



Comment Form

We want to hear from you.

What concerns do you have about transportation impacts due to the Point Wells development?

RICHMOND BEACH DRIVE WILL HAVE TOO MUCH TRAFFIC FOR SAFE BICYCLE & PEDGSTRIAN TRAVEL. SPEEDS ON RICHMOND Bch DR. SHOULD BE 70 MPH. NEED BIKE LANES AND SIDEWALKS. SPEED BUMPS OR HUMPS ALONG RICHMOND Bch DR CUT THROUGH TRAFFIC ON 199, 198, 197TH SHOULD BE RESTRICTED NOT JUST MITIGATED

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

KAYU KAYU AC PARK WAS BUILT AS AN NEIGHBORHOOD PARK IT DOES NOT HAVE THE PARKING OR CAPACITY TO ACCOMMODATE EXTRA USERS FROM PT WELLS DEVELOPMENT.

Additional questions or comments?

WHETHER THIS MEETS TRAFFIC ENGINEERING "STANDARDS" OR NOT THIS IS NOT RESPONSIBLE URBAN DEVELOPMENT. DENSITY SHOULD BE NEAR MAJOR TRANSPORTATION CORRIDORS.

Contact information (optional)

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

Name: _____

Address: _____

City: _____ State: _____ Zip: _____

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

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What concerns do you have about transportation impacts due to the Point Wells development?

- In creased traffic along Fremont Ave. N. making it difficult to exit dead end streets that are connected.
- Poor lighting and no sidewalks in all main corridors in the traffic studies.

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

Additional questions or comments?

- Additional sidewalks needed along Fremont Ave. N.
- We already have 5500 plus vehicles per day.
- With the construction going on along Aurora N from 19~~2~~ to 205~~th~~ it is only going to get busier.
- Near misses for pedestrians.
- There are some sidewalks already - can they be connected to make it safer?

Contact information (optional)

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What concerns do you have about transportation impacts due to the Point Wells development?

Too many cars on a quiet road, there needs to be another way out via woodway

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

↓ quality of lifestyle. A quiet afternoon on the deck, will now be a busy thoroughfare w/ lots of noise and busy traffic

Additional questions or comments?

Contact information (optional)

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

Name: Gustafson

Address: _____

City: _____ State: _____ Zip: 98177

Email (for project update emails): _____

Phone: _____

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What concerns do you have about transportation impacts due to the Point Wells development?

More Traffic on all streets. People will cut through smaller streets and not go to R.B. Drive + R.B. Road to get to Aurora or I-5.

Increased traffic on Richmond Beach Road. Harder to get onto R.B. road from side streets.

Lack of sidewalks on all streets! If sidewalks added that eliminates on street parking for guests!

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

- ① Using driveway to get in + out with increased traffic.
- ② Where do guests park if sidewalks added + street widened?
- ③ Traffic already very heavy on 185 + Aurora + 175 + Aurora during rush hour - morning + night.
- ④ I-5 on ramp at 175th - crowded at 7:30 am. now!

Additional questions or comments?

- ① Pollution caused by increased vehicle traffic on all R.B. streets, especially R.B. Road. - Bip issue.
- ② Extra noise pollution by more cars using all roads.
- ③ If Metro adds more buses, more noise + more pollution.
- ④ Wear + tear on all our streets from increased traffic.
- ⑤ Pollution might damage our tree canopy + other greens.
- ⑥ High buildings don't fit in neighborhood of single family homes.

Contact information (optional)

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Phone: _____

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What concerns do you have about transportation impacts due to the Point Wells development?

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

I am very concerned about traffic cutting thru neighborhoods as they try to avoid any backups on Richmond Beach Rd/Dr. Specific concerns about 199th/198th. I would like to see measures to prevent traffic from going through neighborhoods by force them to stay on the arterials. For example -> one way streets, traffic diversion curbs (not sure what they're called), speed bumps along 199th/198th are not enough to prevent cutting traffic to 20th St.

Additional questions or comments?

- Will parking at light rail stations be increased to accommodate traffic from Point Wells?
- Concerned about BSRE funding The TCS. Will their consultant provide results favorable to them? City should get 3rd party review of assumptions and results.

Contact information (optional)

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

Name: Susan Chang

Address: _____

City: Shoreline State: WA Zip: 98177

Email (for project update emails): _____ *sm*

Phone: _____

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What concerns do you have about transportation impacts due to the Point Wells development?

No amount of mitigation can make this work. The proposed and possible alterations and mitigations are what RB Road needs now, at the current levels of usage. Those fixes would be overwhelmed and useless if traffic doubled.

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

Having to go through the intersection of RB Road and 20th every day is already a terror at current usage, in a vehicle or as a pedestrian. NO AMOUNT OR TYPE OF MITIGATION will cope with a doubling of traffic volumes.

There simply MUST be a road north to Edmonds or east to and through Woodway. Make that be the mitigation! Don't buy \$20 million in band aids, buy a \$20 million alternate road.

Additional questions or comments?

You'll have had TWO YEARS to update those traffic distribution maps, that very conspicuously shielded Innes Arden from potential impacts. This is not an oversight, it's dishonest.

Contact information (optional)

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

Name: Tom Petersen

Address: _____ at _____

City: Shoreline State: WA Zip: 98177

Email (for project update emails): _____ 1

Phone: _____

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What concerns do you have about transportation impacts due to the Point Wells development?

Traffic Noise
Traffic Volume (Number of Vehicles)
Sidewalks
Bike Lanes
Necessary Road Widening
Decreased property values
Traffic going up to 205th

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

Noise
Egress from 2nd onto RB Rd
Lighting
Property Value
Crime due to denser population
More development (tearing down homes for new dev)

Additional questions or comments?

Contact information (optional)

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

Name: Rick Kunkel

Address:

City: Shoreline State: WA Zip: 98177

Email (for project update emails):

Phone:

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What concerns do you have about transportation impacts due to the Point Wells development?

Richmond Beach Road has a number of restrictions for development, mainly width, encroachments, utilities. City has obligated itself to provide 11k+ ADT; meeting this requirement limits in provisions for bicycles, pedestrian transit movement, which now comes 2nd to meeting the 11k+ car requirement.
We need bike lanes on R.B. Rd: It is the

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

earliest grade between Aurora & lower Rich Beach - still steep, but the earliest, and will provide a route for the greatest number of cyclists. Cycling ~~is~~ as a means of daily transportation is growing and should be encouraged.
We need pedestrian ways: Currently R.B. road has narrow sidewalks w/o buffer between peds

Additional questions or comments?

to traffic; ~~the~~ sidewalks are blocked by poles, hydrants forcing peds closer to traffic, or sidewalks are non-existent. We need to provide for pedestrian friendly cross. R.B. road is again the best route to City Center.

Contact information (optional)

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

Name: Jan McCulloch

Address: _____

City: Shoreline State: _____ Zip: _____

Email (for project update emails): _____

Phone: _____

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185 & Aurora
but more importantly

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

Additional questions or comments?

Open northern access along railroad ^{right of way} at base of Hill — For safety access to Edmonds and regular traffic. Would remove traffic through Woodway north south routes by railroad route.

Contact information (optional)

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

Name: Eric Lindahl

Address: _____

City: Shoreline State: Wa Zip: 98133

Email (for project update emails): _____

Phone: _____

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will ~~there~~ be any ~~best~~ property @ County line
for continuous western ROW?

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

driveway grades

Additional questions or comments?

will there be left hand turns up
199th and 198th?

Contact information (optional)

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

Name: John Wolfe

Address: _____

City: _____ State: _____ Zip: _____

Email (for project update emails): _____

Phone: _____

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What concerns do you have about transportation impacts due to the Point Wells development?

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

Additional questions or comments?

Add sidewalks to 195th so there is a safe place to walk on both sides of the street.

Bury the electrical, cable, phone etc. lines on 195th

Contact information (optional)

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

Name: ANDREW ASHTON

Address: 1200 195th Ave N

City: Shoreline State: WA Zip: 98160

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

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SR 107! Lots of cars
withband on 23rd/20th/15th and 8th
to SR 107 and freeway

What questions or concerns do you have specific to your property (i.e. home or business)
on Richmond Beach Drive or Richmond Beach Road?

40'-50' ROW's and lots of cars
with kids playing

Additional questions or comments?

Contact information (optional)

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

Name: John Wolfe

Address: _____

City: _____ State: _____ Zip: _____

Email (for project update emails): _____

Phone: _____

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- RB Rd + 20th is a busy pedestrian intersection. Needs to be made safer.
- Sound Transit station will encourage PW residents to commute up RB Rd + 185th increasing traffic. Need public transportation between the two

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

11,500 trips is too high a limit. Is a lower limit defensible? According to your numbers it will mean nearly 20,000 trips. Too many for a quiet, safe, residential community

Additional questions or comments?

Do all construction / mitigation before beginning project all at once so the road isn't torn up for 25yo.

Contact information (optional)

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

Name: Susie Johnson

Address: _____

City: Shoreline State: _____ Zip: 98177

Email (for project update emails): _____

Phone: _____

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OR TRAFFIC ISLANDS
WILL
INTERSECTIONS FROM POINT WELLS TO I-5 ~~BE~~ BECOME CLOGGED,
PLEASE CONSIDER PEOPLE BRIDGES BY QFC AND FRED MEYER
ON RICHMOND BEACH ROAD.

What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?

TRAFFIC CONGESTION ON RICHMOND BEACH ROAD.

BUS TURNOFFS ARE NEEDED ON RICHMOND BEACH ROAD,
WHEN BUS STOPS, THE 2 LANES OF TRAFFIC ARE REDUCED
TO ONE LANE. CITY OF SHORELINE SHOULD PURCHASE LAND
TO BUILD THE BUS TURNOFFS.

Additional questions or comments?

CITY OF SHORELINE SHOULD LOOK AT LANDSCAPING (TREES, PALM TREES,
BUSHES, ETC) TO IMPROVE THE LOOK OF RICHMOND BEACH ROAD
AND TO LESSEN THE NOISE AND POLLUTION OF THE INCREASED
TRAFFIC.

Contact information (optional)

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

Name: BILL TSAI

Address: _____

City: SHORELINE State: WA Zip: 98177

Email (for project update emails): _____

Phone: _____

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Unfortunately I can't attend this meeting to address a very serious issue.

The intersection of 24th & 196th is currently marked with a shoulder. It is a blind curve that gives us the ability to pull out of our driveway without getting hit by cars speeding up the hill. After living here for 13 years, we have had far too many close calls as people hug the corner (heading east) coming around the curve.

~~What questions or concerns do you have specific to your property (i.e. home or business) on Richmond Beach Drive or Richmond Beach Road?~~

✓ I have three small children, one of which is autistic and non-verbal. Without that shoulder, I fear that an accident is imminent for the residents who live on this curve. I would respectfully request that this shoulder continues to be marked the same way as it is today. Without it, I am certain a catastrophic accident will occur. Please take this into consideration of your analysis of the traffic flow.

Best Regards,
Robert, Olivia, Monet and Davis Manning

Contact information (optional)

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

Name: Robert Manning

Address:

City: Shoreline State: WA Zip: 98177

Email (for project update emails):

Phone:

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Critique of the 1-27-2011 BSRE Point Wells presentation by Perkins+Will

It is admirable that a global corporation has the money and motivation to clean up existing obsolete and very polluted industrial sites and is redeveloping them into better uses.

It is not admirable when that same entity uses its resources to redevelop property in a use that is detrimental and antithetical to existing adjacent uses and infrastructure.

BSRE's Point Wells proposal is that of a new city at the end of the world.

Vague aerial renderings (slides 53-57) do not consider the immensity of the project from ground level.

Arterial transportation maps, especially slide 68, are graphically deceiving. Slide 71 assumes incorrectly that southbound SR99 will bear the majority of entering and exiting daily trips.

Perkins+Will's transportation analysis at this time is a vague four slide call for additional study of impacts immediately adjacent the site on Richmond Beach Drive NW to NW 196th Street; then NW Richmond Beach Drive, the main arterial east to Aurora Avenue North (SR99). It seems that BSRE's and Perkins+Will's transportation strategy is to evade scrutiny with calls for mass transit over a twenty year time line.

The final environmental impact statement for Everett to Seattle commuter light rail project had locations for a terminal in Richmond Beach. They were explored and discarded.

Blue Square Real Estate Ltd. Blue Square Point Wells, LP

Comparable surface streets to Richmond Beach Drive NW from NW 196th Street to Point Wells per 1-27-2011 public presentation.

Richmond Beach Drive NW is a two lane dead end street with a 60' right of way.

The relationship of Point Wells to the area's greatest thoroughfares; SR104, SR99 (Aurora Avenue) and I-5, is like that of a fingertip to the spinal cord.

Perkins+Will is unable to find a street with comparable traffic flow in similar geographic or circulatory circumstance. All their examples are portions of two lane, through streets with equal right of ways intersecting, ending on or becoming wider arterials, state highways and interstate freeways.

West Lake Sammamish Parkway SE Bellevue is a through street. This two and a half mile portion (SE) of the high volume two lane road skirting the western shore of Lake Sammamish connecting Issaquah and Redmond is defined by a roundabout to South Lake Sammamish Blvd and the freeway entrance to I-90 on the south and the intersection with Northrup Way which eventually travels west to The Crossroads Shopping Center and freeway access to SR 520. To those familiar with the street it is considered dangerous for its volume, steep shared driveways to multiple homes and speeding abuses.

Sand Point Way NE Seattle is a through street. This four mile portion of narrows eastbound from four lanes to two at the intersection of NE 125th Street and 35th Ave NE in Lake City and like West Lake Sammamish Parkway services the many winding public and private roads and drives for homes on the western shore of Lake Washington. Continuing south it becomes four lanes again at NE 78th Street coinciding with the NOAA facility ending said study area. Sand Point Way continues to the University of Washington and access to both I-5 and SR-520.

Swift Ave. South Seattle is a through street. It is a one mile long, two lane collector distributor street for the north and south bound South Albro Place exit on I-5. Southbound 15th Ave South becomes Swift Avenue. It has a 62' right of way. South Graham Street intersects it providing eastbound access to south Beacon Hill and Columbia City. It terminates on South Myrtle Street which in turn intersects with Martin Luther King Way South.

156th Ave SE Bellevue is a through street. 156th Ave SE begins at Main Street but discussion of this two and a half mile portion of 156th Ave should really begin at the south edge of the Crossroads Shopping Mall with the intersection of 156th Ave

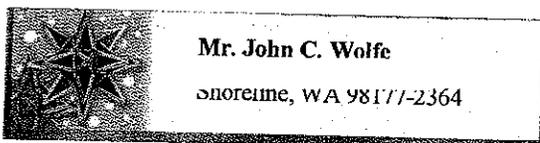
NE and NE Northrup Way which are at this point both 4 lane plus left hand turn lane roads. Two lane 156th Ave SE travels through the Lake Hills residential neighborhood with left hand turn lanes at all stop lights and signs. It serves Lake Hills Shopping Center and ends with four lanes in the Eastgate Shopping Center with an immediate entrance to I-90.

SE Newport Way Bellevue is a through street. This three and a half mile portion of Newport Way begins in the east at the intersection of I-90 described before with West Lake Sammamish Parkway SE which on the south side of the freeway is the four lane access to many large single family subdivisions on Cougar Mountain. It terminates on the west at the intersection of Factoria Blvd, a four lane with left hand turn lane arterial at Newport High School. There is an intersection at its midpoint in Eastgate where the four lane 150th Ave SE carries traffic downhill one half mile to an intersection with I-90.

SW 106th Street Seattle is a through street. The one and a half mile road starts on the west intersecting Marine View Drive SW winds east up the hill and becomes SW 107th St. after crossing 26th Ave W., two lanes and left hand turn lane at the intersection with 16th Ave SW, a four lane street.

None of these examples are dead end streets. **Swift Street South**, a collector distributor street, is in itself an anomaly in the presentation. All of these examples are substantially longer thus their respective individual driveway and contributory street loads are not comparable to the massive point loading of the proposed Point Wells development.

The relationship of Point Wells to the area's greatest thoroughfares; SR104, SR99 (Aurora Avenue) and I-5, is like that of a fingertip to the spinal cord.



A handwritten signature in black ink, appearing to read "John C. Wolfe". The signature is written in a cursive, flowing style.

February 13, 2013

RE: Local vehicle and pedestrian traffic improvements relating to the BSRE development at Point Wells

To whom it may concern,

This narrative addresses roads in Richmond Beach, Richmond Highlands. Three digit roads are east-west streets, two digit roads are north-south avenues. All roads are NW respectively. ROW means right of way.

Planners directed by mandates such as the growth management act and competing municipalities cannot quantify within their purview the chaotic nature of the human mind.

Traffic corridor studies are exactly that; studies of a corridor. The traffic generated by the BSRE Point Wells development can best be analyzed as that issuing from a beehive. It will go everywhere.

Maps and charts generated by the City of Shoreline portraying orderly dispersion south from Point Wells via Richmond Beach Drive then east up NW 196th St. to Richmond Beach Rd. with north and southbound opportunities via NW 20th Ave NW, 15th Ave NW, 8th Ave NW, 3rd Ave NW, Dayton Ave NW, Fremont Ave. NW and finally to SR99 are wishful thinking.

The reality is that vehicles exiting Point Wells with Edmonds on their drivers mind will turn uphill at their earliest possible convenience just as they do now; uphill on NW 199th St. with its 30' ROW; uphill on NW 198th St. with its 50'ROW and street parking on the south to its diminished 45' ROW when it crosses 24th Ave NW.

24th Ave NW is the 40' ROW collector for all Edmonds bound cars from existing Richmond Beach. Vehicles northbound on 24th angle up the hill and fly around the corner onto 23rd (40' ROW) with kids playing on the street such that residences have had to post their own "Watch out for Kids" signs. What will happen when Point Wells BSRE traffic is added to the mix? It will become the accidents that now are just waiting to happen. BSRE's development is creating a huge legal and financial liability for the City because the City knows exactly how inadequate local infrastructure and road ROW's are around Point Wells.

NW199th, 198th and 197th need curb bulbs and signage to not allow turns up the hill from RB Drive but allow residents coming down make a left onto RB Drive.

Vehicles eastbound on NW 196th must not be allowed to make lefts on 26th, 24th and 23rd.

Vehicles approaching NW 196th from the south on 195^{PL}, 194^{PL}, 193^{PL} 23rd Ave NW must be forced to take rights up the hill. Modifications to those corners per the Shoreline development code will require condemnation.

Point Wells vehicles eastbound on NW 196th can make a left at 20th to go northbound. 20th is a 50' ROW with an improved sidewalk on the east shoulder installed per mitigation for Woodway Estates 20 years ago.

Increased traffic will require a controlled intersection with a traffic light at NW 196th St.-RB Road and 20th Ave NW. A bulb will have to be installed at NW 195th forcing eastbound cars to turn right onto 20th rather than dart left across 20th to the four way stop on RB Road.

Further east on RB Road the non Cartesian intersection for 15th Ave NW (40' ROW) will have to be controlled with a light or roundabout requiring condemnation.

Shoreline management feels that a 60' ROW can handle 17,000 trips a day. Traffic on the RB Road 60' ROW is workable with 4,000 tpd at the intersection with 8th Ave. NW. The most dangerous intersection in Shoreline is five blocks east at 3rd Ave NW.

The intersection at 3rd Ave NW and RB Road is dangerous because the hills to the east cut visibility for southbound 3rd Ave NW drivers who ignore the **NO RIGHT ON RED** sign on the traffic light. That sign has been there for decades and it's still the most dangerous intersection in the area.

Moving east RB Road has an uncontrolled yield to southbound Dayton. 10,000 new daily trips will make all drivers more eager on the yellow light. I predict more accidents westbound from Dayton and southbound from RB Road.

The intersection of RB Road and Fremont will follow Dayton's example with the topography problems of the NW corner guaranteeing accidents of eastbound RB Road vehicles trying to make a right onto Fremont.

The following list of improvements doesn't even include the very ticklish grading mess on RB Drive from the old sewage plant to the Point Wells gate caused by nine decades of various County and municipal planning assuming that there would NEVER BE A DEVELOPMENT LIKE BSRE'S proposal nor does it address the constriction of 185th and the short picket of lights and lefts on 175th east of SR99.

A Traffic bulbs off RB Drive, no left turns uphill southbound on RB Drive. eastbound on 196th.

B No left turns uphill eastbound on 196th.

C Corner redevelopment on 195^{PL}, 194^{PL} and 23rd Ave NW with condemnation.

D Bulbs and controlled intersection at RB Road and 20th with possible condemnation.

E Controlled intersection at RB Road and 15th with condemnation.

F Parking lot egress congestion between 8th and 3rd on RB Road.

G Condemnation to improve sight lines at the intersection of RB Road and 3rd.

The City has got to realize that solutions to allowing 10,000 trips a day coming out of BSRE's Point Wells development are unacceptable.

The level of damage done to the City and citizens of Shoreline by this development scheme is so high that the City has got to fight it. The developer BSRE will not negotiate with you at this time because it doesn't have to. BSRE and its parent Alon USA have a generational plan and endless resources. The fact that the Courts, Snohomish County and State land use policy limiting the City and Richmond Beach Community to a few months of negotiation on the front end of development is an abuse of power.

BSRE's estimate of daily vehicle trips captured by their development is absurdly high. Every unit in the development will have at least one car. Design for multi use parking is already at an absurdly low 1.2 stalls per unit.

Perkins+Wills list of comparable ROW traffic flows are all through streets not dead ends.

BSRE's assumption that Sound Transit will eventually provide a station at Point Wells is unbelievable. No station is planned.

Let us assume for a moment that BSRE/ Alon are serious in their stated goal of rail service for Point Wells. Passenger rail service on the existing line has repeatedly been disrupted by mudslides near Boeing Creek, Woodway, Meadowdale and Mukilteo. What would it take for uninterrupted rail service between Seattle and Everett? A third rail on pilings offshore or tunnel service between Seattle's Carkeek Park to Everett.

Make uninterrupted rail service to Point Wells the key to BSRE's development. It's their big idea to begin with. Let them fight the environmental litigation.

Since Sound Transit has decided that it will lease track time from BNSF, they along with BSRE can fight with the plethora of NGO's and government agencies for permits to build the rail infrastructure. Snohomish County will not be allowed to issue building permits for the BSRE proposal nor will the City of Shoreline allow construction access at Point Wells until the rail construction providing uninterrupted passenger service is finished.

The City consistently says that it cannot legally deny access to Point Wells. The Snohomish County Council has shown that it can cynically change its Land Use Code creating havoc on our budget and infrastructure. Snohomish County is causing us damage at BSRE's behest.

Speed bumps, traffic circles and curb bulbs are not going to mitigate the BSRE proposal.

The City has got to get outside the Foster Pepper box and fight alongside Save Richmond Beach to stop BSRE. The City is going to bleed cash either way so it might as well be for the right reason, to stop a development that can only exist because of the jurisdictional phantom zone it occupies.

Sincerely,

John Wolfe



Shoreline, WA 98177

Transportation responsibilities of BRSE Point Wells February 2014.

It is admirable that a global corporation has the money and motivation to clean up existing obsolete and very polluted industrial sites and is redeveloping them into better uses.

It is not admirable when that same entity uses its resources to redevelop property in a use that is detrimental and antithetical to existing adjacent uses and infrastructure.

BRSE's Point Wells proposal is that of a new city at the end of the world. The relationship of Point Wells to the area's greatest thoroughfares, SR99 (Aurora Avenue) and I-5, is like that of a fingertip to the spinal cord.

BSRE has induced land use administrators of Snohomish County to invest permit applications for an urban center development that will enrich Snohomish County's tax base and at the same time require no Snohomish County responsibility to support said development with infrastructure. A neighboring city in a neighboring county will be forced to provide all services required.

The City of Shoreline Point Wells Transportation Corridor Study is flawed by inaccurate portrayals of its focus areas.

Study parameters have segment A is bounded to the east by 24th Ave. NW which is not a through street north to Woodway and Edmonds, 23rd Ave. is a through street to the north. 15th Ave. NW should be the eastern side of segment A as it continues wiggling north and east to intersect with Firdale Ave./ 100th Ave W.

The City's northern boundary may be the end of City staff's responsibility but northbound traffic continues into Snohomish County seeking SR 104 and N 205th St./244th SW to SR99 and I-5.

To conclude that all BSRE Point Wells traffic will stream to the N 175th St. on and off ramps of I-5 is an inaccurate model. Capacities at both the N 205th and N 145th on ramps are much higher.

A great deal of I-5 bound traffic from Richmond Beach/ Point Wells will go via SR 104. Vehicles approaching I-5 on N 175th will see the immense back up at that entrance and re route to the uncontrolled on ramp at N 145th via Meridian and 1st Ave N.

It is troubling that the City of Shoreline has not included Snohomish County streets in the study area. It is troubling that the City of Edmonds seems ambivalent to the affects of the Point Wells development. It is troubling that Shoreline has not made more of an issue of Snohomish County's manipulation of land use law saddling Shoreline with a grievous and expensive problem.

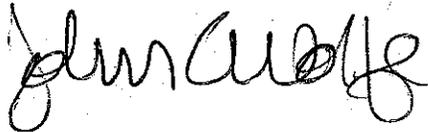
Snohomish County must bear the costs and burdens that the BSRE urban center development will incur if Snohomish County is to reap the tax base that it will gain.

Environmental concerns prohibit building a road down the beach from Edmonds or down the cliff from Woodway. There are fewer obstacles for BSRE buying property along both sides of Firdale Avenue and boring a tunnel west to Point Wells. A tunnel to Point Wells should be the first option for providing access and infrastructure to the urban center at Point Wells.

If an urban center at Point Wells is such a good idea, Snohomish County can see the obvious value of supplying and controlling that development with its own resources.

Sincerely,

John Wolfe

A handwritten signature in black ink, appearing to read "John Wolfe", written over the printed name.

Shoreline, WA 98177

