comprehensive Plan and Development Code. Funds for the staff and consultant time needed to complete the update are already allocated. Consultant costs for work associated with the TMP, including development of the impact fee program, total \$285,000. However, the policies and projects identified in the TMP and Comprehensive Plan, as well as the funding strategy contained therein, will guide the City's transportation investments for several years to come.

RECOMMENDATION

Staff recommends that the City Council adopt Ordinance 615, adopting the TMP, Comprehensive Plan amendments and Development Code amendments.

Approved By:

City Manager



City Attorney



INTRODUCTION

Staff has completed and released the draft TMP for Council and public review. On November 21, Council held a public hearing on the draft TMP and received comments from one speaker. Council is scheduled to adopt the TMP and related updates to the City's Comprehensive Plan and Development Code this evening. Council is also scheduled to discuss the draft TMP and the Planning Commission recommendations regarding the Comprehensive Plan and Development Code amendments.

BACKGROUND

The background description for the TMP and Comprehensive Plan and Development Code amendments was described in the November 21 staff report which can be found at <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2011/Staffreport112111-8b.pdf>.

DISCUSSION

A summary of the draft TMP and Comprehensive Plan and Development Code amendments was included in the November 21 staff report which can be found at <http://cosweb.ci.shoreline.wa.us/uploads/attachments/cck/Council/Staffreports/2011/Staffreport112111-8b.pdf>.

At the November 21 Council meeting, the following issues were discussed:

- Bicycle System Plan
- Streets with corners and curb ramps
- Concurrency within plans and development in potential annexation areas
- Safety for pedestrian facilities
- Funding policies
- Preservation of unimproved rights-of-way
- Speed limits
- Level of Service
- Legislative issues

Staff recommended changes from this discussion and email suggestions from Council have been integrated into the draft TMP, Comprehensive Plan and Development Code. Attachment B includes a memo sent to Council detailing these changes. (Please note that staff will correct the TMP page numbers noted in the Growth Management Act Subelements of the draft Transportation Element to correspond with the final, formatted TMP. Additionally, if a statement is referenced in both errata sheets, the text noted in Errata Sheet #2 will be the final language.)

STAKEHOLDER OUTREACH

The TMP has been under development since 2009. It began in April 2009 with internal staff meetings and project planning efforts. Public involvement was initiated the

following July with a public open house to gather citizen feedback about bicycle, pedestrian and transit issues. Residents were also asked to participate in a citizens' advisory committee to help staff develop policy and system plan recommendations for bicycle and pedestrian transportation. Twelve residents volunteered and this committee met eight times from September 2009 through May 2010. Staff met with Council several times from March through August 2010 to receive policy direction on several aspects of the TMP update. In April 2011, an open house was held for residents to view draft materials developed by staff and provide feedback. A representative from Sound Transit was also present to provide information about Sound Transit's North Corridor Transit project.

The draft TMP was released in September 2011 and contains the background and technical information used to develop the draft goals and policies for the Comprehensive Plan update. Notice of its release was posted on the City's website and sent to residents who have signed up for notification about the TMP, neighboring jurisdictions, transit providers and advocacy groups, including Feet First, Bicycle Alliance of Washington, the Cascade Bicycle Club and the Cascade Land Conservancy. The City has received five comment letters in response, including one from Community Transit. This notice included the Planning Commission hearing date. A SEPA Threshold Determination of Nonsignificance was issued for the TMP, Comprehensive Plan amendments and Development Code amendments on September 29. No comments were received in response to the SEPA determination. The Planning Commission met on September 29 and October 6 to discuss the staff recommended changes to the Comprehensive Plan and Development Code and held a public hearing on October 27. Minutes of the October 27 meeting are provided as Attachment C (Minutes for the September 29 and October 6 meetings were provided with the November 21 Council packet). Notice of Council's Public Hearing and scheduled discussion on November 21 was sent in early November to the same group and posted on the City's website. One person spoke at the Council public hearing.

Once the TMP, Comprehensive Plan amendments and Development Code amendments are adopted, staff will move forward with preparation of an impact fee and concurrency program. This effort will include outreach to the Master Builders Association. Staff expects to return to Council early in 2012 with a proposal.

COUNCIL GOAL(S) ADDRESSED

This project addresses Council Goal 2: "Provide safe, efficient and effective infrastructure to support our land use, transportation and surface water plans," as one of the major objectives of the Goal is the update of the Transportation Master Plan, including citywide trail, bicycle, and transit elements. The amendments to the Comprehensive Plan and Development Code are needed to support and implement the TMP.

RESOURCE/FINANCIAL IMPACT

At this time, there is no financial impact to the City associated with completion of the TMP or adoption of the amendments to the Comprehensive Plan and Development

Code. Funds for the staff and consultant time needed to complete the update are already allocated. Consultant costs for work associated with the TMP, including development of the impact fee program, total \$285,000. However, the policies and projects identified in the TMP and Comprehensive Plan, as well as the funding strategy contained therein, will direct the City's transportation investments for several years to come.

RECOMMENDATION

The City Council should adopt Ordinance 615, adopting the TMP, Comprehensive Plan amendments and Development Code amendments.

ATTACHMENTS

- Attachment A: Ordinance 615 adopting the Transportation Master Plan, Comprehensive Plan amendments – Transportation and Capital Facilities Elements, and Development Code changes
- Attachment B: Memo to Council detailing additional changes to the draft Transportation Master Plan, including errata sheet #2, Comprehensive Plan amendments – Transportation and Capital Facilities Elements, and Development Code changes
- Attachment C: Planning Commission meeting minutes from the October 27, 2011 public hearing and meeting

ATTACHMENT A

ORDINANCE NO. 615

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON ADOPTING A REVISED COMPREHENSIVE PLAN TRANSPORTATION ELEMENT AND ADDITIONAL TRANSPORTATION PROJECTS IN THE CAPITAL FACILITIES ELEMENT; ADOPTING A REVISED TRANSPORTATION MASTER PLAN; AND AMENDING DEVELOPMENT CODE SECTIONS REGARDING ROAD DEDICATIONS AND TRANSPORTATION CONCURRENCY TO BE CONSISTENT WITH THE TRANSPORTATION MASTER PLAN, INCLUDING SMC 20.60.140, 20.70.010, 20.70.020, 20.70.120; 20.70.130, 20.70.220; AND 20.70.320.

WHEREAS, the City of Shoreline has adopted a comprehensive plan under the provisions of Chapter 36.70A RCW; and

WHEREAS, the Washington State Growth Management Act requires the preparation of Transportation and Capital Facilities elements as part of comprehensive plans; and

WHEREAS, the City of Shoreline conducted a public participation and review process for preparation of the proposed Transportation Master Plan, proposed comprehensive plan amendments and proposed amendments to the Development Code; and

WHEREAS, on September 29, 2011, a Determination of Non Significance was issued for the proposed Transportation Master Plan, proposed comprehensive plan amendments and proposed amendments to the Development Code; and

WHEREAS, the proposed amendments were submitted to the State Department of Commerce for comment pursuant WAC 365-195-820; and

WHEREAS, no comments were received from the State Department of Commerce; and

WHEREAS, the Planning Commission conducted a public hearing on October 27, 2011 so the public had an opportunity to comment on the proposed comprehensive plan amendments and proposed development regulations that modify the Development Code, Shoreline Municipal Code Title 20; and

WHEREAS, the Council finds that the amendments adopted by this ordinance meet the criteria in Title 20.30.340 for adoption of amendments to the Comprehensive Plan and Development Code; and

WHEREAS, the City Council conducted a public hearing on November 21, 2011 so the public had an opportunity to comment on the proposed Transportation Master Plan and

WHEREAS, the Transportation Master Plan is consistent with the Comprehensive Plan, including the Capital Facilities Element
; now therefore

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

Section 1. Repeal, New Comprehensive Plan Chapters. The Shoreline Comprehensive Plan chapters *Transportation Element Goals & Policies* chapter, pp 55-61, and *Transportation Element- Supporting Analysis* chapter, pp 117-181 are repealed in their entirety and a revised *Transportation Element* chapter is adopted as set forth in Exhibit A attached hereto and incorporated herein.

Section 2. Amendment, Comprehensive Plan Chapter. The Shoreline Comprehensive Plan chapter *Capital Facilities-Supporting Analysis* is amended to be consistent with the changes in the Transportation Element as set forth in Exhibit B attached hereto and incorporated herein.

Section 3. Amendment. SMC 20.60.140 is amended to read as follows:

.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.

A. Level of Service. The level of service standard that the City has selected as the basis for measuring concurrency is as follows:

- LOS D at signalized intersections on arterial streets and at unsignalized intersecting arterials;
- A volume to capacity (V/C) ratio of 0.90 or lower for Principal and Minor arterials

The V/C ratio on one leg of an intersection may exceed 0.90 when the intersection operates at LOS D or better

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.

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.

C. **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 the adopted LOS standards, or impacts an intersection or a road segment 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 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;

Section 4. Amendment. Chapter 20.70 SMC sections. 120, .220, and .320 are amended to read as follows:

.120 Dedication of right-of-way

... *[A-B unchanged]*

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

.220 Street classification.

Streets are classified in the Transportation Master Plan Street Classification Map (Fig. A).

.320 Frontage improvements

Frontage improvements 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.

... [A -E unchanged]

Section 5. Repeal. SMC 20.70.130 is repealed in its entirety.

Section 6. Transportation Master Plan Adopted. A revised *Transportation Master Plan (2011)* and associated Errata Sheets #1 and #2 filed under Clerk's Receiving Number 6631 is hereby adopted.

Section 7. Publication, Effective Date. This ordinance shall go into effect five days after passage and publication of the title as a summary of this ordinance.

PASSED BY THE CITY COUNCIL ON December 12, 2011.

Keith A. McGlashan, Mayor

ATTEST:

APPROVED AS TO FORM:

Scott Passey
City Clerk

Ian Sievers
City Attorney

Date of Publication:
Effective Date:

EXHIBIT A, Ord. No. 615

TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element will guide the development and funding of a transportation network that provides mobility for residents and employees within the City of Shoreline in a way that preserves citizens' quality of life. The City's transportation system will be multi-modal transportation, with an emphasis on moving people and a "Complete Streets" approach where the system accommodates all users. Because of Shoreline's location between the City of Seattle and Snohomish County, as well as the multiple entities that influence transportation in Shoreline, such as the Washington State Department of Transportation and transit agencies, the City should work to coordinate transportation improvements with neighboring jurisdictions and transit providers.

The Transportation Element establishes policies on how to prioritize Shoreline's transportation system improvements and how to identify the City's strategic interests in regional investments, adjacent transportation facilities and funding alternatives. The transportation policies are designed to guide the actions of public agencies, such as the City, as well as private decisions related to individual developments. The Transportation Element also provides the foundation for development regulations contained in the Shoreline Development Code and Engineering Development Guide.

The City's transportation system supports development of the land uses envisioned by the Comprehensive Plan and helps to shape the form of development within Shoreline's mixed-use, commercial and residential neighborhoods. To further that purpose, the City has adopted a Transportation Master Plan (TMP). The TMP is the City's long-range blueprint for travel and mobility in Shoreline. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid- and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement programs.

The TMP is a long range plan with policies, programs and projects that will be implemented over the next 20 years. As the City's transportation needs change over time, the TMP will be updated and adopted as an amendment to the Comprehensive Plan.

GOALS

Goal T I: Provide safe and friendly streets for Shoreline citizens.

Goal T II: Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people carrying capacity of the surface transportation system.

Goal T III: Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile.

Goal T IV: Encourage alternative modes of transportation to reduce the number of automobiles on the road.

Goal T V: Maintain the transportation infrastructure so that it is safe and functional.

Goal T VI: Develop a transportation system that enhances the delivery and transport of goods and services.

Goal T VII: Coordinate the implementation and development of Shoreline's transportation system with its neighbors and regional partners.

Goal T VIII: Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative method of transportation.

Goal T IX: Provide a pedestrian system that is safe, connects to destinations, accesses transit and is accessible by all.

Goal T X: Support and encourage increased transit coverage and service that connects local and regional destinations to improve mobility options for all Shoreline residents.

Goal T XI: Secure reliable funding to ensure continuous maintenance and improvement of the transportation system.

POLICIES

Sustainability and Quality of Life

Policy T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle and automobile safety over vehicle capacity improvements at intersections.

Policy T2: Reduce the impact of the City's transportation system on the environment through the use of technology, expanded transit use and nonmotorized transportation options.

Policy T3: Enhance neighborhood safety and livability. Use engineering, enforcement and educational tools to improve traffic safety on City roadways.

Policy T4: Communicate with and involve residents and businesses in the development and implementation of transportation projects.

Policy T5: Support and promote opportunities and programs so that residents have options to travel throughout Shoreline and the region using modes other than single occupancy vehicles.

Policy T6: Implement the City's Commute Trip Reduction Plan.

Policy T7: In accordance with Complete Streets practices and guidelines, new or rebuilt streets shall address, as much as practical, the use of the right-of-way by all users.

Policy T8: Develop a comprehensive detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts.

Policy T9: Use Low Impact Development techniques or green street elements except when determined to be unfeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners.

Policy T10: Transportation projects and facilities should be sited, designed and constructed to avoid or minimize negative environmental impacts to the extent feasible.

Policy T11: Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and on preservation of transportation resources.

Policy T12: Direct service and delivery trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and efficiently, while minimizing impacts to neighborhoods.

Policy T13: Implement a strategy for regional coordination that includes the following activities:

- Identify important transportation improvements in Shoreline that involve other agencies. These may include improvements that will help keep traffic on I-5 and off of Shoreline streets, such as changes to on-ramp metering and construction of a southbound collector-distributor lane from NE 205th Street to NE 145th Street.
- Remain involved in federal, state, regional and county budget and appropriations processes.
- Participate in regional and county planning processes that will affect the City's strategic interests.
- Form strategic alliances with potential partners, such as adjacent jurisdictions or like-minded agencies.
- Develop legislative agendas, and meet with federal and state representatives who can help fund key projects.
- Develop a regional legislative agenda and meet with area representatives to the Puget Sound Regional Council, Sound Transit and King County Council.
- Develop partnerships with the local business community to advocate at the federal, state and regional level for common interests.

Bicycle System

Policy T14: Implement the Bicycle System Plan included in the City's Transportation Master Plan. Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit and are easily accessible. Use short-term improvements, such as signage and markings, to identify routes when large capital improvements will not be constructed for several years.

Policy T15: Develop standards for the creation of bicycle facilities.

Policy T16: Develop a public outreach program to inform residents of the options for bicycling in the City and educate residents about bicycle safety and the health benefits of bicycling. This program should include coordination or partnering with outside agencies.

Pedestrian System

Policy T17: Implement the Pedestrian System Plan included in the City's Transportation Master Plan through a combination of public and private investments.

Policy T18: When identifying transportation improvements, prioritize construction of sidewalks, walkways and trails. Pedestrian facilities should connect to destinations, access transit and be accessible by all.

Policy T19: Design crossings that are appropriately located and provide safety and convenience for pedestrians. (*New Recommended Policy*)

Policy T20: Develop flexible sidewalk standards to fit a range of locations, needs and costs. (*Existing Comprehensive Plan Policy T30*)

Policy T21: Develop a public outreach program to inform residents of the options for walking in the City and educate residents about pedestrian safety and the health benefits of walking. This program should include coordination or partnering with outside agencies.

Transit System

Policy T22: Make transit a more convenient, appealing and viable option for all trips through implementation of the Shoreline Transit Plans included in the City's Transportation Master Plan.

Policy T23: Monitor the level and quality of transit service in the City and advocate for improvements as appropriate.

Policy T24: Encourage development that is supportive of transit and advocate for expansion and the addition of new routes in areas with transit supportive densities and uses.

Policy T25: Encourage transit providers to expand service on existing transit routes in accordance with adopted transit agency service guidelines.

Policy T26: Work with Metro Transit to implement RapidRide Bus Rapid Transit service on the Aurora Avenue N corridor and operate it as a convenient and appealing option for riders in Shoreline and those that want to come to Shoreline.

Policy T27: Work with transit agencies to improve east-west service across the City of Shoreline and service from Shoreline to the University of Washington.

Policy T28: Strengthen Aurora Avenue N as a high usage transit corridor that encourages cross-county, seamless service.

Policy T29: Work with Sound Transit, the Shoreline School District, the Washington State Department of Transportation, Metro Transit, the City of Seattle and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas surrounding the future Link light rail stations.

Policy T30: Work with Metro Transit to develop a plan to orient bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate.

Policy T31: Support and encourage the development of additional high capacity transit service in Shoreline.

Policy T32: Continue to install and support the installation of transit supportive infrastructure.

Policy T33: Work with Metro Transit, Sound Transit and Community Transit to develop a bus service plan that connects residents to light rail stations, high capacity transit corridors and park-and-ride lots throughout the City.

Policy T34: Implement traffic mitigation measures at light rail station areas.

Policy T35: Promote livable neighborhoods around the light rail stations through land use patterns, transit service and transportation access.

Master Street Plan

Policy T36: Design City transportation facilities with the primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles and walking, with vehicle parking identified as a secondary use.

Policy T37: Implement the standards outlined in the Master Street Plan for development of the City's roadways.

Policy T38: Frontage improvements shall support the adjacent land uses and fit the character of the areas in which they are located.

Concurrency and Level of Service

Policy T39: Adopt LOS D at the signalized intersections on arterials and unsignalized intersecting 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 and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way). 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. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided, the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better. 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 for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannalization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10

Policy T40: The following levels of service are the desired frequency of transit service in the City of Shoreline:

- Headways on all-day service routes should be no less than thirty minutes, including weekends and evenings (strive for twenty-minute or less headways during the day on these routes)
- Headways on peak-only routes should be no more than twenty minutes (strive for fifteen-minute or less headways on these routes).

Transportation Improvements

Policy T41: Projects should be scheduled, designed and constructed with the following criteria taken into consideration:

- Service and greatest benefit to as many people as possible.
- Ability to be flexible and respond to a variety of needs and changes.
- Coordination with other City projects to minimize costs and disruptions.
- Ability to partner with private development and other agencies and leverage funding from outside sources.
- Flexibility in the implementation of projects when funding sources or opportunities arise.

Policy T42: Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the City.

Policy T43: Pursue corridor studies on key corridors to determine improvements that address safety, capacity and mobility and support adjacent land uses.

Policy T44: Expand the City's pedestrian network. Prioritize projects shown on the Pedestrian System Plan included in the City's Transportation Master Plan, using the following criteria:

- Can be combined with other capital projects or leverage other funding
- Proximity to a school or park.
- Located on an arterial.
- Connects to an existing walkway or the Interurban Trail.
- Located in an activity center, such as Town Center, North City, Ballinger, or connects to Aurora Avenue N.
- Connects to transit.
- Links major destinations such as neighborhood businesses, high-density housing, schools and recreation facilities.

Policy T45: Prioritize projects that complete the City's bicycle networks, as shown on the Bicycle System Plan included in the City's Transportation Master Plan, using the following criteria:

- Connects to the Interurban Trail.
- Completes a portion of the routes connecting the Interurban and Burke Gilman Trails.
- Provides access to bus rapid transit or light rail.
- Connects to existing facilities.
- Connects to high-density housing, commercial areas or public facilities.
- Connects to a regional route or existing or planned facilities in a neighboring jurisdiction.
- Links to a school or park.
- Can be combined with other capital projects or leverage other funding.

Policy T46: Coordinate with the Washington State Department of Transportation to evaluate and design improvements to the interchange at NE 175th Street and I-5. Develop a funding strategy for construction.

Funding

Policy T47: Aggressively seek grant opportunities to implement the City's Transportation Master Plan and work to ensure that Shoreline receives regional and federal funding for its high priority projects.

Policy T48: Support efforts at the state and federal level to increase funding for the transportation system.

Policy T49: Identify and secure funding sources for transportation projects, including bicycle and pedestrian projects.

Policy T50: Develop and implement a City-wide transportation impact fee program to fund growth related transportation improvements and, when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts.

Policy T51: Provide funding for maintenance, preservation and safety.

Growth Management Act Subelements

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.

EXHIBIT B, Ord. No. 615

A. Levels of Service Standards – City-Managed Facilities

The City of Shoreline has identified level of service standards for the city-managed facilities and services listed in Table CF-2. These standards should be met and facilities in place at these minimum thresholds in order to serve new development adequately.

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

Type of Capital Facility or Service	Level of Service Standard
Transportation	<p data-bbox="561 642 1227 709">As established by the Transportation Element of the Comprehensive Plan:</p> <p data-bbox="639 726 1409 1014">LOS E at the signalized intersections of the arterials within the City as the level of service standards for evaluating planning level 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.</p> <p data-bbox="639 1056 1398 1493"><u>LOS D at the signalized intersections on arterials and unsignalized intersecting 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 and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way). 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.</u></p> <p data-bbox="639 1535 1398 1896"><u>A supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided, the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better. 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 for intersections or road segments, where an alternate level of service has</u></p>

	<p><u>been adopted in a subarea plan, or for Principal or Minor Arterial segments where:</u></p> <ul style="list-style-type: none"> • <u>Widening the roadway cross-section is not feasible, due to significant topographic constraints; or</u> • <u>Rechannalization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.</u> <p><u>Arterial segments meeting these two criteria are:</u></p> <ul style="list-style-type: none"> • <u>Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10</u> • <u>15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10</u>
Surface Water	<p>To ensure proper management of surface water runoff, to protect and enhance the natural environment, and to meet regulatory requirements, surface water capital improvement projects will provide the following services:</p> <p>Flood Protection: Prevent or minimize structural damage and flooding of principal, major, minor, and collector arterials, enhance public safety, and reduce property damage.</p> <p>Water Quality: Meet regulatory requirements to protect water quality, particularly the requirements of the NPDES Phase II municipal stormwater permit.</p> <p>Stream Habitat: Prioritize to protect and preserve existing habitat in accordance with applicable regulations, especially those related to anadromous fish species and enhance habitat where feasible.</p>

Parks and Recreation

Maintain the Citywide geographic service area for **Regional Parks**

Maintain the Citywide geographic service area for **Large Urban Parks**.

Maintain the geographic service areas for **Community Parks**. However, as future development occurs at Hamlin Park, Shoreview Park, Ballinger Open Space, and Bruggers Bog Park, look for appropriate opportunities to address community park deficiencies including amenities such as sports fields, picnic facilities, playgrounds, nature preserves, recreational trails, and outdoor education areas.

Explore opportunities for an additional recreation facility in the eastern portion of Shoreline.

Maintain existing geographic service areas for **Neighborhood Parks** but add additional neighborhood park amenities, as desired by the community, to the following sites: Echo Lake Park, Shoreline Park, Hillwood Park, Richmond Beach Community Park, Boeing Creek Park, Shoreview Park, Richmond Highlands Park, Cromwell Park, Twin Ponds Park, Hamlin Park, and Paramount Park.

Partner with appropriate school sites to provide neighborhood park amenities to adjacent communities.

Continue exploring opportunities for new neighborhood parks in areas not serviced by a neighborhood park amenity.

Natural/Special Use Parks. While a target level of service does not specifically apply to the natural/special use parks category, future opportunities should be taken to acquire sites with water access and walking/biking trail potential, as noted as a high priority through citizen participation.

B . Table CF-5 *Transportation Capital Funding Recommendations* is repealed in its entirety and a new Section is adopted as follows:

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).

STAFF AND COUNCIL RECOMMENDED CHANGES TO LANGUAGE ADDRESSING LEVEL OF SERVICE IN THE DEVELOPMENT CODE, COMPREHENSIVE PLAN AND TRANSPORTATION MASTER PLAN

DEVELOPMENT CODE

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 as the basis for measuring concurrency is as follows:

- LOS D at signalized intersections on arterial streets and at unsignalized intersecting arterials;
- A volume to capacity (V/C) ratio of 0.90 or lower for Principal and Minor arterials

~~where the V/C ratio on one leg of an intersection may exceed 0.90 but when 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.

COMPREHENSIVE PLAN

Policy 39: Adopt LOS D at the signalized intersections on arterials and unsignalized intersecting 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 and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way). 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.

Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided, the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better. 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 for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10

TRANSPORTATION MASTER PLAN

Recommended Policy: Adopt LOS D at the signalized intersections on arterials and unsignalized intersecting 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 and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way). 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.

Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided, the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better. 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 for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10



Memorandum

DATE: November 30, 2011

TO: Julie T. Underwood, City Manager

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

RE: Response to Council questions about the Transportation Master Plan, Comprehensive Plan and Development Code amendments

Following are staff's responses to Councilmember Hall's questions, as well as several others raised by Council at the November 21 meeting. We have grouped the responses into "Inquiry Responses", "Changes to be made" and "Changes not recommended by staff".

Attached to this memo are the following:

- An errata sheet detailing the additional changes to the TMP since the November 21, Council meeting, including Council directed changes and those issues listed under "Changes to be made".
- A strikeout/underline version of the Planning Commission recommendation for the Comprehensive Plan, incorporating Council directed changes and those issues listed under "Changes to be made". The ordinance adopting the Comprehensive Plan, which will be provided as an attachment to the December 12 staff report, will include a "clean" version (no strikeout/underline) of this document, with all of the changes incorporated.
- A matrix detailing the recommended Level of Service language for the Development Code, Comprehensive Plan and Transportation Master Plan. This includes revised and simplified language for the Development Code, as well as Council directed changes and staff additions to the Comprehensive Plan and Transportation Master Plan to clarify these policies.

Please let me know if you have any questions/comments or if you believe there are issues we have failed to address.

Inquiry Responses

- *Councilmember Eggen: Why was safety not included as one of the criteria used for prioritizing sidewalk improvements?* It is staff's belief that any location that does not have a sidewalk presents a safety concern. When developing the criteria, the Bicycle and Pedestrian advisory committee and staff identified criterion that had a quantifiable measure. The City's accident data for pedestrians shows that the vast majority of collisions involving pedestrians occur when pedestrians are crossing the street, rather than for lack of sidewalk. Thus, staff does not have a measure to use to evaluate the

safety of a given location. In addition, pedestrian collisions are typically so infrequent that they do not indicate a discernable pattern

- *Councilmember Roberts: How many streets in the City do not have corners/curb ramps?* The majority of Shoreline's streets do not have concrete curb, gutter or sidewalks, and as a result do not have concrete corners or curb ramps at the intersections. In 2009, City staff completed a preliminary inventory of curb ramps in the city. The inventory identified approximately 1,100 curb ramps throughout the City. These include locations where there is a formal sidewalk that connects to a curb ramp and landing, as well as less formal walkways that have corner treatments. In addition, the inventory identified approximately 320 locations where there is a height difference between the sidewalk/walkway and the crossing location and a curb ramp and landing are needed. In locations where there is no height difference between the walkway and the street, a curb ramp and landing are not needed. Curb ramps and landings are typically installed as part of larger CIP projects or redevelopment. Additionally, the City installs or upgrades curb ramps to meet ADA requirements along streets when overlays are performed.

Changes to Be Made

- *Mayor McGlashan, Deputy Mayor Hall, Councilmember Eggen: Remove the following implementation strategy: Work with bicycle and pedestrian advocacy groups, public health agencies, traffic safety organizations and the state legislature to modify existing traffic laws to allow for the design and construction of streets with speed limits below 25 miles per hour.* Staff will incorporate this change.
- *Deputy Mayor Hall: Edit Policy T7 (page 31 of packet) to delete everything after "all users." Rationale: limitations are already addressed by the phrase "as much as practical."* Staff will incorporate this change.
- *Deputy Mayor Hall: Do not add proposed policies T16 or T21 and instead edit proposed policy T51 to add "including bicycle and pedestrian projects" at the end. Rationale: These three proposed new policies all say basically the same thing: get funding for identified projects. Better to keep them all together in one comprehensive policy instead of adding new policies to different subsections. These policies can be combined as suggested. The associated implementation strategies in the TMP will be moved as well.*
- *Deputy Mayor Hall: Edit proposed policy T35 to insert "and" between "light rail stations" and "high capacity transit," do not capitalize "high capacity transit," and delete everything after "corridors." Rationale: The policy should apply to all high capacity transit corridors as they are now or as they may change in the future, so calling out specific examples would unnecessarily complicate the policy and possibly be confusing if names or routes change or are added.* Staff agrees with this suggestion. However, we recommend keeping the reference to park and ride lots as part of the policy.
- *Deputy Mayor Hall: Do not add proposed policy T53. Rationale: funding for neighborhood safety programs is a budget and implementation decision that should be made by council each year, and should not be bound by such a broad policy. Our policy document should focus on the overall systems and funding strategies, and should not call out one individual purpose for which we might have included a project in our plans.* Staff recommends deleting this policy as recommended but moving the first part of the policy "Enhance neighborhood safety and livability" to the beginning of Policy T3 in the Sustainability and Quality of Life chapter.

- *Deputy Mayor Hall: In the capital facilities element, the new transportation language in Table CF-2, add the word "and" between the two bulleted items at the top of page 38 of the council packet. The word "or" should be included in this location (not "and"). Staff recommends including "or" and also amending Policy T40 in the same manner.*
- *Deputy Mayor Hall: The new language for SMC 20.60.140.A is unclear to me, and I request that staff review it and propose an amendment to clarify. The attached table includes suggested rewording to clarify this code section, as well as the requested "or" for both the Comprehensive Plan and TMP policies addressing level of service.*

At the November 21 Council meeting, Deputy Mayor Hall asked staff to explain the rationale for development of the recommended LOS policy that includes the areas where an alternative LOS is allowed. When preparing this policy, staff evaluated the results of the 2030 travel demand model and noted areas where traffic congestion is likely to occur, based upon the growth distribution assumptions used. Growth projects were developed for most of these areas and the improvements result in an improved level of service that meets the recommendations for intersections and roadways. Two roadway segments in the City showed congestion that exceeds the recommended volume/capacity ratio of 0.90. They include Dayton Avenue N from N 175th Street – N 185th Street and 15th Ave NE from N 150th Street – N 175th Street. The only mechanism available to correct the problems at these locations was to increase the number of lanes on the roadway. This is a very difficult and expensive project on Dayton Ave N, as this segment sits on a ledge, with slopes on either side. Additionally, the widening would likely impact adjacent single family residential properties. On 15th Ave NE, the City recently rechannelized the roadway from four lanes to three in order to improve safety. Staff believes that the safety improvements warrant accepting increased levels of congestion during short periods of time during the evening.

During the meeting, staff erroneously referred to these segments as being "exempt" from level of service standards. Instead, the recommended policy states that the City will accept a worse level of congestion (higher volume/capacity ratio) for these segments. The volume to capacity ratio on these segments cannot exceed 1.10 during the p.m. peak period. Development that results in traffic levels that exceed this ratio will be required to mitigate the impacts or the development would be denied. Language that clarifies these standards will be included in the TMP and Comprehensive Plan policies.

Changes Not Recommended by Staff

- *Deputy Mayor Hall: Delete policy T8. Rationale: If we haven't done it yet, now is not the time to start a new planning effort. As a young city, Shoreline has not had the opportunity to develop a lighting plan. This is something that can be considered through our franchise agreement discussions with Seattle City Light.*
- *Deputy Mayor Hall: Do not add proposed policy T9 and instead edit existing policy T13 to insert "and to use Low Impact Development techniques" between "environmental impacts" and "to the extent feasible." Rationale: the proposed new policy simply adds detail to the existing policy T9, so the two should be folded together. LID is well defined, green streets is not. I prefer to make a minor refinement to an existing policy rather than adding a new policy with new words and concepts that are not clear. Policy T13 was*

developed by the Planning Commission to try to address the more broad reaching, environmental impacts of transportation facilities, whereas the language in Policy T9 focuses more on low impact development and stormwater management. The TMP expands upon these concepts, which provides more definition and framework for the policy.

- *Deputy Mayor Hall: Delete Policy T22. Rationale: We are adopting street and sidewalk standards that are adequately flexible, so this is not a policy we need to keep for future action.* This policy and the associated implementation strategies provide the City with more flexibility when designing and constructing sidewalks. This includes flexible widths based upon the adjacent uses, designing sidewalks to avoid significant trees, placement of the amenity zone behind the sidewalk when appropriate and construction of a sidewalk on only one side of the street when it is merited. The standards established in the Master Street Plan are broad and consider a roadway segment as a whole. The flexibility allows staff to respond to very site specific conditions. Without this policy, there is not much opportunity for flexibility.
- *Deputy Mayor Hall: Edit proposed policy T31 to delete "the final light rail alignment and" between "develop" and "station area plans." Rationale: Council has already taken the only action we can take to recommend an alignment, so that is in Sound Transit's hands now. I do not think we should weigh in any further, including on possible locations for crossing I-5. Our next step, once ST decides on the alignment, is station area planning, and we'll engage the community in that as soon as the alignment is known.* This policy directs staff to participate in all aspects of the alignment process, including environmental review and station location. Sound Transit has specifically requested the City's participation in development of the light rail alignment including west vs east.

ERRATA SHEET #2

PAGE	AMENDMENT	NOTES/EXPLANATION
Page 40	<ul style="list-style-type: none"> • Work with bicycle and pedestrian advocacy groups, public health agencies, traffic safety organizations and the state legislature to modify existing traffic laws to allow for the design and construction of streets with speed limits below 25 miles per hour. <p>Discussion: State law currently prohibits the designation of any public street with a speed limit below 25 miles per hour, except in school zones. Through the development of roadway design standards and the installation of mechanisms intended to reduce and force traffic speeds below 25 miles per hour, streets can be developed to more safely accommodate all users. These systems have been successfully implemented worldwide and are promoted by nonmotorized transportation interest groups.</p>	Per Council recommendation
Page 43	Existing Comprehensive Plan Policy T2: <u>Enhance neighborhood safety and livability</u> . Use engineering, enforcement and educational tools to improve traffic safety on City roadways.	Relocated language from page 241.
Page 48	Recommended Policy: In accordance with Complete Streets practices and guidelines, new or rebuilt streets shall address, as much as practical, the use of the right-of-way by all users and consider the unique aspects of Shoreline's transportation network.	Per Council recommendation
Pages 77-78	<p>Recommended Policy: Establish a sustainable funding program to cover the costs to implement the City's Bicycle System Plan.</p> <p>Implementation Strategies</p> <ul style="list-style-type: none"> • Direct funds collected through the City's impact fee program toward construction of bicycle improvements that are part of roadway capacity improvements. • Pursue grant funding from local, state and federal sources. Combine bicycle facility projects with other capital projects, such as roadway or parks projects, to improve funding possibilities. • Develop a phased bicycle system implementation plan that provides for installation of minor bicycle signage or facilities on all routes to maximize budget resources. <p>Discussion: In the short term, implement the City's bicycle system through signage, rechannelization and hot spots. Install larger capital investments on identified routes as funding becomes available in the long term.</p> <ul style="list-style-type: none"> • Require major transit facilities, such as light rail stations and BRT stations, and transit-oriented developments to provide adequate bicycle amenities. These can include covered bicycle racks, lockers or bicycle stations at their sites and facilities connecting to their sites. • Preserve needed right-of-way for future bicycle connections and utilize utility easements for trails when feasible. • Include construction of bicycle facilities identified on the City's Bicycle System Plan as projects that qualify for "credits" through the City's Concurrency program. 	Combined with policy language on page 241 to create a single policy and associated implementation strategies.
Page 97	Recommended Policy: Establish a funding program to share the cost and efforts needed to	Combined with policy language on

ERRATA SHEET #2

PAGE	AMENDMENT	NOTES/EXPLANATION
106	<p>construct sidewalks, walkways and trails identified as part of the City's Pedestrian System Plan.</p> <p>Implementation Strategies</p> <ul style="list-style-type: none"> • Explore the range of options available to develop a sustainable source of funding for implementation of the City's Pedestrian System Plan. <p>Discussion: Options for funding pedestrian improvements include a voter approved bond, levy, increase to the Transportation Benefit District fee, a Local Improvement District or a property tax increase.</p> <ul style="list-style-type: none"> • Direct funds collected through the City's impact fee program toward construction of pedestrian improvements that are part of capacity improvements needed to accommodate growth. • Pursue grant funding from local, state and federal sources. Combine pedestrian projects with other capital projects, such as roadway or parks projects, to improve funding possibilities. • Require the developers of major transit facilities, such as light rail stations and transit oriented developments, to provide pedestrian amenities and facilities at and connecting to the site. • Preserve needed right of way for future pedestrian connections and utilize utility easements for trails when feasible. 	page 241 to create a single policy and associated implementation strategies.
Page 158	Recommended Policy: Work with Metro Transit and Community Transit to develop a bus service plan that connects residents to light rail stations, HCT <u>high capacity transit</u> corridors, such as BRT on Aurora Avenue N, and park-and-ride lots throughout the City.	Per Council recommendation
Page 190	<p>Recommended Policy: Adopt a volume to capacity (V/C) ratio of 0.90 or lower for Principal Arterials or Minor Arterials, excluding the following areas where:</p> <ul style="list-style-type: none"> • Widening the roadway cross section is not feasible, due to significant topographic constraints. • Interjurisdictional coordination is required to mitigate congestion. • Rechannalization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway. • The V/C ratio on one leg of an intersection is greater than 0.90 but the intersection operates at Level of Service (LOS) D or better. <p>Adopt LOS D at the signalized intersections on arterials and unsignalized intersecting <u>arterials</u> within the City as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of</p>	The word "or" inserted between the two bullets to clarify the alternative LOS standard and identify specific roadway sections subject to these alternatives.

ERRATA SHEET #2

107

PAGE	AMENDMENT	NOTES/EXPLANATION				
	<p>Statewide Significance and Regionally Significant State Highways (I-5, and Aurora Avenue N, and Ballinger Way NE). 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. <u>Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 provided, the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better.</u></p> <p>These Level of Service standards apply throughout the City unless an alternative Level of Service standard is identified in a Shoreline Comprehensive Plan Subarea Plan <u>in the Facilities and Service subelement of the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:</u></p> <ul style="list-style-type: none">• <u>Widening the roadway cross-section is not feasible, due to significant topographic constraints; or</u>• <u>Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.</u> <p><u>Arterial segments meeting at least one of these criteria are:</u></p> <ul style="list-style-type: none">• <u>Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10</u>• <u>15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10 (<i>New Recommended Policy</i>)</u>					
Page 215	<table><tr><td><u>Ballinger Way NE</u></td><td><u>19th Ave NE</u></td><td><u>25th Ave NE</u></td><td><u>Construct sidewalks on the southeast side of the street, where needed.</u></td></tr></table>	<u>Ballinger Way NE</u>	<u>19th Ave NE</u>	<u>25th Ave NE</u>	<u>Construct sidewalks on the southeast side of the street, where needed.</u>	With the inclusion of the Ballinger Neighborhood in the criteria for evaluating pedestrian projects, this project was elevated from a medium to high priority project and is included in Table 9.3, Priority Projects Recommended for Funding
<u>Ballinger Way NE</u>	<u>19th Ave NE</u>	<u>25th Ave NE</u>	<u>Construct sidewalks on the southeast side of the street, where needed.</u>			
Figure BB	See attached	Added the pedestrian project on				

ERRATA SHEET #2

PAGE	AMENDMENT	NOTES/EXPLANATION
		Ballinger Way NE from 19 th Ave NE to 25 th Ave NE to the figure identifying recommended projects for funding.
Page 241	<p>Recommended Policy: Identify and secure funding sources for transportation projects, <u>including bicycle and pedestrian projects.</u></p> <p><u>Implementation Strategies</u></p> <ul style="list-style-type: none"> • Adopt a stable funding source for construction of sidewalks. Options may include LID, TBD, general obligation bonds or property tax levy lid lift. • Develop and fund a program for pedestrian improvements such as the sidewalk "gap" filling program, development of unused right-of-way, pedestrian connections to the Interurban Trail, pedestrian connections to transit routes and sidewalks to schools. • Establish a right-of-way acquisition fund that would allow the City to purchase right-of-way in advance of major capital projects, such as when new development occurs. • Develop a funding strategy for the installation and construction of bicycle facilities. The strategy should identify short term, interim improvements, such as signage, and permanent capital improvements. • Develop a strategy to fund traffic and intersection improvements throughout the City. The strategy should include the identification of stable funding sources as well as grant opportunities for specific projects. • <u>Direct funds collected through the City's impact fee program toward construction of bicycle and pedestrian improvements that are part of roadway capacity improvements.</u> • <u>Pursue grant funding from local, state and federal sources. Combine bicycle and pedestrian facility projects with other capital projects, such as roadway or parks projects, to improve funding possibilities.</u> • <u>Develop a phased bicycle system implementation plan that provides for installation of minor bicycle signage or facilities on all routes to maximize budget resources.</u> <p><u>Discussion: In the short term, implement the City's bicycle system through signage, rechannelization and hot spots. Install larger capital investments on identified routes as funding becomes available in the long term.</u></p> <ul style="list-style-type: none"> • <u>Require major transit facilities, such as light rail stations and BRT stations, and transit-oriented developments to provide pedestrian facilities and adequate bicycle amenities. These can include covered bicycle racks, lockers or bicycle stations at their sites and facilities connecting to their sites.</u> • Preserve needed right-of-way for future bicycle and pedestrian connections and utilize utility 	Combines recommended policies from the Bicycle and Pedestrian Plans into a single policy and associated implementation strategies.

ERRATA SHEET #2

PAGE	AMENDMENT	NOTES/EXPLANATION
	<u>easements for trails when feasible.</u> <ul style="list-style-type: none"> • <u>Include construction of bicycle facilities identified on the City's Bicycle System Plan as projects that qualify for "credits" through the City's Concurrency program.</u> 	
Page 241	Recommended Policy: Enhance neighborhood safety and livability by adequately funding neighborhood safety programs. <u>Implementation Strategies</u> <ul style="list-style-type: none"> • Develop and maintain a funding strategy for the Neighborhood Traffic Safety Program and Neighborhood Traffic Action Plans. • Incorporate neighborhood safety features into other capital projects or programs when feasible. 	The first portion of the policy relocated to page 43.
Appendix D	See attached – add new row to the matrix	Adds Aurora Avenue N to the Master Street Plan.
Pages 317-320	See attached	Added the Ballinger neighborhood to the criteria for evaluating pedestrian projects and reprioritized accordingly. Project #74 changed from a medium priority project to a high priority project.

ERRATA SHEET #2

APPENDIX D

FUNCTIONAL CLASSIFICATION	STREET NAME	FROM	TO	TOTAL EXISTING RIGHT-OF-WAY	EXISTING CURB TO CURB WIDTH	REQUIRED RIGHT-OF-WAY	PLANNED CURB TO CURB WIDTH	NOTES
Principal Arterial	Aurora Ave N	N 145th St	N 205th St	89-227	58-122	110	110	When redeveloping, property owners must construct full frontage improvements if interim improvements were constructed with the Aurora Corridor Improvement project. Cross-section is wider at intersections where additional lanes are required.

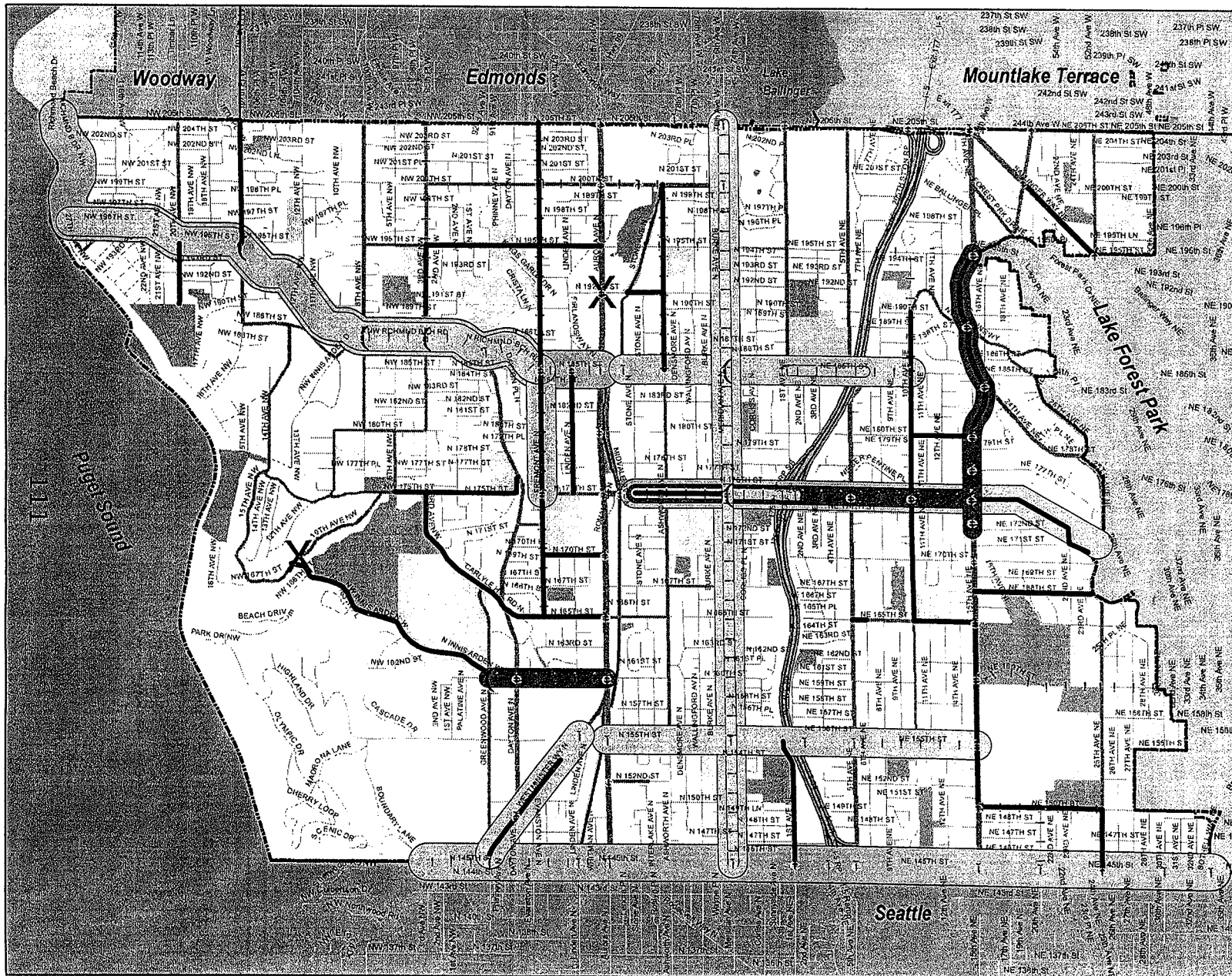


Figure BB

DRAFT
Recommended
Projects
for Funding

Legend

- Intersection & Roadway Improvement
- Bridge Improvement
- Major Preservation Project
- Corridor Study
- Pedestrian Bridge
- Pedestrian Improvement
- Bicycle Improvement
- Intersection & Roadway Improvement: Growth Project

Other Map Features:

- Current Traffic Signal
- School Property
- Park or Trail

0 500 1,000 2,000 3,000
Feet
1 inch = 2,000 feet

SHORELINE



TRANSPORTATION ELEMENT

INTRODUCTION

The Transportation Element will guide the development and funding of a transportation network that provides mobility for residents and employees within the City of Shoreline in a way that preserves citizens' quality of life. The City's transportation system will be multi-modal transportation, with an emphasis on moving people and a "Complete Streets" approach where the system accommodates all users. Because of Shoreline's location between the City of Seattle and Snohomish County, as well as the multiple entities that influence transportation in Shoreline, such as the Washington State Department of Transportation and transit agencies, the City should work to coordinate transportation improvements with neighboring jurisdictions and transit providers.

The Transportation Element establishes policies on how to prioritize Shoreline's transportation system improvements and how to identify the City's strategic interests in regional investments, adjacent transportation facilities and funding alternatives. The transportation policies are designed to guide the actions of public agencies, such as the City, as well as private decisions related to individual developments. The Transportation Element also provides the foundation for development regulations contained in the Shoreline Development Code and Engineering Development Guide.

The City's transportation system supports development of the land uses envisioned by the Comprehensive Plan and helps to shape the form of development within Shoreline's mixed-use, commercial and residential neighborhoods. To further that purpose, the City has adopted a Transportation Master Plan (TMP). The TMP is the City's long-range blueprint for travel and mobility in Shoreline. The TMP provides guidance for public and private sector decisions on local and regional transportation investments, including short-, mid- and long-range transportation and related land-use activities. In this way, the City can assess the relative importance of projects and schedule their planning, engineering and construction as growth takes place and the need for the facilities and improvements is warranted. It also establishes a prioritization of the projects to be included in future capital improvement programs.

The TMP is a long range plan with policies, programs and projects that will be implemented over the next 20 years. As the City's transportation needs change over time, the TMP will be updated and adopted as an amendment to the Comprehensive Plan.

GOALS

Goal T I: Provide safe and friendly streets for Shoreline citizens. *(Existing Comprehensive Plan Goal T I)*

Goal T II: Work with transportation providers to develop a safe, efficient and effective multimodal transportation system to address overall mobility and accessibility. Maximize the people carrying capacity of the surface transportation system. *(Existing Comprehensive Plan Goal T II)*

Goal T III: Protect the livability and safety of residential neighborhoods from the adverse impacts of the automobile. *(Existing Comprehensive Plan Goal T VI)*

ATTACHMENT A

Goal T IV: Encourage alternative modes of transportation to reduce the number of automobiles on the road. (*Existing Comprehensive Plan Goal T VII*)

Goal T V: Maintain the transportation infrastructure so that it is safe and functional. (*Existing Comprehensive Plan Goal T XI*)

Goal T VI: Develop a transportation system that enhances the delivery and transport of goods and services. (*Existing Comprehensive Plan Goal T VIII*)

Goal T VII: Coordinate the implementation and development of Shoreline's transportation system with its neighbors and regional partners. (*Existing Comprehensive Plan Goal T X*)

Goal T VIII: Develop a bicycle system that is connective, safe, and encourages bicycling as a viable alternative method of transportation. (*Existing Comprehensive Plan Goal T V*)

Goal T IX: Provide a pedestrian system that is safe, connects to destinations, accesses transit and is accessible by all. (*Existing Comprehensive Plan Goal T IV*)

Goal T X: Support and encourage increased transit coverage and service that connects local and regional destinations to improve mobility options for all Shoreline residents. (*Existing Comprehensive Plan Goal T III*)

Goal T XI: Secure reliable funding to ensure continuous maintenance and improvement of the transportation system. (*Existing Comprehensive Plan Goal T IX*)

POLICIES

Sustainability and Quality of Life

Policy T1: Make safety the first priority of citywide transportation planning and traffic management. Place a higher priority on pedestrian, bicycle and automobile safety over vehicle capacity improvements at intersections. (*Existing Comprehensive Plan Policy T1 - modified*)

Policy T2: Reduce the impact of the City's transportation system on the environment through the use of technology, expanded transit use and nonmotorized transportation options. (*New Recommended Policy*)

Policy T3: Enhance neighborhood safety and livability. Use engineering, enforcement and educational tools to improve traffic safety on City roadways. (*Existing Comprehensive Plan Policy T2*)

Policy T4: Communicate with and involve residents and businesses in the development and implementation of transportation projects. (*New Recommended Policy*)

Policy T5: Support and promote opportunities and programs so that residents have options to travel throughout Shoreline and the region using modes other than single occupancy vehicles. (*New Recommended Policy*)

Policy T6: Implement the City's Commute Trip Reduction Plan. (*New Recommended Policy*)

ATTACHMENT A

Policy T7: In accordance with Complete Streets practices and guidelines, new or rebuilt streets shall address, as much as practical, the use of the right-of-way by all users, while considering limitations posed by unique aspects of Shoreline's transportation network. (*New Recommended Policy*)

Policy T8: Develop a comprehensive detailed street lighting and outdoor master lighting plan to guide ongoing public and private street lighting efforts. (*Existing Comprehensive Plan Policy T8*)

Policy T9: Use Low Impact Development techniques or green street elements except when determined to be unfeasible. Explore opportunities to expand the use of natural stormwater treatment in the right-of-way through partnerships with public and private property owners. (*New Recommended Policy*)

Policy T10: Transportation projects and facilities should be sited, designed and constructed to avoid or minimize negative environmental impacts to the extent feasible.

Policy T11: Develop a regular maintenance program and schedule for all components of the transportation infrastructure. Maintenance schedules should be based on safety/imminent danger and on preservation of transportation resources. (*Existing Comprehensive Plan Policy T18 – modified*)

Policy T12: Direct service and delivery trucks and other freight transportation to appropriate streets so that they can move through Shoreline safely and efficiently, while minimizing impacts to neighborhoods. (*Existing Comprehensive Plan Policy T55 – modified*)

Policy T13: Implement a strategy for regional coordination that includes the following activities:

- Identify important transportation improvements in Shoreline that involve other agencies. These may include improvements that will help keep traffic on I-5 and off of Shoreline streets, such as changes to on-ramp metering and construction of a southbound collector-distributor lane from NE 205th Street to NE 145th Street.
- Remain involved in federal, state, regional and county budget and appropriations processes.
- Participate in regional and county planning processes that will affect the City's strategic interests.
- Form strategic alliances with potential partners, such as adjacent jurisdictions or like-minded agencies.
- Develop legislative agendas, and meet with federal and state representatives who can help fund key projects.
- Develop a regional legislative agenda and meet with area representatives to the Puget Sound Regional Council, Sound Transit and King County Council.
- Develop partnerships with the local business community to advocate at the federal, state and regional level for common interests. (*New Recommended Policy*)

Policy T13: Transportation projects and facilities should be sited, designed and constructed to avoid or minimize negative environmental impacts to the extent feasible.

Bicycle System

ATTACHMENT A

Policy T14: Implement the Bicycle System Plan included in the City's Transportation Master Plan. Develop a program to construct and maintain bicycle facilities that are safe, connect to destinations, access transit and are easily accessible. Use short-term improvements, such as signage and markings, to identify routes when large capital improvements will not be constructed for several years. (***New Recommended Policy***)

Policy T15: Develop standards for the creation of bicycle facilities. (***New Recommended Policy***)

~~**Policy T16:** Develop a sustainable funding program to cover the costs to implement the City's Bicycle System Plan included in the City's Transportation Master Plan. (***New Recommended Policy***)~~

~~**Policy T17:**~~ **Policy T16:** Develop a public outreach program to inform residents of the options for bicycling in the City and educate residents about bicycle safety and the health benefits of bicycling. This program should include coordination or partnering with outside agencies. (***New Recommended Policy***)

Pedestrian System

~~**Policy T18:**~~ **Policy T17:** Implement the Pedestrian System Plan included in the City's Transportation Master Plan through a combination of public and private investments. (***New Recommended Policy***)

~~**Policy T19:**~~ **Policy T18:** When identifying transportation improvements, prioritize construction of sidewalks, walkways and trails. Pedestrian facilities should connect to destinations, access transit and be accessible by all. (***New Recommended Policy***)

~~**Policy T20:**~~ **Policy T19:** Design crossings that are appropriately located and provide safety and convenience for pedestrians. (***New Recommended Policy***)

~~**Policy T21:** Develop a funding program to share the cost and efforts needed to construct sidewalks, walkways and trails identified as part of the City's Pedestrian System Plan included in the City's Transportation Master Plan. (***New Recommended Policy***)~~

~~**Policy T22:**~~ **Policy T20:** Develop flexible sidewalk standards to fit a range of locations, needs and costs. (***Existing Comprehensive Plan Policy T30***)

~~**Policy T23:**~~ **Policy T21:** Develop a public outreach program to inform residents of the options for walking in the City and educate residents about pedestrian safety and the health benefits of walking. This program should include coordination or partnering with outside agencies. (***New Recommended Policy***)

Transit System

~~**Policy T24:**~~ **Policy T22:** Make transit a more convenient, appealing and viable option for all trips through implementation of the Shoreline Transit Plans included in the City's Transportation Master Plan. (***New Recommended Policy***)

~~**Policy T25:**~~ **Policy T23:** Monitor the level and quality of transit service in the City and advocate for improvements as appropriate. (***New Recommended Policy***)

ATTACHMENT A

Policy T26T24: Encourage development that is supportive of transit and advocate for expansion and the addition of new routes in areas with transit supportive densities and uses. *(New Recommended Policy)*

Policy T27T25: Encourage transit providers to expand service on existing transit routes in accordance with adopted transit agency service guidelines. *(New Recommended Policy)*

Policy T28T26: Work with Metro Transit to implement RapidRide Bus Rapid Transit service on the Aurora Avenue N corridor and operate it as a convenient and appealing option for riders in Shoreline and those that want to come to Shoreline. *(New Recommended Policy)*

Policy T29T27: Work with transit agencies to improve east-west service across the City of Shoreline and service from Shoreline to the University of Washington. *(New Recommended Policy)*

Policy T30T28: Strengthen Aurora Avenue N as a high usage transit corridor that encourages cross-county, seamless service. *(New Recommended Policy)*

Policy T34T29: Work with Sound Transit, the Shoreline School District, the Washington State Department of Transportation, Metro Transit, the City of Seattle and Shoreline neighborhoods to develop the final light rail alignment and station area plans for the areas surrounding the future Link light rail stations. *(New Recommended Policy)*

Policy T32T30: Work with Metro Transit to develop a plan to orient bus service to serve the light rail station at Northgate coinciding with the opening of service at Northgate. *(New Recommended Policy)*

Policy T33T31: Support and encourage the development of additional High-high Capacity capacity Transit-transit service in Shoreline. *(New Recommended Policy)*

Policy T34T32: Continue to install and support the installation of transit supportive infrastructure. *(New Recommended Policy)*

Policy T35T33: Work with Metro Transit, Sound Transit and Community Transit to develop a bus service plan that connects residents to light rail stations, High-high Capacity-capacity Transit-transit corridors, such as Bus Rapid Transit on Aurora Avenue N, and park-and-ride lots throughout the City. *(New Recommended Policy)*

Policy T36T34: Implement traffic mitigation measures at light rail station areas. *(New Recommended Policy)*

Policy T37T35: Promote livable neighborhoods around the light rail stations through land use patterns, transit service and transportation access. *(New Recommended Policy)*

Master Street Plan

Policy T38T36: Design City transportation facilities with the primary purpose of moving people and goods via multiple modes, including automobiles, freight trucks, transit, bicycles and walking, with vehicle parking identified as a secondary use. *(New Recommended Policy)*

ATTACHMENT A

Policy T39T37: Implement the standards outlined in the Master Street Plan for development of the City's roadways. (*New Recommended Policy*)

Policy T40T38: Frontage improvements shall support the adjacent land uses and fit the character of the areas in which they are located. (*Existing Comprehensive Plan Policy T16 – modified*)

Concurrency and Level of Service

Policy T41T39: Adopt LOS D at the signalized intersections on arterials and unsignalized intersecting 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 and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way). 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. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided, the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better. 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 for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

- Widening the roadway cross-section is not feasible, due to significant topographic constraints; or
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

Arterial segments meeting at least one of these criteria are:

- Dayton Avenue N from N 175th Street – N 185th Street: V/C may not exceed 1.10
- 15th Ave NE from N 150th Street – N 175th Street: V/C may not exceed 1.10 (*New Recommended Policy*)

Policy T42T40: The following levels of service are the desired frequency of transit service in the City of Shoreline:

- Headways on all-day service routes should be no less than thirty minutes, including weekends and evenings (strive for twenty-minute or less headways during the day on these routes)
- Headways on peak-only routes should be no more than twenty minutes (strive for fifteen-minute or less headways on these routes). (*New Recommended Policy*)

Transportation Improvements

Policy T43T41: Projects should be scheduled, designed and constructed with the following criteria taken into consideration:

- Service and greatest benefit to as many people as possible.
- Ability to be flexible and respond to a variety of needs and changes.
- Coordination with other City projects to minimize costs and disruptions.

ATTACHMENT A

- Ability to partner with private development and other agencies and leverage funding from outside sources.
- Flexibility in the implementation of projects when funding sources or opportunities arise. (***New Recommended Policy***)

Policy T44T42: Consider and coordinate the construction of new capital projects with upgrades or projects needed by utility providers operating in the City. (***New Recommended Policy***)

Policy T45T43: Pursue corridor studies on key corridors to determine improvements that address safety, capacity and mobility and support adjacent land uses. (***New Recommended Policy***)

Policy T46T44: Expand the City's pedestrian network. Prioritize projects shown on the Pedestrian System Plan included in the City's Transportation Master Plan, using the following criteria:

- Can be combined with other capital projects or leverage other funding
- Proximity to a school or park.
- Located on an arterial.
- Connects to an existing walkway or the Interurban Trail.
- Located in an activity center, such as Town Center, North City, Ballinger, or connects to Aurora Avenue N.
- Connects to transit.
- Links major destinations such as neighborhood businesses, high-density housing, schools and recreation facilities. (***New Recommended Policy***)

Policy T47T45: Prioritize projects that complete the City's bicycle networks, as shown on the Bicycle System Plan included in the City's Transportation Master Plan, using the following criteria:

- Connects to the Interurban Trail.
- Completes a portion of the routes connecting the Interurban and Burke Gilman Trails.
- Provides access to bus rapid transit or light rail.
- Connects to existing facilities.
- Connects to high-density housing, commercial areas or public facilities.
- Connects to a regional route or existing or planned facilities in a neighboring jurisdiction.
- Links to a school or park.
- Can be combined with other capital projects or leverage other funding. (***New Recommended Policy***)

Policy T48T46: Coordinate with the Washington State Department of Transportation to evaluate and design improvements to the interchange at NE 175th Street and I-5. Develop a funding strategy for construction. (***New Recommended Policy***)

Funding

Policy T49T47: Aggressively seek grant opportunities to implement the City's Transportation Master Plan and work to ensure that Shoreline receives regional and federal funding for its high priority projects. (***Existing Comprehensive Plan Policy 59 – modified***)

Policy T50T48: Support efforts at the state and federal level to increase funding for the transportation system. (***Existing Comprehensive Plan Policy 61***)

ATTACHMENT A

Policy ~~T54~~T49: Identify and secure funding sources for transportation projects, including bicycle and pedestrian projects. (***New Recommended Policy***)

Policy ~~T52~~T50: Develop and implement a City-wide transportation impact fee program to fund growth related transportation improvements and, when necessary, use the State Environmental Policy Act to provide traffic mitigation for localized development project impacts. (***New Recommended Policy***)

Policy ~~T53~~: ~~Enhance neighborhood safety and livability by funding neighborhood safety programs.~~ (***New Recommended Policy***)

Policy ~~T54~~T51: Provide funding for maintenance, preservation and safety. (***New Recommended Policy***)

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.

ATTACHMENT A

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
Transportation	<p>As established by the Transportation Element of the Comprehensive Plan:</p> <p>LOS E at the signalized intersections of the arterials within the City as the level of service standards for evaluating planning level concurrency and reviewing traffic impacts of</p> <p>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</p> <p>Capacity Manual 2000 or its updated versions.</p> <p><u>Adopt LOS D at the signalized intersections on arterials and unsignalized intersecting 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 and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way). 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. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided, the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better. 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 for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:</u></p>

ATTACHMENT A

	<ul style="list-style-type: none">• <u>Widening the roadway cross-section is not feasible, due to significant topographic constraints; or</u>• <u>Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.</u>
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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).

ATTACHMENT A

DEVELOPMENT CODE AMENDMENTS

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 exceeds 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 20.70.120 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.

ATTACHMENT A

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 #3 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~~

ATTACHMENT A

~~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

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF SPECIAL MEETING

October 27, 2011
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Wagner
Vice Chair Perkowski
Commissioner Behrens
Commissioner Broili
Commissioner Esselman
Commissioner Kaje
Commissioner Moss

Staff Present

Joe Tovar, Director, Planning & Community Development
Kirk McKinley, Transportation Services Manager
Alicia McIntire, Senior Transportation Planner
Jessica Simulcik Smith, Planning Commission Clerk

CALL TO ORDER

Chair Wagner called the regular meeting of the Shoreline Planning Commission to order at 7:00 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Wagner, Vice Chair Perkowski and Commissioners Behrens, Broili, Esselman and Kaje. Commissioner Moss arrived at 7:02 p.m.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Tovar did not provide any comments during this portion of the meeting.

APPROVAL OF MINUTES

The special meeting minutes of September 29, 2011 were approved as amended.

GENERAL PUBLIC COMMENT

Laethan Wene, Shoreline, commented that Mr. Tovar would be missed in the City of Shoreline.

LEGISLATIVE PUBLIC HEARING ON COMPREHENSIVE PLAN TRANSPORTATION ELEMENT UPDATE AND DEVELOPMENT CODE AMENDMENTS

Chair Wagner reviewed the rules and procedures for the legislative public hearing and then opened the public hearing.

Staff Overview and Presentation of Preliminary Staff Recommendation

Mr. Tovar advised that while the hearing includes four Development Code amendments (Attachment D of the Staff Report), staff recommends the Commission postpone taking action on Amendment 2 (SMC 20.70.010 and SMC 20.70.020) until their November 17th meeting. He explained that planning staff would like more time to review all elements of these two sections before making a recommendation to the Commission.

Ms. McIntire explained that the purpose of the hearing is to evaluate the draft Comprehensive Plan Transportation Element Update, as well as four Development Code amendments. She reviewed the items included in the staff report as follows:

- **Attachment A** – List of Exhibits.
- **Attachment B** – Draft Comprehensive Plan Transportation Element. This document incorporates all of the comments and recommended changes proposed by the Commission to date. It also includes final language for Policy T40 (Level of Service).
- **Attachment C** – Draft Comprehensive Plan Capital Facilities Element. These amendments include a change to the Level of Service (LOS) standard to be consistent with the recommended Comprehensive Plan Transportation Element and a statement about funding for transportation improvements.
- **Attachment D** – Draft Development Code Amendments. These four recommended changes to the municipal code were presented at the Commission's September 27th meeting, except the language for Policy T40 has been further refined.
- **Attachment E** – Draft Comprehensive Plan Goals and Policies with Planning Commission and staff changes identified. This document was provided to illustrate how changes to the policies were made as per the Commission's suggestions.
- **Attachment F** – SEPA Checklist, Threshold Determination and Notice of Public Hearing.

Ms. McIntire said the City also received a three-page letter today from Community Transit, with one attachment. The comments in the letter pertain to the Comprehensive Plan Transportation Element, as well as the Transportation Plan as a whole.

Ms. McIntire advised that the Staff Report contains an analysis of the criteria for Comprehensive Plan and Development Code amendments. It is staff's interpretation that the recommended changes meet the

criteria for both. It is staff's recommendation that the Commission adopt the draft amendment to the Transportation Element of the Comprehensive Plan, the draft amendment to the Capital Facilities Element of the Comprehensive Plan, and the draft amendments to the Development Code (with the exception of Amendment 2 as discussed earlier by Mr. Tovar).

Ms. McIntire announced that the City Council is scheduled to hold a public hearing on the Transportation Master Plan on November 21st. Therefore, staff is asking the Planning Commission to forward their recommendation to the City Council as soon as possible.

Questions by the Commission to Staff Regarding Comprehensive Plan Transportation Element Update (Attachments B and C)

Commissioner Kaje referred to the letter the City received from Community Transit and suggested the Commission specifically focus on the comments related to Comprehensive Plan goals and policies. It appears that Community Transit supports the proposed amendments. Ms. McIntire agreed the comments on the first page generally support the goals and policies, and no significant changes were suggested.

Commissioner Broili asked if Goals T I and T V are redundant. Mr. McKinley clarified that Goal T I talks about providing infrastructure, and Goal T V talks about maintaining the infrastructure. Commissioner Broili suggested it would be helpful to encompass both of these concepts into one goal. Ms. McIntire suggested there is merit to keeping the two policies separate. She advised that the TMP includes policies for maintaining infrastructure that are distinctly different than the policies for providing infrastructure.

Commissioner Kaje referred to Policy T7 and questioned the meaning of the term "the unique aspects of Shoreline's transportation network." Ms. McIntire explained that not all streets will be able to be utilized by all users. The idea is to consider the built environment and what is present in Shoreline already. For example, there are a substantial number of local residential streets that would not support freight and transit uses, and right-of-way is limited. Commissioner Kaje suggested the language be modified to make this intent clearer. Commissioner Esselman agreed.

Commissioner Esselman referred to Goal T X, which calls for supporting increased transit coverage. She noted that the policy section also talks about encouraging and coordinating transit service. To respond to the policy statements, she suggested the goal should go beyond supporting increased transit coverage to actually promoting and encouraging it. Ms. McIntire said staff does not object to modifying the language if the Commission wants to add more strength.

Commissioner Broili referred to Policy T9 and asked staff to explain when the term "except when determined to be unfeasible" would be applied. From his experienced perspective, he said there would be few if any cases where low-impact development techniques are not feasible in any form. Mr. McKinley said the intent is to get low-impact design and development characteristics whenever possible. However, there are certain constraints such as right-of-way, topography, existing structures, or a use that might not be conducive to low-impact development. Commissioner Broili asked how these

situations would be impacted if they were to strike the term “except when determined to be unfeasible” from Policy T9. Mr. Tovar explained that even if directive verbs are used, it is important to remember that the Comprehensive Plan provides generalized policy statements. Whatever language is used, it is important to avoid conveying to the public that low-impact development will happen in every instance. A comprehensive plan is not intended to function as a regulation. It is supposed to be aspirational and provide direction. Leaving some flexibility acknowledges that there won’t be the same opportunity to do all these things in every instance. He suggested that “encourage” or “promote” might be better terms than “use.”

Commissioner Broili said that while he understands that low-impact development is not possible in every situation, he would like to put more teeth in the requirement. Mr. Tovar reminded the Commission that the policy statement is intended to provide direction to City staff in preparing capital proposals and engineering specific design treatments, etc. for road segments. Developers, scrupulous or otherwise, typically rely on the development standards in the Development Code, which are guided by the policy statements in the Comprehensive Plan.

Commissioner Kaje recalled that at a previous study session, staff explained that both the Development Code and the Comprehensive Plan must address vehicular level of service (LOS). He referred to Policy T41 and questioned if it is too specific for the Comprehensive Plan. He also asked where the numbers identified in the policy came from. Ms. McIntire answered that the Growth Management Act (GMA) requires that the Comprehensive Plan identify a level of service for transit routes. The City has no control over transit, and they cannot deny a development permit because of any transit service aspect. Policy T41 identifies a desired LOS for transit, and the numbers are consistent with King County Metro’s Strategic Plan. Commissioner Kaje asked if the goal is to be consistent with what is already being provided by King County Metro. Ms. McIntire answered that this is true to a certain extent. She noted that the City Council previously indicated support for the methodology that was outlined in King County Metro’s Strategic Plan for LOS standards for various types of transit service. Policy T41 is consistent this Strategic Plan.

Commissioner Moss pointed out that, although LOS standards have been identified in King County Metro’s Strategic Plan, they are not meeting LOS in all situations. Ms. McIntire said the plan was just adopted, and they are starting the implementation process. She acknowledged that financial difficulties will likely compromise their aspirations for transit service. Commissioner Moss suggested the language in Policy T41 would be clearer if the last two sentences were bulleted.

Commissioner Behrens referenced Goal T XI, which calls for securing reliable and fair funding to ensure continuous maintenance and improvement of the transportation system. He suggested the term “fair” is too subjective and should be deleted.

Commissioner Moss suggested that the phrasing used in the sixth bullet in Policy T12 is awkward. She asked staff to clarify the intent of developing a regional legislative agenda. Ms. McIntire explained that it is important for the City to meet together with area representatives to develop a regional legislative agenda and a process for bringing potential changes forward to local representatives. Commissioner Moss questioned if it is necessary to call out who the representatives might be.

Commissioner Moss said she found Policy T24 difficult to read. She proposed it be changed to read, "Monitor transit service and advocate the City be well served with transit quality passenger comfort and safety maintained for Shoreline residents."

Commissioner Moss questioned why Sound Transit was not included in Policy T34. As light rail is added, they may provide service that actually stops in Shoreline. Ms. McIntire said that Sound Transit was deliberately left out of Policy T34 because it is a regional bus service provider that generally serves urban centers. However, she acknowledged that Sound Transit could be included so the City could pursue opportunities for them to serve the light rail station in the future.

Commissioner Esselman referred to Policies T16 and T22 and questioned what is meant by "partnering with outside agencies." Ms. McIntire said outside agencies might include the school district to promote pedestrian safety and public health organizations to promote the benefits of walking.

Vice Chair Perkowski suggested a policy be added to the Sustainability and Quality of Life section that talks specifically about sight-specific design considerations that will result in less impact on sensitive environments, water quality, etc. He said he appreciates the intent of Policies T2 and T9, but they do not go far enough to address his concern. Commissioner Broili concurred.

Commissioner Broili said in a recent Sustainable Planning Director Newsletter, it was suggested that one error municipalities make is that they fail to create a marketing strategy to promote their policies. He said one thing that is missing is an economic analysis of the cost benefits of many of the policies. For example, low-impact development reduces stormwater costs and good walking and bicycle systems increase health and reduce health care costs. He would like an additional policy that directs the City to come up with economic documentation to support and promote implementation of the policies.

Commissioner Behrens recommended that Policy T36 be changed by deleting the word "the" before "land use patterns." The Commission concurred.

Commissioner Behrens questioned the inclusion of "freight trucks" in Policy T37, which talks about moving people via multiple modes of transportation. The Commission concurred.

Commissioner Kaje asked how the first bulleted item in Policy T42 would be applied when writing supporting development standards. Ms. McIntire said it is intended to prioritize those projects that provide the greatest benefit to the largest number of people. Mr. Tovar added that, at the same time, some improvements might be targeted to a narrow niche of the market such as "special needs." He emphasized that the key word is "consideration." All the bulleted items would be taken into consideration when prioritizing projects.

Commissioner Kaje said Policy T47 talks specifically about interchange improvements at Northeast 175th Street and Interstate 5. He questioned where the policy originated and suggested it might be more appropriate to include in the Transportation Master Plan (TMP). He noted that this policy about a specific intersection could have repercussions for other City projects, and including it as a specific policy could elevate it above other projects. Ms. McIntire explained that during the traffic modeling

performed for the TMP, the City's traffic consultant identified that changes to this intersection would complement the other improvement projects identified in the TMP, which include Northeast 175th Street between Meridian Avenue and Interstate 5, and the actual intersections at Northeast 175th and 185th Streets and Meridian Avenue. She said staff decided not to include improvements to the interchange, itself, as a recommended project in the TMP because it requires the City to work with the Washington State Department of Transportation (WSDOT). Instead, they are recommending it be added as a policy in the Comprehensive Plan to get the process started.

Commissioner Kaje asked if the Comprehensive Plan contains similar language regarding Northeast 145th Street. Ms. McIntire answered that language related to Northeast 145th Street is included in the Regional Coordination Section of the Comprehensive Plan. Commissioner Kaje summarized that the interchange project cannot be placed in the TMP until the City has discussed the issue with WSDOT. However, it was added as a policy statement to recognize it is a problem area. Ms. McIntire clarified that the need for the interchange project is discussed in the TMP, but it has not been identified as a specific growth project. Mr. McKinley said that for major issues such as this, it is helpful to include a policy in the Comprehensive Plan to use as the foundation for future discussions.

Commissioner Moss noted that Policy T45 specifically mentions providing pedestrian connections to transit, but Policy T46 talks about providing access to bus rapid transit and light rail. She asked if there is a reason for this differentiation. Ms. McIntire answered that there was no differentiation when the City went through the process of ranking pedestrian projects. Bus rapid transit, light rail and transit routes were all included in the analysis. She suggested the sixth bulleted item in Policy T45 could be amended to include all types of transit. Commissioner Moss asked if regular transit was intentionally excluded from the third bulleted item in Policy T46. Mr. McKinley agreed it might be appropriate to add transit and light rail service to Policy T46, as well.

Commissioner Kaje observed that the funding policies call for aggressively seeking opportunities to implement the TMP. However, he questioned if Policy T53 implies that the City would provide funding for maintenance, preservation and safety of existing facilities. Mr. McKinley explained that the Capital Improvement Program flags ongoing maintenance that each new project creates. The goal is to track these costs so they can be built into the operating budget each year. The policy emphasizes the need to consider maintenance when projects are designed and built. In addition, they should continue to provide funding for existing facilities. He commented that maintenance is a huge challenge, nationally and locally.

Ms. McIntire explained that the Growth Management Act Sub Elements are intended to be included in the Transportation Master Plan to address the very specific elements the Growth Management Act calls out. She clarified that this section references the draft TMP. As the TMP is finalized, there may be some formatting changes, and this section would be updated accordingly to be consistent.

Commissioner Kaje referred to the proposed amendment to the Capital Facilities Element (Attachment C) and requested clarification about whether or not Ballinger Way is still considered a Highway of Statewide Significance. Ms. McIntire said Ballinger Way is now identified as a Regionally Significant State Highway, but she does not know when this categorization was changed. Commissioner Kaje

pointed out that, based on the current categorization, Ballinger Way would not be exempted from the LOS standard. Ms. McIntire said the City must comply with the State requirement for Ballinger Way. She suggested the language could be modified to exclude it from the LOS requirement. Commissioner Kaje summarized that Ballinger Way is not beholding to the City's specific LOS Standard because it is Regionally Significant State Highway.

Commissioner Behrens referred to the last page of Attachment C, which talks about using transportation impact fees to fund roadway projects to accommodate growth. While the City has considered the option of transportation impact fees for several years, they have not adopted a program to implement the concept. He expressed concern about making the assumption that projects would be funded by a program that has not yet been approved. Ms. McIntire advised that the City Council indicated their desire to move forward with adoption of a transportation impact fee program. However, if the program is not adopted, the City would have to identify a different funding strategy, change the LOS standard, or deny development permits. Commissioner Behrens suggested that this situation needs to be highlighted when the amendments are presented to the City Council. Ms. McIntire referred to the seven sub-elements in the Transportation Element that are required by the Growth Management Act (last page of Attachment B), which reference a section in the TMP that outlines the actions required for bringing local roadways into compliance with LOS. Commissioner Behrens cautioned against assuming that a transportation impact fee will be implemented in the near future since the City would be required to go back to the drawing board if the program is not adopted.

Commissioner Moss asked if saying that roadway projects to accommodate growth would be fully funded through the collection of transportation impact fees would preclude the City from applying for grant funding. Ms. McIntire answered no.

Public Testimony Related to Comprehensive Plan Transportation Plan Update (Attachments B and C)

Tom Jamieson, Shoreline, said his comments have to do with his layman's interpretation of the Growth Management Act (GMA) and the various artifacts the City is responsible for in compliance with the GMA. He said his understanding is that the GMA is law. As law, it is prescriptive and/or proscriptive, but it is not a vision document. It is actually binding. Comprehensive Plans are not just something to take into consideration, but something that must be complied with. He said his examination of the cases that are going on with regards to Point Wells shows that if projects are not compliant with the Comprehensive Plan, litigation occurs. He emphasized that compliance with the Comprehensive Plan is mandated and not optional. He does not see the Comprehensive Plan as an executive summary or as aspirational. He sees it as governance. It is conceptual and not concrete or articulated, so it has to be interpreted. But it is mandated that it be interpreted correctly, and then judges decide whether correct interpretation has occurred. Comprehensive plans must be comprehensive, and all other related plans must be holistically considered so all are in sync.

Laethan Wene, Shoreline, expressed his belief that more wheelchair access is needed in the City instead of bicycle and pedestrian access. This should be a priority for the City.

Final Questions by the Commission Related to Development Code Amendments (Attachment D)

Ms. McIntire reminded the Commission of staff's earlier recommendation that they postpone their discussion regarding Amendment 2 until November 17th.

Commissioner Kaje asked if the word "and" at the end of SMC 20.70.120.C.3 (Amendment 3) should be deleted. Ms. McIntire agreed that this was an error.

Chair Wagner asked staff to clarify the intent of SMC 20.70.320 (Amendment 4). Ms. McIntire explained that the City requires frontage improvements for projects. However, they would only be required to be built when existing conditions are substandard (no sidewalks present, sidewalks do not meet City standards, sidewalks are in poor condition, etc.). She clarified that, in some cases, street overlays would be required in conjunction with development, but this section relates specifically to frontage improvements and not to the condition of the street.

Commissioner Moss said she found it difficult to read and understand SMC 20.70.320 (Amendment 4). Ms. McIntire said the idea is that frontage improvements are required, and they need to be consistent with the standards for the street classification as called out in the TMP Street Classification Map, the TMP Master Street Plan, and the Engineering Development Guide. She explained that specific requirements are called out in the Master Street Plan for every individual street cross section for arterials and local primary streets. A maximum cross section for individual street classifications is also included. The Engineering Development Guide sets specific design standards. To further clarify this section, Ms. McIntire advised that Revised Code of Washington (RCW) 58:17 is the state law that establishes the standards for subdivisions. Commissioner Moss suggested the sentence should be broken up to be clearer.

Public Testimony Regarding Development Code Amendments (Attachment D)

Tom Jamieson, Shoreline, said he earlier characterized his comments as related to process, and what he meant to say was the comments were related to the structure of the various artifacts that together form the governance that drives the subsequent regulations and codes. He said he understands that, as you go down the hierarchy, things become crisper and are easily enforced.

Mr. Jamieson expressed concern about the upward flow of governance. When they get down to the lower levels of hierarchy (the Comprehensive Plan down to the TMP and various regulations and codes) and find that something is out of whack, they start changing the superior document. It seems the purpose of having the higher document is to provide focus and limit the use of resources going down. You want to have integration across the domains and across jurisdictions, and you want that to restrict and constrain where you focus your attention. He expressed concern about creating a TMP that is not consistent with the Comprehensive Plan. Instead of adopting a TMP and then asking for amendments to the Comprehensive Plan, he suggested the City should address inconsistencies with the Comprehensive Plan in conjunction with the TMP update. He recommended that the Comprehensive Plan needs to be binding. Until the Comprehensive Plan has been amended, it should be considered the law.

The Commission meeting was recessed from 8:22 to 8:28 p.m. to review the letter that was submitted by Community Transit.

Deliberations Regarding Comprehensive Plan Transportation Element Update (Attachments B and C).

COMMISSIONER MOSS MOVED THAT THE COMMISSION RECOMMEND APPROVAL OF THE COMPREHENSIVE PLAN TRANSPORTATION ELEMENT UPDATE AND THE CAPITAL FACILITIES ELEMENT AMENDMENT AS PROPOSED BY STAFF. COMMISSIONER KAJE SECONDED THE MOTION.

Commissioner Broili recalled his earlier recommendation of an additional policy to develop an economic analysis to identify the economic benefits of low-impact development. Commissioner Kaje agreed that the concept has merit. However, rather than adding a specific policy in the Transportation Element Update, the Commission should consider applying the concept to a broader set of issues in the Comprehensive Plan than just transportation. Commissioner Broili agreed that the issue is greater than just the transportation plan, but the same could be said for many of the goals and policies in the Transportation element.

Mr. Tovar said this is the first element of the Comprehensive Plan Update, and additional elements and chapters are still to come. The observation has been made that some of the concepts are appropriate to address in many, if not all chapters. Rather than placing them in the "parking lot," they should consider them as they review each of the upcoming elements of the Comprehensive Plan Update. He noted that the vision statement provides guidance on issues such as sustainability and economic vitality. He suggested staff review the vision statement and identify the concepts that should be thought about before they get into other substantive chapters of the plan. The Commission agreed that would be appropriate.

The Commission reviewed the Transportation Element Update section by section and offered the following amendments to the main motion:

Goals

- **COMMISSIONER ESSELMAN MOVED TO AMEND GOAL TX BY ADDING THE WORDS "AND ENCOURAGE" AFTER "SUPPORT." COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION TO AMEND THE MAIN MOTION CARRIED UNANIMOUSLY.**
- **COMMISSIONER MOSS MOVED TO AMEND GOAL TVIII TO READ, "DEVELOP A BICYCLE SYSTEM THAT IS CONNECTIVE, SAFE AND ENCOURAGES BICYCLING AS A VIABLE ALTERNATIVE METHOD OF TRANSPORTATION." CHAIR WAGNER SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**
- **COMMISSIONER BEHRENS MOVED TO AMEND GOAL TXI TO ELIMINATE THE WORDS "AND FAIR." COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

Sustainability and Quality of Life Policies

- **COMMISSIONER KAJE MOVED TO AMEND POLICY T4 TO ADD THE WORD “WITH” AFTER “COMMUNICATE.” COMMISSIONER MOSS SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**
- **COMMISSIONER MOSS MOVED TO AMEND THE FIFTH BULLET IN POLICY T12 BY ADDING A COMMA AFTER “AGENDAS.” SHE FURTHER MOVED TO AMEND THE SIXTH BULLET IN POLICY T12 BY ADDING “A” BETWEEN AFTER “DEVELOP” AND BY DELETING “ELECTED OFFICIALS AND STAFF.” COMMISSIONER BROILI SECONDED THE MOTION.**

Commissioner Moss said she does not see the need to specifically call out elected officials and staff. Using the term “area representatives” should be sufficient. Commissioner Broili suggested it would be clearer to delete “area representatives” rather than elected officials and staff. Mr. Tovar pointed out that “area representatives” could include more than staff, such as public relations consultants, lobbyists, etc.

Ms. McIntire advised that the City has a Style Guide that directs them in matters of grammar, punctuation, etc. She respectfully requested the Commission allow staff to refer to the guide to address whether a comma is appropriate for the fifth bullet. The Commission agreed that would be appropriate.

THE MOTION CARRIED UNANIMOUSLY.

- **COMMISSIONER KAJE MOVED TO AMEND POLICY T7 TO READ, “IN ACCORDANCE WITH COMPLETE STREETS PRACTICES AND GUIDELINES, NEW OR REBUILT STREETS SHALL ADDRESS, AS MUCH AS PRACTICAL, THE USE OF THE RIGHT-OF-WAY BY ALL USERS, WHILE CONSIDERING LIMITATIONS POSED BY UNIQUE ASPECTS OF SHORELINE’S TRANSPORTATION NETWORK.” COMMISSIONER ESSELMAN SECONDED THE MOTION.**

Commissioner Kaje said he appreciates staff’s perspective on the need to acknowledge that there are limitations, and the amendment will clarify this intent.

THE MOTION CARRIED UNANIMOUSLY.

- **COMMISSIONER KAJE MOVED TO AMEND POLICY T9 TO ADD “PUBLIC AND” BEFORE “PRIVATE PROPERTY OWNERS.” COMMISSIONER BROILI SECONDED THE MOTION.**

Commissioner Kaje noted that similar language may be located in the Development Code and should be changed, as well. Commissioner Esselman recalled Mr. Tovar’s earlier suggestion that the word “use” might be too directive. Mr. Tovar said that word “use” is appropriate, as long as the phrase “when determined to be unfeasible” is retained.

THE MOTION CARRIED UNANIMOUSLY.

- **VICE CHAIR PERKOWSKI MOVED TO ADD A NEW POLICY STATEMENT BETWEEN POLICY T12 AND T13 TO READ, "TRANSPORTATION PROJECTS SHOULD BE LOCATED, DESIGNED, AND CONSTRUCTED TO AVOID OR MINIMIZE NEGATIVE ENVIRONMENTAL IMPACTS TO THE EXTENT FEASIBLE." COMMISSIONER KAJE SECONDED THE MOTION.**

Vice Chair Perkowski explained that the new policy would capture the need to consider best management practices, location and specific design elements to avoid and minimize negative environmental impacts. This concept is not captured in any other policy statement.

Commissioner Behrens requested feedback from staff on the proposed new policy statement. Mr. McKinley said he likes the concept outlined in the proposed new policy, but he did express concern about the term "located" because the City does not typically have a choice about where a transportation project is located. Vice Chair Perkowski agreed that location might not always be applicable to roadway projects. Ms. McIntire noted that the introduction to the Sustainability Element of the TMP emphasizes that the transportation infrastructure should not have an impact on wildlife habitat, water quality, etc.

COMMISSIONER MOSS MOVED TO AMEND THE MOTION TO ADD THE WORD "AND FACILITIES" AFTER "PROJECTS." COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

COMMISSIONER BROILI MOVED TO AMEND THE MOTION TO CHANGE "LOCATED" TO "SITED." COMMISSIONER MOSS SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

THE MOTION WAS APPROVED AS AMENDED.

Bicycle System

- **COMMISSIONER KAJE MOVED TO AMEND THE SECOND SENTENCE OF POLICY T13 TO READ, "DEVELOP A PROGRAM TO CONSTRUCT AND MAINTAIN BICYCLE FACILITIES THAT ARE SAFE, CONNECT TO DESTINATIONS, ACCESS TRANSIT AND ARE EASILY ASSESSIBLE." COMMISSIONER ESSELMAN SECONDED THE MOTION.**

Commissioner Kaje observed that there is something incongruent about the term "accessible by all" when you are talking about a bicycle system, which is used by a specialized group. The intent is that it be accessible to a lot of bicyclists from various other connections. The proposed change captures the intent a little better.

THE MOTION CARRIED UNANIMOUSLY.

Pedestrian System

Recognizing Mr. Wene's earlier comment, Commissioner Moss said it is important that the pedestrian system policies capture the needs of people who use mobility devices. Commissioner Kaje recognized that many of the existing older pedestrian facilities do not meet the American's with Disabilities Act (ADA) Standards. However, all new walkways must be built to ADA standards. Mr. McKinley agreed and added that when streets with curbs and sidewalks are overlaid, they must be designed to meet ADA standards. Ms. McIntire said the City also has a curb ramp program that is being implemented throughout the City. Commissioner Behrens asked if implementing Policy T17 would automatically include ADA accessibility. If not, he suggested it should be referenced to make it clear. Mr. McKinley agreed to add this reference at a logical place.

Commissioner Moss pointed out that Policy T18 indicates that pedestrian facility improvements must be accessible by all, which means the City must follow the ADA standards. However, there is no policy related to maintenance of existing pedestrian facilities. Maintaining the surface of pedestrian facilities is not only important to special needs populations, but the City also has an aging population and they are striving for a walkable environment. Mr. McKinley pointed out that the maintenance section of the TMP includes two paragraphs of implementation strategies to ensure that sidewalks are adequately maintained.

Transit System

- **COMMISSIONER KAJE MOVED TO SUBSTANTIALLY REWRITE POLICY T24 TO READ, "MONITOR THE LEVEL AND QUALITY OF TRANSIT SERVICE IN THE CITY AND ADVOCATE FOR IMPROVEMENTS AS APPROPRIATE." COMMISSIONER BEHRENS SECONDED THE MOTION.**

Commissioner Kaje said he is uncomfortable with the term "passenger comfort," but it is important to pay attention to the level and quality of service. Ms. McIntire said much of passenger comfort has to do with overcrowding and not necessarily how comfortable the buses are. Commissioner Kaje suggested that overcrowding should be addressed as a level of service issue. Commissioner Moss said that if they want to make their intent clear as to what they are advocating for the transit system, they should keep in mind that transit providers might not look at overcrowding as a level of service factor. Mr. McKinley suggested that Policy T23 touches on the issue of passenger comfort. Ms. McIntire added that the implementation strategies in the TMP underneath this policy talk about reviewing transit reports for ridership, park and ride usage, and safety. Therefore, she does not see that Commissioner Kaje's motion would result in a loss of intent.

THE MOTION WAS APPROVED UNANIMOUSLY.

Commissioner Behrens pointed out that Policy T25 attempts to connect the concepts of transit and development, and he is not sure the language best tie the two together.

- **COMMISSIONER BEHRENS MOVED TO AMEND POLICY T25 TO READ, "ENCOURAGE DEVELOPMENT IN APPROPRIATE AREAS THAT ARE SUPPORTED BY EXISTING TRANSIT. NEW ROUTES SHOULD BE ESTABLISHED WHEN NECESSARY TO SUPPORT TRANSIT-ORIENTED DEVELOPMENT." COMMISSIONER KAJE SECONDED THE MOTION.**

Commissioner Moss explained that transit-oriented development has to do with a lot more than just density and how many people may have moved into an existing neighborhood. Tying the policy to transit-oriented development does not allow the City to encourage transit service in relationship to increased demand. Ms. McIntire explained that the intent of the first sentence is to encourage new development that is supportive of transit in appropriate areas. If the City wants to have additional transit service, they need to provide densities that support transit. Transit is in demand across the region, and density is the standard that determines where new transit service will be provided. The intent of the second sentence is to advocate for new transit service when appropriate densities are in place. She felt the language proposed by Commissioner Behrens would change the intent of the Policy T25.

Commissioner Behrens said he is not opposed to the intent described by Ms. McIntire, but the concept is unclear in the current language. Ms. McIntire said the question is whether transit should bring development or if development should bring transit, and Policy T25 was intended to capture both concepts.

THE MOTION FAILED UNANIMOUSLY.

- **COMMISSIONER BROILI MOVED THAT POLICY T25 BE AMENDED TO READ, "ENCOURAGE DEVELOPMENT THAT IS SUPPORTIVE OF TRANSIT AND THE ADDITION OF NEW ROUTES IN AREAS THAT SUPPORT INCREASED DENSITIES AND USES." THE MOTION DIED FOR LACK OF A SECOND.**

Ms. McIntire suggested that Policy T25 be changed to read, "Encourage development that is supportive of transit and advocate for expansion and addition of new route in areas with transit supportive densities and uses." While staff recognizes there are some areas in the City that will never develop with transit-supported densities, there would be no harm in changing the language because the Comprehensive Plan Land Use Map and the Zoning Map will identify the appropriate areas.

- **COMMISSIONER KAJE MOVED TO AMEND POLICY T25 AS RECOMMENDED BY STAFF TO READ, "ENCOURAGE DEVELOPMENT THAT IS SUPPORTIVE OF TRANSIT AND ADVOCATE FOR EXPANSION AND THE ADDITION OF NEW ROUTES IN AREAS WITH TRANSIT SUPPORTIVE DENSITIES AND USES." COMMISSIONER BROILI SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

Ms. McIntire pointed out that Policy T26 talks about expanding service on existing routes when it is merited. This addresses the issue raised earlier by Commissioner Moss.

- **COMMISSIONER MOSS MOVED TO AMEND POLICY T34 TO INSERT “SOUND TRANSIT” AFTER “METRO TRANSIT.” COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

Commissioner Esselman asked why Shoreline Community College was not included in Policy T30. Ms. McIntire pointed out that this policy is specifically related to light rail. Unless a station is identified on Highway 99, Shoreline Community College would not be directly involved in station area planning. Commissioner Esselman pointed out that Shoreline Community College is a destination for many people coming to Shoreline. Ms. McIntire responded that the entities identified in Policy T30 would be impacted the most. Commissioner Moss added that should the Highway 99 alternative be selected, Policy T30 would not preclude the City from working with Shoreline Community College. Ms. McIntire concurred.

- **COMMISSIONER KAJE MOVED TO AMEND POLICY T36 BY STRIKING THE WORD “THE” BETWEEN “THROUGH” AND “LAND.” COMMISSIONER MOSS SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

Chair Wagner asked Mr. Tovar if the language contained in the transit policies related to station area planning and Sound Transit is comprehensive enough, or if stronger language would be appropriate. Mr. Tovar reported that staff met with Sound Transit representatives a few weeks ago, and they also sent them a letter to sound them out on the question of how directive the Comprehensive Plan language needs to be. However, they have not received a response yet. He summarized his belief that the language is not as directive as it could be. The Commission could ramp up the language with more detail. He cautioned that the phrase, “transit-supportive densities” might be alarming to some people. However, if the City is not going to have transit-supportive densities at light rail stations, the likelihood of locating a station in Shoreline decreases and the funding will go elsewhere.

Mr. Tovar suggested the Commission postpone taking final action on the transit policies (Policies T23 – T36) until November 17th, which would give staff additional time to hear back from Sound Transit and provide alternative language to make the language more directive. He announced that the City Council would make a statement about the preferred alignment at their November 14th meeting. Postponing the recommendation would allow the Commission to forward a policy that is consistent with what the City Council says about the alignment.

Master Street Plan

- **COMMISSIONER KAJE MOVED TO AMEND POLICY T37 BY INSERTING THE WORDS “AND GOODS” AFTER “PEOPLE.” COMMISSIONER BROILI SECONDED THE MOTION. THE MOTION CARRIED 6-1 WITH COMMISSIONER BEHRENS VOTING IN OPPOSITION.**

Concurrency

- **COMMISSIONER KAJE MOVED TO AMEND THE LAST PART OF THE FIRST SENTENCE OF POLICY T40 TO READ, "EXCLUDING THE HIGHWAYS OF STATEWIDE SIGNIFICANCE AND REGIONALLY SIGNIFICANT STATE HIGHWAYS (I-5, AURORA AVENUE NORTH AND BALLINGER WAY)." COMMISSIONER BROILI SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**
- **COMMISSIONER MOSS MOVED TO AMEND POLICY T41 BY DIVIDING THE SECOND SENTENCE INTO TWO BULLET POINTS TO FOLLOW THE FIRST SENTENCE. EACH BULLET WOULD BE BEGIN WITH THE WORD "HEADWAYS." COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

Transportation Improvements

- **COMMISSIONER KAJE MOVED TO AMEND THE FIFTH BULLET IN POLICY T45 TO READ, "LOCATED IN AN ACTIVITY CENTER, SUCH AS TOWN CENTER, NORTH CITY, BALLINGER, OR CONNECTS TO AURORA AVENUE NORTH." BOARD MEMBER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED 6-0, WITH COMMISSIONER BEHRENS ABSTAINING.**

Commissioner Behrens said he does not believe it is necessary to list every activity center in the policy. Commissioner Kaje disagreed and noted that Ballinger is the second largest commercial activity center.

Commissioner Moss reminded the Commission of their earlier discussion about Policy T42 and the need to incorporate language to consider special needs populations. She expressed concern that the first bullet item could be based strictly on densities versus special needs. Mr. Tovar clarified that this bullet implies that the City would look at the maximum benefit for the maximum number of people. If the Commission does not want that to be the only criterion, they could add language related to special needs populations.

- **COMMISSIONER MOSS MOVED TO AMEND THE FIRST BULLET IN POLICY T42 BY ADDING THE WORDS "KEEPING IN MIND SPECIAL NEEDS POPULATIONS." COMMISSIONER KAJE SECONDED THE MOTION.**

Commissioner Moss said there may be people who, based on income or ability, may not be able to drive. If transportation projects are prioritized based on their greatest benefit to a high population of people who are drivers, they could end up ignoring a significant population of special needs citizens.

Commissioner Kaje expressed his belief that the existing language offers sufficient flexibility to address the special needs population, and he is not sure it is necessary to add language. He specifically noted the second bullet, which calls out the need for flexibility to respond to a variety of needs and changes. Commissioner Esselman agreed with Commissioner Kaje and expressed concern that adding the new language would contradict the intent of the first bullet. Commissioner Moss commented that while the

second bullet speaks of the need to respond to a variety of needs and changes, the changes may not be related to people. Commissioner Kaje reminded the Commission that the TMP provides implementing actions that add clarity to the policies. Chair Wagner agreed with Commissioner Esselman that the proposed new language appears to add a specific sub population rather than keeping with the intention of being the “biggest bang for the greatest good.”

THE MOTION FAILED 1-5, WITH COMMISSIONER MOSS VOTING IN FAVOR AND CHAIR WAGNER, VICE CHAIR PERKOWSKI, COMMISSIONER KAJE, COMMISSIONER ESSELMAN AND COMMISSIONER BROILI VOTING IN OPPOSITION. COMMISSIONER BEHRENS ABSTAINED.

- **COMMISSIONER MOSS MOVED THAT THE THIRD BULLET OF POLICY T46 BE CHANGED TO “PROVIDES ACCESS TO TRANSIT.” COMMISSIONER KAJE SECONDED THE MOTION.**

Mr. McKinley explained that Policy T46 is a prioritization policy. The City has been through an extensive process of scoring all the projects. He suggested that Policy T13 adequately covers the Commission’s concern so that a change to Policy T46 may be unnecessary. Commissioner Moss questioned if Policy T13 and T46 are contradictory. Mr. McKinley emphasized that the City’s bicycle system is comprehensive and gets to almost all the transit routes already. The intent of T46 is to add additional priority for connections to bus rapid transit and light rail lines. Commissioner Kaje agreed with Mr. McKinley. He explained that people do not typically ride their bikes to local bus stops. Instead, they need to have access to commuter bus stops.

THE MOTION FAILED 1-6, WITH COMMISSIONER MOSS VOTING IN FAVOR AND CHAIR WAGNER, VICE CHAIR PERKOWSKI, COMMISSIONER KAJE, COMMISSIONER ESSELMAN, COMMISSIONER BROILI, AND COMMISSIONER BEHRENS VOTING IN OPPOSITION.

Capital Facilities Element

- **COMMISSIONER KAJE MOVED TO AMEND THE LEVEL OF SERVICE STANDARD LANGUAGE TO BE CONSISTENT WITH THE AMENDED LANGUAGE FOR POLICY T40. VICE CHAIR PERKOWSKI SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

The Commission recalled their earlier decision to postpone a final recommendation for Policies T23 through T36 to give staff additional time to hear back from Sound Transit and provide alternative language to make the policies more directive. Because of time constraints, Commissioner Kaje suggested it would make more sense to forward the package of amendments to the City Council as soon as possible, with the message that the Commission recognizes that some language may need to be strengthened in response to forthcoming decisions about light rail. He acknowledged that there are numerous moving pieces around the topic; and until the City Council makes certain decisions, it would be difficult for the Commission to update the language accordingly. The Commission and staff agreed that would be a good solution.

Vote by Commission to Recommend Approval or Denial or Modification Regarding Comprehensive Plan Update

THE MOTION TO RECOMMEND APPROVAL OF THE COMPREHENSIVE PLAN TRANSPORTATION ELEMENT UPDATE AND THE CAPITAL FACILITIES ELEMENT AMENDMENT AS PROPOSED BY STAFF AND AMENDED BY THE COMMISSION WAS APPROVED UNANIMOUSLY.

Deliberations Regarding Development Code Amendments

COMMISSIONER KAJE MOVED TO RECOMMEND APPROVAL OF DEVELOPMENT CODE AMENDMENT 1 (SMC 20.60.140), AMENDMENT 3 (SMC 20.70.120 AND SMC 20.70.130) AND AMENDMENT 4 (SMC 20.70.220 AND SMC 20.70.320) AS PROPOSED BY STAFF. COMMISSIONER BROILI SECONDED THE MOTION. *(Note: The Commission postponed their recommendation on Amendment 2 (SMC 20.70.010 and SMC 20.70.020) to a later date).*

COMMISSIONER ESSELMAN MOVED THAT THE MOTION BE AMENDED TO STRIKE THE WORD "AND" FROM THE END OF SMC 20.70.120.C.3. COMMISSIONER KAJE SECONDED THE MOTION. THE MOTION TO AMEND WAS APPROVED UNANIMOUSLY.

Commissioner Moss referred to SMC 20.70.320.E and suggested that the language be clarified to indicate that the developer would post the bond. The Commission agreed that this is inherent in the intent of the language. Ms. McIntire said the requirement is further illuminated in SMC 20.30.440, which is referenced.

Vote by Commission to Recommend Approval or Denial or Modification Regarding Development Code Amendments.

THE MAIN MOTION TO RECOMMEND APPROVAL OF DEVELOPMENT CODE AMENDMENT 1 (SMC 20.60.140), AMENDMENT 3 (SMC 20.70.120 AND SMC 20.70.130) AND AMENDMENT 4 (SMC 20.70.220 AND SMC 20.70.320) WAS UNANIMOUSLY APPROVED AS AMENDED.

Closure of Public Hearing

The public hearing was closed.

DIRECTOR'S REPORT

Mr. Tovar reminded the Planning Commission that at the October joint meeting with City Council about the 2012 planning work program, the staff had stressed the importance of keeping expectations aligned with resources. Since that meeting, he said, the City's proposed budget for 2012 will cut the City professional planning staff from 8.6 FTE to 6.6 FTE. He explained that this 23% reduction in planning staff hours will affect the ability to support the 2012 Planning Work Program as well as the timely processing of development permits. The combination of the 23% cut and Council's direction to finish the Comprehensive Plan Update by the end of 2012 rather than mid-2013, will require that some work program items be reduced in scope, moved off to 2013, or simply deleted. He said the Council will need to make those choices in early 2012.

Regarding permits, he observed that although permit revenues are down relative to 2009, the actual number of permits for 2011 is up by 19%. This is due to the down economy changing the type and number of permits being applied for. For example, while the number of permits for new construction is down by 30%, the number of permits for additions, remodels, demolitions, home occupations, short plats and lot line adjustments is up dramatically. Because the applicants for these smaller permits are typically homeowners, small contractors or other relatively novice applicants, these permits require relatively more staff time to process. Consequently, because all city planners do both long range planning and current permits, decisions will need to be made in 2012 in order to maintain alignment between resources and expectations.

UNFINISHED BUSINESS

No unfinished business was scheduled on the agenda.

NEW BUSINESS

No new business was scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

Chair Wagner and Commissioner Moss agreed to postpone their report on their recent attendance at the American Planning Association Conference.

Commissioner Moss reported that she received an invitation from the City of Lake Forest Park to a meeting on October 29th regarding development along Bothell Way, which is adjacent to the Southeast Neighborhoods Subarea. She agreed to forward the email invitation to Plancom.

AGENDA FOR NEXT MEETING

Ms. Simulcik Smith advised that the November 3rd Meeting is scheduled as a study session on the Medical Marijuana/Collective Gardens Code amendment.

ADJOURNMENT

The meeting was adjourned at 10:16 P.M.

Michelle Linders Wagner
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

TIME STAMP
October 27, 2011

ROLL CALL: 0:35

APPROVAL OF AGENDA: 0:50

DIRECTOR'S COMMENTS: 1:10

APPROVAL OF MINUTES: 1:33

GENERAL PUBLIC COMMENT: 4:00

**LEGISLATIVE PUBLIC HEARING ON COMPREHENSIVE PLAN TRANSPORTATION
ELEMENT UPDATE AND DEVELOPMENT CODE AMENDMENTS: 4:35**

Staff Overview and Presentation of Preliminary Staff Recommendation: 5:32

Questions by the Commission to Staff Regarding Comprehensive Plan Update: 11:02

Public Testimony Regarding Comprehensive Plan Update: 1:03:44

Final Questions by the Commission Regarding Development Code Amendments: 1:08:55

Public Testimony Regarding Development Code Amendments: 1:18:40

Recess: 1:24:11

Deliberations Regarding Comprehensive Plan Update: 1:28:00

**Vote by Commission to Recommend Approval or Denial or Modification Regarding
Comprehensive Plan Update: 3:03:20**

Deliberations Regarding Development Code Amendments: 3:03:45

**Vote by Commission to Recommend Approval or Denial or Modification Regarding
Comprehensive Plan Update: 3:09:40**

Closure of Public Hearing: 3:10:28

DIRECTOR'S REPORT: 3:10:38