

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



Proposed amendment to the text for the City of Shoreline's Point Wells Subarea Plan

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 199th St. and NW 205th 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.