

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Adoption of Resolution No. 377 – Prescribing Procedures Regarding Transportation Corridor Study and Mitigations
DEPARTMENT:	CMO
PRESENTED BY:	Scott MacColl, Intergovernmental Relations Manager
ACTION:	<input type="checkbox"/> Ordinance <input checked="" type="checkbox"/> Resolution <input type="checkbox"/> Motion <input type="checkbox"/> Discussion <input type="checkbox"/> Public Hearing

PROBLEM/ISSUE STATEMENT:

Councilmember Roberts and McConnell are sponsoring proposed Resolution No. 377 (Attachment A), which states that the City shall not take any action that is inconsistent with the 4,000 vehicle trips per day limit set out in the Point Wells Subarea Plan PW-12 and the City shall advocate positions consistent with all of the adopted policy provisions in the City's Comprehensive Plan and Transportation Master Plan during the environmental review or permitting process for the proposed Point Wells development. Additionally, the proposed resolution requires the City Manager to bring the final Transportation Corridor and Mitigation Plan related to a Point Wells development to Council to vote on the final plan.

As per the Council Rules of Procedure, Section 6.1.B, Council will need to hold public comment on the proposed resolution after the staff presentation and before Council review, as this item is scheduled for action this evening and this is the first time that the Council has discussed this resolution.

RESOURCE/FINANCIAL IMPACT:

There is no direct financial impact as a result of this resolution.

RECOMMENDATION

As the proposed resolution is consistent with the policy direction in the City's adopted Transportation Master Plan and Comprehensive Plan and reflects the strategy and process that staff anticipated that Council expected to occur, staff recommends that Council move to adopt Resolution No. 377.

Approved By: City Manager **DT** City Attorney **MK**

BACKGROUND

The Point Wells project has been an issue before the City since 2007, when the project proponents, BSRE Point Wells, LP (BSRE) proposed a project to build over 3,000 residential units at Point Wells in unincorporated Snohomish County. Currently, the Point Wells site can only be accessed through Shoreline along Richmond Beach Drive/Road. As the City is not the permitting agency for the project, the City has been primarily concerned about the impact of that development on the City's road network. BSRE submitted a complete project application to Snohomish County in 2011 under the County's Urban Center designation, and continues to actively plan for development under that permit application.

As part of a Letter of Intent (LOI), issued by the City Manager on August 24, 2011, the City has worked with BSRE on a Transportation Corridor Study (TCS) to jointly identify the improvements that would be necessary to mitigate the traffic impacts of the proposed development and secure mitigation funding. The TCS was envisioned to be submitted to Snohomish County for the transportation element of their environmental review of the permit application. While the majority of the work was conducted in 2014, there is not yet agreement on a final plan and it is unclear whether the TCS will be completed before Snohomish County's environmental review is complete.

DISCUSSION

The City identified the Point Wells area in the Comprehensive Plan as a potential future annexation area prior to BSRE's proposed project. To prepare for a future annexation, the City passed a Point Wells Subarea Plan that articulates the City's concerns, interests, and aspirations regarding urban service delivery, governance, traffic, and impacts on adjacent neighborhoods and infrastructure in Shoreline. That plan envisions a mixed use development of the area, and also includes a cap on the amount of traffic that future development of the BSRE property can place on the City's road network and calls for the preparation of a detailed Transportation Corridor Study and Implementation Plan to identify improvements and programs that would be needed to mitigate the impacts.

Additional amendments to the Subarea Plan (adopted in February 2011) changed the designation of a segment of Richmond Beach Drive NW north of NW 199th Street from a "collector arterial" to a "local street with a maximum capacity of 4,000 vehicle trips per day", and adopted a new policy that states that the City should not consider reclassifying the street segment designation until either Snohomish County or the property owner (BSRE) provide the City with a Transportation Corridor Study (TCS) and Implementation Plan, as well as financial and legal guarantees that the necessary traffic mitigations will be provided.

In anticipation of the City reaching an agreement with BSRE on conducting a TCS on mitigating adverse impacts from its proposed development of Point Wells, City staff submitted a proposal to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan for consideration in 2013. Amendments to the City's Comprehensive Plan would be drafted to incorporate anticipated changes resulting from the TCS and will be reviewed by the Planning

Commission and considered by the City Council. Proposed amendments include increasing the total vehicle trips per day allowed on Richmond Beach Drive NW in conjunction with mitigation projects and funding needed to maintain adopted levels of service for this road, and reclassification of NW Richmond Beach Drive from a local street to a collector arterial. Given that the TCS has yet to be completed, the proposed amendment has been carried forward each year on the City's Comprehensive Plan Amendment Docket.

Current Point Wells Transportation Impact Mitigation Strategy

As anticipated in the jointly executed Memorandum of Understanding, between the City and BSRE, the current strategy is for staff to bring forward a final TCS with corresponding mitigation and funding, for Council consideration. If approved, the City would then submit jointly an approved TCS package with BSRE to Snohomish County. Then, assuming that Snohomish County accepts the results, the City would commit to not appeal the non-construction Transportation Element of Snohomish County's Environmental Impact Statement (EIS) for the project. As previously mentioned, the TCS is yet to be completed, and as such the TCS will not be presented to the City Council in 2015, but staff does anticipate that the TCS may be completed in 2016.

The Point Wells Subarea Plan, as mentioned above, calls for financial and legal guarantees from the developer along with the TCS prior to considering amending the sub-area plan. Those guarantees are anticipated to come in the form of an agreement with the BSRE, to be signed in concert with finalizing the TCS.

The final component of the agreement is to accept the TCS and amend the City's Comprehensive Plan, if necessary, to be consistent with the outcomes and recommendations of the TCS. The City continues to work with BSRE and Snohomish County to determine the full transportation impacts from the development.

Proposed Resolution No. 377

Councilmember Roberts and McConnell are sponsoring proposed Resolution No. 377. This resolution would formalize the City's strategy noted above as Council policy. It would specifically require:

1. Presenting any staff recommended TCS and mitigation plan to Council for review and potential approval at a regular Council meeting; and
2. Restricting the City from taking any action or advocating a position inconsistent the 4,000 ADT limit during Snohomish County's Point Wells environmental review or permitting process until Council takes action to amend or repeal the 4,000 ADT limit.

The overall effect is that Council would need to approve the TCS and mitigation plan and amend the Comprehensive Plan to lift the 4,000 ADT prior to entering into any agreements with the developer. The resolution would take effect upon adoption by Council.

As noted above, proposed Resolution No. 377 is consistent with the City's strategy. It does not deviate from the strategy or alter the course that the City has been working toward since the LOI was issued in 2011.

RESOURCE/FINANCIAL IMPACT

There is no direct financial impact as a result of this resolution.

RECOMMENDATION

As the proposed resolution is consistent with the policy direction in the City's adopted Transportation Master Plan and Comprehensive Plan and reflects the strategy and process that staff anticipated that Council expected to occur, staff recommends that Council move to adopt Resolution No. 377.

ATTACHMENTS

Attachment A – Resolution No. 377 - Prescribing Procedure Regarding Transportation Corridor Study and Mitigations

RESOLUTION NO. 377

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, PRESCRIBING PROCEDURE REGARDING TRANSPORTATION CORRIDOR STUDY AND MITIGATIONS

WHEREAS, Policy T-44 of the City’s Comprehensive Plan provides: “Adopt Level of Service (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);” and

WHEREAS, Policy T-39 of the City’s Transportation Master Plan provides: “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 NE);” and

WHEREAS, Shoreline Municipal Code 20.60.140(A) provides that the LOS standard that the City has selected as the basis for measuring concurrency is as follows: “1. LOS D at signalized intersections on arterial streets and at unsignalized intersecting arterials; and 2. A volume to capacity (V/C) ratio of 0.90 or lower for principal and minor arterials.” SMC 20.60.140(A) also provides that “the V/C ratio on one leg of an intersection may exceed 0.90 when the intersection operates at LOS D or better” and that “these level of service standards apply throughout the City unless an alternative level of service for a particular street or streets has been adopted in the Comprehensive Plan Transportation Element;” and

WHEREAS, Policy PW-9 contained in the Point Wells Subarea Plan within of the City’s Comprehensive Plan provides: “To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20th Avenue NW, 23rd Place NW and NW 204th Street. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility within

the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road;" and

WHEREAS, Policy PW-12 contained in the Point Wells Subarea Plan within the City's Comprehensive Plan, as amended on February 14, 2011, provides: "In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th 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;" and

WHEREAS, prior to the adoption of the 4,000 daily traffic volume limit on February 14, 2011, Policy PW-12 in the Point Wells Subarea Plan provided that "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;" and

WHEREAS, the current 4,000 daily traffic volume limit remains in full force and effect until such time that Policy PW-12 in the Point Wells Subarea Plan is amended by the Council to increase or remove the 4,000 daily traffic volume limit; and

WHEREAS, based on the above, until such time that the 4,000 vehicle trips per day limit for Richmond Beach Drive is amended by the Council to increase or remove the limit, the Council wishes to preserve the City's right to oppose any traffic-related elements in Snohomish County's SEPA process, its permit review or required traffic-related mitigations; and

WHEREAS, upon completion of staff's final review of and recommendation regarding the Transportation Corridor Study and Mitigation Plan mentioned in Policy PW-9 of the Point Wells Subarea Plan, the Council wishes to have the Transportation Corridor Study and Mitigation Plan and any written agreement with the developer of Point Wells or with Snohomish County that relates to Point Wells or its traffic impact placed on the agenda for a regular business meeting or meetings for Council's vote to approve or disapprove part or all of the Study and Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Until such time as the policy PW-12 of the Point Wells Subarea Plan is repealed or amended by the City Council, the City shall not take any action or enter into any agreement, arrangement, or understanding -that is inconsistent with the 4,000 vehicle trips per day limit set out in PW-12 and the City shall advocate positions

consistent with ~~all of the above provisions~~ T-39, T-44, PW-9 and PW-12 during the environmental review or permitting process for the proposed Point Wells development.

Section 2. Upon completion of Staff's final review of and recommendation regarding the Transportation Corridor Study and Mitigation Plan mentioned in Policy PW-9 of the Point Wells Subarea Plan, the City Manager is directed to place the Transportation Corridor Study and Mitigation Plan on the agenda for a regular Council business meeting(s) for Council approval or disapproval of part or all of the Study and Plan.

ADOPTED BY THE CITY COUNCIL ON SEPTEMBER 21, 2015.

Mayor Shari Winstead

ATTEST:

Jessica Simulcik Smith, City Clerk

Approved as to form:

Margaret King, City Attorney