

From: Tom McCormick
To: [Davis, Kris](#)
Subject: Another Exhibit ... McCormick - Res. 377 City of Shoreline
Date: Wednesday, May 16, 2018 8:05:23 AM
Attachments: [McCormick - Res. 377 City of Shoreline.pdf](#)

Kris, could you please enter the attached document as an exhibit and email me the exhibit number.

Exhibit name ... McCormick - Res. 377 City of Shoreline

Thank you.

Tom McCormick

RESOLUTION NO. 377

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SHORELINE,
WASHINGTON, PRESCRIBING PROCEDURE REGARDING
TRANSPORTATION CORRIDOR STUDY AND MITIGATIONS**

WHEREAS, Policy T-44 of the City's Comprehensive Plan provides: "Adopt Level of Service (LOS) D at the signalized intersections on arterials and unsignalized intersecting arterials within the city as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N, and Ballinger Way);" and

WHEREAS, Policy T-39 of the City's Transportation Master Plan provides: "Adopt LOS D at the signalized intersections on arterials and unsignalized intersecting arterials within the City as the level of service standard for evaluating planning level concurrency and reviewing traffic impacts of developments, excluding the Highways of Statewide Significance and Regionally Significant State Highways (I-5, Aurora Avenue N and Ballinger Way NE);" and

WHEREAS, Shoreline Municipal Code 20.60.140(A) provides that the LOS standard that the City has selected as the basis for measuring concurrency is as follows: "1. LOS D at signalized intersections on arterial streets and at unsignalized intersecting arterials; and 2. A volume to capacity (V/C) ratio of 0.90 or lower for principal and minor arterials." SMC 20.60.140(A) also provides that "the V/C ratio on one leg of an intersection may exceed 0.90 when the intersection operates at LOS D or better" and that "these level of service standards apply throughout the City unless an alternative level of service for a particular street or streets has been adopted in the Comprehensive Plan Transportation Element;" and

WHEREAS, Policy PW-9 contained in the Point Wells Subarea Plan within of the City's Comprehensive Plan provides: "To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20th Avenue NW, 23rd Place NW and NW 204th Street. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility within

the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road;” and

WHEREAS, Policy PW-12 contained in the Point Wells Subarea Plan within the City’s Comprehensive Plan, as amended on February 14, 2011, provides: "In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/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, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment;” and

WHEREAS, prior to the adoption of the 4,000 daily traffic volume limit on February 14, 2011, Policy PW-12 in the Point Wells Subarea Plan provided that “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;” and

WHEREAS, the current 4,000 daily traffic volume limit remains in full force and effect until such time that Policy PW-12 in the Point Wells Subarea Plan is amended by the Council to increase or remove the 4,000 daily traffic volume limit; and

WHEREAS, based on the above, until such time that the 4,000 vehicle trips per day limit for Richmond Beach Drive is amended by the Council to increase or remove the limit, the Council wishes to preserve the City's right to oppose any traffic-related elements in Snohomish County’s SEPA process, its permit review or required traffic-related mitigations; and

WHEREAS, upon completion of staff’s final review of and recommendation regarding the Transportation Corridor Study and Mitigation Plan mentioned in Policy PW-9 of the Point Wells Subarea Plan, the Council wishes to have the Transportation Corridor Study and Mitigation Plan and any written agreement with the developer of Point Wells or with Snohomish County that relates to Point Wells or its traffic impact placed on the agenda for a regular business meeting or meetings for Council's vote to approve or disapprove part or all of the Study and Plan.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON, HEREBY RESOLVES AS FOLLOWS:

Section 1. Until such time as policy PW-12 of the Point Wells Subarea Plan is repealed or amended by the City Council, the City shall not take any action or enter into any agreement, arrangement, or understanding that is inconsistent with the 4,000 vehicle trips per day limit set out in PW-12 and the City shall advocate positions consistent with

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T-39, T-44, PW-9 and PW-12 during the environmental review or permitting process for the proposed Point Wells development.

Section 2. Upon completion of Staff's final review of and recommendation regarding the Transportation Corridor Study and Mitigation Plan mentioned in Policy PW-9 of the Point Wells Subarea Plan, the City Manager is directed to place the Transportation Corridor Study and Mitigation Plan on the agenda for a regular Council business meeting(s) for Council approval or disapproval of part or all of the Study and Plan.

ADOPTED BY THE CITY COUNCIL ON SEPTEMBER 21, 2015.



Deputy Mayor Eggen

ATTEST:



Jessica Simulcik Smith, City Clerk