

**From:** Tom McCormick <tommccormick@mac.com>  
**Sent:** Tuesday, February 06, 2018 3:13 PM  
**To:** MacCready, Paul; Countryman, Ryan  
**Cc:** Mock, Barb; Bloodgood, Jim; Olson, Erik; Rowe, Tom; Brown, Mark A.; McCrary, Mike; Otten, Matthew; Klein, Ken; Wright, Stephanie  
**Subject:** Elephant just woke up

Ryan and Paul:

The elephant in the Point Wells room just woke up.

Last night, Shoreline's City Council unanimously passed a motion authorizing the City Manager to sign a construction contract with McCann Construction Enterprises, Inc. in the amount of \$321,405 for the Richmond Beach Road rechannelization project. To reduce accidents and excessive speeding on an accident-prone road, Richmond Beach Road will be converted to three lanes (one lane each direction, plus a center turn lane) from 24th Avenue NW to just west of Dayton Avenue N, with left turn pockets at major intersections. Construction (mainly re-striping) is projected to take 20 days, beginning sometime in late April or May.

#### I. Little spare capacity for Point Wells traffic

A 3-lane Richmond Beach Road has very little spare capacity under the City's 0.90 V/C level of service standard. At most, the reconfigured road might be able to handle 500 - 2,000 additional ADTs — more than that, and it fails the 0.90 V/C standard. Ask the City, they'll confirm this. Even BSRE agrees.

“[As a] 3-lane arterial, the corridor of Richmond Beach [Road] NW between 20th Avenue NW and 3rd Avenue NW would not meet the City's segment V/C ratio requirement of 0.90 or less.” BSRE's August 2016 Expanded Traffic Impact Analysis (ETIA), at page 45. Also see page 88, and Tables 25 - 29.

In Gary Huff's October 9, 2012 letter to the County Council, he said:

“We urge the Council to adopt and impose Shoreline's levels of service to effectively limit and mitigate traffic impacts within its jurisdiction.”

If the County does indeed adopt and impose Shoreline's levels of service to effectively limit and mitigate traffic impacts, then BSRE finds itself in a bit of a pickle. A 3-lane Richmond Beach Road can handle at most 500 - 2,000 additional ADTs under the City's level of service standards. That translates to perhaps just 125 - 500 residential units at Point Wells.

#### II. BSRE's three frivolous and unachievable mitigations

BSRE proposes three frivolous and unachievable mitigations to quiet the elephant in the room. See ETIA page 88.

First, BSRE says "convert the corridor back to a 4-lane section." That will never happen. The City is converting the corridor to three lanes for safety reasons. It is frivolous to suggest that the City Council would ever vote to revert Richmond Beach Road to four lanes when faced with increased Point Wells traffic that will increase the corridor's safety problems. Further, neither a hearing examiner nor a court would ever force a city to revert to a road design that the city previously determined to be unsafe.

Second, BSRE proposes that the City Council vote to change its level of service standard to permit traffic volumes exceeding the 0.90 V/C ratio. That's not mitigation, and BSRE should know better than to propose the idea as mitigation. And it would never happen. The City has never approved an increase in its 0.90 V/C standard to accommodate a new residential or commercial development.

As its third mitigation, BSRE proposes to widen the segment of Richmond Beach Road between 3rd Ave NW - 8th Ave NW to five lanes. That won't happen. It is not possible to build five lanes within the City's 60-foot right-of-way, with sidewalks, bike lanes, and amenity zones. And the City has said in the 2013 MOU and elsewhere that it will not condemn private property to increase the 60-foot right-of-way along Richmond Beach Road. Further, even if there were five lanes for this segment, that would not fix the huge 0.90 V/C failures west of 8th and east of 3rd.

### III. Size 16 Urban Center vs. size 3 road network

With a 3-lane Richmond Beach Road, Shoreline's level of service standards will be shattered at extremely low levels of traffic from Point Wells.

I respectfully request that the County resist efforts by BSRE to squeeze traffic from a size 16 Urban Center into a size 3 road network.

The elephant in the Point Wells room is here to stay.

Thank you.

Tom McCormick

*"A small development at Point Wells  
with a second public access road,  
or no development at all."*