

**AGENDA
PLANNING COMMISSION
SPECIAL MEETING**



**Thursday, October 27, 2011
7:00 p.m.**

Shoreline City Hall
Council Chamber
17500 Midvale Ave. N

	<u>Estimated Time</u>
1. CALL TO ORDER	7:00 p.m.
2. ROLL CALL	7:01 p.m.
3. APPROVAL OF AGENDA	7:02 p.m.
4. DIRECTOR'S COMMENTS	7:03 p.m.
5. APPROVAL OF MINUTES	7:08 p.m.
a. September 29 Special Meeting	
6. GENERAL PUBLIC COMMENT	7:10 p.m.
<p><i>During the General Public Comment period, the Planning Commission will take public comment on any subject which is not of a quasi-judicial nature or specifically scheduled later on the agenda. Each member of the public may comment for up to two minutes. However, the General Public Comment period will generally be limited to twenty minutes. The Chair has discretion to limit or extend time limitations and the number of people permitted to speak. Speakers are asked to come to the front of the room to have their comments recorded and must clearly state their first and last name, and city of residence. The rules for procedure for Public Hearings before the Planning Commission are further defined in Resolution No. 182.</i></p>	
7. PUBLIC HEARING <i>Legislative Public Hearing</i>	7:15 p.m.
a. Comprehensive Plan Transportation Element Update and Development Code Amendments	
1. Staff Overview and Presentation of Preliminary Staff Recommendation	
2. Questions by the Commission to Staff	
3. Public Testimony	
4. Final Questions by the Commission	
5. Deliberations	
6. Vote by Commission to Recommend Approval or Denial or Modification	
7. Closure of Public Hearing	
8. DIRECTOR'S REPORT	9:00 p.m.
9. UNFINISHED BUSINESS	9:10 p.m.
10. NEW BUSINESS	9:15 p.m.
11. REPORTS OF COMMITTEES & COMMISSIONERS/ANNOUNCEMENTS	9:20 p.m.
12. AGENDA FOR November 3	9:25 p.m.
13. ADJOURNMENT	9:30 p.m.

The Planning Commission meeting is wheelchair accessible. Any person requiring a disability accommodation should contact the City Clerk's Office at 801-2230 in advance for more information. For TTY telephone service call 546-0457. For up-to-date information on future agendas call 801-2236.

WHO WE ARE

The Shoreline Planning Commission is a 7-member volunteer advisory body to the City Council. The purpose of the Planning Commission is to provide guidance and direction for Shoreline's future growth through continued review and improvement to the City's Comprehensive Plan, Development Code, shoreline management, environmental protection and related land use documents. The Planning Commission members are appointed by the City Council and serve a four year term.

WHAT IS HAPPENING TONIGHT

Planning Commission meetings may have several items on the agenda. The items may be study sessions or public hearings.

Study Sessions

Study sessions provide an opportunity for the Commissioners to learn about particular items and to have informal discussion with staff prior to holding a public hearing. The Commission schedules time on its agenda to hear from the public; however, the Chair has discretion to limit or extend time limitations and the number of people permitted to speak. The public is encouraged to provide written comment to the Commission; however, since Commissioners are volunteers and may not have time to check email every day, if written comments are not included in the agenda packet and are offered during a study session, they may not have time to read them until after the meeting.

Public Hearing

The main purpose of a public hearing is for the Commission to obtain public testimony. There are two types of public hearings, legislative and quasi-judicial. Legislative hearings are on matters of policy that affect a wide range of citizens or perhaps the entire jurisdiction and quasi-judicial hearings are on matters affecting the legal rights of specific, private parties in a contested setting. The hearing procedures are listed on the agenda. Public testimony will happen after the staff presentation. Individuals will be required to sign up if they wish to testify and will be called upon to speak generally in the order in which they have signed. Each person will be allowed 2 minutes to speak. In addition, attendees may want to provide written testimony to the Commission. Speakers may hand the Clerk their written materials prior to speaking and they will be distributed. For those not speaking, written materials should be handed to the Clerk prior to the meeting. The Clerk will stamp written materials with an exhibit number so it can be referred to during the meeting. Spoken comments and written materials presented at public hearings become part of the record.

CONTACTING THE PLANNING COMMISSION

Written comments can be emailed to plancom@shorelinewa.gov or mailed to Shoreline Planning Commission, 17500 Midvale Avenue N, Shoreline WA 98133.

www.shorelinewa.gov/plancom

CITY OF SHORELINE
SHORELINE PLANNING COMMISSION
MINUTES OF SPECIAL MEETING

September 29, 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
Rachael Markle, Asst. 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 7:05 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, Kaje and Moss.

APPROVAL OF AGENDA

The agenda was approved as presented.

DIRECTOR'S COMMENTS

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

APPROVAL OF MINUTES

The minutes of September 1, 2011 were approved as amended.

GENERAL PUBLIC COMMENT

No one in the audience expressed a desire to address the Commission during this portion of the meeting.

STAFF REPORTS

Study Session: Comprehensive Plan Update – Transportation Element and Development Code Amendments

Mr. Tovar introduced Kirk McKinley, Transportation Services Manager, and Alicia McIntire, Senior Transportation Planner, who have been working together to update the City's Transportation Master Plan (TMP). He announced that while the Commission received a copy of the entire draft TMP, tonight's discussion should focus on just those parts that would be extracted and placed into the new Transportation Element of the City's Comprehensive Plan.

Ms. McIntire referred the Commissioners to the goals and policies that are proposed to be pulled from the TMP and placed in the Transportation Element of the Comprehensive Plan (Attachment A of Staff Report). She noted that at their October 6th meeting, staff would provide actual references to the goals and policies in the TMP that address the specific elements the Growth Management Act requires the City to include in their Transportation Element. She advised that there are several new policies contained in the proposed Transportation Element, and many of the existing policies from the TMP were turned into implementation strategies. She said no changes were made to the goals, but their order was rearranged.

Ms. McIntire explained that staff was tasked with developing bicycle, transit and pedestrian plans, and most of the new policies are related to these three plans. She specifically referred to the Sustainability and Quality of Life Chapter, which covers stormwater management, maintenance of transportation facilities, neighborhood participation, etc. As per specific direction from the City Council, the City's Complete Streets Policy was also included in this section to provide direction on how they want the transportation system to grow.

Commissioner Moss referred to Policy T6, which calls for implementing the City's Commute Trip Reduction Plan. She asked if this plan is different than the State's plan. Ms. McIntire explained that State law requires that the City have its own Plan, which is a collection of goals, policies, programs, and projects the City will implement to help employers achieve their commute trip reduction goals. The plan has been in place for approximately five years as a separate document not included in the TMP.

Commissioner Kaje questioned if the first two sentences in Policy T9 are necessary. He reminded the Commission of the City Council's direction to eliminate unnecessary language from the Comprehensive Plan. Ms. McIntire agreed that the two sentences are not necessary since the City must integrate stormwater management into every transportation project. However, staff felt it important to acknowledge the National Pollutant Discharge Elimination System (NPDES) requirements to emphasize the close ties between stormwater management and transportation. Commissioner Kaje suggested the second sentence could be reframed and added as a perhaps a separate policy to look for opportunities to

use transportation projects and corridors to address even broader stormwater issues. Mr. McKinley suggested the NPDES could be cited in the discussion under the policy, which would be included in the Transportation Element but not the TMP.

Chair Wagner said she would like feedback from the City's stormwater management staff about the standards for treating off-site stormwater in a public system. She agreed with Commissioner Kaje that Policy T9 should be reframed to emphasize the use of the stormwater facilities within the right-of-way to their maximum extent possible.

Commissioner Broili referred to a City of Seattle Green Street Project, which requires that nearly 100% of stormwater runoff be managed on site. This demonstrates that, legally, this concept is very doable and feasible.

Commissioner Esselman requested further information about the collector distributor lane from Northeast 205th Street to Northeast 145th Street, which is discussed in Policy T12. Ms. McIntire recalled that the City Council raised concerns about how Interstate 5 is managed differently throughout the City. The purpose of Policy T12 was to point out specific examples of what could be done to help manage traffic flows on and off of Interstate 5 so arterials are not used as long on-ramps to avoid metering. A collector distributor lane is just one option the City could consider.

Commissioner Behrens referred to Policy T11 and recalled that citizens have previously stated their concerns about freight transportation. However, they are most concerned with mitigating neighborhood impacts. He suggested additional language be added to the policy to address neighborhood safety and traffic impacts. Mr. McKinley agreed to review the policy and provide a response at the Commission's next meeting.

Commissioner Kaje questioned what is meant by "preservation of resources" in Policy T10. Mr. McKinley said it is meant to refer primarily to the City's street system. If streets are not resurfaced on a regular basis, their base will become eroded. It is important to stay on top of maintenance to avoid larger problems in the future. Commissioner Kaje suggested additional language should be added to make the intent more clear.

Commissioner Kaje said that, as a cyclist, he appreciates that Policy T13 specifically calls out short-term improvements to identify routes when large capital improvements will not be constructed for several years. However, these temporary strategies are not clearly shown on the map. There is very limited funding for transportation projects, and bicycle projects are a lower priority. He suggested that short-term improvements offer an important strategy that should be more clearly reflected in the document. Ms. McIntire agreed that the Bicycle Plan does not include a separate short-term implementation strategy. However, it does contain a list of prioritized projects. The short-term improvements would be implemented through the operational process. As overlay projects move forward, staff will look for opportunities to include bicycle signage, bicycle lanes, etc.

Commissioner Esselman said bicycles are used for both transportation and recreation. She questioned how recreational bicycling could be acknowledged in the Bicycle Systems Plan. Ms. McIntire said that

when the plan was developed, staff considered destinations and parks. However, they did not specifically take into account how the City could accommodate recreational groups such as the Cascade Bicycle Club. The system focuses primarily on bicycle transportation opportunities. However, designated facilities that connect to the Interurban Trail and lead to the Burke Gilman Trail and schools and parks throughout the community could be used by bicyclists for both transportation and recreation.

Commissioner Moss referred to Policy T14, which calls for developing standards for the creation of bicycle facilities. She asked staff to explain what is meant by the term “facilities.” Ms. McIntire said a bicycle facility is a broad term which can include signs on posts, striping on the ground, designated bike lanes, bicycle storage racks, lockers, etc. Commissioner Behrens asked if these elements are spelled out in the document. Ms. McIntire answered that they are spelled out in the implementation strategies section.

Chair Wagner referred to Commissioner Kaje’s earlier reminder of the City Council’s direction to eliminate unnecessary language from the Comprehensive Plan. She referred to Policies T16 and T22, which both address public outreach programs. She suggested that if the public outreach programs are not expected to be significant, perhaps it is unnecessary to specifically call them out in the Comprehensive Plan. Ms. McIntire explained that public outreach includes not only what the City can do to advertise the bicycle opportunities. An outreach program does not have to be costly or time consuming. The intent is to coordinate with other agencies to promote their facilities. Mr. McKinley added that having a policy in the Comprehensive Plan lays a foundation for the City to seek grant funding for educational opportunities. Chair Wagner suggested the language be reworded to the make policy’s intent clearer.

Commissioner Behrens suggested the City consider the option of providing signage on pathways to indicate that the trails leads to particular destinations. He specifically referred to the pathway that goes from Meridian Avenue to 195th Street. Mr. McKinley advised that this walkway is part of the Interurban Trail/Burke Gilman Trail connector route. Commissioner Behrens suggested that Policy T22 could also reference a system for identifying how the walkways work together. Ms. McIntire said the implementation strategies include a wayfinding program for both bicycle and pedestrian pathways.

Commissioner Broili asked if the proposed policies call for a map that identifies routes that bicyclists can take to avoid steep climbs, etc. Ms. McIntire said the Bicycle Systems Plan does not take topography into account. However, King County is developing an interactive bicycle program that will provide this type of information. Mr. McKinley said this concept could be included in the implementation strategies as part of a public outreach program. Commissioner Kaje said he does not believe it is necessary for the City to create its own map. Instead, the City should notify King County as new bicycle routes are created in the City of Shoreline so they can added to the countywide map. Mr. McIntire advised that King County updates their map on an annual basis, and they contact the City each year for input.

Vice Chair Perkowski questioned the use of the word “prioritize” in Policy T18. Ms. McIntire said the City Council has given clear direction that sidewalks are a huge priority, and not just as part of a roadway project. She agreed to review the wording to make the policy’s intent clearer.

Commissioner Behrens referenced Policy T24 and questioned how the City could measure whether or not transit services are maintained at the level desired by Shoreline residents. While he understands the intent of the policy, he suggested the policy be changed by deleting “at the desired level for Shoreline residents.”

Commissioner Kaje said that, with the exception of the southeast corner of the Southeast Neighborhoods Subarea, there is no good commuter route to Seattle from the eastern half of Shoreline. Very few of the residents in this area use the transit service to commute to Seattle. He summarized that a model for getting people from the neighborhoods to the transit stops is critical. Given their close proximity to Seattle, there should be significantly more people riding the buses. Ms. McIntire announced that the City was heavily involved in Metro’s process for updating and adopting a new Strategic Plan, which identifies very specific performance measures and land use parameters around which they develop routes or allocate service. Previously, service was allocated based on political boundaries. She explained that because the eastern half of Shoreline does not have significant land use density to support transit, the City must identify neighborhood routes that pick up enough passengers to justify a new route. Commissioner Kaje said he understands that Metro is cutting back service due to lack of funding, but he pointed out that the Ballinger Neighborhood is the second densest neighborhood in the City. There is a lot of multi-family residential development close to the freeway, but there is inadequate bus service.

Chair Wagner referred to Policy T-30 and asked if additional agencies should be included. Ms. McIntire said “Shoreline neighborhoods” was intended to be the catch all for agencies and/or organizations that were not specifically called out in the policy. Mr. McKinley suggested that the City of Seattle should also be called out in the policy.

Commissioner Behrens suggested the language in Policy T36 be changed to read, “Measure transit service, transportation patterns and land use around the light rail stations to assure compatibility between the three elements.”

Ms. McIntire recalled that the Transportation Master Plan consultant will be present at the Commission’s next meeting to discuss Policies T40 and T41, which are related to concurrency and level of service. She suggested the Commission postpone their discussion regarding the two policies until the October 6th meeting.

Commissioner Behrens asked staff to explain the term “volume of capacity” or V/C, which is referenced in Policy T40. Ms. McIntire reminded the Commission that the concept of concurrency requires that transportation facilities must be in place as growth occurs. In order to accomplish this goal, the City must identify the acceptable level of service (LOS) it is willing to accept for its transportation network. There are a variety of ways to measure LOS. For a substantially built-out community such as Shoreline where there are not a lot of opportunities to build new streets, staff believes the best approach is to measure LOS based on intersection delay and congestion on roadway segments. They found that while some intersections have congestion on one leg during peak hours, the LOS at the intersection was acceptable during the remaining hours of the day. Staff believes the City should avoid creating a system that requires big intersection improvements just to accommodate peak hour demand. She explained that

V/C is a ratio of how much capacity is available compared to the anticipated volume. As proposed, solutions would be required when the volume gets above 90% of the capacity on principal and minor arterials.

Commissioner Broili asked if the policies would address the issue of light synchronization and controls. He shared examples of how these two concepts could be used to move high volumes of traffic through low-volume traffic corridors. Ms. McIntire said Policy T2 calls for using technology to improve not only the transportation system, but to minimize the transportation system's environmental impacts. The implementation strategies will provide guidance on how the City can use technology to make their transportation system function better. Mr. McKinley added that the City will soon have all the traffic signals on the Aurora Corridor tied together in an integrated operations room, which will make a significant improvement. They anticipate grant funding to construct this transportation management center. Ms. McIntire noted that there will also be transit signal priority on the Aurora Avenue Corridor, which allows busses to communicate with the signals.

Ms. McIntire explained that the Growth Management Act requires the City to have an LOS Standard for transit service. However, recognizing the reality that the City cannot control LOS for transit or deny development based on it, Policy T41 specifically identifies the standard as the "desired" frequency of transit service. The proposed LOS Standard for transit service is consistent with Metro's strategic plan.

Commissioner Behrens requested additional information about Policy T51, which calls for developing and implementing a citywide transportation impact fee program. Ms. McIntire explained that once the Comprehensive Plan, Transportation Master Plan and Development Code amendments have been adopted, staff will work with the Planning Commission and City Council to develop the actual concurrency program, which will include the development of a transportation impact fee program.

Ms. McIntire referred the Commission to Attachment B, which lists the proposed Development Code amendments and provides a brief explanation for each one. She noted that since the Staff Report was sent out, the City Attorney offered additional changes to the Development Code. She summarized that the amendments are intended to implement the Comprehensive Plan. She briefly reviewed each one as follows:

- Amendment 1 (SMC 20.60.140) would modify the Development Code to bring it into compliance with the recommended Level of Service for Shoreline.
- Amendment 2 (SMC 20.70.100 and .020) moves the two sections to the engineering development guidelines as SMC 12.10.100 and 12.10.110, respectively.
- Amendment 3 (SMC 20.70.120 and .130) combines the two sections.
- Amendment 4 (SMC 20.70.220) makes reference to the new Street Classification Map in the Transportation Master Plan.
- Amendment 5 (SMC 20.70.320) gives the City the authority to request frontage improvements based on the Master Street Plan in the Transportation Master Plan.

Mr. McKinley explained that staff would recraft the policies based on feedback provided by the Commissioners prior to the public hearing. Chair Wagner summarized while just one public hearing

would be held for the Comprehensive Plan and Development Code amendments, the Commission would be required to forward two separate recommendations to the City Council.

Ms. McIntire observed that, as currently proposed, the Transportation Element for the Comprehensive Plan is significantly smaller than the actual Transportation Master Plan. She noted that the Commission would receive complimentary amendments to the Capital Facilities Element as part of the October 6th Staff Report. One amendment would change the LOS Standard in the Capital Facilities Element to be consistent with Policy T40. Another amendment would change the list of transportation improvements and include a statement that the transportation improvement projects funded are those for growth and they would be funded by the transportation impact fee. All the other projects would be identified as unfunded projects at this point.

PUBLIC COMMENT

Laethan Wene, Shoreline, expressed concern that more wheelchair access is needed in the City. He suggested this be addressed in the Transportation Master Plan. He specifically noted that wheelchairs have a hard time getting up the hill on Richmond Beach Road.

DIRECTOR'S REPORT

Ms. Markle did not have any additional items to report to the Commission.

UNFINISHED BUSINESS

No unfinished business was scheduled on the agenda.

NEW BUSINESS

Review of Planning Commission Transmittals for October 10th City Council Meeting

Chair Wagner referred to a Planning Commission transmittal that was prepared by staff to highlight topics the Commission wants the City Council to consider as priorities for the Planning staff and Commission. Commissioner Kaje recalled the Commission wanted to convey the urgency of the items listed in the memorandum. He recalled the Commission's dinner discussion about the 2012 Work Program and potentially taking on even more projects. While some are unavoidable, he would like the City Council to recognize that the citizens group and the Planning Commission went through an extensive process to shape the Southeast Neighborhoods Subarea Plan. While the Commission defaulted into a Community Business choice, the need to improve the Community Business zoning language was emphasized. He suggested the City follow up on the commitment that was made to the Southeast Shoreline community by moving forward with changes to the Community Business zoning as a priority.

Commissioner Kaje noted that the 2012 Work Program includes a package of amendments to the commercial zones that could take months to work out. He suggested they separate some of the more

urgent items that could be moved forward relatively quickly. For example, similar language as that adopted for the Town Center Subarea could be applied to the Commercial Business zones in the Southeast Neighborhoods Subarea to require that ground floor space be constructed to accommodate commercial uses even if not used for commercial purposes to begin with. They could also address issues related to transition by applying language similar to what was adopted for the Town Center Subarea and other places. He stressed the importance of moving forward with the outstanding work items that will finalize the Southeast Neighborhoods Subarea Plan.

Commissioner Moss recalled that at some of their earlier work sessions, the Commission discussed incentives such as accessibility and universal design. She suggested these two concepts be included in the transmittal as potential work items.

Chair Wagner pointed out that in addition to the transmittal letter outlining additional work items related to the Southeast Neighborhoods Subarea, staff also prepared a transmittal letter reviewing the Commission's past year of work. This transmittal offers another opportunity for the Commission to communicate their recommendations for prioritizing the work program. The Commission discussed the content of the transmittal letter. Commissioner Kaje recommended the Commission have a discussion of key messages they want to include in future transmittals.

Chair Wagner agreed to edit the two transmittals to incorporate the Commission's additional comments and concerns and then forward them to the City Council.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

None of the Commissioners shared committee reports or announcements.

AGENDA FOR NEXT MEETING

Chair Wagner noted that neither she nor Vice Chair Perkowski would be present for the October 6th Meeting. It was agreed that the Commissioners present at the October 6th meeting would elect a chair pro tem.

ADJOURNMENT

The meeting was adjourned at 8:33 P.M.

Michelle Linders Wagner
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

TIME STAMP
September 29, 2011

CALL TO ORDER: 0:14

ROLL CALL: 0:16

APPROVAL OF AGENDA: 0:35

DIRECTOR'S COMMENTS: 1:18

APPROVAL OF MINUTES: 1:24

GENERAL PUBLIC COMMENT: 4:11

STAFF REPORT: 4:25

Study Session: Comprehensive Plan Update – Transportation Element and Development Code Amendments: 4:25

PUBLIC COMMENT: 58:48

DIRECTOR'S REPORT: 59:57

UNFINISHED BUSINESS: 1:00:35

NEW BUSINESS

Review of Planning Commission Transmittals for October 10th City Council Meeting: 1:00:40

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS: 1:23:37

AGENDA FOR OCTOBER 6TH: 1:22:43

ADJOURNMENT

This page intentionally blank

PLANNING COMMISSION AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE: Public Hearing on Comprehensive Plan and Development Code Amendments
DEPARTMENT: Planning & Community Development, Public Works
PRESENTED BY: Alicia McIntire, Senior Transportation Planner Steve Cohn, Senior Planner

INTRODUCTION

The City Public Works Department has led an effort over the past two years in developing a draft Transportation Master Plan (TMP), which is the long range vision for the City's transportation system. Public Works staff updated the Planning Commission during the TMP's development. While it was originally thought that the TMP would be a policy document that would help set the framework for update of the Transportation Element of the Comprehensive Plan, it was recently determined by the City's legal department that the TMP, Comprehensive Plan and Development Code must all be internally consistent in order for them to be effective and implementable. In order to accomplish this end, the Transportation and Capital Facilities elements of the Comprehensive Plan and the City's Development Code must be amended.

BACKGROUND

The Planning and Community Development and Public Works Departments are requesting Planning Commission review of updated Transportation and Capital Facilities Elements of the Comprehensive Plan and associated Development Code amendments to implement the Plan changes. The draft Transportation element has been derived from the Goals and Policies included in the draft TMP. Amendments to the Comprehensive Plan are subject to the criteria established by Shoreline Municipal Code (SMC) 20.30.340. Amendments to the Development Code are subject to the criteria established by SMC 20.30.350.

City Council Goal 2 states "Provide safe, efficient and effective infrastructure to support our land use, transportation and surface water plans". One of the actions cited to accomplish this goal is "Update the Transportation Master Plan, including citywide trail, bicycle, and transit elements". In order to adopt an updated TMP, the Comprehensive Plan and Development Code must also be amended to provide internal consistency.

The first draft of the Comprehensive Plan and Development Code amendments were presented to the Planning Commission on September 29th and discussion continued on October 6th. Planning Commissioners were also provided with copies of the draft TMP in

Approved By:

Project Manager 

Planning Director _____

September to provide context and background for the goal and policy development. Commissioners provided recommended text changes to staff at these meetings. One member of the public provided comment at the September 29th meeting and two members of the public provided comments at the October 6th meeting.

The TMP has been under development for over two years. 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 – May 2010. Staff met with Council several times from March – 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 and the scheduled Planning Commission review 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. Notice of the September 29th and October 6th Planning Commission meetings and the associated agendas and meeting packets were posted on the City's website.

PROPOSAL & ANALYSIS

Comprehensive Plan Amendments

Attachment B is the draft Transportation Element of the Comprehensive Plan. In accordance with Council direction to reduce the size of the City's Comprehensive Plan, the draft element consists of an introductory statement, the goals and policies and references to required elements of the Growth Management Act which are contained within the TMP. The goals and policies establish the framework and objectives for the City's transportation system and guide its development and management. The background information and technical analysis about the City's transportation system is contained in the TMP, which is referenced in the introductory statement, as well as several of the policies. Staff is recommending no changes to the existing Comprehensive Plan goals, only renumbering to match the format of the TMP. Staff is recommending 53 policies, some of which are existing, that address the following topics:

- Sustainability and Quality of Life
- Bicycle System
- Pedestrian System
- Transit System
- Master Street Plan

- Concurrency and Level of Service
- Transportation Improvements
- Funding

The draft Transportation Element includes reference notations indicating whether a recommended policy is existing or new. A copy of the existing Transportation Goals and Policies in the Comprehensive Plan was provided with the Planning Commission's September 29th packet. Attachment E identifies the changes to the Transportation Goals and Policies recommended by the Planning Commission at the September 29th meeting, as well as the staff recommended language addressing Level of Service (Policy 40).

Attachment C includes the draft changes to the Capital Facilities Element. The two recommended changes provide consistency with the draft Transportation Element and the draft TMP, including Level of Service and the funding strategy.

Comprehensive Plan Amendment (CPA) Criteria

SMC 20.30.340 establishes the following criteria for approval of a Comprehensive Plan amendment:

1. The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies, and the other provisions of the Comprehensive Plan and City policies; or
2. The amendment addresses changing circumstances, changing community values, incorporates a sub area plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan; or
3. The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare.

Response to CPA Criteria

The draft Comprehensive Plan amendments meet all three of these criteria. In developing the TMP, the City identified and responded to changing transportation conditions in Shoreline and the region. These include the improvements to the Aurora Corridor, completion of the Interurban Trail, existing and future bus rapid transit service and the extension of light rail to Shoreline. It also addresses the community's growing interest and demand for improved nonmotorized transportation facilities, such as sidewalks and bicycle facilities, and the interest in minimizing the contributions of transportation to climate change. The goals and policies in the TMP will be incorporated as goals and policies in the Transportation Element of the Comprehensive Plan and provide consistency among the two documents. The changes to the Capital Facilities Element will reflect the new Transportation Element and the projects outlined in the TMP.

Through the development of complete and comprehensive bicycle, pedestrian and transit system plans, as well as the identification of transportation projects needed to accommodate growth, the City can better plan for the development of new

transportation facilities. The planning and subsequent implementation of projects will benefit the community through expansion of transportation options and improved facilities. The addition of new nonmotorized facilities and expanded transit options will provide residents with additional opportunities to minimize their contributions to climate change through reduced greenhouse gas emissions. All of these factors positively, rather than adversely, impact community facilities, the public health, safety or general welfare.

The draft Transportation Element is consistent with the Countywide Planning Policies (CWPP). The City's plan promotes the mobility of people and goods through a multi-modal system (CWPP T-1). High Capacity Transit, nonmotorized transportation, freeways, highways and arterials, financing and transportation Level of Service are all addressed, as are strategies for reassessment if concurrency cannot be met. The Transportation Element also addresses the seven components required by the Growth Management Act (identified as Subelements).

Development Code Amendments

Attachment D identifies the draft development code amendments. Most of these amendments are "clean up" items that identify specific items to reference (such as the street classification map) or provide clarity to review processes.

Development Code Amendment Criteria

SMC 20.30.350 establishes the following criteria for approval of a Development Code amendment:

1. The amendment is in accordance with the Comprehensive Plan;
2. The amendment will not adversely affect the public health, safety or general welfare; and
3. The amendment is not contrary to the best interest of the citizens and property owners of the City of Shoreline.

Response to Development Code Amendment Criteria

The draft Development Code amendments meet the criteria for approval. They are being proposed in order to ensure consistency with the draft changes to the Comprehensive Plan. Because the draft Transportation Element would not adversely affect the public health, safety or general welfare, nor would the draft Development Code amendments. Similarly, developing a long range transportation plan for the City and adopting Development Code amendments to implement this plan is in the best interest of the citizens and property owners of the City.

TIMING AND SCHEDULE

The City prepared a SEPA checklist for the TMP, Comprehensive Plan amendments and Development Code amendments and issued a Determination of Nonsignificance (DNS) on September 29, 2011 (Attachment F). The DNS included notice of the scheduled public hearing on October 27 and was sent to the Washington State

Department of Ecology and other parties that receive SEPA notifications from the City of Shoreline. The Department of Commerce was notified of the intent to amend the Comprehensive Plan and Development Code on September 26, 2011.

As of the writing of this staff report (October 13, 2011), no comments have been received in response to the SEPA determination.

RECOMMENDATION

Because the proposed Plan Amendments meet the criteria listed in SMC 20.30.340 and the proposed Code Amendments meet the criteria in SMC 20.30.350, staff recommends that the Planning Commission recommend approval to the City Council on the proposed amendments to the Transportation and Capital Facilities Element of the Comprehensive Plan and the Shoreline Development Code. Upon the close of the public hearing, if the Planning Commission is comfortable with the Comprehensive Plan and Development Code amendments and all questions have been answered, the Planning Commission may choose to take action and make a recommendation to the City Council on October 27.

ATTACHMENTS

Attachment A: List of Exhibits

Attachment B: Draft Comprehensive Plan Transportation Element

Attachment C: Draft Comprehensive Plan Capital Facilities Element

Attachment D: Draft Development Code amendments

Attachment E: Draft Comprehensive Plan Goals and Policies with Planning
Commission and Staff changes identified

Attachment F: SEPA Checklist, Threshold Determination and Notice of Public Hearing



PUBLIC HEARING RECORD

Comprehensive Plan Transportation Element and associated Development Code Amendments

October 27, 2011 / List of Exhibits

- Exhibit 1** October 27, 2011 Staff Report “Public Hearing on Comprehensive Plan and Development Code Amendments”
- Exhibit 2** Draft Comprehensive Plan Transportation Element
- Exhibit 3** Draft Comprehensive Plan Capital Facilities Element
- Exhibit 4** Draft Development Code amendments
- Exhibit 5** Draft Comprehensive Plan Goals and Policies
- Exhibit 6** SEPA Checklist, Threshold Determination and Notice of Public Hearing

This page intentionally blank

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)*

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 and 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 TX: Support 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 XI: Secure reliable and fair 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: Use engineering, enforcement and educational tools to improve traffic safety on City roadways. *(Existing Comprehensive Plan Policy T2)*

Policy T4: Communicate 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)*

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 and consider the 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 private property owners. (***New Recommended Policy***)

Policy T10: 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 T11: 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 T12: 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 regional legislative agenda and meet with area representatives (elected officials and staff) 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***)

Bicycle System

Policy T13: 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 accessible by all. 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 T14: Develop standards for the creation of bicycle facilities. (***New Recommended Policy***)

Policy T15: 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 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 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 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 T19: Design crossings that are appropriately located and provide safety and convenience for pedestrians. (***New Recommended Policy***)

Policy T20: 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 T21: Develop flexible sidewalk standards to fit a range of locations, needs and costs. (***Existing Comprehensive Plan Policy T30***)

Policy T22: 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 T23: 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 T24: Monitor transit service and advocate the City be well served and transit quality, passenger comfort and safety are maintained for Shoreline residents. (***New Recommended Policy***)

Policy T25: Encourage development in appropriate areas that is supportive of transit and the addition of new routes in areas with transit supportive densities and uses. (***New Recommended Policy***)

Policy T26: Encourage transit providers to expand service on existing transit routes in accordance with adopted transit agency service guidelines. (***New Recommended Policy***)

Policy T27: 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 T28: 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 T29: Strengthen Aurora Avenue N as a high usage transit corridor that encourages cross-county, seamless service. (***New Recommended Policy***)

Policy T30: 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 T31: 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 T32: Support and encourage the development of additional High Capacity Transit service in Shoreline. (***New Recommended Policy***)

Policy T33: Continue to install and support the installation of transit supportive infrastructure. (***New Recommended Policy***)

Policy T34: Work with Metro Transit and Community Transit to develop a bus service plan that connects residents to light rail stations, High Capacity Transit corridors, such as Bus Rapid Transit on Aurora Avenue N, and park-and-ride lots throughout the City. (***New Recommended Policy***)

Policy T35: Implement traffic mitigation measures at light rail station areas. (***New Recommended Policy***)

Policy T36: Promote livable neighborhoods around the light rail stations through the land use patterns, transit service and transportation access. (***New Recommended Policy***)

Master Street Plan

Policy T37: Design City transportation facilities with the primary purpose of moving people via multiple modes, including automobiles, freight trucks, transit, bicycles and walking, with vehicle parking identified as a secondary use. (***New Recommended Policy***)

Policy T38: Implement the standards outlined in the Master Street Plan for development of the City's roadways. (***New Recommended Policy***)

Policy T39: 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 T40: 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 (I-5 and Aurora Avenue N). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. 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;
- Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway. (***New Recommended Policy***)

Policy T41: 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 T42: 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. (***New Recommended Policy***)

Policy T43: 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 T44: Pursue corridor studies on key corridors to determine improvements that address safety, capacity and mobility and support adjacent land uses. (***New Recommended Policy***)

Policy T45: 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 or North City, 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 T46: 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 T47: 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 T48: 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 T49: Support efforts at the state and federal level to increase funding for the transportation system. (***Existing Comprehensive Plan Policy 61***)

Policy T50: Identify and secure funding sources for transportation projects. (***New Recommended Policy***)

Policy T51: 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 T52: Enhance neighborhood safety and livability by funding neighborhood safety programs. (***New Recommended Policy***)

Policy T53: 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.

CAPITAL FACILITIES ELEMENT

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

Type of Capital Facility or Service	Level of Service Standard
<p>Transportation</p> <p><i>This language will be amended, as needed, to be consistent with the final version of Policy 40.</i></p>	<p>As established by the Transportation Element of the Comprehensive Plan: 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>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 (I-5 and Aurora Avenue N). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. 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:</p> <ul style="list-style-type: none"> • Widening the roadway cross-section is not feasible, due to significant topographic constraints; • Rechannalization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.

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).

AMENDMENT #1 SMC 20.60.140

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

SMC 20.60.140 Adequate streets.

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

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

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

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

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

shall not be approved unless:

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

AMENDMENT #2 SMC 20.70.010 and .020

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

20.70.010 Purpose.

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

20.70.020 Engineering Development Guide.

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

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

AMENDMENT #3 SMC 20.70.120 and .130

These changes combine sections .120 and .130.

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

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

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

SMC 20.70.130 Dedication of right-of-way.

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

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

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

AMENDMENT #4 SMC 20.70.220 and .320

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

SMC 20.70.220 Street classification.

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

SMC 20.70.320 Frontage improvements

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

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

B. Frontage improvements are required for:

1. All new multifamily, nonresidential, and mixed-use construction;
2. Remodeling or additions to multifamily, nonresidential, and mixed-use buildings or conversions to these uses that increase floor area by 20 percent or greater, as long as the

original building footprint is a minimum of 4,000 square feet, or any alterations or repairs which exceed 50 percent of the value of the previously existing structure;

3. Subdivisions.

Exception:

i. Subdivisions, short plats, and binding site plans where all of the lots are fully developed.

C. Exemptions to some or all of these requirements may be allowed if the street will be improved as a whole through a Local Improvement District (LID) or Capital Improvement Project scheduled to be completed within five years of permit issuance. In such a case, a contribution may be made and calculated based on the improvements that would be required of the development. Contributed funds shall be directed to the City's capital project fund and shall be used for the capital project and offset future assessments on the property resulting from an LID. An LID "no-protest" commitment shall also be recorded. Adequate interim levels of improvements for public safety shall be required.

D. Required improvements shall be installed by the applicant prior to final approval or occupancy.

E. For subdivisions the improvements shall be completed prior to final plat approval or post a bond or other surety as provided for in SMC 20.30.440

POLICIES

Sustainability and Quality of Life

Policy T9: ~~Comply with National Pollutant Discharge Elimination System requirements for all transportation projects. Integrate stormwater management into transportation projects. 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 private property owners.~~ **(New Recommended Policy)**

Policy T10: 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 T11: 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)**

Bicycle System

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

Policy T22: 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: Monitor transit service and advocate the City be well served and transit quality, passenger comfort and safety are maintained ~~at the desired level~~ for Shoreline residents. **(New Recommended Policy)**

Policy T25: Encourage development in appropriate areas that is supportive of transit and the addition of new routes in areas with transit supportive densities and uses. **(New Recommended Policy)**

Policy T30: 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 T36: Monitor transit service, transportation patterns and land use~~Promote livable neighborhoods around the light rail stations through the land use patterns, transit service and transportation access. (New Recommended Policy)

Concurrency and Level of Service

~~Policy T40: Adopt a volume to capacity (V/C) ratio of 0.90 or lower for Principal Arterials or Minor Arterials, excluding the following areas where:
Widening the roadway cross-section is not feasible, due to significant topographic constraints.
Interjurisdictional coordination is required to mitigate congestion.
Rechannelization 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.~~

~~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 (I-5 and Aurora Avenue N). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. 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;~~
- ~~• Rechannelization and safety improvements result in acceptable levels of increased congestion in light of the improved operational safety of the roadway.~~

~~a Shoreline Comprehensive Plan Subarea Plan. (New Recommended Policy)~~



The City of Shoreline Notice of Public Hearing of the Planning Commission including SEPA DNS Threshold Determination

Description of Proposal:

The proposal calls for adoption of the City of Shoreline's Transportation Master Plan (TMP) and amendments to the Development Code and Comprehensive Plan necessary to maintain consistency between the three documents. The TMP is a long-range plan that helps guide how the City develops its Capital Improvement Program, coordinates transportation improvements with land uses, and plans for what is needed to respond to growth.

The City of Shoreline has determined that the proposal will not have a probable significant adverse impact on the environment. The DNS is issued in accordance with WAC 197-11-340(2). The City will not act on this proposal for at least 14 days from the date of issuance. This decision was made after review of the environmental checklist and other information on file with the City. The information is available to the public upon request at no charge.

This may be your only opportunity to submit written comments, including comments on the environmental impacts of the proposal. Written comments must be received at the address listed below before **5:00 p.m. October 14, 2011**. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Jeff Forry, 17500 Midvale Avenue North, Shoreline, WA 98133 or emailed to jforry@shorelinewa.gov. Upon request, a copy of the subsequent final threshold determination for this proposal may be obtained together with the City Council decision on the proposal.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for Thursday, October 27, 2011 at 7 pm in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

Copies of the proposal, SEPA Checklist and applicable codes are available for review at the City Hall, 17500 Midvale Avenue North. There is no administrative appeal of this determination. The SEPA Threshold Determination may be appealed with the decision on the underlying action to superior court. If there is not a statutory time limit in filing a judicial appeal, the appeal must be filed within 21 calendar days following the issuance of the underlying decision in accordance with State law.

Questions or More Information: Please contact Jeff Forry, Planning & Community Development at (206) 801-2521.

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.



Planning and Community Development

17500 Midvale Avenue N.
Shoreline, WA 98133-4905
(206) 801-2500 ♦ Fax (206) 801-2788

SEPA THRESHOLD DETERMINATION DETERMINATION OF NONSIGNIFICANCE (DNS)

2011 Transportation Master Plan Update

PROJECT INFORMATION

The proposal calls for adoption of the City of Shoreline's Transportation Master Plan (TMP) and amendments to the Development Code and Comprehensive Plan necessary to maintain consistency between the three documents. The TMP is a long-range plan that helps guide how the City develops its Capital Improvement Program, coordinates transportation improvements with land uses, and plans for what is needed to respond to growth.

Proposed Project Description:

Shoreline is updating the TMP due to significant changes that have been completed and that are planned for the City's transportation system since the TMP was originally created in 2005. Completed changes include the Interurban Trail, improvements to Aurora Avenue[®] N, and the pedestrian bridges across Aurora Avenue N. New bus rapid transit service from both Metro (expected to begin in 2010) and Community Transit and the light rail extension from Northgate are changes that are coming to Shoreline's transportation system.

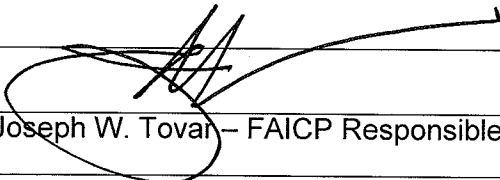
Project Number:	Not Applicable (Non Project Action)
Date of Issuance:	September 29, 2011
Applicant:	City of Shoreline
Location:	City of Shoreline
Public Hearing Date:	October 27, 2011

The City of Shoreline has determined that the proposal will not have a probable significant adverse impact on the environment. The DNS is issued in accordance with WAC 197-11-340(2) for this non-project action. Future transportation improvement projects may require project-level SEPA environmental review and specific mitigation measures. The City will not act on this proposal for at least 14 days from the date of issuance. This decision was made after review of the environmental checklist, the comprehensive Plan, the Development Code, the proposed Transportation Master Plan and other information on file with the City. The information is available to the public upon request at no charge.

PUBLIC COMMENT AND APPEAL INFORMATION

Submit written comments on the environmental impacts of the proposal. Written comments must be received at the address listed below before 5:00 p.m. October 14, 2011. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Jeff Forry, 17500 Midvale Avenue North, Shoreline, WA 98133 or emailed to jforry@shorelinewa.gov. Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for Thursday, October 27, 2011 at 7 pm in the Council Chamber at City Hall, 17500 Midvale Avenue N, Shoreline, WA.

There is no administrative appeal available for this decision. The SEPA Threshold Determination may be appealed to superior court. If there is not a statutory time limit in filing a judicial appeal, the appeal must be filed within 21 calendar days following the issuance of the decision on the underlying action in accordance with State law the project file is available for review at the City Hall 17500 Midvale Avenue N. For specific project questions, please contact Alicia McIntire, City of Shoreline Public Works at 206-801-2483.

	^{BY} 9/29/11
Joseph W. Tovar – FAICP Responsible Official	Date

A. BACKGROUND

1. Name of proposed project, if applicable:

City of Shoreline Transportation Master Plan (TMP) and accompanying Development Code and Comprehensive Plan Amendments

2. Name of applicant:

City of Shoreline, Department of Public Works

3. Address and phone number of applicant and contact person:

Alicia McIntire, Senior Transportation Planner
City of Shoreline
17500 Midvale Ave N.
Shoreline, WA 98133-4905
(206) 801-2483
amcintire@shorelinewa.gov

4. Date checklist prepared:

September 28, 2011

5. Agency requesting checklist:

City of Shoreline, Department of Planning and Development Services

6. Proposed timing or schedule (including phasing, if applicable):

The Draft TMP was released for public review on September 12, 2011.

The Development Code and Comprehensive Plan Amendments are scheduled to be reviewed in late September and October 2011 by the City of Shoreline Planning Commission, with a public hearing on October 27, 2011.

The City Council is currently scheduled to adopt the TMP, Development Code Amendments, and Comprehensive Plan Amendments on November 28, 2011.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

Analysis in the TMP has been used to supplement and revise the goals and policies of the Transportation Element of the City's Comprehensive Plan. The Comprehensive Plan will receive a number of additional changes as part of the Comprehensive Plan Major Update, which is scheduled to be adopted in late 2012.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

The City of Shoreline has prepared a number of environmental documents since the City's incorporation in 1995. The City prepared a Draft Environmental Impact Statement (issued November 17, 1997) and Final Environmental Impact Statement (issued November 2, 1998) for the City's first Comprehensive Plan. In September 2004, the City prepared a SEPA Checklist and EIS Addendum for its Comprehensive Plan Update, and a separate SEPA Checklist for the 2005 Transportation Master Plan. The City recently prepared a SEPA Checklist for the 2011 Parks, Recreation, and Open Space Plan, which was adopted in July 2011.

The City has also prepared more specific environmental information for individual projects such as the Aurora Corridor Improvement Project (SEPA Checklist and Mitigation Determination of Non-Significance issued in November 2007) and Town Center Subarea Plan (FEIS adopted in July 2011).

- 9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.**

The City of Shoreline will be updating its Comprehensive Plan in late 2012.

- 10. List any government approvals or permits that will be needed for your proposal, if known.**

The City of Shoreline's Transportation Master Plan (TMP) will be a long-range blueprint for travel and mobility, describing a vision for transportation that supports the City's adopted land use plan. The TMP reflects policy direction from the City Council and the Planning Commission, and must be adopted by ordinance by the Shoreline City Council. The TMP includes new transportation goals and policies that conflict with the City of Shoreline's existing Comprehensive Plan and Development Code. As such, the City will also be adopting Comprehensive Plan and Development Code amendments to ensure consistency with the new TMP. City Council adoption for all three items is currently scheduled for November 28, 2011. Analysis in the TMP will also be used to further update and supplement the City of Shoreline's Comprehensive Plan later in 2012.

Under the Growth Management Act (GMA), the Washington State Department of Commerce must review proposed updates, including master plans to comprehensive plans for consistency with the Growth Management Act. Key requirements include compliance with the GMA and King County's Countywide Planning Policies. The overall goals of the GMA encourage affected jurisdictions, including Shoreline, to keep pace with land development and make public road and transit improvements to help meet the expected transportation demand.

- 11. Give brief, complete description of your proposal, including the proposed uses and the site of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.)**

The TMP is a long-range plan that helps guide how the City develops its Capital Improvement Program, coordinates transportation improvements with land uses, and plans for what is needed to respond to growth.

Shoreline is updating the TMP due to significant changes that have been completed and that are planned for the City's transportation system since the TMP was originally created in 2005. Completed changes include the Interurban Trail, improvements to Aurora Avenue N, and the pedestrian bridges across Aurora Avenue N. New bus rapid transit service from both Metro (expected to begin in 2010) and Community Transit and the light rail extension from Northgate are changes that are coming to Shoreline's transportation system.

The City began the TMP update in July 2009 with an open house to solicit feedback about bicycle, pedestrian and transit needs. Along with the comments received at the open house, responses to questionnaires, email feedback and the input of a citizens' advisory committee regarding bicycle and pedestrian needs, the City began crafting policies addressing transportation issues. Additionally, the City hired a consultant to develop a traffic model that identifies the location of future transportation projects needed to accommodate growth. Staff met with Council several times during spring/summer 2010 to receive policy direction. Using the input received to date, staff has:

- Developed draft bicycle and pedestrian system plans;
- Updated its traffic model to account for anticipated residential and employment growth over the next twenty years;
- Created a three-phase transit plan;
- Identified streets for reclassification;
- Identified projects to help solve existing transportation deficiencies, as well as issues arising as a result of growth; and
- Drafted policies and implementation strategies that will help guide the development of future transportation projects and programs.

Changes to the TMP have resulted in several goals and policies that are inconsistent with the City's adopted Comprehensive Plan and Development Code. As such, the City will also be adopting several Comprehensive Plan and Development Code Amendments to ensure consistency amongst the three documents. These amendments include revising the Level of Service (LOS) standard in the City's Development Code from LOS E to LOS D for signalized intersections on arterial streets and a volume to capacity (V/C) ratio of 0.90 or lower for Principal Arterials or Minor Arterials. Other Development Code amendments include revisions to traffic study, frontage improvement, and concurrency requirements.

As the City proceeds with the transportation planning process, Sound Transit is also beginning their initial planning work for extension of light rail from Northgate to Lynnwood. Although voters approved a conceptual alignment for light rail along I-5, Sound Transit must examine and compare multiple alignments as part of the required federal environmental review process.

- 12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.**

The study area for the Transportation Master Plan consists of the incorporated area of the City of Shoreline, Washington. Shoreline is bounded by Puget Sound on the west and by the cities of Edmonds, Woodway, and Mountlake Terrace to the north, Lake Forest Park to the east, and Seattle to the south. The study area is 11.74 square miles and contains 3.4 miles of Puget Sound shoreline. Figure 1 includes a vicinity map for the City of Shoreline, as well as the TMP's proposed street classifications.

B. ENVIRONMENTAL ELEMENTS

1. Earth

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other: _____.**

The City of Shoreline is located in north King County, approximately fifteen miles north of downtown Seattle. The City of Shoreline is characterized by hilly valleys shaped by a number of creeks such as Boeing Creek, Thornton Creek, McAleer Creek and Lyon Creek. Steep slopes and landslide hazard areas exist in isolated locations.

- b. What is the steepest slope on the site (approximate percent slope)?**

The proposal is a non-project proposal and does not recommend project action on a specific site. The majority of the City is flat or gently sloped, with isolated areas of steep slopes (greater than 40%).

- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.**

The proposal is a non-project proposal and does not recommend project action on a specific site. Future development and transportation improvements projects would be subject to individual SEPA review.

- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.**

The proposal is a non-project proposal and does not recommend project action on a specific site. Steep slopes and landslide hazard areas are shown on maps included in the 2005 Comprehensive Plan and the City's Geographic Information System (GIS), and are updated as additional information becomes available.

- e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.**

No filling or grading is expected as a direct result of this action. Development proposals emerging subsequent to the adoption of the TMP would be evaluated relative to federal, state, and local regulations and standards on an individual project-specific basis.

- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.**

No erosion would directly result from the adoption of the proposal. Future development proposals will be evaluated and subject to the federal, state, and local regulations and standards, as well evaluated for consistency with the goals and policies of the TMP.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?**

The proposal is to adopt the TMP and does not relate to a specific project. Future development proposals will be evaluated and subject to the adopted regulations and standards. Road improvements would largely be confined to existing paved right of way.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

As a non-project proposal, no specific development conditions are presented. Future development will need to conform to City standards and regulations during project review. The City’s Critical Areas regulations (SMC 20.80) provide protection measures, including buffers to reduce and control erosion.

2. Air

a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Localized impacts from future TMP improvement projects could consist of short-term reduction in air quality as a result of dust generated from the use of machinery during activities that disturb soil layers, as well as construction vehicle traffic and additional automobile trips to the site. The localized impacts are generally very short-lived and most of them can be mitigated quite effectively. Any short term impacts directly resulting from future TMP projects would likely be indistinguishable from existing conditions, given the City’s urban nature and the presence of multiple highways and major arterials, which are major contributors to emissions in the area.

The Puget Sound Clean Air Agency (PSCAA) governs activities affecting air quality in King, Snohomish, Pierce, and Kitsap Counties; and thus has jurisdiction over the City. As required by the PSCAA regulations, emissions would be controlled by using reasonably available control technologies (PSCAA, 2008) and City of Shoreline construction practices.

Carbon monoxide hot spot modeling (predictive modeling of CO concentrations, including background concentrations) was completed for the Aurora Corridor Project in 2007 at the most congested intersections to analyze potential air quality impacts related to projected increases in traffic along Aurora Avenue N and surrounding streets. This modeling used the WSDOT Washington State Intersection Screening Tool, and showed that the anticipated increases in traffic levels would not cause CO concentrations to exceed the NAAQS limits, both for the near future (2007) and future (2025). Since that time, traffic levels along Aurora Avenue N and throughout the City have increased less than projected, and this trend is expected to continue.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

None known.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Dust and vehicle exhaust emitted during construction work on TMP improvement projects would be subject to the requirements of the Puget Sound Clean Air Agency that require reasonable measures be used to control any emissions to prevent impacts at off-site locations. For example, use of properly tuned equipment can avoid undue exhaust emissions.

Electric powered equipment could be used as an alternative to gasoline or diesel-powered equipment, thus reducing objectionable odors and potential adverse health effects from exhaust emissions.

Future development projects will be conditioned subject to consistency with air protection regulations. New goals and policies support and encourage non-motorized transportation, including transit to reduce auto traffic and related emissions.

3. Water

a. Surface:

- 1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.**

The City of Shoreline's shoreline area includes approximately 3.5 miles of marine shorelines within the city limits. The portions of the Puget Sound are located on the western most side of the City. There are numerous small streams and creeks within or adjacent to the City. Many of these streams have been placed in culverts, channels, or otherwise altered. Boeing Creek flows to the Puget Sound and drains an area which includes Shoreview Park. Thornton Creek originates in Ronald Bog, flows to Twin Ponds, crosses the City limits, and emerges as an open channel in the City of Seattle's Jackson Park Golf Course. McAleer Creek flows in the southeasterly direction and passes through the northeast corner of the City. Lyon Creek flows in a similar direction just outside of the City in Lake Forest Park.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.**

The proposal is not related to a specific project. Development in the shoreline area would be conditioned by the City of Shoreline Municipal Code (SMC), Shoreline Master Program (SMP), and applicable development regulations.

- 3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.**

Not applicable.

- 4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.**

Not applicable. Future improvement projects would not be expected to result in surface water withdrawals or diversions.

- 5) **Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.**

Adoption of the TMP is not a project-specific action. Future development proposals will be evaluated and subject to City regulations and standards. There are areas within the City of Shoreline that lie with a 100-year floodplain.

- 6) **Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.**

Adoption of the TMP will not result in any discharges of waste material to surface waters. Some street improvements may result in increased surface water runoff and will be required to meet current stormwater standards at the time of construction.

b. Ground:

- 1) **Will ground water be withdrawn or will water be discharged to ground water? Give general description, purpose, and approximate quantities if known.**

There would be no groundwater withdrawn or water discharged to groundwater as a result of adoption of the TMP.

- 2) **Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.**

Not applicable.

c. Water Runoff (including storm water):

- 1) **Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.**

This is a non-project proposal. Any future improvements will be subject to all applicable local, state, and federal regulations and will be required to avoid or mitigate impacts.

- 2) **Could waste materials enter ground or surface waters? If so, generally describe.**

The proposal is for the adoption of a citywide Transportation Master Plan. Indirectly, growth and urbanization contributes to increased amounts of impervious surfaces and increased loadings of potential pollutants entering the ground or surface water. Increased development and increased impervious surfaces could increase the amount of run-off. The proposal, however, does not relate to a specific project. Future development proposals will be evaluated and subject to City regulations and standards.

- 3) **Proposed measures to reduce or control surface, ground, or runoff water impacts, if any:**

The City has policies in place in the Development Code, Surface Water Master Plan, and Engineering Development Guide to reduce and control surface, ground and runoff water impacts. The City has and will continue to implement these policies through a number of projects and programs, including low impact development. For specific projects, project-level review will condition approvals to avoid or mitigate impacts.

Best Management Practices (BMPs) may be utilized to control runoff as appropriate during construction of proposed improvement projects. In addition, specific measures may be taken to prevent soil compaction. BMPs and surface water design would be in accordance with the DOE Stormwater Manual for Western Washington, the Low Impact Technical Guidance Manual for Puget Sound and the City of Shoreline Municipal Code.

4. Plants

a. Check or circle types of vegetation found on the site:

<input checked="" type="checkbox"/> Deciduous trees (check types): <input checked="" type="checkbox"/> alder <input checked="" type="checkbox"/> maple <input type="checkbox"/> aspen <input checked="" type="checkbox"/> other:
<input checked="" type="checkbox"/> Evergreen trees (check types): <input checked="" type="checkbox"/> fir <input checked="" type="checkbox"/> cedar <input checked="" type="checkbox"/> pine <input checked="" type="checkbox"/> other:
<input checked="" type="checkbox"/> Shrubs
<input checked="" type="checkbox"/> Grass
<input type="checkbox"/> Pasture
<input type="checkbox"/> Crop or grain:
<input checked="" type="checkbox"/> Wet soil plants (check types): <input checked="" type="checkbox"/> cattail <input checked="" type="checkbox"/> buttercup <input checked="" type="checkbox"/> bullrush <input checked="" type="checkbox"/> skunk cabbage <input checked="" type="checkbox"/> Other:
<input checked="" type="checkbox"/> Water plants (check types): <input checked="" type="checkbox"/> water lily <input checked="" type="checkbox"/> eelgrass <input checked="" type="checkbox"/> milfoil <input checked="" type="checkbox"/> Other:
<input checked="" type="checkbox"/> Other types of vegetation: Ornamental landscaping

b. What kind and amount of vegetation will be removed or altered?

No vegetation will be removed as a result of adoption of the TMP. Removal of vegetation usually increases with increased development; however, actual vegetation removal will be determined at project level review, and be subject to the City’s Development Code (SMC Title 20).

c. List threatened or endangered species known to be on or near the site.

Not applicable to this non-project proposal.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

The proposal is a non-project action. Project-level review for future improvement projects may condition any approvals necessary to mitigate impacts.

5. Animals

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

birds: hawk, heron, eagle, songbirds, other:
mammals: small rodents, deer, bear, elk, beaver, other:
fish: bass, salmon, trout, herring, shellfish, other:

The City of Shoreline is primarily urban/suburban in nature.

b. List any threatened or endangered species known to be on or near the site.

In 2001 the federal government listed Puget Sound Chinook Salmon and Bull Trout as threatened species under the Endangered Species Act (ESA) (U.S. Fish and Wildlife Service, Federal Register, 64 FR41835 and 41839). Portions of Thornton, McAleer, Lyon, Boeing and the Puget Sound have documented salmonid use including chinook salmon (listed as threatened under the ESA) and coho (federal candidate species). (Streams reaches used by salmon may be located outside the Shoreline city limits.) In response to this federal listing, the City participates in the tri-county effort to protect Puget Sound Chinook Salmon.

c. Is the site part of a migration route? If so, explain.

The Puget Sound area is part of the Pacific Flyway. Birds that inhabit the area vary seasonally due to migrations.

d. Proposed measures to preserve or enhance wildlife, if any:

The Community Design Element of the 2004 update to the Comprehensive Plan calls for the City to develop a program to implement Green Street improvements that prioritizes connections to schools, parks, neighborhood centers and other key destinations. The Green Streets standards will provide guidelines for an enhanced streetscape, including street trees, landscaping and facilities for bicycles. The SMC also includes measures to protect critical areas, including wildlife habitats. Project-level review for any subsequent development will condition approvals to avoid or mitigate impacts to wildlife.

6. Energy and Natural Resources

a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc.

Not applicable.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

Any impacts resulting from projects stemming from this non-project action will be determined at project-level review.

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts, if any:**

The proposal does not relate to a specific action. Future projects will be evaluated at the project level and any project impacts will be conditioned at that time.

7. Environmental Health

- a. Are there any environmental health hazards including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe.**

The proposal is adoption of the Transportation Master Plan. There are a number of environmental health hazards, such as chemical spills, related to the transportation of goods and services. However, numerous local, state, and federal regulations are in place to prevent or mitigate potential environmental health hazards.

- 1) Describe special emergency services that might be required.**

No special emergency services are expected to be required.

- 2) Proposed measures to reduce or control environmental health hazards, if any:**

The TMP seeks to identify transportation issues, forecast future transportation growth, and plan for transportation improvements to maintain a functioning transportation system and reduce the threat of transportation related hazards.

- b. Noise**

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?**

The City of Shoreline experiences environmental noise levels typical of urban/suburban areas, with intermittent construction noise and varying traffic noise levels that are highest along interstates (Interstate 5) and major arterials (Aurora Avenue N, N 145th Street, N 175th Street).

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from site?**

There are no current plans to expand I-5 in the Shoreline area, so traffic growth will be accommodated for the most part by the Shoreline's arterial streets. Regional growth and the resulting demand for more travel in the future will actually reduce access to I-5 from Shoreline. It is projected that traffic volumes on the City's arterial streets along I-5 will increase because of the increased pass through traffic. While this proposal is for a non-project action, growth within the City and surrounding cities will contribute to increased

traffic which in turn leads to higher noise levels impacting properties along these state highways and within proximity to the major intersections within Shoreline.

3) Proposed measures to reduce or control noise impacts, if any:

The policies that support local pedestrian and bicycle modes of transportation may result in a reduction of long term vehicle noise in Shoreline. It is the City's policy to minimize and prevent adverse noise impacts. In general, the City municipal code prohibits noise levels to be audible greater than 50 feet from the source. Construction or maintenance activities in the City's right-of-way are conditioned to minimize the impact on adjacent property owners. Future development proposals will be evaluated and subject to City regulations and standards.

8. Land and Shoreline Use

a. What is the current use of the site and adjacent properties?

The City of Shoreline is a first-tier suburb of Seattle that is substantially developed, with only about one percent of the total land area remaining vacant, which are primarily single lots scattered throughout the City (rather than large contiguous tracts of land). Residential single family development accounts for approximately 50% of the land uses in Shoreline, with multi-family and commercial developments accounting for about 4% each, and public facilities and parks and recreation uses accounting for between 7 and 8% each.

b. Has the site been used for agriculture? If so, describe.

The proposal is for a non-project action, and is not site-specific. The City of Shoreline is an urban area and does not have any designated agricultural lands.

c. Describe any structures on the site.

Within the City of Shoreline, there are buildings and structures associated with the following land uses:

- Single-family residential
- multi-family residential
- commercial
- institutional
- parks & recreation
- open space/water
- public facilities, and
- right-of-way

The proposal is for the adoption of a master plan and is not site-specific.

d. Will any structures be demolished? If so, what?

Not applicable.

e. What is the current zoning classification of the site?

Zoning varies throughout the City. Zoning classifications in Shoreline include seven residential zones (R-4, R-6, R-8, R-12, R-18, R-24 and R-48), an Office zone, a Neighborhood Business zone, a Community Business zone, a North City Business District, a Mixed Use Zone (previously Regional Business), a Town Center Zone (with four individual districts), an Industrial zone, and a contract zone.

f. What is the current comprehensive plan designation of the site?

Comprehensive Plan land use designations in the City of Shoreline include Low Density Residential, Medium Density Residential, High Density Residential, Mixed Use, Community Business, Regional Business, Public Facilities, Campus, Planned Area 3, Special Study Area, Ballinger Special Study Area, North City Business District, Private Open Space, and Public Open Space.

g. If applicable, what is the current shoreline master program designation of the site?

The King County Shoreline Master Program designates the shoreline jurisdictional area as Urban for the Puget Sound within the City limits. The City of Shoreline anticipated adopting an updated Shoreline Master Program later in 2011.

h. Has any part of the site been classified as an "environmentally sensitive" area? If so, specify.

Wetlands, streams, Puget Sound shoreline, steep slope and landslide hazard areas, erosion hazards and seismic hazard areas are all environmentally sensitive areas located within the City of Shoreline, and are regulated by Shoreline Municipal Code Chapter 20.80.

i. Approximately how many people would reside or work in the completed project?

According to United States Census 2010 numbers released in February 2011, the population of Shoreline was virtually unchanged over the last decade, and now sits at an estimated 53,007 people. Based on State of Washington employment figures, the City of Shoreline currently has approximately 15,800 jobs.

In 2010, the King County Growth Management Planning Council adopted new long range growth targets (for the year 2031) for all cities in King County. The City of Shoreline is expected to add 5,000 new households and 5,000 new jobs. The traffic model developed for the TMP has taken these projections and distributed them throughout the city by individual traffic analysis zones (TAZ's).

j. Approximately how many people would the completed project displace?

No people would be displaced by adoption of the Master Plan.

k. Proposed measures to avoid or reduce displacement impacts, if any.

No measures are proposed or needed. Individual development projects in the future would be required to adhere to all local, state, and federal regulations related to land use.

1. Proposed measures to ensure the proposal is compatible with existing and project land uses and plans, if any.

The proposal is to adopt a Transportation Master Plan (TMP) for the City of Shoreline. The master plan is designed to be consistent with the City’s Comprehensive Plan, King County Countywide Planning Policies, and the state Growth Management Act. Policies from the TMP will be integrated into the 2012 update to the Comprehensive Plan, most notably in the Transportation Element.

9. Housing

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing?

The adoption of the Transportation Master Plan does not involve the construction of any housing units. The traffic model included in the TMP assumes that Shoreline will add approximately 5,000 new housing units in the next twenty years, consistent with the growth targets adopted by the King County Growth Management Planning Council.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing?

Not applicable.

c. Proposed measures to reduce or control housing impacts, if any.

No measures are proposed or required. Future individual development projects will be required to followed all local, state, and federal regulations.

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

No buildings or other structures are proposed by this action. Improvement projects listed in the TMP could help facilitate future development projects, which would be subject to individual SEPA review.

b. What views in the immediate vicinity would be altered or obstructed?

Not applicable.

c. Proposed measures to reduce or control aesthetic impacts, if any.

The City’s municipal code (SMC) limits the height of buildings and structures according to the zoning designation. The code provides requirements for open space and landscaping for new developments.

11. Light and Glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?**

Not applicable.

- b. Could light or glare from the finished project be a safety hazard or interfere with views?**

Not applicable.

- c. What existing off-site sources of light or glare may affect your proposal?**

Not applicable.

- d. Proposed measures to reduce or control light and glare impacts, if any:**

Any measures to reduce or control light and glare impacts would be determined as a part of specific project level review and approval.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity?**

The City of Shoreline has a well developed parks system that includes 330 acres of parks and open space spread throughout all corners of the City, offering a variety of active and passive recreational opportunities. These include one regional park, two large urban parks, seven community parks, seven neighborhood parks, eleven natural areas, and eight special use facilities (including the Interurban Trail, Shoreline Civic Center, Shoreline Pool, and Spartan and Richmond Highlands Recreation Centers).

- b. Would the proposed project displace any existing recreational uses? If so, describe.**

Adoption of the TMP would not displace any existing recreational uses. Future improvement projects would not be anticipated to displace any recreational uses in the future.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:**

The TMP includes goals and policies that support pedestrian improvements and bicycle facilities and enhance access to recreation. In addition, the City of Shoreline recently adopted its 2011 Parks, Recreation, and Open Space Plan (PROS Plan). Future improvement projects would need to be consistent with this plan.

13. Historic and Cultural Preservation

- a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.**

The proposal is to adopt a citywide Transportation Master Plan and is not related to a specific project. Future development proposals will be evaluated for impacts to any historic sites and subject to comply with the Comprehensive Plan, City, state and federal regulations. The City maintains a register of historic and cultural resources.

b. Generally describe any landmarks or evidence of historic, archaeological, scientific, or cultural importance known to be on or next to the site.

The proposal is for a non-project action; therefore, no direct impacts to historic sites are anticipated by this adoption.

c. Proposed measures to reduce or control impacts, if any:

Potential impacts due to development will be identified through the project-specific SEPA review process. Project-specific impacts would be identified at the time of development.

14. Transportation

a. Identify public streets and highways serving the site, and describe the proposed access to the existing street system. Show on site plans, if any.

The transportation network in Shoreline is greatly impacted by state highways. Aurora Avenue N (State Highway 99) and Interstate 5 (I-5), both of which are designated as “highways of statewide significance,” run the entire length of Shoreline and carry well over 200,000 vehicles per day. SR 104 (Ballinger Way NE and N/NE 205th Street) borders the City to the north and passes through the northeast portion of the City. Shoreline is bordered by two other state highways SR 523 (N/NE 145th Street) and SR 522 (Bothell Way NE). Even though these two corridors and a portion of SR 104 are not inside the corporate limits of the City, Shoreline citizens and businesses rely on them for their travels. Generally, the sidewalk systems along these streets are nonexistent or substandard and in disrepair, illumination is lacking and there is limited capacity to improve transit operations.

I-5 has three interchanges affecting Shoreline: NE 145th Street, NE 175th Street, and NE 205th Street. The location of each of these interchanges has direct and significant impact on these streets essentially making them Shoreline’s most heavily traveled east-west corridors. When I-5 is congested, parallel north/south arterials in Shoreline often receive spillover traffic. Aurora Avenue N, Meridian Avenue N, 5th Avenue NE and 15th Avenue NE are the streets that generally pick up the overflow traffic.

The roadway network in Shoreline is laid out primarily in a grid system, as can be seen in Figure 1. Streets run east-west and avenues run north-south. The following roadways function as the primary (arterial) transportation corridors in the City:

East-West

- N/NE 145th Street (SR 523)
- N/NE 155th Street
- N/NE 175th Street
- NW Richmond Beach Road
- N/NE 185th Street
- N/NE 205th Street/Ballinger Way NE (SR 104)

North-South

- 8th Avenue NW
- Greenwood Avenue N
- Dayton Avenue N
- Aurora Avenue N (SR 99)
- Meridian Avenue N
- Interstate 5
- 5th Avenue NE
- 15th Avenue NE
- 25th Avenue

Aurora Corridor Project

The Aurora Corridor Project supports the City of Shoreline's transportation policies in the adopted Comprehensive Plan. When completed, this project will redevelop the entire three miles of Aurora Avenue N that run through Shoreline. The goals of the plan are to improve:

- Pedestrian and vehicle safety
- Pedestrian and disabled access
- Vehicular capacity
- Traffic flow
- Transit speed and reliability
- Nighttime visibility and safety
- Storm water quality
- Utility infrastructure and capacity
- Economic investment potential
- Streetscape amenities

The completed project will also satisfy the State of Washington's access management requirements by eliminating the center two-way left turn lane and replacing it with a raised center median that contains pockets allowing for left and U-turns.

The original design concept was developed during the Aurora Corridor Multi-Modal Pre-Design Study, a public process lasting over two years and involving over 60 public meetings, open houses and briefings at City Council meetings. The design for the roadway includes the following features:

- 7-foot sidewalks
- 4-foot amenity zone for fire hydrants, street signing, street and pedestrian lights, landscaping and pedestrian amenities such as benches and trash cans
- Stormwater facilities and water quality treatment that meets or exceeds city, county and state requirements
- Two through lanes and a Business Access/Transit (BAT) lane in each direction
- Bus zone enhancements
- Raised medians with left and U-turn pockets
- Continuous street lighting
- Underground utilities

For funding and design purposes, the Aurora Corridor Improvement Project was divided into sections. The first mile of the project, N 145th to N 165th Streets, was completed in 2007. The total cost for this segment of the project was approximately \$27 Million, with 89% of the funding coming from federal, state and county grants and 11% from money set aside by the City for the project.

The City performed environmental review under the State Environmental Policy Act (SEPA) and the National Environmental Policy Act (NEPA) simultaneously for the second and third miles of the project (N 165th to N 205th Streets). Upon completion of the environmental review process, design and right-of-way acquisition work began for the second mile (N 165th to N 185th Streets). Construction of the second mile was substantially completed in late summer 2011. In January 2011, construction began on the next seven blocks (N 185th – N 192nd Streets) with completion scheduled for early 2012. The remainder of the project is scheduled for completion in 2014.

- b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?**

Transit Agencies

The City of Shoreline is served by three transit agencies: Metro Transit, Community Transit, and Sound Transit. Metro Transit provides transit service primarily in King County. Just to the north of Shoreline, Community Transit services most of Snohomish County, with several routes terminating or passing through Shoreline at the Aurora Village Transit Center. Both Metro Transit and Community Transit provide park and ride lots, vanpools, paratransit, Dial-A-Ride Transportation (DART), and local and commuter express bus service throughout their primary service areas and to major centers. However, due to their service jurisdictions, transit users along the Aurora Avenue Corridor who cross the county line need to make a transfer between service providers.

Sound Transit is the regional transit agency for the Puget Sound region and provides express bus, commuter rail and light rail service. Sound Transit provides limited, all-day express bus service in Shoreline with service to Seattle, Lynnwood, and Everett. Two express bus routes serve the I-5/NE 145th freeway station, which serves the North Jackson Park and Ride lot located within the City. Sound Transit's Sounder commuter rail between Seattle and Everett operates along the City's shoreline but does not have any stations within the City limits. Light rail service in King County began in 2009 and is limited to service from downtown Seattle to Sea-Tac Airport.

Service

Twenty six bus routes operate in the City of Shoreline. Five additional Metro Transit routes skirt the City's southeastern border along Lake City Way, three Metro Transit routes operate along short portions of N/NE 145th Street at the City's southern boundary and one additional Metro Transit route terminates at the Park and Ride facility at I-5 and NE 145th Street. Additionally, Metro Transit operates one custom route to Evergreen School at Meridian Avenue N and N 152nd Street. Twelve out of the 26 routes located in Shoreline operate only during peak periods. The remaining routes are offered throughout the day. All of the Metro Transit and Sound Transit routes with all day service operate seven days a week. Community Transit routes with all day service operate Monday through Saturday. Community Transit does not provide any Sunday service. Metro Transit provides the majority of the service in the City, with 29 fixed routes operating in the Shoreline area

Transit services in Shoreline can be aggregated into the following categories:

Community: These routes provide local access within the City. Currently, there are no bus routes that exclusively serve the City of Shoreline. However, as part of their overall service, several routes connect Shoreline neighborhoods together including: 330, 331, 346, 347, 348, and 358.

Inter-community: These routes connect communities with neighboring areas such as Mountlake Terrace, Lake City, Lake Forest Park and Kenmore. Routes include Metro: 330 and 331; Community Transit: 131.

Regional: These connect Shoreline to urban centers or outside of the county, including: Northgate, Downtown Seattle, University District, Bellevue, Renton, Lynnwood and Everett. Routes include Metro 5, 77, 242, 301, 303, 304, 308, 316, 342, 345, 346, 347, 348, 355, 358, and 373; Community Transit Swift, 101, 118, 130 and 416; and Sound Transit 510 and 511. Sound Transit Routes 510 and 511 do not serve Shoreline during the peak period in the peak direction.

- c. **How many parking spaces would the completed project have? How many would the project eliminate?**
- Not applicable.
- d. **Will the proposal require any new roads or streets, or improvements to existing roads or streets, not including driveways? If so, generally describe (indicate whether public or private).**

Over the next twenty years, the City of Shoreline is anticipated to add approximately 5,000 new households and generate 5,000 new jobs. The Washington State Growth Management Act (GMA) requires local jurisdictions to identify facility and service needs that are based on level of service (LOS) standards for all arterials and transit routes and can accommodate anticipated levels of growth. LOS standards are used to judge the performance of the transportation system. The GMA further requires that the transportation element of a city's comprehensive plan include specific actions and requirements for bringing into compliance any facilities or services that are below an established level of service standard. The relationship between LOS standards, funding needs to accommodate increased travel, and land use assumptions is referred to as "concurrency".

Concurrency is balanced when growth is matched with needed facilities. If any of the features is unbalanced, one of the following three actions must be taken:

- Reduce growth by denying or delaying land use permit applications
- Increase funding for new facilities
- Change the level of service standard

Transportation concurrency requires adequate transportation facilities to be available concurrent with private development. Development is not allowed if it causes the LOS on transportation facilities to fall below standards adopted in the comprehensive plan. In the case of transportation facilities, the GMA defines "concurrent with development" to mean that improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.

As detailed in Chapter 8 (Concurrency) of the TMP, the City has established LOS D as its standard for allowing future growth, and created a list of future roadway improvement projects to accommodate said level of growth. Using the City's traffic model and the criteria in TMP Chapter 8 established to identify intersection improvements, the City has identified the following projects that will improve capacity and mitigate the impacts of forecasted growth:

1. Addition of a two-way left turn lane and traffic calming measures on Meridian Avenue N from N 145th Street to N 205th Street
2. Intersection improvements at N 185th Street and Meridian Avenue N
3. Addition of a two-way left turn lane on NE 175th Street from Stone Avenue N to Meridian Avenue N
4. Intersection improvements at N 175th Street and Meridian Avenue N
5. Extension of left turn pockets on N 175th Street between Meridian Avenue N and the I-5 on/off ramps
6. Intersection improvements at NE 175th Street and 15th Avenue NE
7. Addition of a two-way left turn lane on NE 185th Street from 1st Avenue NE to 7th Avenue NE

e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

The proposal is a non-project action that would adopt the Transportation Master Plan. Sound Transit currently provides commuter rail (Sounder) service that runs through, but does not stop, in the City of Shoreline. The nearest station is approximately two miles north of the city in Edmonds. The owners of the Point Wells property just north of the City's Richmond Beach Neighborhood have proposed including a new Sounder station on their property, but such a station is not currently planned by Sound Transit.

Sound Transit also operates light rail service in the Seattle area. Service began in 2009, running from downtown Seattle to Sea-Tac Airport. Construction is currently underway to extend the light rail line north to the University of Washington, with service scheduled to open in 2016. In 2008, voters in King, Snohomish, and Pierce counties approved a funding package that included expansion of the light rail system north, south and east of the existing line. As part of this plan, Sound Transit will continue the line north through Seattle and then along I-5 to Lynnwood, with

two stops planned in Shoreline at NE 145th Street and NE 185th Street. Sound Transit is currently evaluating alternatives to the I-5 alignment, including service along Aurora Avenue N. Service to Northgate and Lynnwood is scheduled to begin in 2021 and 2023, respectively.

f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.

The proposal is a non-project action to adopt the City's Transportation Master Plan (TMP).

Existing Traffic Volumes

The pattern of daily traffic volumes reflects the street classifications in Shoreline, and can be seen in Figure 2. The highest volumes of traffic are observed on state highways, which are principal arterials. Based on 2010 traffic volumes, Aurora Avenue N has the highest overall 24-hour average daily traffic for any facility in Shoreline, with the exception of I-5 and a small section of SR 104 approaching I-5. The average weekday traffic volumes (and PM peak hour trip volumes) for Aurora Avenue N in 2010 ranged from 31,800 daily (and 967 PM peak hour) trips N 205th Street to 37,900 daily (and 1,800 PM peak hour trips) in the vicinity of N 160th Street. SR 104 near the I-5 interchange had daily traffic volumes in excess of 52,000. In the northeast section of the City, daily traffic volumes on SR 104 are approximately 23,000. Traffic volumes along SR 523 range from 24,500 to 31,800 daily trips. Other principal arterials that have significant traffic but are not state routes include 15th Avenue NE, Meridian Avenue N, NW Richmond Beach Road, N 205th Street, N 185th Street, N/NE 175th Street, N/NE 155th Street and Westminster Way N.

Projected Traffic Volumes

As part of the 2011 TMP Update, the City of Shoreline hired DKS Associates to develop a new traffic model to help estimate potential vehicular traffic impacts associated with projected growth in the City over the next twenty years. The traffic model takes into account existing traffic levels (2008 traffic counts) in the City, and projects future traffic impacts based on the City's expected long-term (2030) growth projections, dividing the City into 141 transportation analysis zones (TAZ's) through which the growth is distributed. The growth assumptions in the model are consistent with the City's overall growth targets over the next twenty years (5,000 new housing units and 5,000 new jobs). In general, 2030 growth assumptions in the TOD Enhanced model are localized around the proposed Light Rail stations along Interstate 5 at N 145th and N 185th Streets and along major transit corridors, such as the Town Center Subarea.

In most parts of the City, PM peak hour trips are anticipated to increase, with areas along Aurora Avenue N increasing by up to 700 trips between the years 2008 and 2030. However, as discussed in section B(14)(d), with the implementation of the improvement projects discussed in the TMP, all intersections will continue to operate at an acceptable level of service (LOS D).

g. Proposed measures to reduce or control transportation impacts, if any.

The Transportation Master Plan proposes measures to reduce and control transportation impacts, such as the enhanced safety programs, pedestrian improvements, transit improvements, bicycle improvements and transportation demand management (TDM) strategies.

15. Public Services

- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.**

Indirectly, the update to the City's TMP (and subsequent Comprehensive Plan) will result in additional growth that will require the need for additional public services. However, public service and utility providers are required to coordinate with the City to ensure that they provide adequate service based on existing and anticipated growth in the City.

- b. Proposed measures to reduce or control direct impacts on public services, if any.**

Not applicable.

16. Utilities

- a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.**

Portions of the city are served by all utilities customary within urban areas.

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.**

Not applicable.

C. Signature

The above answers are true and complete to the best of my knowledge. I understand the lead agency is relying on them to make its decision.

Signature:

Printed Name: David Levitan, Associate Planner

Address: 17500 Midvale Avenue N

Telephone Number: 206-801-2554

Date Submitted: September 28, 2011.....

D. SUPPLEMENTAL SHEET FOR NON-PROJECT ACTIONS
(Do not use this sheet for project actions)**1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?**

The proposal is for the adoption of a citywide Transportation Master Plan and accompanying amendments to the Development Code and Comprehensive Plan. Transportation improvement projects and indirect activities of general growth and urbanization contribute to increased air emissions and increased amounts of impervious surfaces and increased loadings of potential pollutants entering the ground or surface water. Increased development, traffic and increased impervious surfaces could increase the amount of run-off.

Proposed measures to avoid or reduce such increases are:

The Transportation Plan covers all forms of personal travel – walking, bicycling, bus and automobile. Goals and policies support walking, bicycling and transit to reduce the potential impacts of transportation. Transportation-related development projects will be subject and conditioned approval per Shoreline Municipal Code (SMC).

Other future development proposals will be evaluated and subject to City regulations and standards.

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

The City's plan is intended to create a vision for transportation that supports and supplements the City's Comprehensive Plan. The Comprehensive Plan provides goals and policies to protect plants, animals, fish and marine life.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

The environmental regulations of the Shoreline Municipal Code (SMC) and the Shoreline Master Program (SMP) work together to protect plants, animals, fish and marine life.

3. How would the proposal be likely to deplete energy or natural resources?

Demands for energy and natural resources will increase along with population growth and associated development irrespective of the subject proposal to adopt this master plan.

Proposed measures to protect or conserve energy and natural resources are:

Concentration of development under these Comprehensive Plan policies will enable existing infrastructure to be more intensely and efficiently utilized. Public transportation bicycles, and pedestrian improvements are also promoted by TMP policies. The traffic model used in the TMP assumes the majority of development will occur along transit corridors and near future light rail stations.

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as

parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

No direct impacts to environmentally sensitive areas or areas designated (or eligible or under study) for government protection are expected as a result of this non-project action.

Proposed measures to protect such resources or to avoid or reduce impacts are:

Project review will be initiated with more thorough application procedures and requirements including pre-application meetings. This will enable the City and applicants to identify potential issue areas and site design considerations early in the project formulation stage so that appropriate mitigation or avoidance measures can be built into the applications.

The proposal to adopt this master plan is consistent with the requirements of the Growth Management Act, which supports conservation and protection of parks, unique natural areas, threatened or endangered species habitat, historic or cultural sites, and environmentally critical areas.

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

No direct impacts to land and shoreline use are expected as a result of this non-project action. The Transportation Master Plan has been developed to support and supplement the update to the City's Comprehensive Plan.

Proposed measures to avoid or reduce shoreline and land use impacts are:

Future development will be evaluated for impacts and must be consistent with the City of Shoreline Comprehensive Plan, Shoreline Master Program, the Growth Management Act, and regulatory reform legislation. Measures to avoid or reduce shoreline and land use impacts are embodied in the policies and development regulations of the Shoreline Municipal Code (SMC).

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

The proposal to adopt this master plan contains policies to ensure the provision of public services and facilities is concurrent with anticipated development, as required by state law.

Proposed measures to reduce or respond to such demand(s) are:

Not applicable.

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

The TMP is intended to be consistent with local, state, and federal laws and requirements for protection of the environment. It is consistent with City of Shoreline Comprehensive Plan, Municipal Code, and all other regulatory guidelines.