

From: Alex DR
Sent: Tuesday, June 17, 2014 11:23 AM
To: Kirk McKinley
Subject: Open Letter to Shraga Biran, Owner of Point Wells

(As published in the June 2014 issue of Richmond Beach Community News)

Open Letter to Shraga Biran, Owner of Point Wells

Dear Mr. Biran,

The residents of Richmond Beach and surrounding areas have voiced their opinion about your development at Point Wells, and it's almost universally unwanted. We now understand that your promise in 2011 wasn't in earnest. You said, "We're not in a situation where we must develop it, it's just for pleasure . . . if they shall not like (it), we will not fight anybody." (Haglund, Noah "The Man With an Ambitious Plan for Point Wells" The Everett Herald, 17 Feb. 2011) Nonetheless, it seems inevitable that your development will be built, despite the public outcry. If the project must go forward, then it's in everyone's best interest for it to be as successful as possible. You're a self-described 'big picture guy' so, by all means, let's look ahead to the future for a moment.

Twenty years from now, when Point Wells is near completion, it will be judged partially on the neighborhoods adjacent to the traffic corridor serving it. Large though your development will be, nothing exists in a vacuum. Your neighbor's property values will impact yours, and vice-versa. In the Pacific Northwest, where amazing (but often intimate) places are the primary tourist-draw, it's antithetical to build a vast superhighway to a single destination. Here, the appeal is the individuality inherent in every neighborhood, each block. There's always something different around the next corner, a fascinating place, a new vista. Mile by mile, the historical and cultural vibrancy of our community can be seen as easily as the stunning views. You can have a long, nondescript "driveway" through a degraded area, or a lovely corridor through beautiful, vibrant and mature neighborhoods. It all depends on what you want. I humbly suggest that the latter would serve your interests better. Sadly, the current plans for your traffic corridor are sub-par at best.

Your "billion dollar project" will sit in the far reaches of a very unique neighborhood. The traffic corridor to and from Point Wells will affect areas beyond Richmond Beach, but (without an entrance to Woodway), we are your single-most immediate neighbor. If your development is to be successful over the long-term . . . pardon my impertinence, but you'd be wise to pay closer attention to your "entrance-drive" and the value of the properties you share it with. Considering your company, B.S.R.E., seems unwilling to provide a road to Woodway, future residents of Point Wells will have only a single thoroughfare through a dangerous geologic slide-zone, with no alternate or "escape" routes. This works to the city of Shoreline's advantage (or so they assume) because they hope to annex Point Wells someday for the added tax-base. It's a gamble, as there is no guarantee that an annexation attempt would be successful.

IDEAS create wealth, it's one of your credos. The city is not encouraging ideas in this process. Shoreline is "holding hands with the developer" (their words), even going so far as to hire David Evans and Associates to design the traffic corridor . . . the VERY company hired to design the Point Wells development. This has helped foster an insular atmosphere in which the Shoreline city government feels compelled to do everything possible (while skirting utter condemnation), to keep public opinion about the traffic corridor muted. They're accomplishing this through postponed meetings, low-key announcements with little advance notice, limitation of questions at

public meetings, public records removed from public access . . . presumably because David Evans & Associates is pushing a particular design at the behest of B.S.R.E. When anyone questions the city about a particular decision they've made, their standard reply is that they've received little interest or feedback from the community. Public records (when they're made available) contradict this, but the fault lays at the city's feet either way. Whether by device or oversight, the city has not actively and wholeheartedly engaged the community in this process, and it definitely shows in the unimaginative and insensitive preliminary design for the traffic corridor.

Shoreline and the design firm are missing a lot of opportunities for success. Rather than work actively with each community (especially as the corridor draws closer to Point Wells), they're slapping a "one size fits all" freeway leading to your property. If Point Wells becomes a glittering jewel in a crown of thorns . . . an isolated housing project in the midst of a decaying suburb . . . then your creation will be little more than a gaudy rhinestone . . . just another high-rise slum (with great views) at the end of a depressing drive. On the other hand, with a lot of community participation (and a bit more vision from the designers), the traffic corridor could be a wonderful asset to your development.

For instance, block after block of the same, concrete retaining-walls doesn't sound terribly conducive to a feeling of place, a sense of community. Every opportunity should be taken to preserve existing landscapes by reducing the width of the corridor. Ten foot-wide sidewalks?!? Thanks, but no thanks.

Also, there are a fair number of original/historic structures in the old town center of Richmond Beach. The design of the thoroughfare should respect and enhance these, as they add greatly to the charm of the drive to Point Wells. With a word from you to B.S.R.E. (therefore to your design firm and our city government), the roadway in and out of your development could be marvelous . . . simply by highlighting what already exists.

There'll always be a few "nimbys" (Not In My BackYard) who disagree, but burdens should be dispersed wherever possible. If there are two roads to choose from, both should be used thereby reducing traffic, width, and other impacts for each. Two people with a common cold is preferable to a single person with double pneumonia.

Though these are just a few little ideas from one local guy, I hope you can see how the people of Richmond Beach could be a great asset to you if this process were being handled differently. One must always be careful about quality control when overseeing a public/private partnership,

like the one between B.S.R.E., David Evans & Assoc., and the city government of Shoreline. The final product rarely bears much resemblance to the original vision no matter what you do, but it can still be a good product in the end . . . or a bad one. Your interests would be better-served if the citizenry were fully included in this partnership. We have just as much (or more) at stake in your success as you do. If the communities surrounding Point Wells suffer, your development will be less successful than it has the potential to be.

As you went on to say in the above-cited article (regarding public opposition to your

development), "One day they (will) have to ask for mercy from God or nature because they lost an opportunity." Without putting too fine a point on it, the same can be said about losing the opportunity to engage the community in a meaningful way through this process. We could be as valuable a resource as the trees, the water, and the mountains that so inspired you about this special place.

Respectfully, Sir, it might behoove you to check on how the design for your traffic corridor is coming along . . . if you don't, I fear you may not be happy with the final product.

Sincerely,

Alex Danford-Rincon

Richmond Beach, WA USA

From: Patty Cummings
Sent: Monday, May 05, 2014 8:34 PM
To: Kirk McKinley
Subject: May 6th meeting

Mr. McKinley,

I am a Shoreline resident who lives on NW 198th Place right off of 15th Avenue NW. I am unable to attend the May 6th meeting scheduled at the Richmond Beach Library due to another commitment. However, I wanted to make sure you know that I am very concerned about the impact the Point Wells development will have on our community, including not only the main traffic corridors but also the many side streets that will be impacted, including 15th Avenue NW. 15th Avenue already has a number of safety issues that need to be addressed. I understand residents' concerns about the safety issues on 15th Avenue NW and our recommendations for how to address these safety issues have already been presented to you by Sheri Ashleman. I strongly support these recommendations made by the residents who live on or near 15th Avenue NW.

Once the Point Wells development is completed, these safety issues will only worsen as the traffic on this street increases and I don't want 15th Avenue NW to be overlooked by the city when it is negotiating with developer about what is needed to mitigate traffic/safety issues that will arise from the Point Wells development.

Sincerely,
Patty Cummings

From: Kristina Madayag
Sent: Thursday, April 24, 2014 11:46 AM
To: Mark Relph; Kirk McKinley
Subject: Comments to Point Wells TCC meeting 4/16

Hi Mark and Kirk,

Thank you again for all the hard work you and your team put into the 4 month TCC process for Point Wells. I just wanted to make that you also heard from residents that were satisfied with the proposed design as I'm sure your inbox has been undoubtedly flooded with emails/letters from the minority who were less than satisfied.

Specifically my neighbors and I were satisfied with the city's recommended proposal for the "triangle" area as it created the most efficient route to the site, provided the safest access for residents and affected the least number of property owners.

Thank you again!

-Kristina & Oliver Madayag

April 24, 2014

Mr. Kirk McKinley
Mr. Mark Relph,
Transportation Planning Manager
City of Shoreline
17500 Midvale Ave N
Shoreline WA 98133

Dear Mr. McKinley and Mr. Relph:

Thank you and your fellow staff member for the time and effort that went into the Traffic Corridor Study process. This four (4) month structured process provided ample time for community members to voice their opinions on the preferred alternatives and request mitigation efforts.

After reviewing the recommended options for the corridor at the April 16th meeting we would like to commend the plan that the city presented. The design and route that was presented (main route along 196th street and Richmond Beach Drive NW) took the majority of the communities concerns into account while working with the most greatly effected residents to design the improvements directly in front of their property's to suit their needs and the needs of the greater community (safety, mail/deliveries, buses, pedestrians, bikes etc).

Specifically, with respect to the triangle area (196th & 195th Pl) we feel the city made the right recommendation to isolate the traffic to 196th street. This creates the most efficient route to the site, while affecting the least number of residents. It also provides greater safety for the community by allowing less intersections and greater separation for pedestrians and busy

roadways. Although at the end of the April 16th meeting there were a number of people that lived on 196th still upset with the decision know that many other people that live in the effected neighborhood were also at the meeting and were satisfied with the city's recommendation. They expressed their approving sentiments at the workshop table. That is why the representative for that table felt the comments were mostly positive for the proposed design.

We would like to encourage the city to stand behind the recommendation to keep 196th the main route to Point Wells. This decision took four (4) months of organized and moderated meetings for the community and city leaders to come to this recommendation. I would hate to see the faith of the residents in this process degraded by the reopening of this discussion and pitting neighbors against neighbors in further debate. I encourage the City of Shoreline to stand behind their recommendation and explain the reasons this recommendation was made as they are sound in reason.

Kind Regards,

Kristina & Oliver Madayag

Alan Carey
Shoreline, Washington 98133

April 23, 2014

Kirk McKinley
City of Shoreline
17500 Midvale Ave N
Shoreline, Washington 98133

**Comment on Transportation Corridor Study
Alternate Access
BSRE Development at Point Wells**

Mr. McKinley:

I attended the Transportation Corridor Study workshop held on April 16. Alternate routes to access BSRE's proposed Point Wells development were not discussed in detail at that meeting. But from what I understood, the City of Shoreline (City) was planning to rely on Snohomish County to evaluate alternate access routes to the Point Wells development as part of the EIS.

This letter proposes that the City conduct a feasibility study for a two lane access tunnel from Point Wells to Edmonds, specifically in the area where Firdale Avenue turns into 244th Street SW. The rationale for this proposed access tunnel is as follows:

- The City hopes to annex Point Wells, but this is by no means assured, meaning it is unlikely the City will have any effective control of the size and scale of BSRE's proposed Point Wells development.
- The City of Shoreline would like to limit BSRE's development to approximately 11,500 vehicle trips a day, a number based on traffic study modeling. But it will be very difficult for the City to enforce any kind of size limit. And if BSRE were to build the scale of development it would like to, the City's desired vehicle trip limit would be greatly exceeded. Although you did not elaborate on this point in the workshop, this was my understanding of the issue based on your brief answer to a question.
- The volume of vehicle traffic generated by the proposed Point Wells development will be wholly unsuited for the proposed access through Richmond Beach Drive and Richmond Beach Road, irrespective of roadway improvements proposed by BSRE.

Kirk McKinley
Alternate Access to Point Wells
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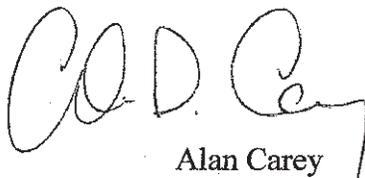
- This increased volume of traffic will make it probable, if not inevitable, that a pedestrian will be injured or killed by a vehicle accessing Point Wells at some time during the life of this development.

The only way these very serious drawbacks can be avoided is with alternate access to the Point Wells development. An access tunnel connecting Point Wells to Firdale Avenue has several advantages:

- The Point Wells development would then be entirely within Snohomish County. Impacts arising from the size of the development and access to it would be addressed by public officials answerable to the affected voters. This is certainly not the case with proposed access through Richmond Beach.
- Point Wells would be directly connected to a major arterial with the capacity to handle the extra traffic.
- Richmond Beach would be far less affected by the scale of the Point Wells development.
- Pedestrian safety in Richmond Beach and Richmond Highlands would not be put at risk by the Point Wells development.
- The geology along this proposed tunnel route is understood well enough for the purpose of preparing a feasibility study. The Brightwater tunnel, which was the subject of extensive geologic characterization, follows the same general alignment.

Because of the critical importance of evaluating alternate access routes to the proposed Point Wells development, I propose that the City contract with its own geotechnical consultant to perform this feasibility study. This consultant should have no conflicts of interest with BSRE or Snohomish County.

Sincerely



Alan Carey

Richmond Beach Traffic

1 CURRENT SITUATION

I am a resident of the Richmond Beach Bowl and spend many days walking and riding in the area. I would like to give you a picture of the traffic situation as it exists. It is normal today for people who have not spent time in the area to make decisions for the area. As we know how well that has worked on a national level.

The two roads, 195th & 196th are different in makeup and usage. Currently we have oil and construction traffic usually in early morning hours. This is disruptive to the community because of the steep grade on 196th. This traffic need shift many times to make it up the hill. This shifting of gears that cause noise and disruption to other traffic entering the street. This is the same situation with the bike traffic as they do not go east on 196th because of the steep grade. Many walkers come down 196th but return on 195th because of the steep grade.

On 195th the traffic is free flowing and the grade is lower and the disruption is less, that is also the east bound bus route. Most bikers and walker prefer that route also.

Trying to convert something from nothing because that is what a contractor wants is selling out our community. Mitigation is to help those whose life and property is affected. Suggesting that 196th become the main traffic route is substantially disruptive to property values and lifestyles of the neighborhood. Using 195th is the natural route through the community. It is already wide enough for a bike lane and side walk.

The grade on 196th also does not lend itself to ADA regulations for crosswalks. I understand that the numbers may imply that another direction may look good to construction planners – but in this case a clear view by local residents must be considered if tax values are to be maintained for the city's future. Once construction starts – all safety and neighborhood considerations are forgotten as we have seen with the dripping oil trucks now. And the future is revenue for another county.


Stan Peterman

For real mitigation – Fix 195th street and work on infrastructure like putting the wires underground. We need to get what we can before they start and ignore the community.



Hope it's not too late!

Comment Form

We want to hear from you.

During this workshop, we presented design concepts to address the transportation-related concerns associated with the proposed Point Wells development. **What did you like or dislike the concepts presented?** This feedback will help inform the development of a final design for both Richmond Beach Drive (Segment A) and Richmond Beach Road (Segment B) that will be included in the final TCS package provided to the Shoreline City Council and Snohomish County for adoption and approval.

Richmond Beach Drive (Segment A)

195th/196th Triangle

Cut-through traffic

We liked the plan for cut-through west of 20th. There could be a chicane at 205th and 20th to prevent Edmonds traffic from cutting southwest.

Richmond Beach Road (Segment B)

We are not in favor of the restriping from 4 lanes to 2. There isn't much bike traffic nor are there very many left turns.

Off-corridor concerns

Additional questions or comments (including about specific intersection improvements)

Contact information (optional)

This information will help us respond to your questions and concerns.

Name: Linda Richard

Address: _____

City: Shoreline State: WA Zip: 98177

Email (for project update emails): _____

Phone: _____

Please leave your comment form in the boxes provided tonight or mail it to the address below:
Attn: Kirk McKinley, City of Shoreline, 17500 Midvale Ave N, Shoreline, WA 98133-4905

Note: Comment cards are subject to public disclosure laws; however, these laws prohibit their use for commercial purposes. Submitting your name and contact information is optional.