

# ORIGINAL

## RESOLUTION NO. 335

**A RESOLUTION OF THE CITY OF SHORELINE, WASHINGTON AMENDING THE TRANSPORTATION MASTER PLAN TO RECLASSIFY A LOCAL SECONDARY STREET TO A COLLECTOR ARTERIAL AND IDENTIFY A CROSS-SECTION, IDENTIFY INTERSTATE 5 AS THE SOLE ALIGNMENT OPTION FOR LIGHT RAIL AND IDENTIFY SHORELINE'S PREFERRED STATION LOCATIONS, AND CORRECT SCRIVENER'S ERRORS RELATED TO RIGHT-OF-WAY AND IMPACT FEES**

WHEREAS, the City's Transportation Master Plan was adopted on December 12, 2011; and

WHEREAS, federal and state guidelines require that streets be classified to reflect their pattern of daily traffic volume; and

WHEREAS, the Transportation Master Plan describes the characteristics of a Local Streets as providing local access to residential areas with daily volumes of less than 3,000 vehicles per day and describes the characteristics of a Collector Arterials as serving community centers and businesses, channeling traffic from Non Arterial Streets to Minor or Principal Arterial, accommodating medium length trips and having volumes between 2,000 and 8,000 vehicles per day; and

WHEREAS, the Transportation Master Plan classifies N 192<sup>nd</sup> from Aurora Avenue North to Ashworth Avenue North as a Local Secondary Street but is more accurately classified as a Collector Arterial as it has traffic volumes consistent with this classification and channels traffic from the neighborhood to Aurora Avenue North; and

WHEREAS, in conjunction with this reclassification of N 192<sup>nd</sup> Street, a cross-section for N 192<sup>nd</sup> Street needs to be adopted in the Master Street Plan; and

WHEREAS, the Sound Transit Board has eliminated Aurora Avenue North, leaving I-5 as the sole alignment option for light rail; and

WHEREAS, the City Council has identified NE 145<sup>th</sup> Street and NE 185<sup>th</sup> Street as the preferred locations for light rail stations in Shoreline; and

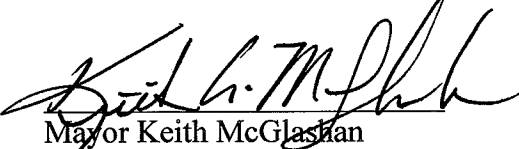
WHEREAS, scrivener's errors related to cross sections in the Master Street Plan and to growth projects and impacts fees need correction;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON AS FOLLOWS:**

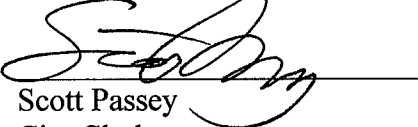
**Section 1. Plan Amended.** The Transportation Master Plan, adopted on December 12, 2011 and filed in the City Clerk's Office under Clerk's Receiving Number 6631, is hereby amended as set forth in Exhibits A, B, and C.

# ORIGINAL

**ADOPTED BY THE CITY COUNCIL ON DECEMBER 3, 2012.**

  
Mayor Keith McGlashan

ATTEST:

  
Scott Passey  
City Clerk

**Res. No. 335 EXHIBIT A – RECOMMENDED CHANGES TO THE TRANSPORTATION MASTER PLAN**

	<b>PAGE</b>	<b>SUBJECT</b>	<b>AMENDMENT</b>	<b>NOTES/EXPLANATION</b>
1	Page 29 (Figure A)	Street Classification	Change the street classification of N 192nd Street from Aurora Avenue N to Ashworth Avenue N from Local Secondary Street to Collector Arterial (See attached)	Per previous discussions with Council.
2	Page 175 (Figure V)	Light Rail Alignment	Remove Aurora Avenue N and the two potential light rail stations as alternatives identified as Light Rail Station Scenario Options. Correct the legend accordingly (See attached)	Sound Transit is now considering Interstate 5 as the only alignment option for the Lynnwood Link Light Rail extension as part of the Draft Environmental Impact Statement. The station locations shown on the figure are consistent with Council's stated preference for station area locations.
3	Page 178	Master Street Plan	The planned cross-sections establish the location of future curbs so that streets can be constructed in the proper location. <u>It should be noted that the identified cross-sections do not necessarily include the full right-of-way width that may be needed at intersections to accommodate additional facilities, such as turn lanes. These right-of-way needs, including those for identified projects needed to accommodate future growth, will be determined at the time of development permit application and/or capital project design.</u>	Added to provide clarification.
4	Page 194	Impact Fees	The fees reimburse <del>at least a portion, if not all,</del> of the costs incurred by the municipality to provide transportation facilities needed to serve new development.	Corrects an error in this statement. Impact fees cannot be used to entirely fund growth projects.
5	Page 243	Impact Fees	The roadway projects to accommodate growth identified in this Transportation Master Plan will be <u>fully funded in part</u> through the collection of transportation impact fees authorized by the Growth Management Act.	Corrects an error in this statement. Impact fees cannot be used to entirely fund growth projects.
6	Page 253	Master Street Plan	The planned cross-sections for these streets establish the location of future curbs so that streets can be constructed in the proper location. <u>It should be noted that the identified cross-sections do not necessarily include the full right-of-way width that may be needed at intersections to accommodate additional facilities, such as turn lanes. These right-of-way needs, including those for identified projects needed to accommodate future growth, will be determined at the time of development permit application and/or capital project design.</u>	Added to provide clarification.

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	<b>PAGE</b>	<b>SUBJECT</b>	<b>AMENDMENT</b>	<b>NOTES/EXPLANATION</b>
7	Page 254	Master Street Plan	<p>The maximum right-of-way needs for street classifications are as follows:</p> <ul style="list-style-type: none"> <li>• Principal Arterial – 122 feet</li> <li>• Minor Arterial – 84 <u>95</u> feet</li> <li>• Collector Arterial – 80 feet</li> <li>• Local Primary Street – 66 feet</li> <li>• Local Secondary Street – 90 feet</li> </ul>	Amended for consistency with corrected cross-section for NW Richmond Beach Rd
8	Appendix D	Master Street Plan	See below	Correct the termini for N 160 <sup>th</sup> St and NW 175 <sup>th</sup> St; correct the right-of-way width for NW Richmond Beach Rd (it previously did not include the sidewalk widths) and add a cross-section for N 192 <sup>nd</sup> St to reflect its new classification as a Collector Arterial; remove references to the Aurora Corridor project for roadway cross-sections adjacent to the corridor and include dimensions









Res. No. 335 EXHIBIT A – RECOMMENDED CHANGES TO THE TRANSPORTATION MASTER PLAN

APPENDIX D

FUNCTIONAL CLASSIFICATION	STREET NAME	FROM	TO	TOTAL EXISTING RIGHT-OF-WAY	EXISTING CURB TO CURB WIDTH	REQUIRED RIGHT-OF-WAY	PLANNED CURB TO CURB WIDTH	NOTES
Minor Arterial	N 160 <sup>th</sup> St	<del>Dayton Ave N</del> <u>Greenwood Ave N</u>	Aurora Ave N	50-72	40-43	72	43	
Collector Arterial	N 192 <sup>nd</sup> St	Aurora Ave N	<u>Interurban Trail</u>	<u>60</u>	<u>22-34</u>	<u>60</u>	<u>22-34</u>	
Collector Arterial	N 192 <sup>nd</sup> St	<u>Interurban Trail</u>	<u>Ashworth Ave N</u>	<u>60</u>	<u>22-26</u>	<u>60</u>	<u>30</u>	
Collector Arterial	NW 175 <sup>th</sup> St	3rd Ave NW	<del>3rd</del> <u>6<sup>th</sup> Ave NW</u>	60	28-34	54.5	36	
Minor Arterial	NW Richmond Beach Rd	2nd Ave NW	8th Ave NW	60-80	44-54	<u>79-89' – 95'</u>	66	
Minor Arterial	N 155 <sup>th</sup> St	Aurora Ave N	Midvale Ave N	74-88	47-70	<u>75-88</u> <u>As per the</u>	<u>48-69</u> <u>Aurora Corridor Project</u>	
Collector Arterial	N 175 <sup>th</sup> St	Fire Dept	Aurora Ave N	66-71	43-52	<u>82-90</u> <u>As per the</u>	<u>50-66</u> <u>Aurora Corridor Project</u>	
Principal Arterial	N 175 <sup>th</sup> St	Aurora Ave N	Midvale Ave N	62	54-55	<u>112</u> <u>As per the</u>	<u>74-88</u> <u>Aurora Corridor Project</u>	
Minor Arterial	N 185 <sup>th</sup> St	Approx. 140 feet west of Aurora Ave N	Aurora Ave N	60	44	<u>86-93</u> <u>As per the</u>	<u>66-74</u> <u>Aurora Corridor Project</u>	
Minor Arterial	N 185 <sup>th</sup> St	Aurora Ave N	Midvale Ave N	60	42	<u>78-92</u> <u>As per the</u>	<u>53-56</u> <u>Aurora Corridor Project</u>	
Collector Arterial	N 200 <sup>th</sup> St	Whitman Ave N	Aurora Ave N	60	37-40	<u>62-64</u> <u>As per the</u>	<u>34</u> <u>Aurora Corridor Project</u>	
Collector Arterial	N 200 <sup>th</sup> St	Aurora Ave N	Approx 720 feet east of Aurora Ave N	60	40	<u>60-64</u> <u>As per the</u>	<u>36-40</u> <u>Aurora Corridor Project</u>	

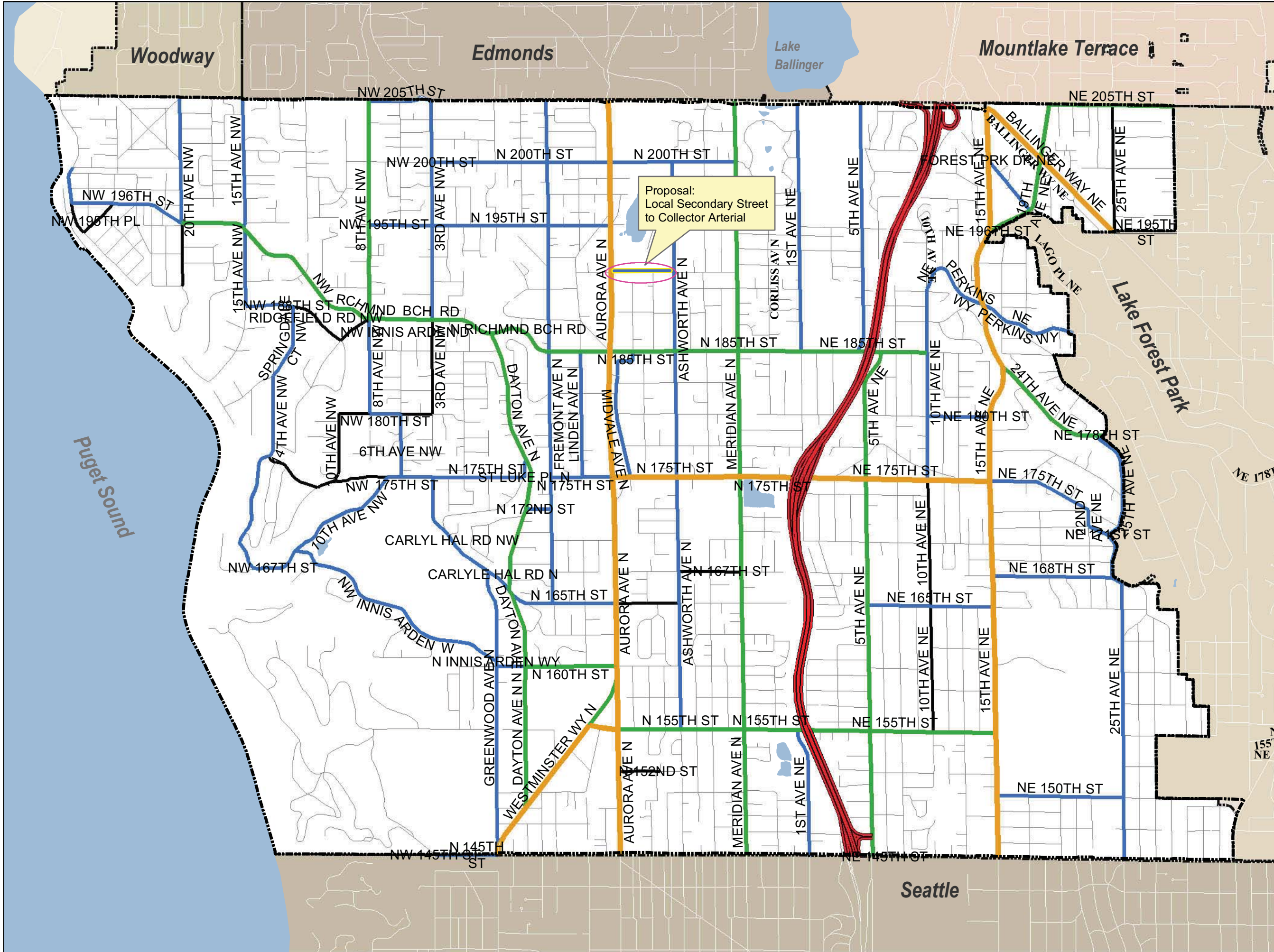
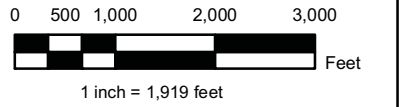
Figure A

Recommended Street Classifications

-  Interstate
- Arterial Streets:**
  -  Principal Arterial
  -  Minor Arterial
  -  Collector Arterial
- Non-Arterial Streets:**
  -  Local Primary Street (formerly "Neighborhood Collector")
  -  Local Secondary Street (formerly "Local Street")
  -  Recommend Change / Affected Street Segment
  -  City Limits

Note: This map includes the following recommended changes to street classification titles:

- Neighborhood Collectors to be renamed "Local Primary Streets"
- Local Streets to be renamed "Local Secondary Streets"



# Exhibit C

## Figure V

### Conceptual Transit Enhancements: Long Range Plan Light Rail Service in Shoreline

#### Legend

##### Light Rail Station Scenario Options

- ★ Light Rail Station
- ➔ Transit Connection To Be Determined

##### Bus Locations

- Bus Stop
- P Park and Ride (P&R)

##### Metro Transit:

- 5: Downtown Seattle-Shoreline
- 28: Downtown Seattle-Shoreline
- 65: North Seattle-University District
- 73: Downtown-Cowen Park-Jackson Park
- 331: Kenmore-Aurora Village-Shoreline Community College
- 345: Northgate Transit Center-Shoreline Community College
- 346: Northgate Transit Center-Aurora Village
- 347: Northgate Transit Center-Richmond Beach
- 348: Northgate Transit Center-Richmond Beach
- 358: Downtown Seattle-Aurora Village
- 372: Woodinville-Kenmore-University District (Seattle)

##### Community Transit:

- Swift & 101: Aurora Village Transit Center-Everett Station
- 118: Aurora Village Transit Center-Ash Way Park and Ride
- 130: Aurora Village Transit Center-Lynnwood Transit Center
- 131: Aurora Village Transit Center-Edmonds Comm. College

##### Sound Transit:

- 510: Everett-Downtown Seattle
- 511: Ash Way Park and Ride-Downtown Seattle
- 522: Woodinville-Downtown Seattle

- Transit Attractions/Destinations

- ▣ School

##### Other Map Features:

#### Legend

