

# ORIGINAL

## ORDINANCE NO. 615

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

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

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

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

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

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

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

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

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

# ORIGINAL

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

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

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

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

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

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

.140 Adequate streets.

The intent of this subchapter is to ensure that public streets maintain an adequate Level of Service (LOS) as new development occurs.

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

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

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

These Level of Service standards apply throughout the City unless an alternative Level of Service for particular streets has been adopted in the Comprehensive Plan Transportation Element.

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

1. An analysis of origin/destination trip distribution proposed;

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

C. **Concurrency Required; Development Approval Conditions.** A development proposal that will have a direct traffic impact on a roadway or intersection that causes it to exceed the adopted LOS standards, or impacts an intersection or a road segment currently operating below a level of service identified in 20.60.140B will not meet the City's established concurrency threshold and shall not be approved unless:

1. The applicant agrees to fund or build improvements within the existing right of way that will attain the LOS standards; or
2. The applicant achieves the LOS standard by phasing the project or using transportation demand management (TDM) techniques or phasing the development proposal as approved by the City of Shoreline to reduce the number of peak hour trips generated by the project to attain LOS standards;

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

.120 Dedication of right-of-way

... [A-B unchanged]

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

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

.220 Street classification.

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

.320 Frontage improvements

Frontage improvements shall be provided and installed pursuant to standards set forth in the Transportation Master Plan Street Classification Map (Fig. A), the Master Street Plan contained in Appendix D of the Transportation Master Plan and the Engineering Development Guide for the specific street which is substandard to satisfy adequate public

roadways required for subdivisions by Chapter 58.17 RCW and Chapter 20.30 SMC, Subchapter 7 and to mitigate direct impacts of land use approvals.

... [A -E unchanged]

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

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

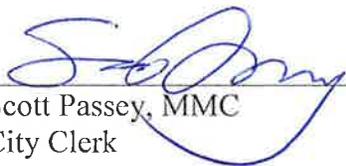
**Section 7. Publication, Effective Date.** This ordinance shall go into effect five days after passage and publication of the title as a summary of this ordinance.

**PASSED BY THE CITY COUNCIL ON DECEMBER 12, 2011.**



Keith A. McGlashan, Mayor

**ATTEST:**



Scott Passey, MMC  
City Clerk

**APPROVED AS TO FORM:**



Ian Sievers  
City Attorney

Date of Publication: December 15, 2011  
Effective Date: December 20, 2011

## EXHIBIT A, Ord. No. 615

### TRANSPORTATION ELEMENT

#### *INTRODUCTION*

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

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

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

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

#### *GOALS*

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

# ORIGINAL

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

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

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

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

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

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

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

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

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

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

## ***POLICIES***

### ***Sustainability and Quality of Life***

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

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

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

# ORIGINAL

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

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

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

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

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

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

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

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

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

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

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

**Bicycle System**

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

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

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

**Pedestrian System**

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

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

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

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

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

**Transit System**

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

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

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

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

# ORIGINAL

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

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

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

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

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

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

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

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

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

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

## **Master Street Plan**

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

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

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

## **Concurrency and Level of Service**

**Policy T39:** Adopt LOS D at the signalized intersections on arterials and unsignalized intersecting arterials within the City as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions. Adopt a supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided, the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better. These Level of Service standards apply throughout the City unless an alternative Level of Service standard is identified in the Facilities and Service subelement of the Transportation Element for intersections or road segments, where an alternate level of service has been adopted in a subarea plan, or for Principal or Minor Arterial segments where:

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

Arterial segments meeting at least one of these criteria are:

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

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

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

### **Transportation Improvements**

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

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

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

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

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

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

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

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

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

## **Funding**

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

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

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

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

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

**Growth Management Act Subelements**

The seven subelements of the Transportation Element required by the Growth Management Act, RCW 36.70A.070(6), are included in the Transportation Master Plan and incorporated herein by reference:

- A. Land use assumptions used to estimate travel. This subelement is set forth in the Transportation Master Plan (2011) (“TMP”), Pages 263-268.
- B. Traffic impacts to state-owned transportation facilities. This subelement is set forth in the TMP (2011), Page 267.
- C. Facilities and service needs. This subelement is set forth in the TMP (2011), including an inventory of transportation facilities and services at TMP Pages 119, 251-268; level of service standards for Shoreline roads and transit routes at TMP Pages 190; level of service for state highways at TMP Pages 183-184; actions required for bringing local road into compliance with levels of service at TMP Page 195; ten-year forecast of traffic at TMP Pages 263-268; and local and state system needs to meet current and future demands at TMP Page 192.
- D. Finance. This subelement is set forth in the TMP (2011), including funding capability at TMP Pages 195, 240-241; multiyear financing plan at Pages 195, 240-241; proposals to increase funding or reassess land use assumptions if funding falls short of needs at TMP Page 195; and.
- E. Intergovernmental coordination efforts. This subelement is set forth in TMP (2011), Pages 59-60.
- F. Demand-management strategies. This subelement is set forth in TMP (2011), Pages 43-44.
- G. Pedestrian and Bicycle Component. This subelement is set forth in TMP (2011) Pages 74-78, 94-99.

**EXHIBIT B, Ord. No. 615**

**A. Levels of Service Standards – City-Managed Facilities**

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

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

<b>Type of Capital Facility or Service</b>	<b>Level of Service Standard</b>
<b>Transportation</b>	<p>As established by the Transportation Element of the Comprehensive Plan:</p> <p><del>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.</del></p> <p><u>LOS D at the signalized intersections on arterials and unsignalized intersecting arterials within the City as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way). Intersections that operate worse than LOS D will not meet the City's established concurrency threshold. The level of service shall be calculated with the delay method described in the Transportation Research Board's Highway Capacity Manual 2010 or its updated versions.</u></p> <p><u>A supplemental level of service for Principal Arterials and Minor Arterials that limits the volume to capacity (V/C) ratio to 0.90 or lower, provided, the V/C ratio on any leg of a Principal or Minor Arterial intersection may be greater than 0.90 if the intersection operates at Level of Service (LOS) D or better. These Level of Service standards apply throughout the City unless an alternative Level of Service standard is identified in the Facilities and Service subelement of the Transportation Element for intersections or road segments, where an alternate level of service has</u></p>

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

**Parks and Recreation**

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

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

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

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

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

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

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

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

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

**Transportation Capital Funding Recommendations**

The Roadway Projects to Accommodate Growth identified on page 192 of the Transportation Master Plan will be fully funded through the collection of transportation impact fees authorized by the Growth Management Act. Full funding of the other transportation investments outlined in the Transportation Master Plan within twenty years would require significant additional revenue. The entire recommended project lists in the Transportation Master Plan more realistically represent 20-50 years of improvements. These include the following projects:

- Roadway Projects Recommended for Funding ( TMP Table 9.1, page 211)
- Intersection Improvements Recommended for Funding (TMP Table 9.2, page 212)
- Priority Pedestrian Projects Recommended for Funding (TMP Table 9.3, pages 215-216)
- Bicycle Projects Recommended for Funding (TMP Table 9.4, page 219).