



Memorandum

DATE: June 8, 2016

TO: Councilmembers

FROM: Debbie Tarry, City Manager
Margaret King, City Attorney
Kendra Dedinsky, City Traffic Engineer

RE: Point Wells Subarea Proposed Comprehensive Plan Docket Item

CC: Scott MacColl, Intergovernmental Relations Manager

Council is considering which proposed amendments to include in 2016 Comprehensive Plan Docket on Monday, June 13, 2016. There are three docket items proposed by community members that address the transportation level of service in the Point Wells Subarea Plan or suggest amendments to the City's city-wide transportation level of service (Amendments No. 8, 9, and 10). Planning staff has recommended that Council not place these proposed amendments on the 2016 Docket.

Although that is the case, Council could still consider adding a docket item to designate a level of service standard for Richmond Beach Drive north of NW 196th Street that reflects the development envisioned in the Point Wells Subarea Plan.

By way of background, the Point Wells Subarea Plan (adopted in February 2011) articulates the City's concerns, interests, and aspirations regarding urban service delivery, governance, traffic, and impacts on adjacent neighborhoods and infrastructure in Shoreline. The Subarea Plan identifies the BSRE property as Shoreline's designated "Future Service and Annexation Area" and calls for an environmentally sustainable mixed use development of the area, although at a much smaller scale than that allowed by Snohomish County's Point Wells Urban Center zoning.

Previous amendments to the Subarea Plan did the following: a) changed the designation of a segment of Richmond Beach Drive NW north of NW 199th Street from "collector arterial" to a "neighborhood street"; and b) adopted a new policy that states that the City should not consider reclassifying the street designation until either Snohomish County or the property owner (BSRE) provide the City with a Transportation Corridor Study (TCS)

and Mitigation Plan, as well as financial and legal guarantees that the necessary mitigations will occur.

The City's street classification ("neighborhood street") itself does not provide any limitations for trips or restrict the size of any development at Point Wells. The subarea plan for Point Wells sets a cap of 4,000 ADT, but this limit is to be revised once the Traffic Corridor Study (TCS) is completed and funding for the mitigation is committed. If BSRE is willing to complete the TCS, meet the City's conditions and provide funding for mitigation, the City could consider reclassifying the street and lifting the cap.

In recognition of the City's expectations of future development at Point Wells regardless of the applicant, the City could also adopt a supplemental level of service for Richmond Beach Drive in the Point Wells Subarea Plan that is in line with those expectations.

BSRE submitted revised traffic modeling data to Snohomish County in May, which provided staff the opportunity to analyze the available traffic capacity based on our current Transportation Master Program (TMP) and Traffic Improvement Plan (TIP), and to determine the approximate traffic capacity available based on the subarea plan.

Based on that review, Staff believes that setting a Volume to Capacity ratio (V/C Ratio) of no more than 0.65 for Richmond Beach Drive north of NW 196th Street would be in line with the size of development envisioned in the City's adopted Point Wells Subarea Plan.

RECOMMENDATION

Council should move to add the following proposed amendment to the 2016 Comprehensive Plan Docket:

Adopt a volume to capacity (V/C) ratio of 0.65 or lower for Richmond Beach Drive north of NW 196th Street, assuming a roadway capacity of 700 vehicles per hour per lane for an improved roadway consistent with pedestrian and bike standards.