



City of Shoreline

Planning & Community Development

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**COMPREHENSIVE PLAN
GENERAL AMENDMENT
APPLICATION**

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in December, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

Contact Information - If the proposal is from a group, please provide a contact name.

Applicant Name Tom McCormick
Address 2444 NW 201st Place City Shoreline State WA Zip 98177
Phone 206-542-0402 Fax _____ Email tommccormick@mac.com

Proposed General Amendment - This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~striketrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

See Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) - (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)

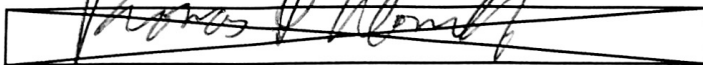
See Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

Support for the Amendment - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasonings that supports the proposed amendment. (A copy of the Shoreline Comprehensive Plan is available for use at the Planning & Community Development department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).

See Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

Signature - An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

Application Signature



Date 12/31/2014

PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.

Attachment 1 to Comprehensive Plan General Amendment Application, submitted by Tom McCormick on 12/31/2014.

B. PROPOSED GENERAL AMENDMENT.

Consider amendments to the Transportation Element of the Comprehensive Plan that would set City-wide average daily trip (ADT) limits for local streets and collector arterials. (For street classifications, see the Transportation Element's Supporting Analysis, which refers to the street classifications in the 2011 Transportation Master Plan.)

The proposed ADT limits would apply even if the maximum capacity of a local street or collector arterial may be a greater value and/or if level of service failures would not result if ADTs were higher than the proposed ADT limits.

The proposed ADT limits would be two-tier limits. The basic ADT limit would be the default limit. There would also be a second, somewhat higher ADT limit, an extraordinary-circumstances ADT limit. City Council would have the authority to apply the extraordinary-circumstances ADT limit to a particular local street or collector arterial, by majority vote, without the involvement of the Planning Commission, if the City Council concludes that extraordinary circumstances exist and that it would be in the best interest of the neighborhood surrounding the particular local street or collector arterial to apply the extraordinary circumstances ADT limit.

Specifically, in addition to some conforming changes that may be needed, a new policy T46 is proposed to be inserted at page 55 of the Transportation Element (renumbering existing T46 as T47 etc.), reading as follows:

The following average daily trip (ADT) limits shall apply to local streets and collector arterials. The default ADT limit for local streets is 1,500 ADTs, but on a case-by-case basis, the City Council may approve an extraordinary-circumstances ADT limit of 3,000 ADTs for a particular local street. The default ADT limit for collector arterials is 3,000 ADTs, but on a case-by-case basis the City Council may approve an extraordinary-circumstances ADT limit of 7,000 ADTs. Before approving an extraordinary-circumstances ADT limit for a particular local street or collector arterial, the City Council must determine that extraordinary circumstances exist, and that it would be in the best interest of the neighborhood surrounding the particular local street or collector arterial that the extraordinary-circumstances ADT limit be approved. The ADT limits in this T46 shall apply even if the maximum capacity of a local street or collector arterial may be a greater value and/or if level of service failures would not result from ADTs in excess of the ADTs in this T46. If at the time this T46 is adopted, any local street or collector arterial has ADTs in excess of the applicable extraordinary-circumstances ADT limit, any such local street or collector arterial shall be grandfathered with their current ADTs. Street classifications as set forth in the Transportation Master Plan shall not be revised if the result would be to circumvent the ADT limits in this T46.

C. REFERENCE ELEMENT OF THE SHORELINE COMPREHENSIVE PLAN (REQUIRED) AND PAGE NUMBER (IF APPLICABLE).

Transportation Element of Comprehensive Plan, including page 55.

Transportation Element supporting analysis, including Street Classifications map.

SUPPORT FOR THE AMENDMENT

The small, welcoming, quiet character of neighborhoods throughout the City needs to be protected. Excessive traffic, with its attendant noise pollution, is the primary culprit eroding the small, welcoming, quiet character of our neighborhoods. The proposed amendment would limit traffic on local streets and collector arterials, thereby helping ensure that the small, welcoming, quiet character of our neighborhoods will be preserved. Residents of the City want traffic limits. It is recognized that the proposed ADT limits may impact the scale of future building projects (e.g., projects that will generate 200 or more ADTs may be impacted if resulting ADTs for local streets or collector arterials exceed the T46 limits). While the proposed amendment gives the City Council some flexibility in accommodating future projects, in general the proposed amendment makes clear that the goal of preserving the small, welcoming, quiet character of our neighborhoods takes precedence over other goals that the City may have, such as encouraging residential and commercial developments. Even if a development can employ mitigation measures to reduce traffic impacts, it is clear with the proposed amendment that the prescribed ADT limits are controlling, so any mitigation efforts will fail unless the resulting traffic volume is less than the applicable T46 ADT limit. Though a developer may argue in favor of allowing as many ADTs on a street as possible (the street's maximum capacity), with the proposed amendment the applicable ADT limit will apply to the street instead of the street's maximum capacity or nearby intersection's level of service if either would allow a higher limit.

In a 10/23/2012 SEPA Notification letter to residents who submitted concerns about the new multi-family development at 152nd street, Tricia Juhnke, City Engineer, conveyed the City's determination that there was not an adequate traffic impact by the development to require traffic mitigation measures. In the SEPA Notification letter, she stated that, "Specifically, the traffic impact analysis estimates the project will generate approximately 200 trips/day that will utilize N 152nd Street and Ashworth Avenue N. These additional trips, combined with existing traffic counts of approximately 750 trips/day results in a total daily volume of less than 1,000 trips/day. Ashworth Avenue N is classified as a local street. One typical characteristic of Local Streets is that they have the capacity to safely handle 1,500 trips/day."

Under the proposed amendment, the default ADT limit for local streets is 1,500 ADTs, but on a case-by-case basis the City Council may approve an extraordinary-circumstances ADT limit of 3,000 ADTs. Note that Table 2.1 in the City's 2011 Transportation Master Plan provides that a typical characteristic of local streets is that they have less than 3,000 ADTs.

Under the proposed amendment, the default ADT limit for collector arterials is 3,000 ADTs, but on a case-by-case basis the City Council may approve an extraordinary circumstances ADT limit of 7,000 ADTs. Note that Table 2.1 in the City's 2011 Transportation Master Plan provides that a typical characteristic of collector arterials is that they have 2,000 – 8,000 ADTs. And note that the Edmonds Comprehensive Transportation Plan, at page 3-5, specifies an ADT guideline for Collector Streets as 1,000 – 5,000 ADTs.

The ADT limits in the proposed T46 are reasonable policy limits that will help protect the small, welcoming, quiet character of our neighborhoods. Employing guidelines instead of the T46 policy limits would be inadequate. The T46 policy limits are necessary to ensure that permitting of future residential or commercial developments will be measured against the T46 ADT limits, and will be restrained (or mitigations required) as needed to stay within the ADT limits in proposed T46. Note that it is inadequate to use the concurrency model as a regulator if the result would be that the T46 ADT limits are exceeded. With or without concurrency payments from a developer to the City, under the proposal the City may not permit a development if the result would be that the T46 ADT limits are projected to be exceeded.