

Kirk McKinley
Shoreline City Hall
17500 Midvale Ave., N
Shoreline, WA 98133

Feb. 18, 2014

I'm writing this letter to oppose the Biran Point Wells development. I believe that Mr. Shraga Biran should find a more suitable site for his utopian community. The Richmond Beach, Woodway and Shoreline communities would be overwhelmed by the traffic generated by such a project. It is understandable that Snohomish County would love to have the taxes generated by the proposed development, but they would be getting a free ride on the backs of the residents of Richmond Beach, Woodway and Shoreline who would be overrun with people and vehicle traffic and would be burdened with the added expense of dealing with a huge increase in traffic in the area. For those of us living off of Richmond Beach Road, there is already a traffic problem, on this heavily traveled road. It is time for common sense to prevail and if the Point Wells area is to be properly utilized, a park would be far more fitting and would bring a great deal of pleasure to hundreds of users and would leave the local residents to enjoy their chosen way of life, in a less than crowded area. For those who are not aware of the road access to the area in question, they should drive from the Point Wells gate to Aurora and see how limited the road system is and then try to visualize how several thousand more residents and their service requirements and restaurants would make this single road system crowded beyond reason. The exhaust pollution and the noise pollution from the increased traffic would be a serious problem for nearby residents. It is commendable that Mr. Biran is interested in transforming poor or damaged property half a world away from his home in Israel, but I think his money could be better spent elsewhere.

Art and Marie Johnson
Owners of townhome at 19323 15th Ave., NW
206-533-1304

From: Weiming Bian
Sent: Monday, February 17, 2014 1:11 PM
To: Kirk McKinley
Subject: Point Well Transportation Corridor Study

Hi Kirk:

I'm a 'new' Shoreline resident – moved from Bothell in last June. Last week I participated the first workshop for Point Well development and I'd like to fill out the Comment Form in the format of email.

“What concerns do you have about Transportation impacts due to the Point Wells development?”

- The PW development changes existing traffic pattern that local residents are used to, from one-way traffic to two-way traffic. Future traffic on two intersections may warrant Traffic signal or roundabouts at minimum - at 15th & 20th Avenues.
- Because of that, people will likely consider transit alternatives more. NW Richmond Beach Road is NOT built to suit pedestrian nor bicycle traffic.
 - o Lack of a bike lane will force a wider sidewalk
 - o Current sidewalk maybe sub-standard, it looks 4-ft wide, and
 - o More importantly, there is no shoulder (in pavement), no landscaping strip (to buffer pedestrian from vehicle), which leads to the ROW question
- Is there any ROM space for sidewalk widening & Landscaping strip?
- Transit improvement will needed to be coordinated with King Co. Metro for more frequent bus schedules and the connection to the future 185th Station for LRT;
- Current 'S' curves are a potential traffic hazard during Snow days. I'd suggest to investigation on possibilities to flatten out the curves. The house on 1235 RB Rd....can be the first obstacle for the effort.
- Traffic impact during Construction. May I suggest the developer considering the Rail option? I'm not sure about the percentage for future regular traffic can be diverted to the commuter rail – maybe less than 10%, yet the waste removal is very worthwhile to do even though coordination with BNSF won't be easy.

“What questions or concerns do you have specific to your property on Richmond Beach Drive or

Richmond Beach road?"

· Main concern is the intersection at NW 15th Ave. Without PW development I'd suggest a roundabout. With the development...the traffic volume may warrant a signal. It's difficult right now to be onto the Richmond Beach Rd during the rush hour.

"Additional questions or comments?"

· Not really related to the PW development....Sidewalks to the Richmond Beach Park would be great! That's about 2X1200 ft along the 20th Ave from the RB intersection.

A quick self-introduction: I'm a civil engineer & currently the owner of Northwest Civil Engineers PLLC, a small engineering consulting company had the office in Bellevue for 3+ years. Recently relocated to Shoreline to be close to family, I'm looking for moving the office in Shoreline. I'm very glad to see so many Shoreline engineers at once at the workshop and, would like to contribute my knowledge to the community. Except the LRT related topics - the company is starting on ST's Lynnwood Extension project this week on all 4 station / P&R FEIS preliminary engineering work, as a sub-consultant. Our company is listed in Bellevue's eCityGov portal.

I am looking forward to working for Shoreline on public improvement projects and will very like to meet with you sometime in near future.

Best Regards,

Weiming Bian, PE

Principal

Northwest Civil Engineers PLLC

1424 NW 198th Street

Shoreline, WA 98177

(425) 440-9238

bianw@nwcivilengineers.com

www.nwcivilengineers.com

From: Jerry Fleet
Sent: Tuesday, February 18, 2014 10:42 AM
To: City Council; Kirk McKinley
Subject: Point Wells & the Transportation Corridor Study

That a developer has the right to develop his property in conformance with zoning guidelines is a given.

Effective scale and use of that development is predicated upon the governing municipality of that property providing the required access and infrastructure.

When that property is landlocked, without access being provided by the governing municipality, then the use and scale of that development is necessarily subject to the degree of access and infrastructure granted by the neighboring property owner. Regarding Point Wells, the City of Shoreline is the gate keeper and BRSE, as developer, needs to scale it's development to meet the restrictions imposed by the current and desired level of infrastructure of the Richmond Beach access area. BRSE has no right to impose the current proposed level of hardship on Shoreline. The scale of BRSE's proposed development has always necessarily been subject to the City of Shoreline's willingness to accommodate it. Why hast thou forsaken us?

To date, the utter failure of the city to protect the quality of life in Richmond Beach is unconscionable. Kowtowing to BRSE, the city has failed to impose any will upon the unbridled designs of the outsiders, casting Shoreline residents under the bus. The Transportation Corridor Study workshops currently ongoing would be fine to fix current safety issues related to current traffic levels, but they are a subterfuge, lulling the citizenry into making a silk purse out of a sow's ear.

From the start, the City should have provided updated estimated traffic LOS map projections of our roadways in a meaningful way for the citizenry to really understand the horrendous anticipated impacts of the proposed Point Wells development on our community. The Transportation Corridor Study will ultimately put a sharper pencil on all of this, but the citizens deserve a clearer picture NOW, before the current public study workshop process is finalized and submitted. The City should be building consensus on what is really at stake: the destruction of the quality of life we've known in Richmond Beach. The proposed impacts are too great to be "mitigated". The City should be protecting us. Instead of a Letter of Understanding with BRSE regarding their proposed level of development, the City should be developing a real understanding with the local community, drawing a much lower line on what is acceptable, on what can be acceptably mitigated, and force BRSE into smaller development.

Sincerely, Jerry Fleet

From: Carol Stoel-Gammon
Sent: Tuesday, February 25, 2014 8:57 AM
To: Kirk McKinley
Subject: Point Wells Transportation Corridor Study - COMMENTS

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

1. Increased traffic on Richmond Beach Drive will be associated with
 - a. Difficulties for residents entering and exiting their driveways.
 - b. Danger for pedestrians and bike riders
 - c. Security issues for police and fire who need to get to/leave from Point Wells to deal with emergencies.

There is only one entrance/exit

from the development between the Point Wells boundary and 199th St; this creates a very dangerous situation if Richmond Beach Drive is blocked in this section (and it has been).

- d. Increased driving times and efforts by drivers to bypass Richmond Beach Drive & Richmond Beach Road by using smaller roads.

What questions or concerns do you have specific to your property on Richmond Beach Drive (RBD)/Richmond Beach Road

The proposed widening of RBD will lead to loss of rockery, plants and shrubbery, and large trees on our property and will make access to and from our driveway more difficult.

The increase in car trips per day from the current level of about 500 to 11,500(+) will mean increases in noise and pollution.

These factors will diminish our quality of life and will have a negative effect on the value of our house.

Thank you for your attention to this matter.

Carol Stoel-Gammon
20240 Richmond Beach Dr. NW

Richmond Beach Preservation Association

19711 27th Ave NW
Shoreline WA 98101

February 24, 2014

Mr. Kirk McKinley
Transportation Planning Manger
City of Shoreline
17500 Midvale Ave N
Shoreline WA 98133

Re: Point Wells Transportation Corridor Study

Dear Mr. McKinley;

The Richmond Beach Preservation Association (“RBPA”) represents the 32 property owners along 27th Ave NW (“Apple Tree Lane”). The only access to 27th Ave NW is via the Richmond Beach Overcrossing bridge known as NW 195th Court which is just south of NW 196th Street.

During the February 12, 2014 “Segment A – Meeting #1” it was suggested by some attendees that a possible traffic solution would be to configure NW 196th Street into one way west bound and NW 195th Place one way east bound.

The RBPA is adamantly opposed to any suggestion of configuring NW 196th Street into one way west bound and NW 195th Place one way east bound for the following reasons:

- The design requirements of the Richmond Beach Overcrossing (NW 195th Court) resulted in a very short steep sloped bridge that would be required to merge into virtually all of the outbound traffic from the Point Wells development. With the estimated traffic volumes related to the Point Wells development, this would create an unnecessary and potentially dangerous hazard – particularly in inclement weather conditions – for the vehicles entering or exiting from NW 195th Court.
- Designating NW 195th Place as one way east bound would unnecessarily push traffic further away from Point Wells and adversely affect additional residential streets in the neighborhood with increased traffic volumes.
- Configuring NW 196th Street into one way west bound and NW 195th Place one way east bound would effectively turn the neighborhood bordered by NW 196th Street to the north, NW 195th Place to the south, 24th Ave NW to the east and Richmond Beach Drive to the west into a large roundabout – surrounding property owners with all of the Point Wells traffic.

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- Such a design would increase noise and vehicle pollution (exhaust/road dust) and decrease pedestrian safety, impede residential access and egress, and reduce the quality of life for a number of residences that are outside of the logical traffic corridor.

Therefore, the RBPA strongly recommends the following traffic design:

- Blocking (dead ending) Richmond Beach Drive at NW 196th Street.
- Designating NW 196th Street as the main east/west corridor to Point Wells.
- Designating NW 195th Place as the “residential access” only for all residences south of NW 196th Street.

The RBPA believes our proposed traffic design is the safest, most logical and least intrusive for the following reasons:

- Keeps Point Wells traffic concentrated on a single main corridor to move traffic in and out with minimal affects on surrounding residences.
- Creates the logical separation and consolidation between Point Wells traffic and residential traffic at the intersection of NW 196th St., NW 195th Pl., and 24th Ave NW where the traffic flow can be managed with a combination of a roundabout and/or traffic lights.
- Allows mitigation to be focused on the specific traffic corridor rather than expanding the traffic foot print for no greater benefit for either Point Wells or the unnecessarily affected residences.
- Permits residences south of NW 196th Street continued “quiet enjoyment” and life style without negative impacts.

The RBPA has had an excellent working relationship with the City of Shoreline and we look forward to continuing to work with the City to create a concentrated traffic design that serves Point Wells while minimizing the negative impacts to the greatest number of residents.

Sincerely,



Richard V Kink
Board Member
Richmond Beach Preservation Association



Randy Stime
Board Member
Richmond Beach Preservation Association

From: Ginny Scantlebury [<mailto:gabby@recreales.com>]
Sent: Tuesday, February 25, 2014 9:11 PM
To: Kirk McKinley
Subject: Point Wells Traffic Study

Dear Mr McKinley,

We are very concerned that allowing the construction of 3000 condominium units at Point Wells will forever change the environment for Richmond Beach and Shoreline. We ask – how will the developer mitigate all of the changes and devaluation of our neighborhoods due to this project?

Here are the problems this project will inflict on our community:

1. Increased traffic on roads not designed for the transportation needs of a small city
2. Increased noise and pollution especially in the Richmond Beach neighborhood. The increased traffic will produce far more pollution than all of the coal trains that many people are so concerned about.
3. Devaluation of our properties.
4. Degrading of our beach and the surrounding environment

We cannot think of one benefit, UNLESS Shoreline demands mitigation in the form of a much smaller project with more park land and green spaces.

May we also suggest that if this project moves forward, we need to develop another egress point in addition to 196th Street. A solution which has been suggested is NW 205th Street which could divert traffic east through Woodway and Shoreline.

We also favor the Richmond Beach Preservation Association proposal to block (Dead End) Richmond Beach Drive at 196th and designating 196th as the main east/west corridor to Point Wells.

Please remember what the City of Shoreline does will affect all of us forever!

Sincerely,

Ginny and Roy Scantlebury

19625 – 27th Ave NW

Shoreline 98177

206-546-5627

SHALLBETTER LAW

3201 Airport Rd.
Cle Elum, WA 98922
Dir: (509) 260-0037

www.shallbetterlaw.com
traci@shallbetterlaw.com

PUGET SOUND NORTHERN CASCADES KITTITAS COUNTY CENTRAL WASHINGTON EASTERN WASHINGTON

February 27, 2014

City of Shoreline Planning
Attn. Rachael Markle
17500 Midvale Avenue N.
Shoreline, WA 98133-4905

Re: Confirmation and Prioritization of Issues for Point Wells TCS

I have been retained by the Richmond Beach Advocates (“RBA”) to provide counsel and representation throughout the Point Wells permitting process. The RBA is a newly formed entity consisting of numerous residents of the Richmond Beach community. Members of the RBA have attended some or all of the City’s workshops pertaining to the Transportation Corridor Study (TCS), as have I. We are familiar with the Memorandum of Understanding between the City of Shoreline and BSRE (MOU), as well as the applicable laws and regulations that govern the SEPA and permitting process through Snohomish County.

Please ensure that the issues discussed herein are included in the City’s “Confirmation and Prioritization of Issues” taking place during and after tonight’s TCS workshop. By far, the issues most critical to RBA are those pertaining to: (1) limitations on development, including timing and phasing constraints, to ensure traffic assumptions are not exceeded; (2) the permanent, adverse changes to neighborhoods due to dramatically increased traffic; and (3) the methodology and assumptions employed in the TCS. Following is a brief description of these issues and others of great concern to RBA.

1. Enforcement of the 11,587 Maximum ADT Assumption: Development Must Be Capped and Monitored to Ensure the 11,587 ADT Assumption Is Realized.

The maximum ADT of 11,587 upon which the TCS is premised is meaningless unless actual development (unit count, square footages, mix of uses) is limited in such a way as to ensure that the Point Wells project, at full build out, does not exceed 11,587 ADT. How will BSRE and the City ensure that that actual development at Point Wells does not result in more than 11,587 ADT?

2. Changes to Character of Neighborhoods Resulting from Increased Traffic

All 11,587 ADT will pass along NW Richmond Beach Drive between the Woodway City limits and 20th Ave NW and significantly change the character of that neighborhood. The rest of the Richmond Beach community will experience slightly fewer, but equally

disruptive ADT impacts. The additional traffic will alter the entire nature and quality of the Richmond Beach community unless adequately addressed through the TCS.

3. Traffic Analysis LOS Methodology.

The level of service methodology for the TCS needs to specify: (a) the software to be used, and (b) the input criteria. Input criteria that should expressly be identified include (i) the acceptable peak-hour factors, (ii) calibration adjustments, and (iii) model seeding times. For all approaches, the existing system should be calibrated in similar terms to the Snohomish County travel time methodology. Baseline volumes should be calculated using a growth rate specific to each segment or intersection, with validity checks based on current counts or City pipeline projects; these growth rates should be agreed upon before the future analysis is conducted.

Additionally, the TCS needs to include limits on AM and PM peak hour trips (similar to the limit on ADT). LOS forecasts at all of the study intersections will be sensitive to the peak-hour generation rather than the daily generation, so it is essential that the TCS include an agreed threshold for the AM and PM peak trips. The trip generation information on page 50 of the August 2012 SEPA Addendum shows that the ratio of AM peak-hour to daily is 8.36%; therefore, using the agreed upon 11,587 ADT the AM peak-hour limit should be roughly 969 trips. The PM peak-hour to daily is 10.18%; therefore, using the agreed upon 11,587 ADT, the PM peak-hour limit should be roughly 1,180 trips.

4. Timing of Mitigation: Road Improvements Must Be Completed Prior—Not After—Certificates of Occupancy.

Mitigation should be based on PM peak hour trips, with the completion of road improvements being coordinated with each phase of approved development. Road improvements should be completed prior to the date that the anticipated traffic impacts will be felt; however, road improvements shall not be made before their need is imminent. The TCS should evaluate, and conditions be imposed, to ensure that the timing of road improvements is done at the most logical time, with the least unnecessary adverse impact to the neighborhood.

5. Construction Traffic: Noise, Dust, Delays, and Public Safety Dangers Will Result from Construction Traffic Sharing Roads with Passenger Vehicles and Pedestrians.

Construction traffic from the Point Wells project will be the most immediate impact of the proposed development. Construction traffic will cause potential delays as well as noise, dust, road degradation, and public safety dangers.

6. Offsets: No Deductions Should Be Made For Anticipated Internal Capture or Speculative Transit.

Some suggestion has been made that the traffic counts for BSRE will be reduced in light of: (a) the potential provision of services such as a grocery store or restaurant within the Point Wells development (internal capture); and (b) the potential existence of a Sound Transit station. Both of these events are speculative and do not justify any reduction in the estimates of ADT, or serve as mitigating circumstances. The internal capture rate cannot be accurately estimated given the lack of any binding mix of uses within the development, much less the specific businesses (franchise, reputation, quality) that would be within the development. The likelihood of a Sound Transit station is unpredictable, as is any potential for other modes of alternative transportation. The TCS should not allow any offset for internal capture or speculative transit.

7. Cut-Through Traffic: The Impacts on Additional Neighborhoods.

A number of intersections and streets have been identified through the workshop sessions and comment periods as likely sites for “cut-through traffic.” Existing cut-through traffic should be identified in a manner to help accurately predict future cut-through traffic from the Point Wells development.

8. Ramifications of a Single Point of Ingress/Egress: Is it Safe and Practical to Have Tens of Thousands of People Occupying a Site with Just One Means of Ingress and Egress?

The single point of ingress/egress to Point Wells, exacerbated by the stretch of 45’ right-of-way on Richmond Beach Drive, presents a grave danger to public safety. It is a virtual certainty (albeit, likely infrequent), that: (a) a traffic, construction, or emergency blockage will occur at the northern end of Richmond Beach Drive thereby precluding egress from Point Wells, or (b) an event within Point Wells will transpire which necessitates a mass and immediate exodus from the Point Wells development.

At full build out of Point Wells, a blockage on the northern portion of Richmond Beach Drive would likely result in *tens of thousands*¹ of individuals occupying or visiting the Point Wells development being trapped on the Point Wells site, with no readily available means of egress. Similarly, an emergency could occur within the Point Wells project (fire, terrorist, robbery, gunman, earthquake, landslide, tsunami, etc.) that necessitates the rapid evacuation of residents and patrons of Point Wells. The notion of a ferry or helicopter is not a feasible mitigation or alternative when considering the potential for thousands, to tens of thousands, of people being trapped on the site and needing to exit.

¹ Assuming even just 2 persons occupy each of the 3081 residential units, the total residential occupants (exclusive of staff) would equal 6162 persons. Add to this the patrons and employees of the 32,262 sf of commercial space with grocery stores, professional offices and businesses, and the 94,300 sf of retail activity including restaurants, shopping and entertainment venues, and it easy to expect more than 10,000 persons on the 61-acre bottlenecked site on an average day.

Notably, the County's Road Standards actually prohibit more than 250 ADT on a road with a single point of ingress/egress.

9. Right of Way Size: Road Standards and Limits Should be Set Based on Existing Rights of Way.

The TCS must accept the existing right of ways as the maximum right of way available for road improvement. If LOS standards cannot be met *without* acquiring additional right of way, then the project should be scaled back as necessary to meet LOS standards within existing right of way.

10. Driveway Access: Impacts to Access To/From Richmond Beach Drive (Driveways and Side Roads) Will Be Severe.

The TCS needs to identify likely impacts to the numerous residents who reside along Richmond Beach Drive and have driveways/shared driveways directly accessing the roadway. The increased traffic is likely to result in delays and danger, and change the character of the neighborhood. LOS should be measured at representative driveways along Richmond Beach Drive.

11. Pedestrian and Cyclist Safety and Access: Opportunities Will be Limited.

RBA is particularly concerned about the dangers and difficulties that the increased traffic will present to pedestrians and bicyclists; of particular concern are access routes to and from the waterfront and parks. It also is unclear what standards will be employed by the TCS to evaluate and maintain multimodal level of service.

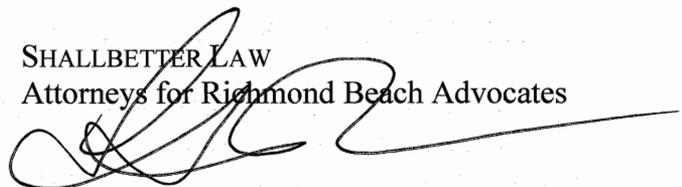
12. Special Event Traffic: Backlogs and Congestion Are Extreme Already Without the Additional Point Wells Traffic.

Parks, community centers, and areas along the waterfront commonly are the sites of public events which events often result in abnormal traffic and back-ups along Richmond Beach Drive. The addition of Point Wells traffic during special event traffic will be unbearable.

As pertains to the TCS, the foregoing items are the concerns of greatest significance to the members of RBA and the large constituency to which they have ties.

Sincerely,

SHALLBETTER LAW
Attorneys for Richmond Beach Advocates



Traci Shallbetter

cc: client