DRAFT Supplemental Environmental Impact Statement for Point Wells

Conducted by the City of Shoreline

October 29, 2009

Table of Contents:

Fact Sheet:

Proposed Action:	Adoption of Subarea Plan and Pre-Annexation Zoning for Point Wells The City of Shoreline intends to adopt the Snohomish County SEIS for Final Docket XIII Comprehensive Plan Amendment –Paramount of Washington, supplemented by this SEIS, which includes additional analysis on Traffic and Visual impacts.
Action Sponsor:	City of Shoreline
Lead Agency Responsible Official:	Joseph W. Tovar, Director City of Shoreline Planning & Development Services 17500 Midvale Ave. NE Shoreline, WA 98133
Contact Person:	Miranda Redinger City of Shoreline Planning & Development Services 17500 Midvale Ave. NE Shoreline, WA 98133
Approvals Required:	City of Shoreline Planning Commission- Recommendation City of Shoreline Council- Adoption The pre-annexation zoning will only become effective if the Point Wells area annexes to the City of Shoreline.
Date of Draft SEIS Issuance:	October 29, 2009
Date Draft SEIS Comments are Due:	November 30, 2009 Affected agencies, tribes, and members of the public are invited to comment on this Draft SEIS. Written comments must be postmarked or e-mailed by 5:00 p.m. November 30. Comments should be addressed to the Responsible Official at the Lead Agency address written above c/o Miranda Redinger, project manager.
Public Hearing on Draft SEIS:	December 3, 2009
Projected Date of Issue of Final SEIS:	December 7, 2009
Timing of Subsequent SEPA Review:	Project-level State Environmental Policy Act (SEPA) review will be conducted as appropriate project-level applications are submitted.

Location of Background and Supporting Documents:	City of Shoreline Planning & Development Services 17500 Midvale Ave. NE Shoreline, WA 98133
Document Availability:	This Draft SEIS is available online at http://shorelinewa.gov/index.aspx?page=176. Hard copies of the Draft SEIS are available by contacting Planning & Development Services at 206-801-2500. A charge to cover costs of reproduction may be required. Copies of the Snohomish County Draft and Final SEIS are available at http://cosweb.ci.shoreline.wa.us/uploads/attachments/pds/pointwells/DraftSEIS.pdf or Planning & Development Services Snohomish County 3000 Rockefeller Avenue Everett, WA 98201-4201
Authors and Principal Contributors:	This Draft SEIS was prepared by the City of Shoreline Planning & Development Services Department. Additional research, analysis and document preparation were performed by the City of Shoreline Public Works Department with the assistance of HW Lochner and Associates and DKS and Associates. The Sketchup models were created by Fourfold Architecture, PLLC.

Proposal

The proposed action is to adopt a Subarea Plan and Pre-Annexation Zoning for the Point Wells area (Attachment B)

Point Wells is an unincorporated island of approximately 100 acres in the southwesternmost corner of Snohomish County. It is bordered on the west by Puget Sound, on the east by the Town of Woodway, and on the south by the town of Woodway and the City of Shoreline. It is an "island" of unincorporated Snohomish County because it is not contiguous with any other portion of unincorporated Snohomish County. The island is bisected roughly north-south by the Burlington Northern Railroad (B.N.R.R.) right-of-way.

Environmental Analysis

In February 2009, Snohomish County published a draft SEIS describing the proposal for "Final Docket XIII Comprehensive Plan Amendment –Paramount of Washington". The SEIS identified the impacts of potential redevelopment of the Point Wells site, should the County amend their Comprehensive Plan to designate it as an "Urban Center" and implement associated rezones. The Final SEIS was issued on June 12, 2009. In reviewing the impacts of the proposed action, Shoreline adopts the findings of the Snohomish County SEIS, but will supplement the analysis in Section 3.11 Transportation and Section 3.9 Aesthetics. The City's SEIS analyzes these sections below.

Traffic Analysis

Included in the aforementioned comments was a basic assumption that the background traffic growth estimates in the County SIES were too high. This is based on the fact that Shoreline is close to being "built out" and traffic counts indicate that the City's northwest sector has been experiencing negative traffic growth for the past four years. The County's assumption of a 2% growth rate is inconsistent with the City's analysis, which assumed an annual growth rate of 0.25%, a rate city staff concluded was a more realistic expectation. This is an important assumption because an overestimation of background traffic growth may equate to a lowered level of impact from the proposed development, and therefore a potentially lower estimated mitigation cost and responsibility.

Attachment C is a table summarizing the Level of Service (LOS) analysis for the build out scenario using the lower annual growth rate of 0.25%. It indicates that four intersections would reach LOS F (failure) by 2025 with completion of the Point Wells project. In addition, two intersections would reach LOS E.

Attachment D displays collision data because collision rates are fairly high on this corridor, with the intersection of 3rd NW and Richmond Beach Road ranked as the intersection with the highest collision rate in Shoreline. In this location, the City believes the high collision rates can be mitigated by the addition of left turn pockets on the east and west legs of the intersection.

Attachment E is a summary of mitigation efforts to address intersections with LOS problems, intersections with safety issues, and street segments needing sidewalks to ensure pedestrian safety and to encourage transit usage. The conclusion of the City's analysis indicates the build out scenario will require mitigation on nine intersections or street segments. The total estimated cost of mitigation is approximately $32 million. There are four sidewalk projects and four signal/intersection improvements to address safety, efficiency, and encouragement of multi-modality.

The City recommends that the future developer of a project at Point Wells fund a Corridor study of the Richmond Beach Road/Drive corridor spanning from the 205th entrance of Point Wells to Aurora at N 185th. The justification of this requirement is due to the preliminary nature of the development data (i.e., prior to a specific development proposal), the complexity of intersection and segment behavior over a corridor of this length and the unique character of this mixed use area. This study should examine and identify safety enhancements, roadway efficiencies and accommodation, plus the promotion of alternative modes.

The study should include input from the neighborhood residents, as well as transit providers and developer representatives. Shoreline Public Works staff should manage the study. It would result in a corridor plan that would be approved by the City Council and would identify specific projects, with scope and costs necessary to mitigate a future proposal for development at Point Wells. These specific projects could be a somewhat different mix of intersection and segment improvements than the mitigations proposed in the SEIS, with the expectation that the outcome would be the same or greater level of mitigation and that the projects would result in a more efficient, or balanced list of projects. The City estimates that this study would cost approximately $200,000.

Modeling Assumptions and Analysis

City of Shoreline staff and consultants initially reviewed Snohomish County's draft SEIS and expressed a number of concerns with the traffic analysis. In particular, Shoreline did not agree with some of the conclusions in the draft SEIS traffic analysis (such as growth rate, trip distribution, and overall mitigation). Therefore, utilizing many of the assumptions from the draft SEIS, Shoreline developed its own models that take a more detailed look at the impacts of potential redevelopment at Point Wells within the City of Shoreline.

In order to develop the more detailed City model, several assumptions were made. The first assumption is that the PM peak hour resulted in the most significant impacts in the draft SEIS, and therefore the Shoreline model focused on the PM peak hour impacts in the updated model.

The next assumption is that Shoreline's Aurora Phase II project will break ground during the fourth quarter of 2009. The Aurora Phase III project, currently in design, will most likely be completed by 2025, the future target year in the draft SEIS. The Shoreline models were configured to incorporate the changes planned through these projects.

The volumes used in the future 2025 base model were taken from the draft SEIS when available. Since the Shoreline analysis modeled additional intersections, the future 2025 background volumes were developed using a 0.25% annual growth rate over existing conditions. The IFC Jones and Stokes model assumed a sustained annual growth rate of approximately 1.5% with some areas even higher. This higher growth rate assumption dilutes the impact of new trips being generated by the proposed development, therefore underestimating mitigation for the development.

Once the model was developed for the year 2025, eight different residential growth scenarios were created to explore the effects of various levels of residential development and the associated vehicle trips.

Residential vehicle trip generation was determined by using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 7th edition. Vehicle trip generation was estimated for the proposed project using ITE Land Use Code 230, Residential/Townhouse.

All scenarios assumed the same trip generation corresponding to the full build-out of the proposed office and retail for the development, which equated to a 528-employee general office building and a 136-employee retail space.

The eight different residential scenarios evaluated were chosen based on increasing numbers residential units in increments of 500 units as follows (with office and retail assumption remaining constant through the scenarios:

Total Residential Trips			Total with Proposed Office/Retail Trips		
Units	Entering	Exiting	Entering	Exiting	Combined Trips
500	131	64	225	325	550
1000	231	114	325	375	700
1500	322	159	410	415	825
2000	408	200	495	455	950
2500	489	241	590	510	1100
3000	568	280	675	550	1225
3500	602	297	710	576	1286
4000	645	318	760	590	1350

The results of the eight different Point Wells development scenarios, in addition to the existing and future 2025 base conditions are summarized in Attachment C, and the mitigation is discussed below.

Evaluation and Mitigation

Any redevelopment at the Point Wells site will have impacts along the Richmond Beach Road corridor. These impacts include the increased risk to pedestrians where sidewalks do not exist, and improvement to intersections to maintain an adequate level of service and to maintain safe travel through the intersection. Shoreline's analysis and

recommendation below are divided into two categories: Mitigation Projects for All Scenarios and Mitigation Projects Required for 825 Trips and above. Estimated mitigation costs (in 2009 dollars) are summarized in Attachment E.

Mitigation Projects Proposed for All Scenarios

1. Multimodal Safety and Corridor Study:

The City of Shoreline Transportation Master Plan, in anticipation of a future development of Point Wells, has identified the need for a corridor study from the Point Wells site, down Richmond Beach Drive NW, then up the corridor to Aurora. This analysis should be funded by the developer and undertaken in cooperation with the City of Shoreline, and the residents and business community on the Richmond Beach Road corridor. The study needs to address multimodal usage (buses, bikes and pedestrians), capacity and traffic flow, as well as safety improvements and impacts. This analysis should ultimately be approved by the Shoreline City Council and would form the basis for developer mitigation.

The following are initial recommendations based on analysis of the eight scenarios defined above. These recommendations should be viewed as preliminary and are subject to modification in accord with the findings and recommendations of the multimodal safety and corridor study noted above.

2. NW 196th Street between Richmond Beach Drive NW and 24th Avenue NW – Sidewalk and Safety:

NW 196th Street is a collector arterial with a speed limit of 25 MPH. It consists of two 12-feet wide lanes, one in each direction. The terrain between Richmond Beach Road NW and 24th Avenue NW is made up of a generally uniform grade sloping down towards Richmond Beach Drive NW. There are no sidewalks.

Improvements shown include, at a minimum, sidewalks on both sides of the street. Should more than 825 trips (fourth scenario) be approved, a continuous two-way center turn lane should also be required to help maintain traffic flow and improve pedestrian access across NW 196th Street. This is a more effective and less expensive mitigation than the four-lane option in the draft SEIS.

3. NW 196th Street between 24th Avenue NW and 20th Avenue NW – Sidewalk and Safety:

NW 196th Street is a collector arterial with a speed limit of 25 MPH. It consists of two 12-feet wide lanes in each direction. The terrain between Richmond Beach Road NW and 24th Avenue NW is made up of a generally uniform grade sloping down towards 24th Ave NW. There is a sidewalk on the north side of the roadway, and part of the south side. A complete continuous sidewalk will be needed for any development at the Point Wells site.

4. NW 195th Street & 20th Avenue NW – Intersection Improvement:

This intersection is currently controlled by stop signs on all approaches. The model assumes this intersection will be signalized as per recommendations in the SEIS.

5. NW Richmond Beach Road & 15th Avenue NW – Intersection Improvement:

This intersection has offset north and south approaches. The south approach is currently controlled by stop signs on all approaches. The model assumes this intersection will be signalized as per recommendations in the SEIS. However, an option in lieu of a traffic signal may be twin roundabouts.

6. NW Richmond Beach Road & 3rd Avenue NW – Intersection Improvement:

NW Richmond Beach Road has four lanes without room for separate left turn lanes. This is a contributing factor to a number of reported collisions. Widening of NW Richmond Beach Road will be required to accommodate any increase in trips from the Point Wells development.

7. Richmond Beach Drive NW between NW 196th Street and NW 205th Street – Sidewalks and Safety:

Richmond Beach Drive NW is a collector arterial with a speed limit of 25 MPH. It is the only road to serve the Point Wells site, and would carry all trips entering and exiting the development. It consists of two 12-feet wide lanes, one in each direction. The terrain between NW 196th Street and NW 205th Street is made up of a number of horizontal and vertical curves. There are no sidewalks, and only the east side has some areas wide enough to park. The current 50 afternoon peak-hour trips (averaging one car every 72 seconds) allow for numerous gaps in traffic to allow easy pedestrian access along and across Richmond Beach Drive NW. Under existing conditions, even with the lack of sidewalks and pedestrian amenities, the low volume of vehicles can make the area seem friendlier to walkers and bicyclists.

Staff reviewed the impacts of the eight different scenarios, and the increase in PM peak hour volumes in all the scenarios will require roadway safety improvements to mitigate the impacts of the development.

Improvements should include, at a minimum, a sidewalk on one side of the street. Additional traffic may result in a need for additional widening or other mitigation measures to maintain traffic safety and flow and improve pedestrian access across Richmond Beach Drive NW.

8. NW Richmond Beach Road & 8th Avenue NW – Intersection Improvement:

This intersection is controlled by a traffic signal. It has five approaches, which adds to overall intersection delay. Should 550 trips or more be approved, this intersection will operate at a LOS (Level of Service) “E” or worse. Additional mitigations will be required, such as an intersection reconfiguration to eliminate the Southwest approach, or possibly a roundabout.

Mitigation Projects Proposed for Development that Generates More than 825 Daily Trips

9. Richmond Beach Drive NW & NW 196th Street – Intersection Improvement:

The model assumes this intersection will utilize additional stop signs to reduce overall driver delay. However, should more than 825 trips (fourth scenario) be approved, additional mitigations may be required, such as a channelized westbound to northbound right turn, an intersection reconfiguration, or even a roundabout. The draft SEIS recommends widening NW 196th Street to four lanes. However, given the movements to and from the Point Wells site, the extra lanes may not be of much benefit at this intersection.

10. NW 196th Street & 24th Avenue NW – Intersection Improvement:

The model assumes this intersection will utilize additional stop signs to reduce overall driver delay. However, should more than 825 trips (fourth scenario) be approved, additional mitigations may be required, such as an intersection reconfiguration, or even a roundabout.

Safety Analysis

Residents in the Richmond Beach community have raised concerns about the number of vehicle collisions on NW Richmond Beach Road, especially between 12th Avenue NW and 15th Avenue NW. A review of the City of Shoreline collision records for a three-year period (2006, 2007, and 2008) revealed 13 reported collisions, five reported injuries, and one fatality. *This equates to a rate of 2.99 collisions per million vehicle miles (MVM), making this roadway segment rank 39th in Shoreline for this time period.* In comparison, WSDOT's 2007 "Annual Collision Data Summary" report shows that the collision rate for minor arterial routes in urban areas within the Northwest region is 3.79 collisions per MVM.

An analysis of the collision record for the intersection of 3rd Avenue NW and NW Richmond Beach Road for the three-year period (2006, 2007 and 2008) revealed a collision rate of 0.81 per million entering vehicles. This location ranks #1 in the City of Shoreline among intersections for reported frequency of collisions and by collision rate. The operation and safety of the intersection of 3rd Avenue NW & NW Richmond Beach Road can be improved by building separate left-turn pockets. Of the 19 reported collisions, 13 are the type correctable by the addition of signalized left turn lanes.

Attachment D is the City of Shoreline reported collision report from 1/1/2006 to 12/31/2008, sorted by rate.

Shoreline's collision data are based on collision data provided by Washington Department of Transportation (WSDOT); however, there is a difference between the two databases as to how the collision data are assigned to the databases. The City of Shoreline, as do most municipalities, records intersection collisions as those that actually occur within the intersection area; in comparison, WSDOT's includes all collisions

occurring within 20 feet of all approaches and within the entire length of any of the turn pockets for all approaches.

When comparing results of the collision records from WSDOT's and Shoreline's data bases, it is important to understand these differences between how collisions are recorded in the two systems. For example, a collision history request for Richmond Beach Road NW would generate a higher number from WSDOT's database than from Shoreline's for the reasons stated above.

Collision patterns and types are influenced by factors other than traffic volumes, such as roadway geometry, speed, number of lanes and compliance with regulatory signs and rules of the road. While increased traffic generated by the Point Wells development would likely result in a proportionate increase in the number of traffic collisions, those increases would not necessarily mean an increase in severity. As congestion and the proportionate number of collision increase, there would tend to be more of a change in collision *types*, such as an increase in rear-end collisions.

Aesthetics and Viewshed Analysis

The analysis below addresses a specific portion of the aesthetics section –the viewshed analysis – with regard to the impacts of the proposed Subarea Plan and Pre-annexation zoning.

Public views from City rights-of-way in the Richmond Beach neighborhood are a major part of the area's character, and provide a sense of openness, beauty and orientation. A prominent view corridor across the lowland area, shown in Fig. 1, affords a view from Richmond Beach Drive northwest to Admiralty Inlet and Whidbey Island. This public view would be significantly impaired by taller buildings located in this area.

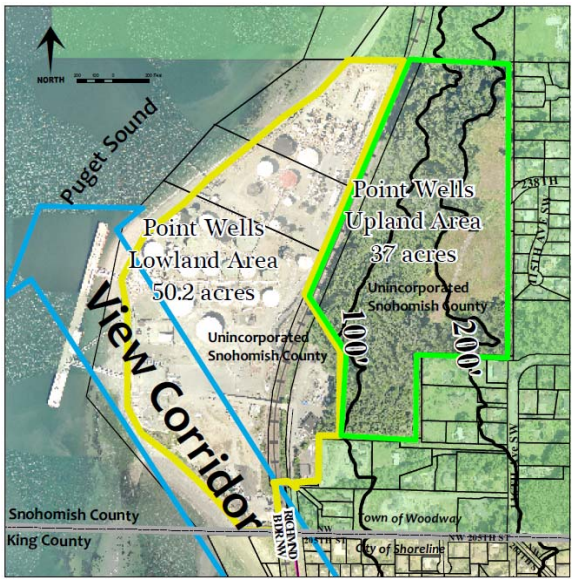


Figure 1

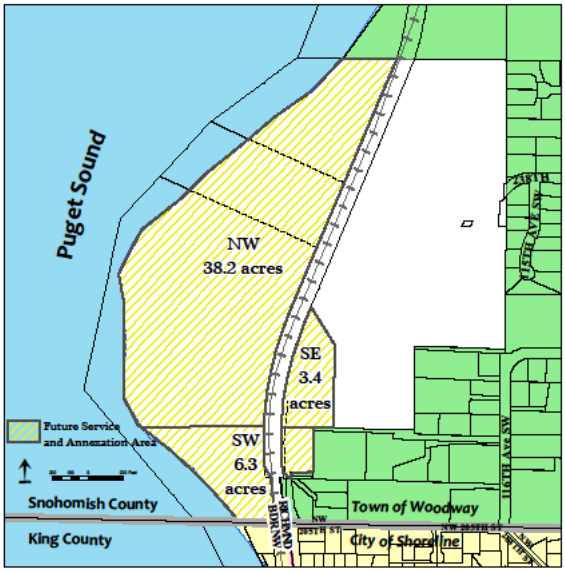


Figure 2

There are three distinct sub-areas within the Point Wells site, not including the upland area. These are identified in Fig. 2 with the notations NW, SW, and SE. Because of their proximity to the single family neighborhoods to the east and south, maximum building heights in the SW and SE areas should be lower than in the NW subarea. Because of the large difference in elevation between the NW subarea and lands east of the railroad tracks, much taller buildings could be placed in this area without significantly impairing views. Building placement in this area should avoid obstruction of the view corridor shown on Fig. 1. The appropriate number, placement and size of taller buildings in NW subarea should be determined through the development permit and environmental review process.

To determine the visual impact of such structures, as well as other height restrictions meant to maintain viewsheds, the City created a SketchUp model (Attachment A) to demonstrate what the project could look like at build-out. The model assumed 12 buildings, arranged in 4 rows, all in the NW section of the property depicted in Figure 2. Towers are depicted in two scenarios from each vantage point, one with all towers at a height of 180 feet, and one with towers in the view corridor at 65 or 90 feet in height.

The portion of the Puget Sound shoreline in the SW subarea is the most environmentally sensitive area and a candidate for habitat restoration. This area has sandy substrate, supports some beach grass and other herbaceous vegetation, and contains a fair amount of large, woody debris. This area should be a priority for provision of open space and restoration, including elimination of invasive plants, and re-establishing native riparian and backshore vegetation.

Mitigation

1. The public view across the southwest portion of the NW and SW subareas should be protected by appropriate height controls.

2. Improvements in the westernmost 200 feet (within the jurisdiction of the Shoreline Management Act) of the NW and SW subareas should be limited to walkways and public use or park areas. Outside the shoreline area, buildings should be located and configured to maintain as much openness and views across the site as possible, with taller structures limited to the central and easterly portions.

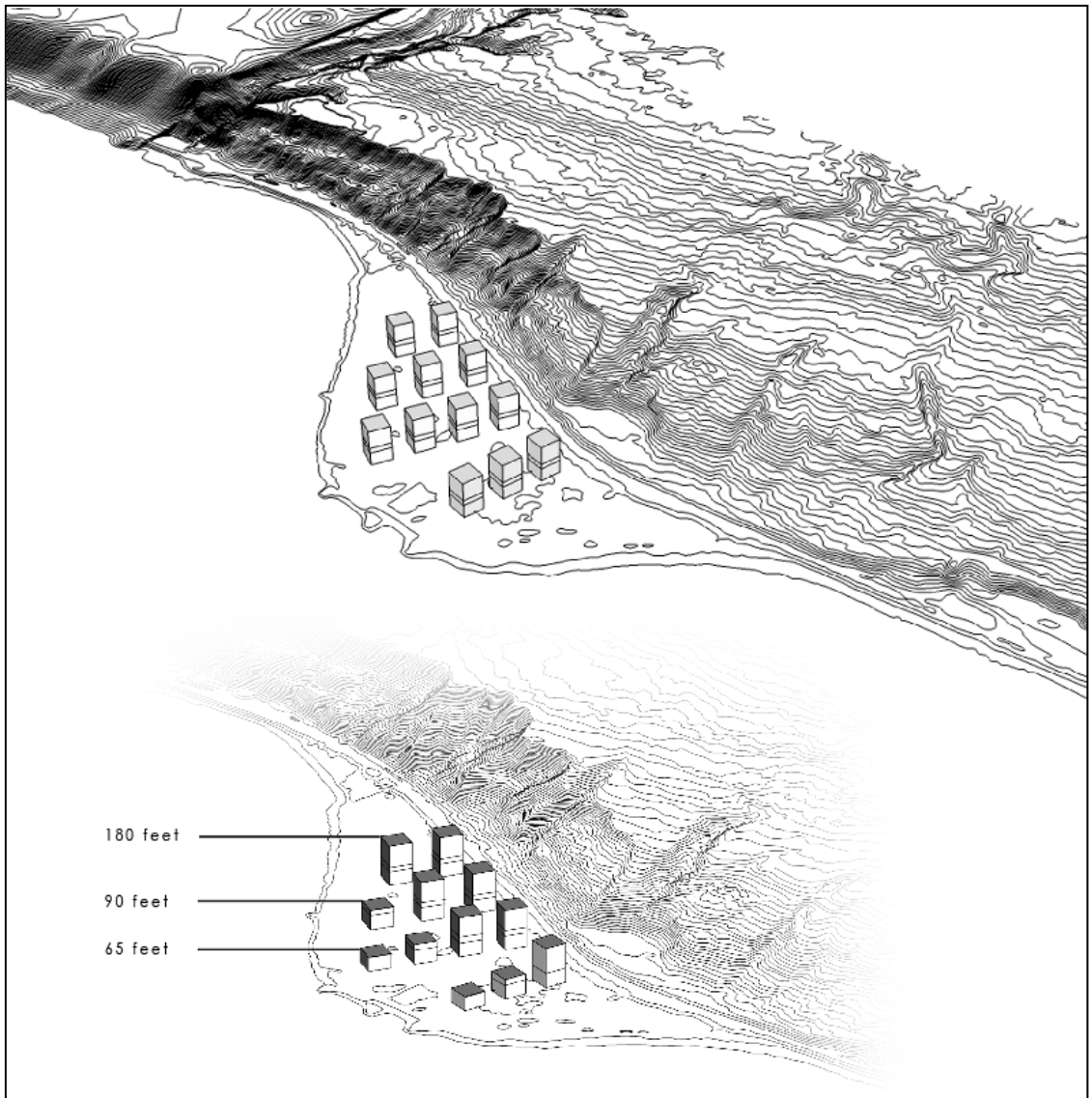
3. The relatively lowland area west of the tracks (between 10 and 20 feet above sea level) abuts a heavily forested slope east of the track. The slope rises steeply (15% to 25% grades) from the railroad tracks to the top of the slope, which is at approximately elevation 200. The treeline at the top of the slope consists of mature trees from 50 to 100 feet in height, which further obscure views of Point Wells from the portions of Woodway above elevation 200. Therefore, new structures in the NW subarea should rise no higher than elevation 200.

4. New buildings east of the railroad tracks would be much closer to existing single family homes in Woodway and Richmond Beach. To reflect this proximity,

buildings of a smaller scale are appropriate, and new structures in the SE Subarea should rise no higher than six stories.

5. In order to promote maximum openness on the site and prevent bulky buildings, the City should consider innovative regulations such as design standards and guidelines, floor area ratio maxima, building floorplate maxima, designated view corridors, and minimum separation between taller structures. New structures in the NW subarea should be developed in a series of slender towers separated by view corridors.

Attachment A: SketchUp Model for Visual Analysis



Point Wells
Building Height and Location Diagrams

Views from:
198th and Richmond Beach Drive
238th Dead-End
Dogwood Lane

Point Wells
Building Height and Location Diagrams

View from:
198th and Richmond Beach Drive

All Rows: Buildings at Full Height

All Rows: Buildings at Revised Heights

Point Wells
Building Height and Location Diagrams

View from:
238th Dead End

All Rows: Buildings at Full Height

All Rows: Buildings at Revised Heights

Point Wells
Building Height and Location Diagrams

View from:
Dogwood Lane

All Rows: Buildings at Full Height

All Rows: Buildings at Revised Heights

Attachment B:
Draft Subarea Plan and Pre-Annexation Zoning

Point Wells Subarea Plan

Geographic and Historical Context

Point Wells is an unincorporated island of approximately 100 acres in the southwesternmost corner of Snohomish County. It is bordered on the west by Puget Sound, on the east by the Town of Woodway, and on the south by the town of Woodway and the City of Shoreline (see Fig. 1). It is an "island" of unincorporated Snohomish County because this land is not contiguous with any other portion of unincorporated Snohomish County. The island is bisected roughly north-south by the Burlington Northern Railroad (B.N.R.R.) right-of-way.

Figure 1 – Point Wells unincorporated island

The lowland area of this unincorporated island (see Fig. 2) is approximately 50 acres in size. The only vehicular access to the lowland portion is to Richmond Beach Road and the regional road network via the City of Shoreline.

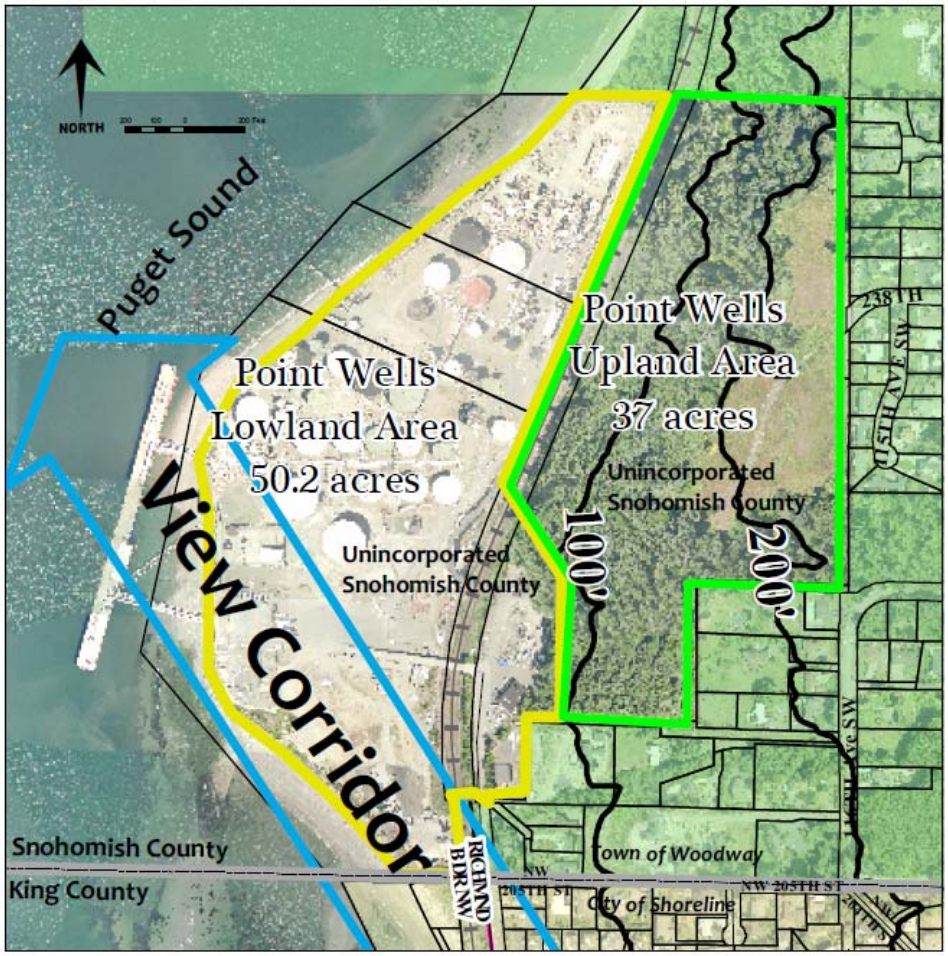


Figure 2 – Upland and Lowland Areas at Point Wells

The upland area of the Point Wells Island (see Fig. 2) is approximately 37 acres in size. The upland does not have access to Richmond Beach Drive due to very steep environmentally sensitive slopes that separate the upland portion from the lowland portion. However, the upland portion does have potential easterly access through the Town of Woodway via 238th St. SW.

All of the Point Wells Island was previously designated by the City of Shoreline as a "Potential Annexation Area" (PAA). The Town of Woodway, and Snohomish County, have previously identified all of the Point Wells unincorporated island as within the Woodway "Municipal Urban Growth Area" (MUGA). The Washington State Court of Appeals, in a 2004 decision, determined that the overlap of Shoreline's PAA and Woodway's MUGA does not violate the provisions of the Growth Management Act.

Snohomish County's designation of Point Wells as an "Urban Center"

In April of 2009, the Shoreline City Council adopted Resolution 285 which opposed the pending Snohomish County designation of Point Wells as an "Urban Center." The resolution cited the likely excessive impacts of up to 3,500 dwelling units on Shoreline streets, parks, schools, and libraries. The City submitted several comment letters to the County Council detailing the reasons for the City's opposition, reiterating the City's support for a mixed use development of a more reasonable scale at Point Wells, and pointed out that an "Urban Center" designation would be inconsistent with provisions of the County's plan as well as the Growth Management Act.

Designation of a Future Service and Annexation Area (FSAA) at Point Wells

After a review of the topography and access options for Point Wells, the City of Shoreline no longer wishes to include the upland portion of this unincorporated island within its designated urban growth area. Because of the upland portion's geographic proximity and potential for direct vehicular access to the Town of Woodway, the City of Shoreline concludes that the upland portion should be exclusively within the Town of Woodway's future urban growth area. Any people living in future developments in the upland portion of the Point Wells Island would feel a part of the Woodway community because they would share parks, schools, and other associations facilitated by a shared street grid.

Applying the same rationale to the lowland portion of the Point Wells Island, the City of Shoreline wishes to reiterate and clarify its policies. These lands all presently connect to the regional road network only via Richmond Beach Drive and Richmond Beach Road in the City of Shoreline. Therefore future re-development of the lowland area would be most efficiently, effectively, and equitably provided by the City of Shoreline and its public safety partners, the Shoreline Fire Department and Shoreline Police Department.

At such future time that the lowland portion of the Point Wells Island annexes to the City of Shoreline, the urban services and facilities necessary to support mixed use urban development would be provided in an efficient and equitable manner. These would include police from the Shoreline police department and emergency medical services and fire protection from the Shoreline Fire Department. In addition, the City would be responsible for development permit processing, code enforcement, parks, recreation and cultural services, and public works roads maintenance.

Future residents of the lowland portion of Point Wells would become a part of the Richmond Beach community by virtue of the shared parks, schools, libraries, shopping districts and road grid. As citizens of the City of Shoreline, they would be able to participate in the civic life of this "community of shared interests," including the City's Parks Board, Library Board, Planning Commission, or other advisory committees, and City Council.

*<u>Policy PW-1</u> The Lowland Portion of the Point Wells Island, as shown on Figure 3, is designated as the City of Shoreline's proposed future service and annexation area (**FSAA**)*

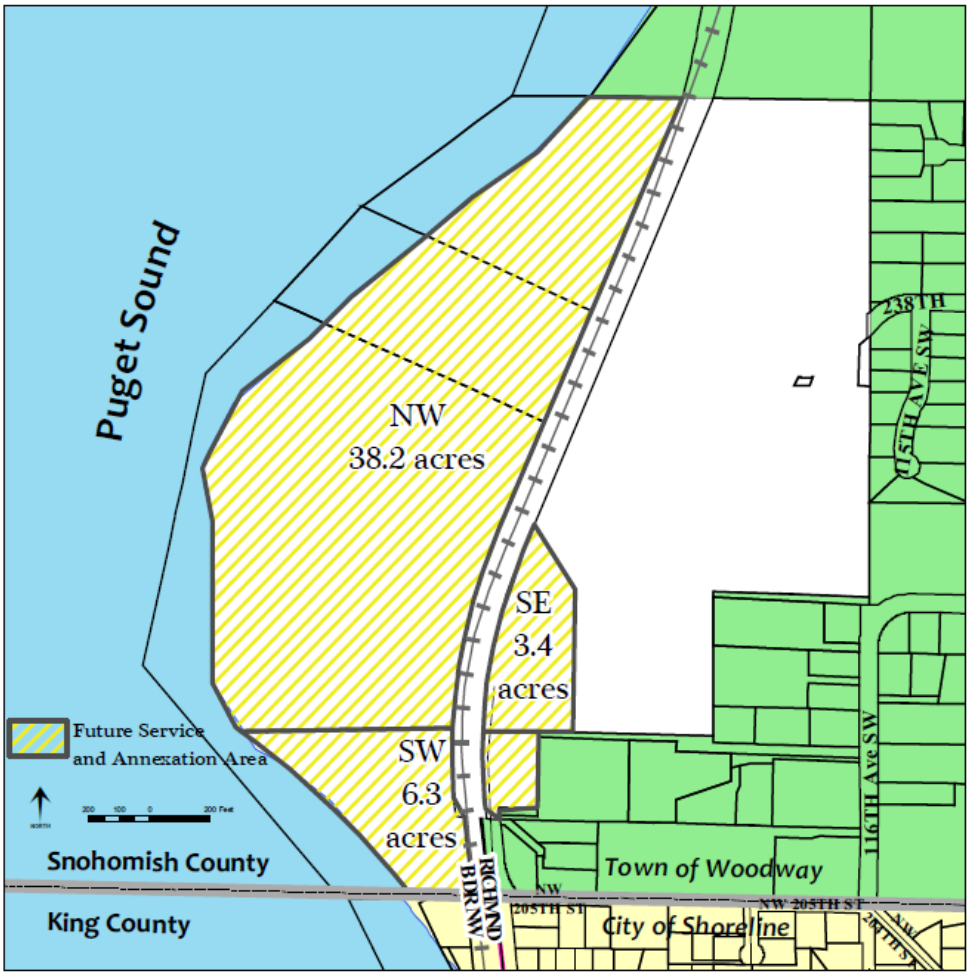


Fig. 3 – City of Shoreline Future Service and Annexation Area

A Future Vision for Point Wells

The City's vision for Point Wells is a world class environmentally sustainable community, both in site development and architecture. The redevelopment of the site should be predicated on remediation of the contaminated soil, and the restoration of streams and native plant regimes appropriate to the shoreline setting. New site design and improvements should incorporate low impact and climate friendly practices such as alternative energy sources, vegetated roofs, rainwater harvesting, rain gardens, bioswales, solar and wind technologies. Development at Point Wells should exhibit the highest quality of sustainable

architecture, striving for gold or platinum LEED (Leadership in Energy and Environmental Design) certification.

Point Wells also represents a major opportunity to create a new subarea consistent with City objectives for economic development, housing choice, and waterfront public access and recreation. With almost 3,000 linear feet of waterfront, and sweeping 180 degree views from Admiralty Inlet off Whidbey Island to Rolling Bay on Bainbridge Island, this site has unparalleled opportunity for public access, environmental restoration, education, and recreation oriented to Puget Sound.

The City's vision for Point wells includes a mix of land uses, including residential, commercial, and recreational. The City recognizes that the site may be suited to a wide range of residential uses (e.g., market rate housing, senior housing, special needs housing, hotels, extended stay, etc.) as well as a range of commercial uses (e.g., office, retail, restaurant). Rather than proscribe the number or type of residential units, or the floor area of various types of commercial uses, the City prefers that flexibility be left to the developer to respond to market realities. However, whatever use mix is proposed must demonstrate that it conforms to adopted parking requirements, site design and building form policies cited below.

There are at least three distinct sub-areas within the FSAA, identified on Fig. 3 with the notations NW, SW, and SE. Because of their proximity to the single family neighborhoods to the east and south, maximum building heights in the SW and SE areas should be lower than in the NW subarea. Because of the large difference in elevation between the NW subarea and lands east of the railroad tracks, much taller buildings could be placed in this area without significantly impairing views. Building placement in this area should avoid obstruction of the view corridor shown on Fig. 2. The appropriate number, placement and size of taller buildings in NW subarea should be determined through the development permit and environmental review process.

The portion of the Puget Sound shoreline in the SW subarea is the most environmentally sensitive area and a candidate for habitat restoration. This area has sandy substrate, supports some beach grass and other herbaceous vegetation, and contains a fair a mount of large, woody debris. This area should be a priority for open space and restoration including elimination of invasive plants, re-establishing native riparian and backshore vegetation.

Any improvements in the westernmost 200 feet (within the jurisdiction of the Shoreline Management Act) of the NW and SW subareas should be limited to walkways and public use or park areas. Outside that shoreline area, buildings should be located and configured to maintain as much openness and views across the site as possible, with taller structures limited to the central and easterly portions.

Policy PW-2 A public access trail should be provided and appropriate signage installed along the entire Puget Sound shoreline of the NW and SW subareas and secured with an appropriate public access easement document.

The relatively lowland area west of the tracks (between 10 and 20 feet above sea level) is abutted east of the tracks by a heavily forested slope. See Fig. 1. The slope rises steeply (15% to 25% grades) from the railroad tracks to the top of the slope, which is at approximately elevation 200. See Figure 2. The tree line at the top of the slope consists of mature trees from 50 to 100 feet in height, which further obscure views of Point Wells from the portions of Woodway above elevation 200.

Policy PW-3 New structures in the NW subarea should rise no higher than elevation 200.

New buildings east of the railroad tracks would be much closer to existing single family homes in Woodway and Richmond Beach. To reflect this proximity, buildings of a smaller scale are appropriate.

Policy PW-4 New structures in the SE Subarea should rise no higher than six stories.

In order to promote maximum openness on the site and prevent bulky buildings, the City should consider innovative regulations such as design standards and guidelines, building floor plate maxima, requiring a minimum separation between taller structures and the protection of public view corridors. Public views from city rights-of-way in the Richmond Beach neighborhood are a major part of the area's character, and provide a sense of place, openness, beauty and orientation. A prominent view corridor across the lowland area, shown in Fig. 2, affords a view from Richmond Beach Drive northwest to Admiralty Inlet and Whidbey Island. Placement and size of structures at Point Wells should be located and configured so as not obstruct this important view corridor.

Policy PW-5 New structures in the NW subarea should be developed in a series of slender towers separated by view corridors.

Policy PW-6 The public view from Richmond Beach Drive in Shoreline to Admiralty Inlet should be protected by a view corridor across the southwest portion of the NW and SW subareas.

Transportation Corridor Study and Mitigation

A traffic and safety analysis performed by the City in the summer of 2009 evaluated the nature and magnitude of impacts likely to accrue from the development of Point Wells as an "Urban Center" under Snohomish County

zoning, as well as development scenarios assuming lesser orders of magnitude. The City concluded that, prior to the approval of any specific development project at Point Wells, the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study.

The Transportation Corridor Study should encompass all of Richmond Beach Drive and Richmond Beach Road, and all their intersections with public roads, from NW 205th Street to State Route 99, and include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the corridor. The Study should also evaluate bicycle and pedestrian safety as impacted by the projected annual daily and peak hour traffic, and identify appropriate "context sensitive design" treatments for every intersection, road segment, block face, crosswalk and walkway in the study area. In addition to conventional engineering design, the Study should evaluate the value and feasibility of innovative strategies and improvements such as road diets, complete streets, one way couplets, roundabouts, and traffic calming devices.

.

> *Policy PW-7* *To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study, under the direction of the City. The Study should identify, engineer, and provide costs for intersection, roadway, walkway and other public improvements needed to maintain or improve vehicular, bicycle and pedestrian safety and flow on Richmond Beach Drive and Richmond Beach Road.*
>
> *Policy PW-8* *The needed mitigation improvements identified in the Transportation Corridor Study should be built and operational concurrent with the occupancy of the phases of development at Point Wells.*

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 development approval. It is also vital that the scale of traffic generated from Point Wells be limited.

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 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. Therefore, the City should establish a maximum daily traffic threshold emanating from Point Wells and require preparation of a Transportation Corridor Study to identify necessary mitigations.

> *Policy PW-9* *The maximum daily traffic that the City should permit on Richmond Beach Drive from Point Wells should not exceed 8,250 vehicle trips per day, or a maximum peak hour of 825 trips (trips are counted both entering and leaving).*

Interjurisdictional Coordination

The City should work with the Town of Woodway to identify ways in which potential future development in the lowland portion of Point Wells could be configured or mitigated to reduce potential impacts on Woodway. There is no practical primary vehicular access to the lowland part of Point Wells other than via Richmond Beach Road. However, the City should work with property owners and Woodway to provide a bicycle and pedestrian route to connect Woodway to Puget Sound

The Growth Management Act states that cities, rather than county governments, are the preferred providers of urban governmental services. Because urban governmental services and facilities in Shoreline are much closer to Point Wells than are similar services and facilities located in Snohomish County, it is most efficient for the City to provide those services.

Working with its public safety partners, Shoreline Fire Department and Shoreline Police Department, the City should invite Snohomish County to discuss an interlocal agreement to address the timing and methods to transition local governmental responsibilities for Point Wells from the County to the City. Included in these discussions should be responsibilities for permitting and inspection of future development at Point Wells, and possible sharing of permitting or other local government revenues to provide an orderly transition.

> *Policy PW-10 The City should work with both the Town of Woodway and Snohomish County toward adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells.*

Point Wells Pre-Annexation Zoning:

Sections:

20.92.010 Purpose and Scope

A. The purpose of this chapter is to implement the City's vision set forth in the Point Wells Subarea Plan. This vision includes a mix of residential, commercial, and recreational uses, public access to Puget Sound, restoration and protection of nearshore and upland waterfront environments, and a high standard for sustainable building and site design, construction and operations. The scope of this Chapter includes processes and standards regarding the scale, character, configuration and location of development on site as well as provisions to ensure compatability and transition to adjacent single family neighborhoods, and the mitigation of off-site impacts to the City's transportation and parks systems.

B. All development in the Planned Area 1 zone is:

1. Subject to the regulations of:

   a. This chapter;

   b. SMC 20.10 – General Provisions

   c. SMC 20.20 – Definitions

   d. SMC 20.30 – Procedures and Administration as noted below

   e. SMC 20.40 – Zoning and Use Provisions

   f. SMC 20.50 Subchapter 5 - Tree Conservation, Land Clearing and Site Grading Standards

   g. SMC 20.50 Subchapter 6 – Parking, Access and Circulation

   h. SMC 20.50 Subchapter 7 – Landscaping Standards

   i. SMC 20.60 – Adequacy of Public Facilities

   j. SMC 20.70 – Engineering and Utilities Development Standards

   k. SMC 20.80 – Critical Areas regulations

2. Exempt from the development standards of subchapters 2, 3, and 4 of SMC 20.50.

3. If provisions of this chapter conflict with provisions elsewhere in the Shoreline Municipal Code, the provisions of this chapter shall apply. When it is unclear which regulations apply, then the presumption shall be that the regulations of this chapter take precedence with the ultimate determination to be made by the Director.

20.92.020 Planned Area 1 Official Zoning Map Designation

In order to implement the vision described in the Point Wells Subarea Plan of the Comprehensive Plan, the Planned Area 1 zone is created and applied as shown on the City's official zoning map with the designation "PLA 1". The map notations "PLA 1A,' "PLA 1B," and "PLA 1C" indicate where different building height, land uses, and development standards apply. Unless otherwise specifically noted, all the requirements of this Chapter apply to all three PLA 1 designations.

20.92.030 Permitted and Prohibited Uses

All uses provided for under SMC 20.40.120-.140, including unlisted uses under SMC 20.40.570, are permitted outright in Planned Area 1 except the following, which are prohibited:

A. Adult use facilities;

B. Gambling uses;

C. Vehicle repair, service and/or sales unless entirely within an enclosed building;

D. Outdoor material storage, including vehicles. Material storage shall be allowed only within a fully-enclosed structure;

E. Other uses the Director determines to not comport with the intent of the district as expressed in SMC 20.92.010, Purpose and Scope.

20.92.040 Required Permit Review Processes

A. **Applicability** – No building, grading or other development permission shall be given by the City until an application for Administrative Design Review (ADR) permit is first processed and approved by the Director. Any application for permit within the jurisdiction of the Shoreline Management Act shall also make application for a Shoreline Substantial Development Permit (SDP). The ADR permit and the SDP permit are both "Type B" Administrative decisions that may be processed concurrently. Both the ADR permit and the SDP permit are subject to the procedural requirements of SMC 20.30.050 and SMC 20.30.080 through SMC 20.30.290.

B. **Submittal Requirements for ADR permit** – The applicant shall submit the following:

1. A site plan at a scale to be determined by the City, identifying all proposed grading, cuts, and fills, the location and dimension of proposed structures, vehicular surfaces and the network of pedestrian circulation improvements, open spaces and public areas.
2. A landscape and open space plan locating and listing all proposed plant species and other landscape construction features.
3. Building elevations drawn to scale illustrating the materials, colors and textures to be used as well as an indication of where and how building entrances and openings orient to the pedestrian circulation network on site.
4. Details of any exterior architectural lighting scheme and the specific lighting fixtures and performance standards of any exterior lighting of parking areas, driving surfaces, pedestrian pathways and public areas.
5. A digital model of the entire proposed site illustrating the pre-existing and proposed finished contours of the site and the location, dimension, and orientation of every structure on the site with a footprint larger than 1,000 square feet. The submitted file of said digital model shall be in a format acceptable to the City.
6. An environmental checklist.
7. A preliminary LEED checklist or comparable means of demonstrating the proposals compliance with the sustainability standards of this Chapter.
8. A Transportation Demand Management Plan.

C. **Standards for Approval** – The applicant for any design review permit shall demonstrate that the plans satisfy the development standards set forth in 20.92.050 and the design guidelines adopted pursuant to 20.92.060, unless approved as a design departure by the Department Director.

D. **Design Departures** – A permit applicant wishing to modify any of the development standards of section 20.92.050 or the design guidelines of section 20.92.060 may apply for a design departure if the Director concludes that the proposed modification meets or exceeds the design objectives of the stated standard or guideline.

E. **Review and Approval** – The Director may approve, deny, or approve with design departure modifications and/or conditions, an application for Administrative Design Review. A decision of the Director may be appealed to the Hearing Examiner. On review, the Hearing Examiner shall accord substantial weight to the Director's decision.

20.92.050 Coordination and Compliance with Shoreline Management Act requirements

A. All lands within 200 feet of the Puget Sound shoreline are subject to the requirements of Chapter 90.58 RCW, the Shoreline Management Act. Consequently, a permit submitted pursuant to SMC 20. 92.040 that lies within the jurisdictional limits of the Shoreline Management Act shall also be required to submit for a Shoreline Substantial Development Permit (SDP).

B. All submittals for ADR and SDP permits shall include a shoreline restoration plan that includes the following features:

1. Removal of bulkheads to reestablish sediment delivery.
2. Replacement of bulkheads with soft shore stabilization.
3. Replanting of nearshore vegetation.
4. Planting of eelgrass, kelp and other aquatic macrophytes.
5. Replacement or enlargement of undersized culverts to be fish-friendly.
6. Removal of fill from wetlands, intertidal habitats and floodplains.
7. Removal of invasive plant species.
8. Retrofitting of existing impervious surfaces to include stormwater treatment and flow control.
9. Regrading of the site and reconnection of local freshwater sources to re-create a tidal lagoon system with an opening at the north end of the point.
10. Explanation of how active or passive public access within 200 feet of the shoreline will serve and balance recreation, education and conservation objectives.

20.92.060 Site and Building Sustainability Standards

A. All structures above 65 feet in height shall meet at least Leadership in Energy Efficiency and Design (LEED) Silver Certification or equivalent standard.

B. All structures above 35 feet in height shall meet at least LEED Bronze or Built Green Three Star or equivalent standard.

C. Low impact development techniques shall be incorporated in site design including, but not limited to, rain gardens, permeable pavement, rainwater harvesting, vegetated roof(s), bike racks, and the use of non-invasive species in landscaping.

20.92.070 Site and Building Development Standards

A. Maximum building height

1. Maximum building height of structures in PLA 1A is as follows:
   a. Within 100 feet of the Ordinary High Tide (OHT) of Puget Sound: 10 feet.
   b. Between 100 and 200 feet of the OHT of Puget Sound: 25 feet.
   c. Between 200 and 300 feet of the OHT of Puget Sound: 65 feet.
   d. Between 300 and 400 feet of the OHT of Puget Sound: 90 feet.
   e. More than 400 feet from the OHT of Puget Sound: 180 feet, provided that no portion of a structure within the public view corridor shall exceed 35 feet. See Fig. 1.
2. Maximum building height of any structure in PLA 1B: 35 feet.
3. Maximum building height of any structure in PLA 1C: 65 feet.

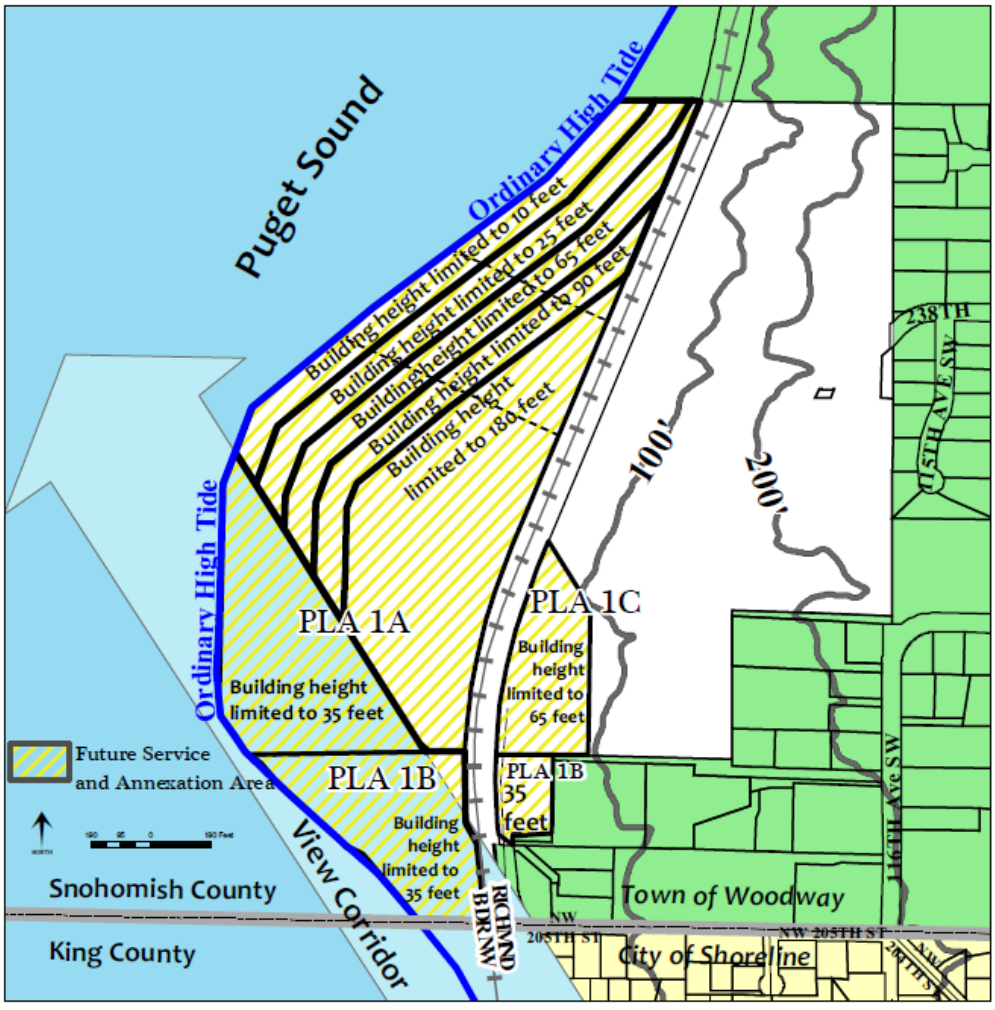


Fig. 1 – Height Limits in Planned Area 1

B. Maximum floor plate

1. The maximum floor plate for any portion of a building taller than 35 feet is 10,000 square feet.
2. The maximum floor plate for any portion of a building between 35 feet and 65 feet in height is 30,000 square feet.
3. There is no maximum floor plate for any building less than 35 feet in height.

C. Minimum separation of tall buildings

No portion of any building that is taller than 65 feet may be closer than 100 feet to any portion of any other building that is taller than 65 feet.

D. Parking

1. At least 90% of all parking on site shall be in structures.
2. Any parking not in structures shall be screened consistent with SMC 20.50.470.
3. The parking ratios for uses set forth in SMC 20.50 Subchapter 6 shall apply, unless modified by the Director for good cause.

E. Signs

1. A master sign plan shall be submitted and approved with any application for ADR.
2. Building name signs shall have a maximum sign area of 100 square feet.
3. Window signs may occupy a maximum of 50% of the window area.
4. Sandwich board signs are prohibited.
5. Blade signs shall have a minimum clearance of 7 feet.

F. Dark skies lighting

1. All building entrances shall be well lit to provide inviting access and safety. Building-mounted lights and display window lights shall contribute to lighting of pedestrian walkways and gathering areas.
2. Parking light post height shall not exceed 25 feet
3. Outside lighting shall be minimum wattage metal halide or color corrected sodium light sources which emit “natural” light. Non-color corrected low pressure sodium and mercury vapor light sources are prohibited.

4. All exterior lights shall be fitted with appropriate hoods and shielded to confine emitted light to within the site.

20.92.080 Site and Building Design Guidelines

Adoption and Modification of Design Guidelines **-** The Director is authorized and directed to adopt and amend Design Guidelines by Administrative Order.

20.92.090 Shoreline Public Access and on-site public use area(s)

A. Development shall construct a public pedestrian access trail along the entire waterfront of the subject property located generally within 50 feet of the highwater line of Puget Sound. The trail may meander, but shall meet grade and accessibility standards of the Americans with Disabilities Act, and have a minimum width of at least eight feet. The trail shall connect with the on-site pedestrian circulation system and connect to the public right-of-way of Richmond Beach Drive.

B. The City shall require that an easement document in a form acceptable to the City Attorney be recorded to secure public access between the hours of sunrise and sunset. The design of signs designating the public pedestrian access and the methods of posting the signs shall be submitted for review and approval by the Director.

C. Any development in PLA 1A that includes 500 or more dwelling units shall be served by an on-site public use area or park at least five (5) acres in size to be located primarily in PLA 1B. Said public use area or park shall be developed and open for public use in a location and design to be specifically approved by the City. A public access and use easement document in a form acceptable to the City shall be recorded. Alternatively, once improvements have been constructed by the developer and approved by the City, the area may be dedicated to the City for ownership, maintenance and operation as a park.

20.92.100 Mitigation of impacts

A. The environmental review for development permits pursuant to RCW 43.21C shall address both on site and off-site impacts, including but not limited to impacts on the City's road network, parks, and other municipal services and facilities.

B. Remediation of contaminated soils shall be required pursuant to state and federal standards.

C. As part of the environmental review the applicant shall fund the preparation of a Transportation Corridor Study, to be conducted under the direction of the City. The scope of the Transportation Corridor Study will include an analysis of impacts and the necessary intersection, roadway, walkway and other public improvements needed to maintain or improve vehicular, bicycle and

pedestrian safety and flow on Richmond Beach Drive, Richmond Beach Road, and NW 185th Street between SR 99 and NW 205th St.

D. The applicant shall fund improvements to the City's road network according to the schedule set forth in the final approved Transportation Corridor Study.

E. The applicant shall also submit for City review and approval a transportation demand management plan.

F. The combined maximum average daily traffic that shall be permitted to enter or exit from PLA 1A, PLA 1B, and PLA 1C is 8,500 vehicle trips.

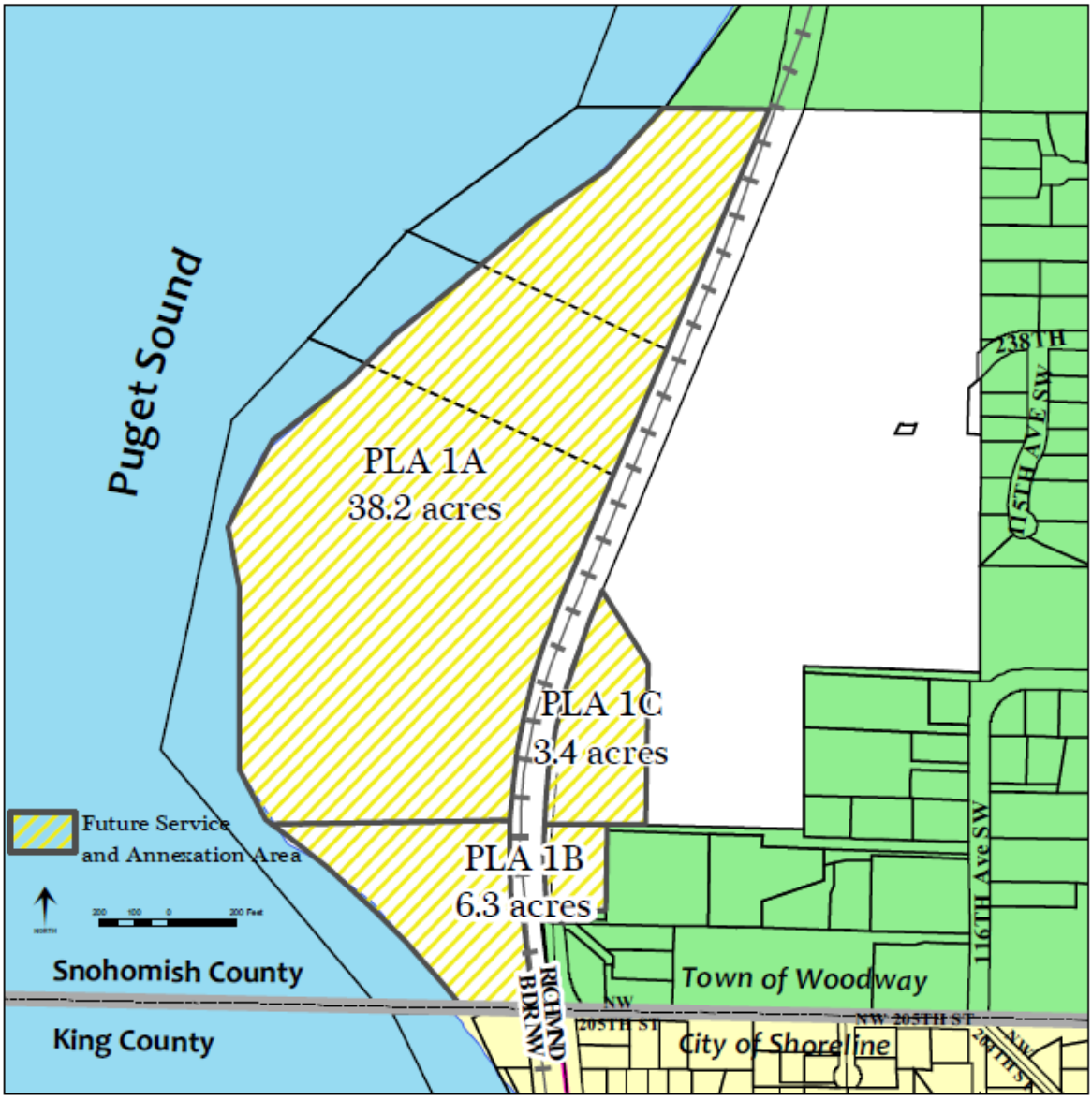


Fig. 2 - Pre-Annexation Zoning Map for Point Wells

Attachment C- Summarized results of Models

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2007 Base - Shoreline							2025 Base - Shoreline						
	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization
Richmond Beach Dr NW/NW 196th St	A	A	A			6.5	18.9	A	A	A	A		7.4	21.1
NW 196th St/24th Ave NW	A	A	A	A	A	7.3	25.3	A	A	A	A	A	7.7	26.3
NW 196th St/20th Ave NW	A	A	A	A	B	9.1	39.6	B	B	B	A	A	11.9	47.2
NW Richmond Bch Rd/15th Ave NW (w)	A				B	1.5	27.3	A	A	A		C	3.6	32.2
NW Richmond Bch Rd/15th Ave NW (e)	A	A	B	A		9.8	38.1	A	A	A	C		3.6	45.5
NW Richmond Bch Rd/8th Ave NW	C	C	C	D	D	30.5	61	D	D	D	E	D	52.9	86
NW Richmond Bch Rd/3rd Ave NW	A	A	A	B	B	5.5	62.2	A	A	A	B	C	9.2	66.5
N Richmond Bch Rd/Dayton Ave N	B	B	A	C		12.2	41.6	B	B	A	C		12.5	50
N 185th St/Fremont Ave N	C	C	C	D	D	33.4	59.4	C	C	B	D	D	33.3	73.3
N 185th St/Linden Ave N	C	C	B	D	D	21.9	42.4	B	A	B	D	D	16.8	49.4
N 185th St/Midvale Ave N	A	A	A	A	A	6.1	47.7	B	B	B	C	C	18.9	61.8
Aurora Ave N/N 205th St	D	F	E	B	D	42.3	90	E	F	F	E	E	74.7	110.8
Aurora Ave N/N 200th St	C	E	E	B	B	29.2	85.9	C	F	F	C	B	33.7	95.6
Aurora Ave N/N 192nd St	A	E	E	A	A	8.7	61.7	B	F	E	A	B	14	75.4
Aurora Ave N/N 185th St	C	E	E	C	B	29.6	77.6	D	E	F	D	C	54.2	94.7
Aurora Ave N/N 175th St	C	E	D	C	C	34.2	75.3	D	E	E	D	D	50.7	98.1
Midvale Ave N/N 175th St	B	A	A	E	E	10.6	48.4	B	B	A	C	C	11.8	63.8
Fremont Ave N/N 175th St	A	B	B	A	A	7.4	55.9	A	B	B	A	A	8.1	63.4

Arterial Route Analysis	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS
EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N	217.2	1.4	22.9	C	252.3	1.4	20.3	C
EB N 185th St btwn Dayton Ave N/Midvale Ave N	193.5	0.6	11.3	E	193.5	0.6	11.3	E
WB N 185th St btwn Midvale Ave N/Fremont Ave N	178.1	0.4	8.9	E	202.8	0.4	7.8	E
WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	170.4	1.1	22.5	C	280.2	1.7	21.7	C
NB Aurora Ave N btwn N 205th St/N 175th St	257.1	1.7	24	C	363.1	1.7	17	D
SB Aurora Ave N btwn N 205th St/N 175th St	240.6	1.7	24.8	C	276.9	1.7	21.6	D

Page 1 of 5

printed 6/24/2009

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 0550 trips							2025 Point Wells - 0700 trips						
	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization
Richmond Beach Dr NW/NW 196th St	B		B	A	B	12.8	52.1	C		B	A	C	16.6	61
NW 196th St/24th Ave NW	B	C	B	B	A	13.2	45.5	C	C	C	B	A	17.6	45.7
NW 196th St/20th Ave NW	A	A	A	A	A	8.2	62.6	A	A	A	A	B	8.7	66.8
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A		E	5.8	40.8	A	A	A		C	3.2	42.1
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	E		4	60.2	A	A	A	C		3	64.2
NW Richmond Bch Rd/8th Ave NW	E	E	D	F	D	66	91.2	E	E	E	F	E	78	93.5
NW Richmond Bch Rd/3rd Ave NW	A	A	A	C	C	9.9	71.3	B	A	A	C	C	11.3	73.7
N Richmond Bch Rd/Dayton Ave N	B	B	A	C		13.3	58	B	B	A	C		13.4	59.4
N 185th St/Fremont Ave N	D	C	D	D	D	37.8	78.4	D	C	B	E	E	37.2	80.5
N 185th St/Linden Ave N	A	A	A	C	C	9.7	55	B	A	A	D	D	12.4	55.9
N 185th St/Midvale Ave N	C	B	B	D	D	21.5	63	B	B	B	C	C	19.1	63.6
Aurora Ave N/N 205th St	E	F	F	E	E	79.2	112.4	E	F	F	E	E	79.3	112.8
Aurora Ave N/N 200th St	C	F	F	C	B	34.9	97.6	D	F	E	D	B	38.3	98
Aurora Ave N/N 192nd St	B	F	E	A	B	14.6	77.2	B	F	E	A	B	13.9	77.5
Aurora Ave N/N 185th St	D	F	F	D	C	53.8	98.7	D	F	F	D	D	54.5	99.5
Aurora Ave N/N 175th St	D	F	F	D	C	50.8	101.1	D	F	F	D	C	50.7	102.2
Midvale Ave N/N 175th St	B	A	A	F	F	14.5	64.9	B	A	A	F	F	14.4	65.1
Fremont Ave N/N 175th St	A	B	B	A	A	8.1	64.5	A	B	B	A	A	9.5	64.7

Arterial Route Analysis	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS
EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N	251.4	1.4	20.3	C	276.2	1.4	18.5	C
EB N 185th St btwn Dayton Ave N/Midvale Ave N	207.6	0.6	10.5	E	193.6	0.6	11.3	E
WB N 185th St btwn Midvale Ave N/Fremont Ave N	234.5	0.4	6.7	F	210.6	0.4	7.5	E
WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	274.1	1.7	22.2	C	301.5	1.7	20.2	C
NB Aurora Ave N btwn N 205th St/N 175th St	366.9	1.7	16.8	E	380.5	1.7	16.2	E
SB Aurora Ave N btwn N 205th St/N 175th St	272.5	1.7	21.9	D	281.5	1.7	21.2	D

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 0825 trips							2025 Point Wells - 0950 trips						
	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization
Richmond Beach Dr NW/NW 196th St	C		C	A	D	22.9	68.5	E		D	A	E	36.6	76
NW 196th St/24th Ave NW	D	D	D	B	B	25.3	45.9	E	E	F	B	B	43.2	49
NW 196th St/20th Ave NW	A	A	A	A	B	9.2	70.2	A	A	B	B	B	9.6	73.8
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A		C	3.4	43.1	A	A	A		C	3.1	44.2
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	C		3	67.5	A	A	A	C		3.1	70.8
NW Richmond Bch Rd/8th Ave NW	E	E	E	F	E	76.6	95.5	F	E	F	F	E	83.6	97.4
NW Richmond Bch Rd/3rd Ave NW	B	A	A	C	D	12.3	76.8	B	A	A	C	D	13.7	78.7
N Richmond Bch Rd/Dayton Ave N	B	B	A	C		13.5	60.5	B	B	A	C		13.6	61.7
N 185th St/Fremont Ave N	D	C	C	E	E	38.8	82.3	D	C	C	E	E	40.8	84.1
N 185th St/Linden Ave N	B	A	A	D	D	11.8	56.6	B	A	A	D	D	11.9	57.4
N 185th St/Midvale Ave N	B	B	B	C	C	18.6	64	B	B	B	C	C	18.7	64.5
Aurora Ave N/N 205th St	F	F	F	E	E	80.5	113	F	F	F	F	E	82.4	113.3
Aurora Ave N/N 200th St	D	F	F	C	B	35.7	98.3	D	F	F	C	B	36	98.6
Aurora Ave N/N 192nd St	B	F	E	A	B	14.8	77.7	B	F	E	A	B	14.8	77.9
Aurora Ave N/N 185th St	E	F	F	D	D	59.5	100.1	E	F	F	D	D	62.2	101.7
Aurora Ave N/N 175th St	D	F	F	D	C	51.3	102.9	D	F	F	D		54	103.8
Midvale Ave N/N 175th St	B	A	A	F	F	14.3	65.2	A	A	A	D	D	9.6	65.4
Fremont Ave N/N 175th St	A	B	B	A	A	8.1	64.9	A	B	B	A	A	8.1	65.2

Arterial Route Analysis	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS
EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N	255.3	1.4	20	C	259.5	1.4	19.7	C
EB N 185th St btwn Dayton Ave N/Midvale Ave N	194.8	0.6	11.2	E	195.8	0.6	11.1	E
WB N 185th St btwn Midvale Ave N/Fremont Ave N	229.8	0.4	6.9	F	239.9	0.4	6.6	F
WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	312.2	1.7	19.5	C	322.7	1.7	18.9	C
NB Aurora Ave N btwn N 205th St/N 175th St	376.6	1.7	16.4	E	384.4	1.7	16.1	E
SB Aurora Ave N btwn N 205th St/N 175th St	291.4	1.7	20.5	D	292.3	1.7	20.4	D

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 1100 trips							2025 Point Wells - 1225 trips						
	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization
Richmond Beach Dr NW/NW 196th St	F		F	A	F	71.6	84.9	F		F	A	F	101.6	92.4
NW 196th St/24th Ave NW	F	F	F	B	B	77.8	54	F	F	F	B	B	113.2	58.4
NW 196th St/20th Ave NW	B	A	B	B	B	10.1	78	B	A	B	B	B	10.4	81.5
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A		C	3.2	46.3	A	A	A		C	3	48.6
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	C		3.8	74.8	A	A	A	C		3.4	78.2
NW Richmond Bch Rd/8th Ave NW	F	E	F	F	E	88.1	99.6	F	E	F	F	E	94.5	101.6
NW Richmond Bch Rd/3rd Ave NW	B	A	A	C	D	14.5	80.9	B	B	A	C	D	15.8	82.9
N Richmond Bch Rd/Dayton Ave N	B	B	A	C		14.1	63.2	B	B	A	C		14.5	64.3
N 185th St/Fremont Ave N	D	C	C	E	E	43.8	86.2	D	C	D	E	E	47.7	88
N 185th St/Linden Ave N	B	A	A	D	D	11.6	58.9	B	A	A	D	D	11.3	60.2
N 185th St/Midvale Ave N	B	B	B	C	C	19.2	64.9	B	B	B	C	C	19.4	65.4
Aurora Ave N/N 205th St	F	F	F	F	E	81.5	113.6	F	F	F	F	E	82.2	113.9
Aurora Ave N/N 200th St	D	F	F	D	B	40.8	99.1	D	F	F	D	B	41.9	99.4
Aurora Ave N/N 192nd St	B	F	E	A	C	15.7	78.2	B	F	E	A	C	15.5	78.5
Aurora Ave N/N 185th St	E	F	F	D	E	65.4	103.7	E	F	F	D	E	69.2	105.5
Aurora Ave N/N 175th St	D	F	F	D	C	54	104.8	E	F	F	D	C	55.5	105.6
Midvale Ave N/N 175th St	B	A	A	D	D	10.5	65.6	A	A	A	D	D	9.6	65.7
Fremont Ave N/N 175th St	A	B	B	A	A	8.1	65.4	A	B	B	A	A	8.2	65.6

Arterial Route Analysis	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS
EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N	261.6	1.4	19.6	C	260	1.4	19.7	C
EB N 185th St btwn Dayton Ave N/Midvale Ave N	196.6	0.6	11.1	E	198.1	0.6	11	E
WB N 185th St btwn Midvale Ave N/Fremont Ave N	249.7	0.4	6.3	F	264.9	0.4	6	F
WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	328.3	1.7	18.6	C	342.4	1.7	17.8	D
NB Aurora Ave N btwn N 205th St/N 175th St	403	1.7	15.3	E	407.5	1.7	15.2	E
SB Aurora Ave N btwn N 205th St/N 175th St	301.2	1.7	19.8	D	311.3	1.7	19.2	D

printed 6/24/2009

Richmond Beach Rd - Point Wells Impact Analysis Model

Intersection Analysis	2025 Point Wells - 1286 trips							2025 Point Wells - 1350 trips						
	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization	Overall LOS	Approach LOS EB	WB	NB	SB	Ave Intersect Delay	Intersect Capacity Utilization
Richmond Beach Dr NW/NW 196th St	F		F	A	F	120.7	96	F		F	A	F	142	99.9
NW 196th St/24th Ave NW	F	F	F	B	B	130.8	60.2	F	F	F	B	B	154.5	62.9
NW 196th St/20th Ave NW	B	A	B	B	B	10.6	83.2	B	A	B	B	B	11	85
NW Richmond Bch Rd/15th Ave NW (w)	A	A	A		C	3	49.5	A	A	A		C	4.3	50.8
NW Richmond Bch Rd/15th Ave NW (e)	A	A	A	C		3.5	79.8	A	A	A	C		4.6	81.5
NW Richmond Bch Rd/8th Ave NW	F	E	F	F	E	97.6	102.4	F	E	F	F	F	97.3	103.6
NW Richmond Bch Rd/3rd Ave NW	B	B	A	C	D	16.6	83.7	B	B	B	C	D	15.8	84.8
N Richmond Bch Rd/Dayton Ave N	B	B	B	C		14.8	65	B	B	B	C		15	65.5
N 185th St/Fremont Ave N	D	C	D	E	E	49.3	88.7	D	C	C	E	F	49.8	89.8
N 185th St/Linden Ave N	B	A	A	D	D	10.8	60.8	B	A	A	D	D	11.1	61.7
N 185th St/Midvale Ave N	B	B	B	C	C	19.4	65.6	B	B	B	C	C	19.4	65.8
Aurora Ave N/N 205th St	F	F	F	F	E	82.6	114.1	F	F	F	F	E	82.9	114.2
Aurora Ave N/N 200th St	D	F	F	D	B	42.3	99.6	D	F	F	D	B	43	99.7
Aurora Ave N/N 192nd St	B	F	E	A	C	16.1	78.6	B	F	E	A	C	16	78.7
Aurora Ave N/N 185th St	E	F	F	D	E	71.6	106.3	E	F	F	D	E	71	107.2
Aurora Ave N/N 175th St	E	F	F	D	C	56.1	105.9	E	F	F	D	C	56.5	106.5
Midvale Ave N/N 175th St	A	A	A	D	D	9.6	65.8	A	A	A	D	D	9.6	65.9
Fremont Ave N/N 175th St	A	B	B	A	A	8.2	65.7	A	B	B	A	A	8.2	65.8

Arterial Route Analysis	Travel Time	Distance (mi)	Ave Speed	Arterial LOS	Travel Time	Distance (mi)	Ave Speed	Arterial LOS
EB Richmond Bch Rd btwn 15th Ave NW/Dayton Ave N	261.5	1.4	19.6	C	259.4	1.4	19.7	C
EB N 185th St btwn Dayton Ave N/Midvale Ave N	198.7	0.6	11	E	199.5	0.6	10.9	E
WB N 185th St btwn Midvale Ave N/Fremont Ave N	270.9	0.4	5.8	F	267.9	0.4	5.9	F
WB Richmond Bch Rd btwn Fremont Ave N/20th Ave NW	350.8	1.7	17.4	D	347.9	1.7	17.5	D
NB Aurora Ave N btwn N 205th St/N 175th St	410.7	1.7	15.1	E	410.1	1.7	15.1	E
SB Aurora Ave N btwn N 205th St/N 175th St	316.2	1.7	18.9	D	311.6	1.7	19.2	D

printed 6/24/2009

Attachment D- Collision Data

City of Shoreline - Mid-Block Collision Report

Reported Collisions from 1/1/2006 to 12/31/2008 sorted by Rate

Crash Rate per million vehicle-miles per year

	Location	# of Crashes	# of Injuries	# of Fatal	Crash Rate	Injury Rate	Fatal Rate
1	N 175th St from Linden Ave N to Aurora Ave N	14	7	0	35.06	17.53	0.00
2	Aurora Ave N from Westminster Way N to N 160th St	19	4	0	28.10	5.92	0.00
3	Meridian Ave N from N 175th St to N 176th St	9	9	0	22.49	22.49	0.00
4	N 167th St from Aurora Ave N to Stone Ave N	5	2	0	18.62	7.45	0.00
5	N 185th St from Aurora Ave N to Midvale Ave N	17	6	0	18.22	6.43	0.00
6	N 155th St from Aurora Ave N to Midvale Ave N	14	4	0	17.33	4.95	0.00
7	N 185th St from Meridian Ave N to Meridian Ct N	5	4	0	17.32	13.86	0.00
8	Aurora Ave N from N 184th St to N 185th St	18	8	1	12.45	5.53	0.69
9	3rd Ave NW from NW Richmond Beach Rd to NW 189th St	6	1	0	11.79	1.96	0.00
10	19th Ave NE from NE 199th St to Ballinger Way NE	7	3	0	10.63	4.56	0.00
11	Aurora Ave N from N 199th St to N 200th St	22	9	1	9.87	4.04	0.45
12	Meridian Ave N from N 203rd St to N 205th St	10	1	0	9.11	0.91	0.00
13	N 160th St from Linden Ave N to Aurora Ave N	10	3	0	8.81	2.64	0.00
14	15th Ave NE from NE 154th St to NE 155th St	7	4	0	7.73	4.42	0.00
15	5th Ave NE from NE 145th St to 145th St I-5 rp	5	1	0	7.29	1.46	0.00
16	15th Ave NE from NE 172nd St to NE 175th St	16	8	0	7.20	3.60	0.00
17	Aurora Ave N from N 175th St to Ronald Pl N	54	21	0	6.98	2.71	0.00
18	Aurora Ave N from N 185th St to N 192nd St	33	20	0	6.98	4.23	0.00
19	15th Ave NE from NE 146th St to NE 147th St	7	2	0	6.78	1.94	0.00
20	N 175th St from Aurora Ave N to Ronald Pl N	6	1	0	6.00	1.00	0.00
21	N 200th St from Aurora Ave N to Aurora Vill Mall N	8	7	0	5.94	5.20	0.00
22	Aurora Ave N from N 152nd St to N 155th St	37	16	0	5.80	2.51	0.00
23	Aurora Ave N from Ronald Pl N to N 175th St	19	10	0	5.52	2.90	0.00
24	15th Ave NE from NE 175th St to NE 177th St	10	7	0	4.82	3.38	0.00

City of Shoreline - Mid-Block Collision Report

Reported Collisions from 1/1/2006 to 12/31/2008 sorted by Rate
Crash Rate per million vehicle-miles per year

	Location	# of Crashes	# of Injuries	# of Fatal	Crash Rate	Injury Rate	Fatal Rate
25	NE 175th St from 12th Ave NE to 15th Ave NE	9	7	0	4.42	3.44	0.00
26	Aurora Ave N from N 167th St to N 170th St	22	8	0	4.21	1.53	0.00
27	NW Richmond Beach Rd from 1st Ave NW to 2nd Ave NW	5	2	0	4.14	1.66	0.00
28	Aurora Ave N from N 198th St to N 199th St	8	6	0	3.66	2.74	0.00
29	Aurora Ave N from N 149th St to N 152nd St	20	14	0	3.61	2.53	0.00
30	Aurora Ave N from N 160th St to N 163rd St	18	6	0	3.47	1.16	0.00
31	19th Ave NE from Ballinger Way NE to NE 205th St	6	1	0	3.19	0.53	0.00
32	N 185th St from Linden Ave N to Aurora Ave N	6	2	0	3.19	1.06	0.00
33	N 175th St from Corliss Ave N to 175th St RAMP SB	6			3.17	0.00	0.00
34	Aurora Ave N from N 182nd St to N 184th St	14	10	0	3.15	2.25	0.00
35	N 175th St from Midvale Ave N to Ashworth Ave N	14	7	0	3.10	1.55	0.00
36	15th Ave NE from Forest Park Dr NE to NE 205th St	7	4	0	3.07	1.76	0.00
37	Aurora Ave N from Ronald Pl N to N 182nd St	9	5	0	3.03	1.68	0.00
38	Aurora Ave N from N 145th St to N 149th St	21	4	0	3.01	0.57	0.00
39	NW Richmond Beach Rd from 12th Ave NW to 15th Ave NW	13	5	1	2.99	1.15	0.23
40	Ballinger Way NE from 19th Ave NE to NE 205th St	23	11	0	2.96	1.41	0.00
41	N 175th St from Wallingford Ave N to Meridian Ave N	9	3	0	2.94	0.98	0.00
42	N 175th St from Meridian Ave N to Corliss Ave N	17	4	0	2.90	0.68	0.00
43	Aurora Ave N from N 165th St to N 167th St	15	11	0	2.78	2.04	0.00
44	Aurora Ave N from Firlands Way N to N 198th St	8	7	0	2.76	2.42	0.00
45	Aurora Ave N from N 170th St to Ronald Pl N	18	13	0	2.71	1.96	0.00
46	NW Richmond Beach Rd from 3rd Ave NW to 8th Ave NW	13	7	0	2.61	1.41	0.00
47	Aurora Ave N from N 192nd St to N 195th St	17	9	0	2.57	1.36	0.00
48	NE 175th St from 8th Ave NE to 10th Ave NE	5	1	0	2.46	0.49	0.00

City of Shoreline - Mid-Block Collision Report

Reported Collisions from 1/1/2006 to 12/31/2008 sorted by Rate
Crash Rate per million vehicle-miles per year

	Location	# of Crashes	# of Injuries	# of Fatal	Crash Rate	Injury Rate	Fatal Rate
49	Aurora Ave N from N 155th St to Westminster Way N	17	13	0	2.39	1.82	0.00
50	Ballinger Way NE from NE 195th St to 23rd Ave NE	11	3	0	2.11	0.58	0.00
51	NE 205th St from Ballinger Way NE to 19th Ave NE	6	4	0	1.99	1.33	0.00
52	Aurora Ave N from N 163rd St to N 165th St	10	3	0	1.93	0.58	0.00
53	Aurora Ave N from N 200th St to N 205th St	16	1	0	1.84	0.12	0.00
54	N Richmond Beach Rd from 1st Ave NW to Dayton Ave N	6	1	0	1.66	0.28	0.00

Attachment E- Mitigation Planning Level Cost Estimates

Point Wells Mitigation
Planning Level Cost Estimates

	Location	Description of Improvement	Estimate
1	Richmond Beach Corridor Study	Safety, Efficiency, Multimodal Plan	$200,000.00
2	NW 196th Street Richmond Beach Drive NW to 24th Ave NW	Sidewalk on both sides of roadway	$2,053,773.00
3	NW 196th Street 24th Avenue NW to 20th Avenue NW	Sidewalk on the east side of roadway	$300,000.00
4	NW 195th Street & 20th Avenue NW	Traffic Signal with additional EB-WB left turn lanes	$1,330,973.00
5	NW Richmond Beach Road NW & 15th Avenue NW	Traffic Signal and additional EB-WB left turn lanes	$2,208,156.00
6	NW Richmond Beach Road NW & 3rd Avenue NW	Widen & replace trafffic signal for EB-WB left turns	$2,316,775.00
7a	Richmond Beach Drive NW NW 196th Street to NW 205th Street	Sidewalk on the east side of roadway	$1,557,414.00
7b	Richmond Beach Drive NW NW 196th Street to NW 205th Street	Sidewalk & Street Improvements on the west side of roadway	$16,683,236.00
8	Richmond Beach Road NW & 8th Avenue NW	Intersection Safety and Capacity Improvements	$2,131,458.00
9	Richmond Beach Road NW & 24th Avenue NW	Intersection Improvements	$1,527,870.00
10	NW 196th Street & 24th Avenue NW	Intersection Improvements	$1,882,294.00
		TOTAL	$32,191,949.00