

2018 Comprehensive Plan Docket - Attachment C - McCormick Application



City of Shoreline

Planning & Community Development
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Print Form

COMPREHENSIVE PLAN GENERAL AMENDMENT APPLICATION

Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending on December 1st, the amendment proposal will not be considered until the next annual amendment cycle.

Please attach additional pages to this form, as needed.

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

Applicant Name Tom McCormick

Address 2444 NW 201st Place City Shoreline State WA Zip 98177

Phone 206-915-7755 Fax _____ Email tommccormick@mac.com

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

See attached text -- Attachment to Comprehensive Plan General Amendment Application submitted by Tom McCormick on December 1, 2017.

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

Transportation Element, Policy T44.

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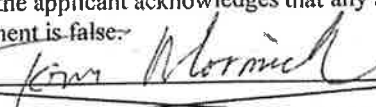
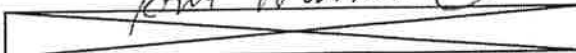
Support for the Amendment - Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment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

This amendment clarifies how an arterial's V/C ratio is to be calculated. Neither the peak AM nor the peak PM one-directional volume may exceed 90% of the arterial's peak AM or peak PM one-directional capacity. Further, the special rule that allows the V/C ratio on a leg of an arterial intersection to be greater than 0.90 if the intersection operates at LOS D or better is revised to clarify that the rule only applies to signalized intersections, and to clarify that a leg of a signalized intersection refers to that portion of the arterial that is between the signalized intersection and the next nearest intersecting arterial or non-arterial street. The amendment also clarifies that the LOS D standard is not to be exceeded for either the peak AM or peak PM.

The amendment also memorializes the grandfathered 1.10 V/C standard for the specified road segments on Dayton Avenue N and 15th Ave NE. These segments had a projected V/C in excess of 0.90 when the V/C standard was first approved by the City Council in 2011 for inclusion in the Comprehensive Plan, and were given grandfathered treatment by the City Council due to the reasons specified in T44. These two grandfathered instances are the only instances where a V/C in excess of 0.90 has been approved by the City Council. If the City or other party seeks to have a V/C greater than 0.90 for any other arterial segment, then the party would need to propose a Comprehensive Plan amendment and, as is normal, have the proposal fully vetted by the Planning Commission and the City Council.

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

Application Signature

Date December 1, 2017

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

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Attachment to Comprehensive Plan General Amendment Application submitted by Tom McCormick on December 1, 2017

Amend Policy T44 of the Comprehensive Plan to read as follows (underlings show additions; strikethroughs show deletions):

T44. Adopt Level of Service (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way). Intersections that operate worse than LOS D ~~for the peak AM or peak PM~~ 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 ~~peak AM and peak PM~~ one-directional volume to capacity (V/C) ratio to 0.90 or lower, provided the V/C ratio on any leg of a signalized Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at LOS D or better (a leg of a signalized arterial intersection refers to that portion of the arterial that is between the signalized intersection and the next nearest intersecting arterial or non-arterial street). These Level of Service standards apply throughout the city unless an alternative LOS standard is identified in the this Transportation Element for intersections or road segments, or where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

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

Arterial segments meeting at least one of these criteria are:

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

This Transportation Element contains an alternative LOS standard for segments of two arterials. Upon adoption of the 0.90 V/C standard in 2011, two arterial segments were given grandfathered treatment allowing a V/C ratio not to exceed 1.10, as follows:

- Dayton Avenue N from N 175th Street to N 185th Street (it was determined that widening the arterial segment was not feasible, due to significant topographic constraints), and
- 15th Ave NE from N 150th Street to N 175th Street (it was determined that rechannelization and safety improvements for the arterial segment resulted in acceptable levels of increased congestion in light of the improved operational safety of the arterial segment).

Added by ordinance 730, Adopted by Council December 14, 2015:

Adopt level of service standards for transit, walking and bicycling. Maintain the adopted level of service standards until a plan-based multi-modal concurrency approach is adopted that includes motor vehicles, transit, walking and bicycling transportation measures.

Note: Conforming amendments will need to be made to the TMP (Transportation Master Plan) and the Development Code.

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