

## Countryman, Ryan

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**From:** Tom McCormick <tommccormick@mac.com>  
**Sent:** Wednesday, January 06, 2016 6:33 PM  
**To:** Countryman, Ryan  
**Cc:** Bloodgood, Jim; Brown, Mark A.; Olson, Erik; Mock, Barb; Gretchen Brunner; Doris McConnell; Keith McGlashan; Mayor Chris Roberts; Deputy Mayor Shari Winstead; Keith Scully; Debbie Tarry; Eric Faison; Tom Mailhot  
**Subject:** No spare capacity for Point Wells traffic

Ryan,

Notes to a Nov. 13, 2015 meeting attended by you, Gary Huff, and others state that, “Gary wants to stay [within Shoreline’s] V/C levels.” This is consistent with our position that applicable law requires BSRE and the County to stay within Shoreline’s 0.90 Volume/Capacity (V/C) standard. Specifically as to Richmond Beach Road, our position is that the County must condition or limit BSRE’s Urban Center and Short Plat applications so that traffic originating from and returning to Point Wells does not exceed the spare capacity of Richmond Beach Road using the City of Shoreline’s 0.90 V/C standard.

As you know, the City for many years has planned a road diet for Richmond Beach Road, planning to convert it from four lanes to three lanes. The City’s 2016-2021 Capital Improvement Plan allocates funds to re-stripe Richmond Beach Road in 2017. The CIP provides that the entire segment of Richmond Beach Road west of Dayton Avenue North will be re-striped to three lanes.

**Here’s the problem:** A road capacity analysis completed for the City in 2015 (copy attached) shows that if the entire segment of Richmond Beach Road west of Dayton Avenue North is three lanes, the road in 2030 will have no spare capacity under the City’s 0.90 V/C standard. With no spare traffic capacity, a development at Point Wells should not be permitted. Permitting a development in these circumstances would be contrary to law. Further, it would cause significant adverse environmental impacts that are not capable of being mitigated (the road’s right-of-way is insufficient to permit the road to be widened to increase capacity; the City has vowed not to condemn any property to widen the road).

Could you please require BSRE to explain how it expects to meet the City’s 0.90 V/C standard for Richmond Beach Road as a three-lane road? And could you please include BSRE’s explanation in the DEIS?

Thank you.

Tom McCormick

Location	Existing PM volume - scaled up to 2030 numbers from DEA Synchro Model	Directional Capacity <sup>1</sup>	Spare Capacity reached
Richmond Beach Drive / n-o 196th	29	700	
N Richmond Beach Rd / w-o 8th (3 lane)	623	960	
<sup>2</sup> N Richmond Beach Rd / 3rd to 8th (4 lane)	833	1600	
N Richmond Beach Rd / 3rd to 8th (3 lane)	833	960	
<sup>2</sup> N Richmond Beach Rd / Dayton to 3rd (4 lane)	973	1600	
N Richmond Beach Rd / Dayton to 3rd (3 lane)	973	960	

<sup>1</sup> Capacity for Richmond Beach Drive is based on a mitigated 2 lane roadway. All others come from Shoreline Model.

<sup>2</sup> The City of Shoreline has included a project in the 2015 - 2020 CIP to convert Richmond Beach Road (24th Ave NW to Dayton Ave N) to an improved driver, pedestrian and bicyclist safety & mobility.

<sup>3</sup> .90 is the City of Shoreline standard v/c ratio. The City has excepted this standard to a maximum of 1.10 for 2 street segments.