



Comment Form

We want to hear from you.

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

1. Accessing RB Road from 15th Ave NW.
2. Mitigation of 15th Ave NW (North of RB Road) due to cut-through traffic going to Edmonds.

What ideas do you have for potential solutions to address your concerns, and would fit best within the Richmond Beach community?

Widen 15th & add sidewalks for safety. Keep speed limit @ 25 mph.

Additional questions or comments?

Contact information (optional)

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

Name: Edie Loyer Nelson

Address: 1

City: Shoreline State: WA Zip: 98177-2730

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.



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

THERE ARE COMPETING OBJECTIVES FOR IMPROVING TRAFFIC FLOW AND CALMING TRAFFIC, IMPROVING SAFETY FOR BICYCLES AND PEDESTRIANS. ALL SOLUTIONS PUSH THE LIMITS FOR ACCEPTABLE TRADE OFF.

CALMING TRAFFIC FOR VEHICLE, PEDESTRIAN & BICYCLE SAFETY SHOULD ALWAYS BE A PRIORITY.

What ideas do you have for potential solutions to address your concerns, and would fit best within the Richmond Beach community?

SIDEWALKS ARE SUBSTANDARD ON 195TH - RBCH RD PARTLY BECAUSE OF LIGHT POLES IN THE SIDEWALK. UTILITIES MUST BE UNDERGROUND TO BRING PEDESTRIAN LEVEL OF SERVICE TO AN ACCEPTABLE LEVEL

CONSIDER 2-WAY CYCLE TRACK INSTEAD OF BIKE LANES

Additional questions or comments?

THERE NEEDS TO BE GOOD PUBLIC PROCESS FOR DEVELOPMENT AGREEMENT AND ENFORCEMENT REVIEW.

Contact information (optional)

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Address: _____

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We want to hear from you.

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

Obviously, the huge increase in traffic on Richmond Beach Road is the first concern. The back-up of traffic on the hill down the 8th Ave intersection, the mess at the 15th intersection, the increase of traffic on 20th Ave due to the new development already & much more with Point Wells. The wear & tear on this road (Richmond Beach Rd) and increased need for maintenance on it. The huge tie-up when it snows. Then the overflow traffic trying to avoid this mess, spilling out to side streets including 185th St, closed to our home, which while a road 25mph already gets speeding traffic avoiding the light & congestion, this type of traffic will increase all over the Community. Another major concern is the impact this increased traffic will have

What ideas do you have for potential solutions to address your concerns, and would fit best within the Richmond Beach community?

This is the problem. We don't see any truly viable solutions to our concerns. Quality we have loved, living here. Setting a cap of double the trips on R.B. Road, still longer with double the traffic with all the accompanying buses. Creating the bike lane, contra-flow lane, 2 lane model sounds like a recipe for traffic snarl & back-up, encouraging drivers to take the side streets resulting in traffic in residential areas. The bike lanes sound good but the transit buses will use them to pick up passengers, creating a hazard with bicyclists going around them into traffic. Walking in the area will no longer be as pleasant as when like walking along Duwamish.

Additional questions or comments?

It was remarked at the last meeting 2/19 that another proposal should have been submitted regarding residents of the meeting & that was why they then voted no. We do not believe the proposal to be the problem. We further residents have lost heart and feel that there are no good solutions to the preservation of a pleasant community if Point Wells is developed as planned. While we appreciate the efforts of the individuals involved, especially all who made presentations last Wednesday and sympathize with the City of Shoreline who find it to be between a rock & a hard place, the residents of Richmond Beach are in a no-win situation here. This kind of

Contact information (optional) This information will help us respond to your questions and concerns. *Support it will have a huge negative impact on the community as well as being an unsafe*

Name: WIN & JEANETTE ABELSEN *is a sound residence for those living & working on the proposed Point Wells development. In hindsight the City of Shoreline should have acquired Point Wells for a park & nature area. all of us would have paid more property taxes to prevent this poor plan. Also we discussed with you Kirk*
Address: _____
City: SHORELINE State: WA Zip: 98177
Email (for project update emails): _____
Phone: _____

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Attn: Kirk McKinley, City of Shoreline, 17500 Midvale Ave N, Shoreline, WA 98133-4905

your concept of annexation of Point Wells after it is constructed. It is our opinion that the future residents of P.W. will be unwilling to pay higher taxes to Shoreline if annexed than to enjoy 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. *The services of our city & pay down taxes to Snohomish County. Wish we could be more proactive but from where we sit the prognosis of a workable, happy solution is poor indeed.*

March 18, 2014

Kirk McKinley
Transportation Planning Manager
City of Shoreline
700 5th Avenue, Suite 2000
PO Box 34019
Seattle, WA 98124-4019

Re: Transportation Corridor Study Segment B

Dear Mr. McKinley,

The proposed redevelopment of Point Wells, with an anticipated 3,000 residential units and commercial space, is anticipated to generate substantial additional traffic on Richmond Beach Road and surrounding streets. We greatly appreciate the City of Shoreline's substantial efforts to involve residents in identifying the impacts and potential mitigation for traffic, pedestrian safety and bicycles along the corridor.

Please give consideration to the traffic flows from Seattle north to Richmond Beach Road. As you well know Shoreline has a unique street layout and the majority of streets do not connect from one arterial to another arterial without going through residential non-arterial streets.

As residents on 6th Ave NW we most concerned with the following:

- Increased traffic on 6th Avenue NW and 8th Avenue NW between NW 175th Street and NW Richmond Beach Road.
- Pedestrian safety on these transportation corridors where no sidewalks currently exist.
- Implementation of traffic calming devices on 6th Avenue NW north of 180th where the street transitions from a designated arterial to a residential street.

The following street improvements should be required as mitigation for the increased traffic that will result from the proposed development, as required by SEPA.

1. Sidewalks on the following streets. These streets provide the walking routes for residents catching public transportation on Richmond Beach Road, school-aged children catching the bus on NW 185th Street and 7th Avenue NW and families traveling between their homes and the adjacent parks. These streets are already unsafe without proper walking facilities.
 - 6th Avenue NW between NW 175th Street and NW 185th Street.
 - 8th Avenue NW between NW 180th Street and Edmonds.
 - NW 180th Street between 6th Avenue NW and 8th Avenue NW.
 - NW 185th Street between 3rd Avenue NW and 8th Avenue NW.

2. At the intersection of NW 180th Street and 6th Avenue NW provide the following. The north-bound arterial turns west to meet 8th Avenue NW. Currently cars continue on 6th Avenue because there is no way finding signage.
 - An arterial turns sign.
 - A sign that indicates 6th Avenue NW north of 180th Street is for local residential traffic only.

3. Provide traffic calming devices on 6th Avenue NW.
 - Round-about
 - Speed bumps
 - Reduced lane widths
 - Sidewalk
 - Street trees
 - Street lighting

I am happy to answer any follow up questions necessary. I am able to attend only the first half hour of the meeting on Wednesday March 19th.

Thank you for your time and consideration.

Sincerely,

Lindsay King and Joe Grieser
Residents

18340 6th Avenue NW
Shoreline, WA 98177

From: Marion Woodfield
Sent: Friday, March 21, 2014 8:36 AM
To: Kirk McKinley
Cc: Marc Weinberg
Subject: PW corridor study - segment B

Hi, thanks for taking the time to answer a bunch of my questions during the last meeting..

now that I have been to several of these workshops certain things are becoming more clear. Marc and I are not living on any of the streets of concern, however, we feel strongly that we will be impacted by what happens in Richmond Beach just the same. The doubling of any community is almost unimaginable.

I like to look at the big picture. Here are my thoughts re. the segment B session:

- get rid of the diesel Metro buses asap and regardless if PW ever happens. The noise and air pollution is horrible and replace them with the much more quiet hybrid buses

- the plans are still lacking substantial numbers of crosswalks that should be added. Crosswalks in areas of a known accident history should have overhead warning light panels that cross the entire road (I see this a lot in Europe); this should also happen regardless of the fate of PW

- any plan to turn NW Richmond Beach Rd into a 2 travel lane road with a center turn lane will never work. Why?

the trucks, buses, etc. will be going uphill very slowly and driving people who want to go to work completely mad when there is no chance to pass them. Worse: a bus comes to a stop and then what?

Unfortunately the people who live along this road will be in a world of hurt because this street doesn't look to me like you can widen it one bit and that is extremely unfortunate and ought to sink any notion that traffic volume can be successfully mitigated from PW. You have no choice but look for alternate routes and that MUST include passage through Woodway/Edmonds.

- I heard the comment that nobody will want to go north from PW. I beg to differ and someone should figure out how long it takes from there to the 205th street I-5 onramp vs. struggling through Richmond Beach and wind up on 175th.

Even if it's a push, what will win in the end if the less frustrating route.

bottom line: people must have viable alternatives and leaving everything up to Shoreline is insane (to be very blunt about it).

- the Richmond Beach Library (we walk past there many times during varying times of the day) has no parking lot that is geared towards a doubling population. We have often been surprised to see the parking lot totally full and cars parking out on the street, and that's under present circumstances

- Saltwater Park - it's a very popular park and I believe I've stated before that parking can be very challenging during any good weather period. Similar concerns as above. How/where can you add

more parking?

- when I asked what Woodway will do at the extension of 20th I was told; nothing. Now here's an interesting plan if I ever heard of one. They have a constant flow of bikers, walkers and people who venture into Edmonds since it's a pretty cool place with shops, restaurants and you name itand long term free parking. So if they think that a do nothing attitude will solve anything, ok, reality will set in somewhere along the line

- 15th NW came up numerous times. While I don't see how the stop sign can be moved from the RBCC shop, perhaps there can be a round about at 15th. It will certainly be kind of weird to just have come from a stop sign at the coffee shop and then be confronted with a round about a short while later... but something has to be done to avoid traffic collisions.

- somebody suggested pedestrian overpasses. Good in theory but my guess is that most people will jay-walk; too much trouble to walk up/down stairs, particularly for anyone who might be handicapped... even if there is a ramp, etc.

- construction related trucks, etc. may be invading the neighborhood for many years. At the very least the hours need to be restricted. Someone had a good idea about barging the toxic dirt out of there and/or getting materials via barges. Not a bad idea, I think.... and it might be more cost effective and cut down on noise and air pollution.

- when there will be a center turning lane it sounded like a good idea to me do try and do dedicated turns to avoid that 2 cars head for the same lane and crash into each other because knows who has the right of way.

- where will the children of PW go to school? who pays for it?

- what address will PW have? Woodway or Edmonds... how confusing is that?.

- how will the PW residents feel about not being able to vote on Shoreline issues even though most of their interaction will be with Shoreline?

- I continue to believe that the entire plan, no matter how you slice it and/or try to mitigate noise and air pollution and all other related issues, can only be done at the great expense of this community. Where's the upside? Lower property taxes?

- One other little 'issue': when I listen to people wanting underground power the comment was made that Seattle City Light isn't very likely to do that. Please read up on a Seattle Times article from some years ago where the question around above ground vs. underground power came up. They claim that it's cheaper to have it above ground. I think I figured out why they are saying that. The very people who make that claim are earning an enormous amount of money in overtime fixing power lines during storms, etc. They claim that they don't have enough qualified people. My take? they don't want to train anyone because the OT would go away that earns them tens of thousands of dollars. It's really scandalous how they get away with and it must come to a stop. It's totally ridiculous to have a power pole in the middle of a walk way because they refuse to move it and think it's ok to inconvenience people or those in wheel chairs, etc..

Once again, thanks for listening. See you next time.

cheers,
Marion

PS - should I send my comments to Darryl Eastin or do you?

Comments from Facebook

Cameron Chapman HI City of Shoreline City Hall, also I want NW Richmond Beach RD Corridor near QFC Store and village to look more modern like North City or Aurora Corridor to look more beautiful, underground power lines, new sidewalk, new streetlights, new signals, new signs, bike lanes, turn lanes, new roadway and landscaping please. Thank you.

Cameron Chapman On Richmond Beach Rd at 15th Ave need new signal and add more crosswalks for safety. Also on Richmond Beach Rd at 8th and 3rd Ave need new traffic signal mast arms and poles to look better and nice design.

Point Wells Transportation Corridor Study
Segment B (Richmond Beach Road)
Workshop #1: Issue Identification and Potential Solutions

Glenn Davis

Comments dated 3/21/2014:

The 3 lane configuration offers the best solution if traffic is capped.

Even with a commitment to cap traffic volumes in hand, the EIS still needs to identify impacts for a full build-out. I am concerned that if the traffic modeling is assumed capped then the EIS may not address the impact of full build-out some time in the future.

There was very interesting information presented about the LOS, accident history and traffic volume. I would like to see modeling done to identify potential number of accidents in 2030 both with and without Point Wells.

Existing Driveways located in close proximity and in the middle of potential future signalized intersections such as at 15th Ave NW and 20th Ave NW will cause operational problems. Safe access needs to be addressed. After talking with Victor Salemann, I believe this is feasible.

There are a number of condominium complexes between 15th Ave NW and 20th Ave NW whose sole access in and out is NW 195th Street. What can be done to provide safe access?

- Assuming peak hour traffic can be metered by signaling both intersections I am concerned that platoons of vehicles coming from both directions (east and west) will be passing each other in front of the condo driveways limiting the opportunity to safely make a left turn onto 195th Street.
- Assuming traffic circles are constructed at both intersections I am concerned that there will not be sufficient gaps to make left turns onto 195th Street safely.
- Even with a two-way left turn lane I would be hesitant to turn left not knowing whether or not oncoming traffic may be moving into the two-way left turn lane at the same time. At least if there are traffic circles we could exit the condo by turning right and use the traffic circle to head the other way. Doing the numbers and assuming a capped peak hour traffic volume of 1,400 AWDT that's about 2 and-a-half seconds between cars.

Other concerns:

I encourage you to continue your close relations with BSRE and Snohomish County. I am concerned that there could be an opportunity for BSRE or for someone else if the property were to be sold to construct a development that would exceed the 11,587 cap on new daily trips.

- Would the April 1, 2013 MOU with BSRE be in force if the property were to be sold?
- MOU Section 1. The Project
"The parties agree, for the purposes of this study, that net new trips on Segment A generated from the proposed development at Point Wells shall be assumed not to exceed 11,587 average daily trips ("ADT") at the Project access point into Shoreline. This assumption will serve as the basis for the Corridor Study."

I am concerned with the word "assume". Is the cap binding?

- One for Segment A. I am concerned that sufficient engineering has not been done to satisfy the MOU Section A for Segment A) which states “Sufficient design of Segment A to show roadway layout, driveway reconfigurations, location of rockeries or retaining walls, alternative properties access and modifications to landscaping in the right-of-way.” Even though Section 1) states no increase in existing right-of-way width except to accommodate bus stops and intersection improvements.” Without cross-sections you do not know the location of walls. Retaining walls would require expensive geotechnical and ground water investigation.

Finally, I am worried that the assumed cap of 11,587 new trips is in conflict with the developers’ stated plan and Snohomish County zoning. From the Description of Proposal in the Scoping Notice, the development at build out will consist of 3,081 dwelling units, approximately 32,000 SF of commercial space and approximately 94,000 SR of retail space. If the impacts of a development of this size are addressed in the EIS and if binding agreements or commitments limiting traffic have not been executed, what’s to prevent Snohomish County from a granting permit for full build out?

Stay close and read the fine print. Thanks for the opportunity to comment.

From: Carol Stoel-Gammon
Sent: Thursday, March 20, 2014 7:28 PM
To: Kirk McKinley; Debbie Tarry; Mark Relph
Cc: Richard Gammon; Jerry Patterson
Subject: Traffic Corridor Study - feedback from RBD residents

March 20, 2014

Dear Kirk:

We would like to personally thank you and all of the City of Shoreline staff for designing the series of workshops for Segment A of the Traffic Corridor Study.

In particular, at the March 13 workshop it was very helpful for you to present the range of options that meets the City's standards for 'recommended design options.' Unfortunately, the session was lightly attended by Richmond Beach Drive residents; after the meeting, we reviewed the options and felt that a slightly modified Option 4 – C would be particularly well received by our neighbors. The only modification made was the removal of the 8' Parking Lane. None of the other recommended options included a lane for parking.

So we, along with some RB Drive neighbors, took time this past weekend to go door-to-door and talk directly with residents about a modified COS recommended design 4 – C.

The response was overwhelming consensus in support of this option. We know the COS staff was looking for consensus on the various options and we obtained signatures from over 30 residents in support. We will have the signed documentation to you on Friday, March 21. Below is the statement that RB residents signed:

To: City of Shoreline Staff

Date: March 20, 2014

Re: Recommended Options for Richmond Beach Drive

Thank you for seeking input from Richmond Beach Drive residents about the re-design of Richmond Beach Drive if the Point Wells Development becomes a reality.

*After studying carefully the options presented to the community at the March 13 TCS Workshop, as well as considering variations of these options, **I/we strongly support a variation of Option 4 - C** that includes the following changes:*

- *Have a 2' West side "amenity zone" [or space for signs, fire hydrants, etc.]*

- *Two 11' travel lanes*
- *Omit parking lane*
- *Have a 5' East amenity zone with sloped curbing such that emergency vehicles can readily access this space if a traffic lane is blocked for some reason.*
- *10' multi-use sidewalk that accommodates pedestrian and bike traffic*
- *Keep the use of Right of Way to 40' or less*

To summarize, over 90% of the residents we talked with support modified design recommendation 4-C.

The residents on Richmond Beach Drive look forward to working with the City of Shoreline staff to make this recommendation a reality. If you have questions, please contact us.

Sincerely,

Richard Gammon & Carol Stoel-Gammon

20240 Richmond Beach Dr NW, Shoreline WA 98177

From: Edward Presson
Sent: Friday, March 28, 2014 4:16 PM
To: Kirk McKinley
Subject: Point Wells Transportation Corridor Study

Dear Kirk McKinley,

I think the several workshops held on the Point Wells Transportation Corridor Study are a great idea to get feedback from Shoreline residents who may be impacted by the Point Wells project.

Neither my wife nor I have been able to make the meetings held so far. We would, however like to make our comments known to Shoreline Transportation Management.

To whom should we direct a letter with our concerns? Can you provide an address?

In general, our concern is this: Our property is on Richmond Beach Road on the south side, between Fremont Avenue North and Dayton Avenue North. Richmond Beach Road is already heavily traveled and we fear a great increase in traffic noise.

We fear even more, that the increased traffic may generate a need to widen Richmond Beach Road. We have developed that part of our property (next to the thoroughfare) as a nature preserve and have planted many native trees and plants right up to the rock retaining wall by the south sidewalk. Widening the road would quite possibly ruin all that work and greatly reduce the livability and value of our home.

Sincerely,

Edward and Carole Presson