

# ORIGINAL

## ORDINANCE NO. 596

### AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING THE COMPREHENSIVE PLAN BY AMENDING THE POINT WELLS SUBAREA PLAN 2 AND AMENDMENT OF THE STREET CLASSIFICATION PLAN OF THE TRANSPORTATION ELEMENT; AND DECLARING AN EMERGENCY

WHEREAS, the City of Shoreline has adopted a comprehensive plan under the provisions of Chapter 36.70A RCW that includes Subarea Plan 2 for Point Wells adopted by Ordinance No. 571; and

WHEREAS, the City of Shoreline desires to amend the Point Wells Subarea Plan and Map T-18 of the Transportation Element of the Comprehensive Plan to change the designation of Richmond Beach Drive NW serving the subarea to a local street (“hereafter Amendments”); and

WHEREAS, the Planning Commission held a hearing on the proposed changes on January 20, 2011, found the Amendments met the criteria for plan amendments and recommended approval; and

WHEREAS, the Council finds that the Amendments should be adopted as an emergency under RCW 36.70A.130 rather than waiting to address these Amendments as part of the next annual comprehensive plan docket of amendments since the owner of the Point Wells property held a neighborhood meeting on January 27 in preparation for filing development applications with Snohomish County which could vest existing land use laws well before the Amendments could be passed under the 2011 docket; and

WHEREAS, immediate passage is necessary under Washington’s vested rights doctrine to preserve the status quo and protect the public safety and welfare; now therefore

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

**Section 1. Findings; Amendments.** The Council adopts the Planning Commission findings and the recitals set forth above as findings of the City Council. The Comprehensive Plan is amended as follows:

A. Subarea Plan 2, p 265-6 is amended as follows:

...  
Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells. Therefore, it is critical that identified impacts be effectively mitigated as a condition of approval. It is also vital that the ~~scale of~~ traffic generated from Point Wells be limited to preserve safety and the quality of residential neighborhoods along this road corridor.

Historically, mobility and accessibility in Richmond Beach and adjacent communities have been dominated by the single occupancy vehicle. Provision of bicycle and pedestrian facilities has been limited because retrofitting an existing road network with these facilities is an expensive undertaking. The Richmond Beach Road corridor is

served by a ~~single Metro-limited Metro bus service route~~ and is beyond a reasonable walking distance from potential development within Pt. Wells. ~~And~~ Though rail service to a station in Richmond Beach was evaluated by Sound Transit, no service is envisioned in the transit agency's adopted 20 year plan. ~~Though~~ Improved transit, bicycle, and pedestrian mobility is a long-term policy objective, but the majority of trips in the area will likely continue to be by automobiles utilizing the road network. The City's traffic study completed in 2009 shows that if more than 8,250 vehicle trips per day enter the City's road network from Point Wells, it would result in level of service "F" or worse at a number of City intersections. This would be an unacceptable impact.

...

~~Policy PW-12 The maximum daily traffic that the City should permit emanating from or entering into Point Wells may not exceed 8,250 vehicle trips per day nor reduce the City's adopted level of service standard for the Corridor at the time of application for development permits at Point Wells.~~

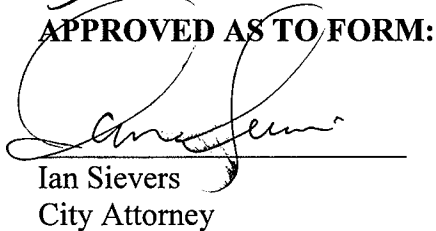
Policy PW-12 In view of the fact that Richmond Beach Drive between NW 199<sup>th</sup> St. and NW 205<sup>th</sup> St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment

- B. Figure T-18 Street Classifications is amended according to the figure attached as Exhibit A hereto.

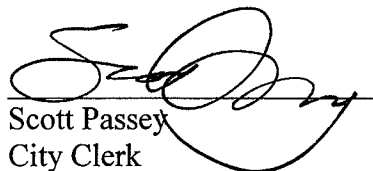
**Section 2. Publication, Emergency Declared; Effective Date.** A summary of this ordinance consisting of the title shall be published in the official newspaper and the Council declares an emergency exists and the ordinance shall take effect immediately upon passage.

**ADOPTED BY THE CITY COUNCIL ON FEBRUARY 14, 2011.**

  
Keith A. McGlashan, Mayor

**APPROVED AS TO FORM:**  
  
Ian Sievers  
City Attorney

**ATTEST:**

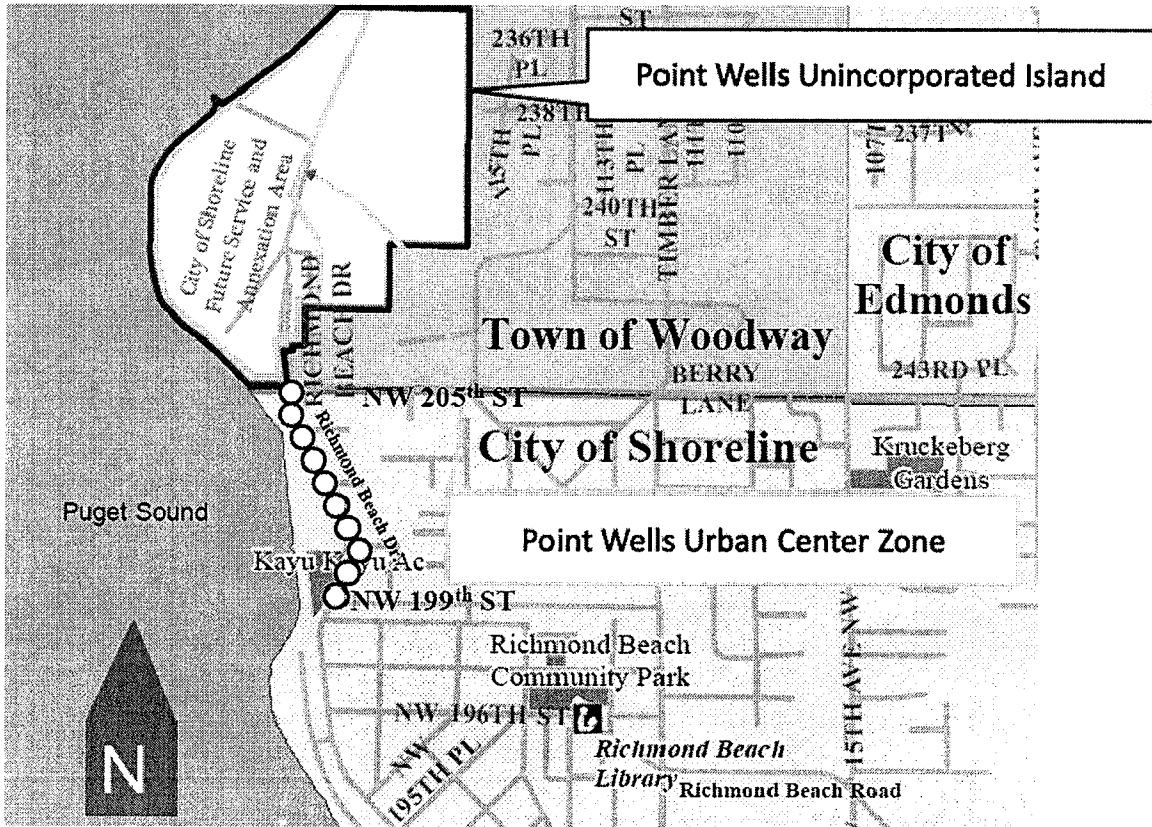
  
Scott Passey  
City Clerk

Publication Date: February 17, 2011  
Effective Date: Feb 14, 2011

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## Exhibit A Ordinance No. 596

Proposed revision to Figure T-18-Street Classifications that implements the policy change and shows Richmond Beach Drive segment reclassified as a local street



○○ Road Segment of Richmond Beach Dr. to be classified as local street