



## Memorandum

**DATE:** December 27, 2010

**TO:** Shoreline Planning Commission

**FROM:** Joseph W. Tovar, FAICP, Planning and Development Services Director  
*S.M.C.* Steven M. Cohn, Senior Planner

**RE:** January 6, 2011 Study Session on Point Wells

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### Introduction & Background

The purpose of the study session is to present a proposed modification to the Point Wells Subarea Plan. The modification would change the designation of the portion of Richmond Beach Drive north of NW 199<sup>th</sup> to 'neighborhood street' and clarify the road might be designated as a collector arterial appropriate for more traffic if certain conditions are met.

### Proposed amendment to the text of the Point Wells Subarea Plan

(NOTE: The actual proposed amendments are the map revision and new Policy PW-13, which is shown with underlining. The immediately preceding paragraphs and Policies PW-11 and PW-12 are existing Subarea Plan language that is included for context.)

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.

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 a single Metro route 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, 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

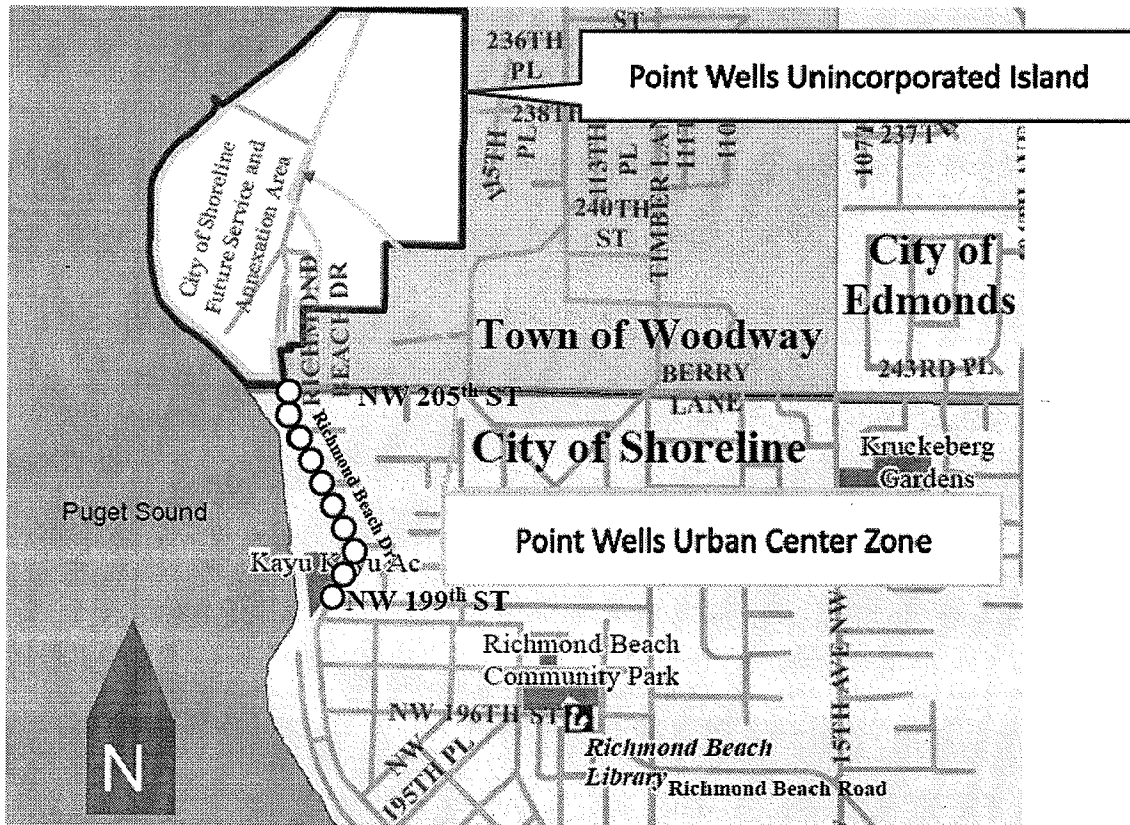
8,250 vehicle trips per day enter the City's road network from Point Wells, it would result in level of service "F" or worse at a number of City intersections. This would be an unacceptable impact.

Policy PW-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. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the corridor.

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-13 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 dead-end local access road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local access street with a maximum capacity of 4,000 vehicle trips per day. Unless and until either Snohomish County 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, as well as financial and legal guarantees that the necessary mitigations will be provided, the City should not consider classifying this road segment as an arterial with a capacity of 8,250 vehicle trips per day.

**Proposed Map showing Richmond Beach Dr. segment reclassified as a local street**



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

**Next Steps**

This amendment will be scheduled for a public hearing before the Commission at its next meeting on January 20. If you have questions, please contact Joe Tovar at 801-2501 or [jtovar@shorelinewa.gov](mailto:jtovar@shorelinewa.gov) or Steve Cohn at 801-2511 or [scohn@shorelinewa.gov](mailto:scohn@shorelinewa.gov).

**Attachment**

1. SEPA Threshold Determination issued December 29, 2010

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## SEPA THRESHOLD DETERMINATION OF NONSIGNIFICANCE (DNS)

### PROJECT INFORMATION

DATE OF ISSUANCE: **December 29, 2010**  
PROponent: **City of Shoreline**  
LOCATION OF PROPOSAL: **Not Applicable - Non Project Action**  
DESCRIPTION OF PROPOSAL: **The City of Shoreline proposes to change the street classification of Richmond Beach Road between approximately NW 199<sup>th</sup> Street and the county line from Collector Arterial to Local Street.**  
  
PUBLIC HEARING **January 20, 2011**

### SEPA THRESHOLD DETERMINATION OF NONSIGNIFICANCE (DNS)

The City of Shoreline has determined that the proposal will not have a probable significant adverse impact(s) on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of the environmental checklist, the City of Shoreline Comprehensive Plan, the City of Shoreline Development Code, and other information on file with the Department. This information is available for public review upon request at no charge.

This Determination of Nonsignificance (DNS) is issued in accordance with WAC 197-11-340(2). The City will not act on this proposal for 14 days from the date below.

RESONSIBLE OFFICIAL: **Joseph W. Tovar, FAICP**

ADDRESS: **17500 Midvale Avenue North**  
**Shoreline, WA 98133-4905**

PHONE: **206-801-2501**

DATE: **December 29, 2011** SIGNATURE: \_\_\_\_\_

### PUBLIC COMMENT AND APPEAL INFORMATION

The public comment period will end on January 12, 2011. There is no administrative appeal of this determination. The SEPA Threshold Determination may be appealed with the decision on the underlying action to superior court. If there is not a statutory time limit in filing a judicial appeal, the appeal must be filed within 21 calendar days following the issuance of the underlying decision in accordance with State law.

The file is available for review at the City Hall, 17500 Midvale Ave N., 1<sup>st</sup> floor – Planning and Development Services