

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Point Wells/Richmond Beach Transportation Corridor Study Update
DEPARTMENT:	Public Works
PRESENTED BY:	Mark Relph, Public Works Director Kirk McKinley, Transportation Planning Manager
ACTION:	<input type="checkbox"/> Ordinance <input type="checkbox"/> Resolution <input type="checkbox"/> Motion <input checked="" type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

The intent of this agenda item is to update the City Council on the Point Wells/Richmond Beach Transportation Corridor Study (TCS). To date, six community workshops, four on Segment A (west of 24th NW and Richmond Beach Drive), and two on Segment B (east of 24th NW), have been held. A final workshop has been scheduled for April 16, from 6:30 to 9:00 pm at which the recommended corridor design and mitigation measures will be presented for public comment.

Based on the April 2013 Memorandum of Understanding (MOU) entered into between the City and the Point Wells project developer, Blue Square Real Estate (BSRE), the TCS has been a jointly funded process by BSRE and the City. BSRE has funded the transportation analysis team led by David Evans and Associates, and Shoreline has funded the independent facilitator Envirolssues. For purposes of the study, the MOU also established a maximum average daily vehicle trip volume from the Point Wells development of 11,587 trips.

In general, the entire Richmond Beach Drive/Richmond Beach Road corridor consists of 60 feet of public right-of-way, with some minor exceptions on Richmond Beach Drive where it is approximately 46 feet at the very north end near the Point Wells site, and some variation on the curve above Kayu Kayu Ac Park. The Memorandum of Understanding between BSRE and the City establishes that there will be no expansion of the right-of-way (acquisition of private property) except if necessary to improve intersections (e.g. meet ADA sidewalk standards at intersections). There is however considerable private property encroachment of yard, landscaping, fences and walls, among other private amenities, into the public right-of-way along Richmond Beach Drive; however, the goal is to allow the encroachments to remain when practicable.

Clearly, the majority of the community does not want a large development at Point Wells. The City has worked very hard to keep the TCS workshop discussions focused on the identification of traffic impact issues and how to mitigate them while respecting the community values, the integrity of the neighborhoods, and quality of life. The community input has been substantial and very effective in helping staff move toward a

strategy, or "insurance policy", to mitigate the impacts identified by the residents as much as possible.

RESOURCE/FINANCIAL IMPACT:

When the public process is complete, the City will have spent approximately \$34,000 for its share of the cost of the TCS process in addition to many staff hours needed to plan for and to staff the workshops. Most of the staff hours provided are absorbed by existing staff salaries, given that most of the personnel attending the TCS workshops are exempt from the fair labor standards act and do not receive additional compensation for hours in excess of 40 hours worked in a week. The \$34,000 cost expenditure has been for the services for EnviroIssues work at the TCS workshops.

RECOMMENDATION

No action is required. This report is intended to update the Council on the Transportation Corridor Study and the public input to date.

Approved By: City Manager DT City Attorney IS

DISCUSSION

As Council is familiar with the Point Wells development site and proposed BSRE development, this report will not focus on the proposed project, but rather on the TCS and public process. Due to the significantly different types of impacts that the Richmond Beach Drive/Richmond Beach Road corridor might experience from the development, the Scope of TCS was divided into two corridor sections.

Segment A runs along Richmond Beach Drive from the Point Wells site to 24th Avenue NW, including NW 195th Street and NW 196th Street. It also includes the abutting single family residential area immediately east of Richmond Beach Drive. Segment B is the Richmond Beach Road corridor from 24th Avenue NW to Aurora Avenue. The overall study area however is much larger, and includes traffic impact analysis at over 30 intersections and 16 corridors.

The transportation modeling analysis examines morning (AM) and evening (PM) peak hours in present day and future year increments linked to completion of phases of the development beyond build out of the Point Wells project. The project is expected to take 20 – 25 years to complete, including a site cleanup phase. In addition to the traffic modeling analysis, the TCS, with the help of considerable input from the residents, identifies safety and quality-of-life issues, then identifies improvements or projects to mitigate the impacts.

The impacts and change to the existing streetscape can be very different from the impacts of changing traffic volumes from the proposed development. Segment A is for the most part a minimally improved dead-end roadway which is primarily lined with single family homes. Segment B is almost entirely an existing “improved” roadway with curbs, gutters and sidewalks. It has a mix of single family, multi-family, institutional, and commercial land uses along its length. Because Segment A (Richmond Beach Drive) will receive the greatest impact due to the traffic from the development, as it “dead ends” into the Point Wells site, and because the existing traffic volumes are currently 300 – 500 vehicles per day, it will experience a 20-fold increase over present day traffic.

Segment B for the most part is already constructed with curbs and sidewalks and currently experiences modest to heavy volumes the farther east it goes towards Aurora Avenue. Therefore, the impacts to this segment are focused primarily on capacity improvements at the intersections. There are some lane configurations being considered for the street segments that could influence capacity and safety, but the intersections still remain the most notable.

Workshop Overview:

There have been six public workshops with the community to date: four for Segment A and two for Segment B. The basic approach for the workshop series has been to: 1) identify issues and concerns and to understand why there is a concern, 2) to acknowledge the community’s concerns and issues and then to work towards potential solutions, and 3) to then provide feedback on potential solutions or mitigation measures for further input and discussion. At the seventh and final TCS meeting on April 16, City staff and the developer's consultant team will present a proposed design concept for both segments and solicit further feedback. Staff will then use this input to make

additional modifications and then bring the proposal to Council for review and action later this year.

The workshops have been well attended, with meeting attendance ranging from 40 to 100 attendees. Recently, staff had been concerned with the attendance for the Segment A meetings since we hadn't heard from as many residents that fronted Richmond Beach Drive as we had hoped. With the help of local residents, staff conducted a fourth Segment A open house at the Richmond Beach library on April 3. This meeting was very successful in bringing in the target audience staff was hoping for. Staff will map the attendees at the workshops and share the results with Council at tonight's meeting.

In addition to the voluminous comments through the workshop series (comment cards, flip charts and sticky notes on maps), staff has received formal comments from Innis Arden, the Apple Tree Lane residents, and a petition from 24 properties along Richmond Beach Drive and private side streets that have recommended specific design concepts. All comments, emails, correspondence, and materials, including presentations from the meetings, have been posted on the City's website. Staff is currently working through the comments with the consultants to develop a proposed design concept for the April 16 final workshop.

Comments/Issues/Concerns:

In general, comments have been passionate and well articulated. Clearly the community is very concerned with the changes to livability, quality of life, safety, and impacts from increased congestion from the project.

Segment A issues have focused primarily on livability and quality of life issues, including:

- noise,
- speeding,
- safety,
- the change from a low volume, dead-end street to one with 11,587 additional daily vehicles,
- impacts on landscaping, driveways, and front yards,
- construction traffic,
- the footprint of a redesigned roadway on current front yard improvements, and
- the ability to get in and out of driveways with the added traffic volume.

Additionally, the residential area just east of Richmond Beach Drive, served by 199th, 198th, 197th, 24th and 26th have all identified cut-through traffic as a major concern.

Segment B issues have focused primarily on traffic volume impacts, congestion, access to driveways, safety, and traffic impacts to side streets that intersect the corridor, such as 20th, 8th, and 3rd (north and south), 15th (north) and Dayton and Fremont (south). Cut through traffic on 190th west of 8th is also a concern. We have also heard how the increased volumes will create a barrier and further divide the north side of the corridor from the south side.

There are several major issues where the eventual mitigation will remain controversial due to the lack of alternatives. Council can expect to hear from residents on these over the next few months as the preferred alternative recommendation is presented. These are discussed briefly below.

Design of Richmond Drive

Staff has worked very hard with excellent and valuable input from the community to minimize the future roadway width while providing the essential components needed for safety, access, emergency services, all transportation modes and multiple utilities. There is general agreement on the notion of providing a shared use or multipurpose path on the east side of the roadway for pedestrians and bicycles with separation from the roadway by an amenity zone. There is also general agreement on not providing on-street parking. There is agreement in most sections to push the roadway as far to the west as possible when adjacent to the railroad and Kayu Kayu Ac Park to minimize impacts to properties on the east. Also, there is agreement to design the roadway to reduce speeding and to recognize the single family nature of the street.

There is however some concern on the width and design or striping of the roadway itself. Many neighbors prefer a minimal width two-lane roadway versus the need to provide additional width for access for trucks, buses, emergency vehicles. Attached to this staff report are three cross section examples that were presented for Segment A: Option 4A, 4B, and 4C. These options have a basic 30-foot curb to curb cross section with varying striping options.

The 195th/196th Triangle

Currently, both NW 195th Street and NW 196th Street are classified as collector-arterial streets. They have evolved over time through varying needs and through traffic control (i.e. stop signs) to perform like a couplet, where westbound traffic to Richmond Beach Drive at 24th, uses 196th, while eastbound traffic from Richmond Beach Drive uses 195th to access the corridor to the east. Both streets are lined with single family residences. Staff has discussed options to design and designate 196th as the arterial route, resulting in 195th receiving minimal impact from the future traffic. We have also considered making the roadways one way (196th westbound, and 195th eastbound). We have had passionate input from residents on both streets. We have also heard from the Apple Tree Lane residents favoring the emphasis on 196th as the arterial route.

Off-Corridor Mitigation

We have received considerable input from residents along largely residential side streets on the impacts from diverted traffic. Suggestions include sidewalks, traffic calming, signing, and enforcement. These concerns are certainly valid and the challenge will be what we can reasonably expect the developer to mitigate. Staff is evaluating the percent of added volumes from the development on these roadways to have a fuller understanding of impacts due to the Point Wells project.

No Right-of-Way Restraint

The restriction to not acquire right-of-way (except at isolated intersections) has constrained some design options along the Segment B corridor. The result is that the existing sidewalks (five feet, curbside) will remain as is. This translates into two basic corridor options for Segment B: 1) keep the road as is, with improvements at

intersections to address traffic flow and congestion, or 2) re-channelize the roadway as three lanes with bike lanes, and intersection improvements. The bike lanes provide a buffer for the existing pedestrians from the traffic as they walk on the curbside sidewalks. Staff is also examining different striping options within the existing curb to curb roadway, including unbalance lanes in some sections (e.g. two uphill, one downhill). The main point is there will not be the opportunity to expand the sidewalks to meet our standards due to the restriction of not acquiring additional right-of-way.

Alternative Access to Point Wells

There is considerable interest from the community to require the developer to provide another access point to the Point Wells site besides Richmond Beach Drive. While the City may not require such an access since it is not the permitting authority, the City has formally expressed the need for a thorough geotechnical analysis and evaluation of options in our DEIS scoping letter to Snohomish County.

Next Steps:

After the Council meeting of April 14, staff will present the draft recommended design option and mitigation measures to the community at the final TCS workshop on April 16. Using the community feedback provided at this workshop, staff will then schedule a Council meeting later this year to present the design and mitigation preferred alternative to the City Council for their review and acceptance. Staff will also prepare a set of design principles for Council review that provide direction for the design, implementation and construction of the right-of-way improvements. These will be based on the community input and modeled after the "32 Points/Implementation Strategies" that Council adopted to guide design and implementation of the Aurora project.

Staff anticipates that if Council is supportive of an acceptable design and mitigation package, then Council will provide direction for staff to move forward with negotiations of the development agreement with BSRE and docket appropriate subarea plan amendments and CIP mitigation projects.

Following Council acceptance of the City's preferred design option and mitigation measures, this "mitigation package" will be provided to Snohomish County to be included as part of the transportation section of the County's Environmental Impact Statement (EIS) process. The mitigation package will also be discussed with BSRE and will be negotiated into the City's forthcoming developer agreement with BSRE. If the City is not able to secure the requirement from the Snohomish County EIS process that the mitigation package shall be constructed by BSRE to mitigate project impacts, the TCS MOU states that the City and BSRE will negotiate these mitigations as part of the developer agreement. The City will also work to negotiate the following items into the developer agreement with BSRE: 1) an articulated funding mechanism for the mitigation measures, 2) agreement on the ultimate trip cap (should it be lower than 11,587) and how to enforce the cap, 3) agreement on the sequence of implementation of the mitigation projects, and 4) Point Wells annexation to the City of Shoreline. As of the writing of this staff report, staff is in the process of discussing these issues with BSRE and can potentially share more information about next steps at the April 14 Council meeting.

RESOURCE/FINANCIAL IMPACT

When the public process is complete, the City will have spent approximately \$34,000 for its share of the cost of the TCS process in addition to many staff hours needed to plan for and to staff the workshops. Most of the staff hours provided are absorbed by existing staff salaries, given that most of the personnel attending the TCS workshops are exempt from the fair labor standards act and do not receive additional compensation for hours in excess of 40 hours worked in a week. The \$34,000 cost expenditure has been for the services for EnviroIssues work at the TCS workshops.

COUNCIL GOAL ADDRESSED

This agenda item addresses Council Goal No. 4, Enhance openness and opportunities for community engagement, and specifically Action Step 1, Communicate and provide opportunities for public input on key policies and initiatives, including light rail station planning, safe community initiatives, the [Point Wells Transportation Corridor Study](#), and other City projects.

CONCLUSION

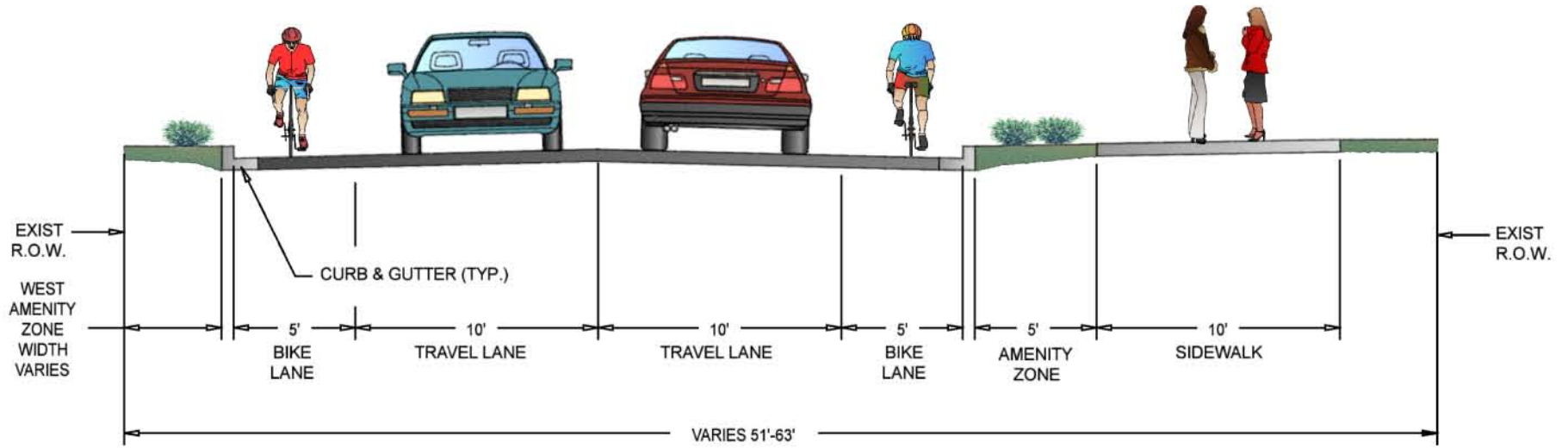
The TCS process has been a rigorous and challenging effort. The Richmond Beach community has worked very hard and has been very engaged and passionate in the process thus far. Residents from Richmond Beach and from the entirety of Shoreline have also been fair, civil, and supportive of the TCS effort, recognizing that a significant change is pending. They have been engaged and thorough in assisting staff with the identification of their concerns and in working through potential solutions. All City staff that have participated in these meetings (which has been well over 20) have expressed their appreciation and respect for the community input.

RECOMMENDATION

No action is required. This report is intended to update the Council on the Transportation Corridor Study and the public input to date.

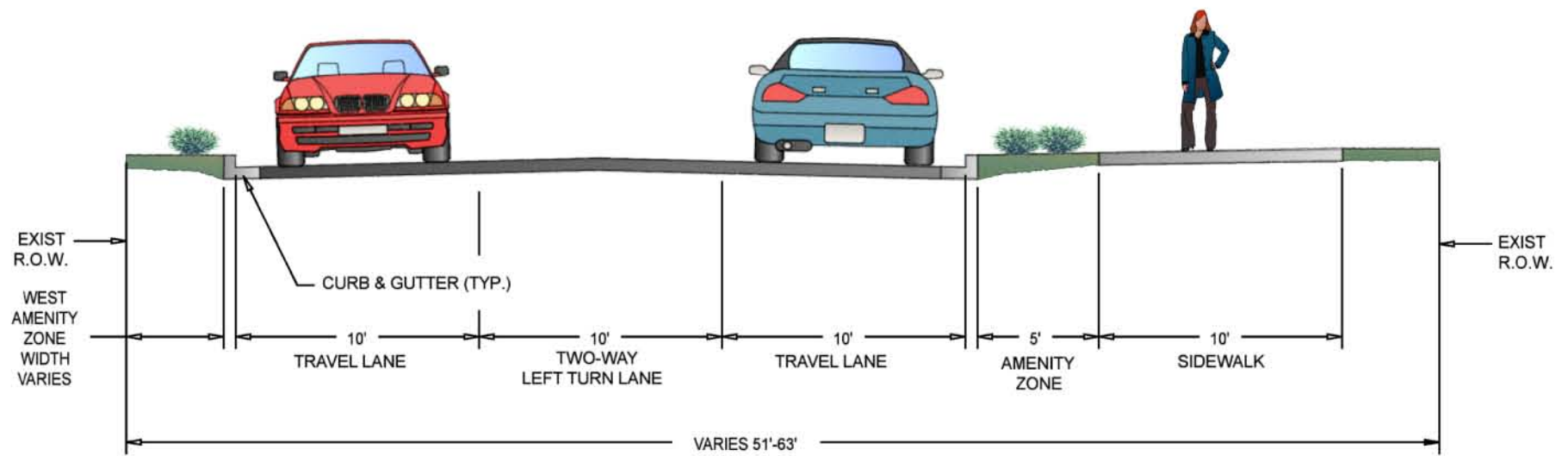
ATTACHMENTS

Attachment A: Segment A Options 4A, 4B, and 4C



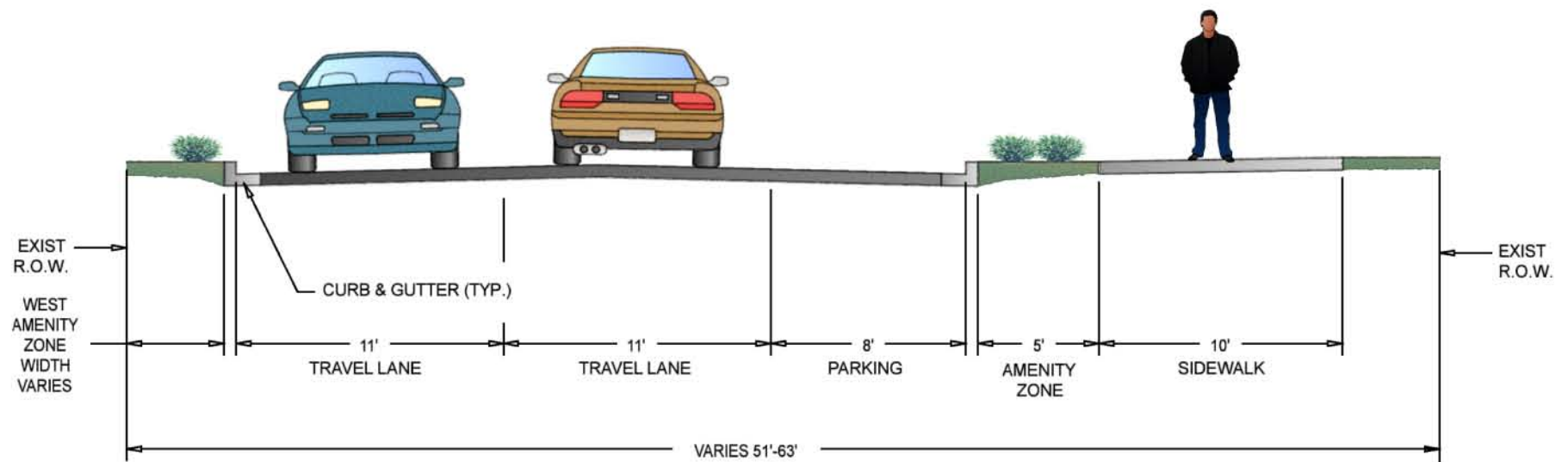
RICHMOND BEACH DR. - OPTION 4A

(30' ROAD, 46' MIN. WIDTH W/O WEST AMENITY ZONE)



RICHMOND BEACH DR. - OPTION 4B

(30' ROAD, 46' MIN. WIDTH W/O WEST AMENITY ZONE)



RICHMOND BEACH DR. - OPTION 4C

(30' ROAD, 46' MIN. WIDTH W/O WEST AMENITY ZONE)