



## Memorandum

**DATE:** June 8, 2016

**TO:** City Council

**FROM:** Steven Szafran, AICP, Senior Planner

**RE:** June 13, 2016 Agenda

**CC:** Debbie Tarry, City Manager  
Julie Ainsworth-Taylor, Assistant City Attorney

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Council,

The text in your staff report dated June 13, 2016 for the 2016 Comprehensive Plan Docket, Amendment #7 was incorrectly provided to you. The applicant was incorrectly listed as Save Richmond Beach for amendments #7 and #8 and the correct applicant is Tom McCormick. Additionally, as you can see from the corrected text below, the intent of the Comprehensive Plan Amendment is the same as staff originally presented just organized in a different way. Policy PW-11 is provided for contextual purposes only as it is not proposed to be amended. It is only the introductory language leading up to the Policy that is proposed to be amended. The underlined language is what is being proposed by Mr. McCormick while the non-underlined language already exists as part of the preamble to PW-11 in the Point Wells Subarea Plan. The last change to point out is the addition of the word “to” when describing the 8,250 vehicle trips entering the City’s roadway.

The language requested by the applicant is as follows:

Historically, mobility and accessibility in Richmond Beach and adjacent communities has 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 limited Metro bus service and is beyond a reasonable walking distance from potential development within Point Wells. 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. 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 a day enter the City's road network from/to Point Wells, it would result in a level of service "F" or worse at a number of City intersections. This would be an unacceptable impact, exceeding the City's adopted level of service "D". Further, a road capacity analysis completed in 2015 shows that if Richmond Beach Road is re-striped to become a 3-lane road as has been planned for years and is included in the City's 2016-2021 Capital Improvement Plan, then if more than 5,000 (see the note below) new vehicle trips a day enter the City's road network going from/to Point Wells, it will result in a total traffic volume on Richmond Beach Road at one or more points that exceeds the City's 0.90 V/C supplemental level of service for the road. This would be unacceptable, resulting in significant adverse environmental impacts that are not capable of being mitigated (the road's right-of-way is insufficient to permit the road to be widened to increase capacity)."

(Note: While 5,000 new vehicle trips per day is included in the above text, the exact number of new vehicle trips per day is subject to the confirmation by City Staff, taking into account the level of non-Point Wells traffic projected to exist in 2035 or whatever later date that full buildout is expected to be completed. City Staff possibly could determine that, after Richmond Beach Road is re-striped to become a 3-lane road, even a single additional trip per day to/from Point Wells could result in a total traffic volume on Richmond Beach Road at one or more points that exceeds the City's 0.90 V/C supplemental level of service for the road. See the attached worksheet showing that under the City's 0.90 V/C standard there is no spare capacity on Richmond Beach Road between Dayton and 3<sup>rd</sup> Avenue NW).

***Policy PW-11*** *The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Management Plan. The City should also work with neighboring jurisdictions Woodway and Edmonds to improve north-south mobility. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the corridor.*

Please utilize this language when considering the proposed amendment.