



**Point Wells Transportation Corridor Study
Segment A (Richmond Beach Drive) Open House
Review Additional Potential Design Options**

April 3, 2014
5:00 p.m. – 8:00 p.m.
Richmond Beach Library

Thank you for joining us. The City is hosting this open house to discuss additional design options for Richmond Beach Drive. Please use the comment form to submit your feedback.

We want to hear from you.

We would like to receive your feedback on the design options in order to continue to refine the design for Richmond Beach Drive before presenting a recommended design to the community on April 16th.

What do you like or dislike about each option? What would you change, or keep the same?

Try to think from multiple perspectives - a driver, bicyclist, pedestrian or transit user.

Keep main traffic route on 196th Street. Less intersections makes the route safer for the community and pedestrians, creates the shortest travel path and is better for the environment than splitting the traffic between two streets.

meant
to
right
on
back
side
for 196th
195th 



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o We are adamantly opposed to 196th being the main road used for Point Wells traffic.

o We believe the widening of the road is excessive

o We do not like the traffic bump at the end of 196th street

o We don't appreciate having to argue/debate with our community neighbors on 195th - We should all share this burden

o We are worried about backing out of our driveways on 196th Street



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How about DRE buy up all
of our houses on the route,
displace a few hundred, get us
off the road. Fair price would
be about 4 times market value,
only about \$50 million change
to those guys.



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The city of Shoreline should extend an invitation to the Governor to provide regional oversight for this entire development. The Puget Sound region is being taken advantage of by the unique county to county, city to city dysfunction...

Somebody with the sense of the people should step in and provide leadership & develop this site w/ proper sensitivities...



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Thank you for this information —

I have been concerned about noise —

I would hope the plan includes
low noise roads - anything to
decrease noise.

I guess if it's going to happen
noise power is better than
later

I would hope the plan is to use
quiet road construction to decrease
construction vehicle noise & traffic



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I have lived in this community for 25 years. A homeowner.

This project in its projected sense, is a blight to our community and an embarrassment to "green" architecture.

As proposed, Shoreline will have to supply the only access to the development, rather than Woodward.

There is no "good" solution to this problem other than to DOWNSIZE the development. Make it fit into the landscape (much like Point Edwards) instead of trying to make Richmond Beach look like DUBAI.

My only input on the project "traffic flow" is to design 196th as a one way street west and 195th as a one way going east.

Additional questions or comments (including about the 195th/196th Street option and cut through traffic)?

Please make 196th one way in
and 195th out.

It's not fair that 100% of the traffic
burden is on 196th. It will spread out
the density.

Worried about taking a long time
to turn out of my road (26th)

~~Worried~~ Worried that train will have to
blow horn now at crossing like Edmonds.

For the record would prefer none of
this happens. I bought in Richmond
Beach because it was the end of the
road and quiet. The charm of that neighborhood
will be lost with highrises & high volumes
of cars. As a Realtor, I believe values are
impacted even now because of the
possibility of a huge development & construction
over many years. They will be less

Contact information (optional)

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

Name:

Cori Whitaker of construction & may

Address:

or may not increase

City:

Shoreline

State:

Zip:

when it's done.

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

Questions, comments or thoughts after the meeting?

Contact Kirk McKinley, Transportation Services Manager

Call us at (206) 801-2481

Email us at kmckinley@shorelinewa.gov

Visit <http://shorelinewa.gov/government/departments/planning-community-development/planning-projects/point-wells>

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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I believe if Shoreline is pursuing the annexation of the Spada properties/parcels, it would be extremely beneficial to do so prior to construction. All property sales will provide excess tax revenue to the city of Shoreline.

Diane Mickunas-Lies

I like the single lane \uparrow / \downarrow with a left turn lane.



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Prefer 3 lanes up and down Richmond Beach Rd, 1910th, S
15th St.

I walk/jog around the neighborhood regularly and would think
it would be much safer with a bike lane and 3 lane road.

We live on 20th Ave. NW

over →

Additional questions or comments (including about the 195th/196th Street option and cut through traffic)?

Current traffic from RB Drive turning up 195th does not stop anywhere.
196th → RB Drive → 195th is already a triangle.
Allowing traffic to move around it like a giant traffic circle would be an efficient way to move the volume of cars.

Pole Utilities on ~~at~~ improved roads should be put underground

Sewer & Water ~~inter~~ lines will need to be replaced, at least on 196th. They are at least 50 years old

RB Rd and 195th will both need sidewalks whether or not they are part of a traffic circle. Cars will follow the easiest path at the time

Contact information (optional)

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

Name: Ann Schultz

Address: _____

City: Shoreline State: WA Zip: 98177

Email (for project update emails): _____

Phone: 206 174-7171

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

Questions, comments or thoughts after the meeting?

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We live on 196th St @ 2432.
When we moved in, traffic was very important to us, we counted cars at rush hour to ensure our street would be quiet + safe.
If 16+ cars per minute go by our home, ~~the~~ minimum during post project rush hour, we won't be safe walking the street or even getting our mail.
People in our community walk - we see them from our home. This will change our community.
At least we insist please that 196th not absorb all the traffic. That is unfair. There are more people ^{living} on 195th
We would love a slowing traffic circle @ 24th so people who already speed will be slowed.

196th to be dumped on.
but that should cause 196th to be dumped on.
on 195th

Additional questions or comments (including about the 195th/196th Street option and cut through traffic)?

- * Can a road come from Edmonds Beach area?
- * Can the developer put in transit stop & reduce traffic?
- * Can we have speed bumps please?
- * Really concerned about keeping speeds down
- * Even now crossing the street getting mail I feel unsafe.
- * Can an access road come through Woodway?

We really feel like our only option is to move and that's sad

~~to~~

The developer must rebuild roads first
Can the developer move soil by train?

Contact information (optional)

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

Name: Karen Rautenberg

Address: 1000 110

City: Shoreline WA State: _____ Zip: 98177

Email (for project update emails): _____

Phone: 206 372 1000

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

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2432 NW 196th St.

This traffic pattern is going to totally change the flavor of not only 195th 196th Street, but also Richmond Beach as a whole. Richmond Beach is going to become the conduit for traffic at Point Wells.

- We need to control the traffic by:
Spreading it out - one way going down,
one way going up
- We need to control how fast people go up and down - suggest round about at 196th 195th + 24th arterial
- WE DON'T WANT THIS AT ALL!
- We need to provide (THE DEVELOPER) transportation to Seattle from the development (Sound transit & train platform stop + Shuttle on the hill to other transit)
- Could a road ~~come~~ from Edmonds
- Developer must commit to build roads first and commit to keeping up roads



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- ① Making 195th the main route into and out of Pt Wells is a good plan. Do not allow access south of 195th.
- ② I prefer road option 4A to encourage safe use of bicycles.
- ③ There are 32 homes serviced by the bridge over the tracks. Need to minimize traffic going by the bridge to minimize conflicts there.

Additional questions or comments (including about the 195th/196th Street option and cut through traffic)?

Lined area for writing questions or comments.

Contact information (optional)

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

Name: Ked Caley

Address: 1120 1st Ave N

City: Shoreline State: _____ Zip: _____

Email (for project update emails): kcal@shoreline.wa.gov

Phone: 206 376 1112

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Prefer one way loop route,
It will keep traffic moving smoothly
The stop on 195th should be eliminated
as it blocks traffic and will cause
so much noise as traffic vehicles
will have to accelerate from a stop up hill,
the highest point of noise source.

The uphill traffic view up 196th is limited,
as you approach 20th & up.

195th actually is a wider gentler sharp
slope currently used by buses, trucks
and is accessible.

Consider reverse plan of cutting 196th out
of flow and have up-down 195th

In all cases, all this traffic is going
to make life miserable for residence
to get in/out driveways and added noise.

This is a end of the road residential
communities, pay offs to suburban
politicians will be discovered as a
now evident by 050 slide.

Note that the hill above Point Wells is a slide,
and Richmond Beach Dr is on high bluff.



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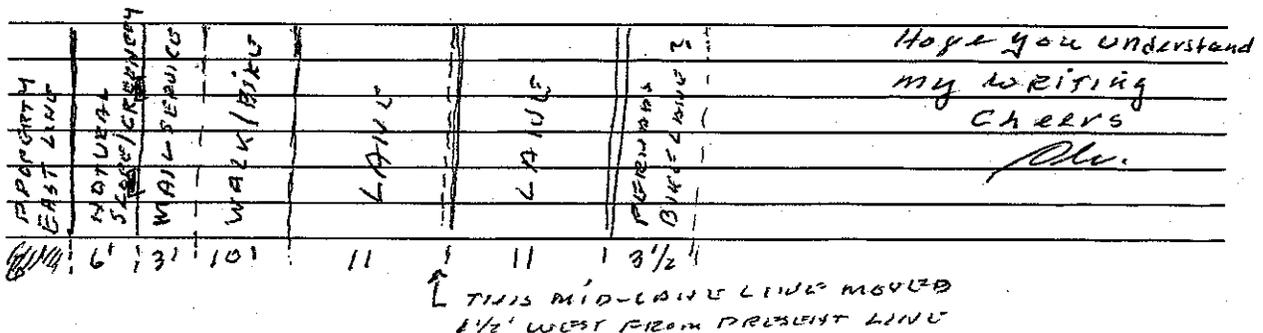
Hi KIRK.

Unfortunately I had limited time to review the presentation materials on 4/3-14 for the reason mentioned in the telephone. But what I saw is this:

THE PROPOSED TRAFFIC CORRIDOR IS SHIFTED MORE TO THE EAST FROM THE PRESENT MID-LANE LINE, ALL THE WAY EAST TO THE PROPERTY LINES, WHILE ONLY A COUPLE OR FEET TO THE WEST IS PART OF THE TRAFFIC CORRIDOR. THIS IS NOT A FAIR SOLUTION, CAUSING SEVERAL UGLY PROPERTY LINE WALLS ALONG RICHMOND BEACH DRIVE. WE NEED A NATURAL SLOPE AND ~~FOR~~ GREENERY ALONG THE PROPERTY LINES.

HERE IS MY TENTATIVE PROPOSAL:

MOVE THE PRESENT MID-LANE ABOUT 1 1/2' TO THE WEST THIS WILL ALLOW: 1) 6' NATURAL SLOPE ALONG PROPERTY LINE, 2) ABOUT 3' FOR MAIL SERVICE / EMERGENCY, 3) 10' WALK / BIKES 4) 2 11' LANES AND 5) ABOUT 3 1/2' WEST.





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this is a joint letter from
the members of two
house-holds in the affected area.

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

Dear Mr. McKinley,

We firmly believe that NW 195th Place should be the primary corridor to and from Point Wells due to safety issues . . . however, bifurcating the traffic-flow would provide one unique benefit.

Reducing the proposed width of both thoroughfares would ease some of the burden imposed on the residents of 196th Street and 195th Place. Some of the structures on both these roads are very old and historically and architecturally significant. Building infrastructure so close to these homes would have an extremely detrimental effect on them, as they were all built fairly close to the road in the first place. With both bike and auto traffic routed in a bifurcated way through the old town center, there would be no need for two bicycle lanes and two sidewalks on each road. One would more than suffice, and the proposed thoroughfares could be reduced in total width.

In the case of the Danford-Rincon's 105 year-old edwardian bungalow at 19545 26th Ave NW, the proposed 27 feet of build-out from the center of the road would put a nearly 10 foot-tall retaining-wall just a few feet from their windows. This would reduce light, privacy, safety, security, and further "bury" one of Richmond Beach's few remaining original structures.

Before the city of Shoreline incorporated, Richmond Beach was considered "rural King County." Over the decades, the county raised the level of 196th Street at 26th Avenue several times, by several feet each time. It now takes a staircase to get down to the Danford-Rincon's front porch from 26th Avenue, which was not the case when they purchased the home. The changes now being proposed would adversely affect them yet again, on many levels.

The proposed retaining-wall on 196th Street would also block their driveway, which is absolutely necessary for oil and propane delivery among other uses.

Blocking this driveway would be unacceptable. There is no alley-access for the Danford-Rincon property, and the utilities aren't accessible from 26th Avenue.

Building only one sidewalk and one bike-lane on 196th Street below 24th Avenue would allow the city to mitigate the impact on the Danford-Rincon's classic edwardian-era home, and indeed all the homes adjacent to 196th. The same

17500 Middle Ave N
12000 12th Ave N
Alaska Highway Transportation Services, Inc.

12/15/2011

The following information is provided for the primary contractor and other interested parties regarding the traffic control work.

Regarding the proposed work of both phases, there are about 200 cars of traffic which will be stopped at the intersection of 17500 Middle Ave N and 12000 12th Ave N. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011.

In the case of the 17500 Middle Ave N and 12000 12th Ave N intersection, the work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011.

Before the City of Anchorage, Alaska, the proposed work was considered. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011.

The proposed work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011.

It is requested that you advise any other parties who may be affected by the proposed work. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011. The work will be completed by 12:00 PM on 12/15/2011.

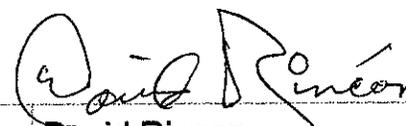
would be true for the homes on 195th Place, reducing the burden for all residents.

Please read the article from December 2010 about the Danford-Rincon's house, by Tracy Tallman of Richmond Beach Community News. Ms. Tallman went on to win the Marge Unruh Community Service Award that year, for her outstanding work researching and writing about the history of Richmond Beach.

We've included a couple of pictures for your edification.

Thank you again!

Sincerely,

 Alex Danford-Rincon 19529 26TH Ave NW Shoreline. WWA 98177 (206) 769-2942 malexdr@gmail.com	 David Rincon 19545 26TH Ave NW Shoreline, WA 98177 (206) 546-6424 sirquilter@gmail.com	 Barbara Danford-Rincon 19545 26TH Ave NW Shoreline, WA 98177 (206) 546-6424 quilterbdr@hotmail.com
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Dear Sir,

I have the pleasure to inform you that the Board of Directors of the Corporation has approved the proposed plan of reorganization of the Corporation as set forth in the attached copy of the plan of reorganization. The plan provides for the reorganization of the Corporation into a corporation organized under the laws of the State of New York.

The plan also provides for the issuance of new shares of common stock of the Corporation to the holders of the outstanding shares of common stock of the Corporation.

Very truly yours,

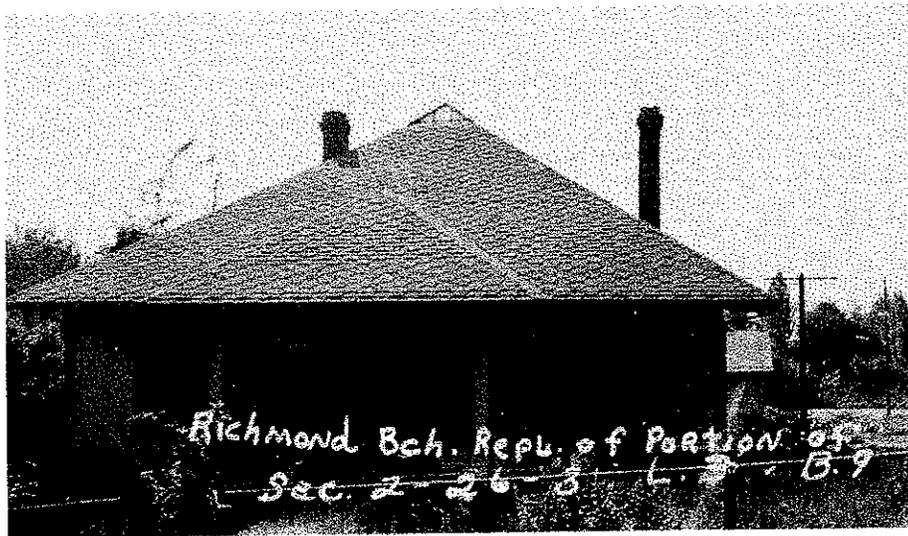
John Doe

John Doe
President
ABC Corporation
123 Main Street
New York, NY 10001
Tel: (212) 555-1234

John Doe
President
ABC Corporation
123 Main Street
New York, NY 10001
Tel: (212) 555-1234

John Doe
President
ABC Corporation
123 Main Street
New York, NY 10001
Tel: (212) 555-1234

19545 26th Ave NW
Richmond Beach (Shoreline) WA



The Danford-Rincon house (built 1909)
This picture was taken in 1937.
Please note the level of
the front yard and compare
that to the photo from today.







Alex



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The attached comments are in the form of a joint letter from 3 people who live in the affected area.

Lined area for handwritten feedback.

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

Dear Mr. McKinley,

The primary problem with using NW 196th Street as the corridor to and from Point Wells is that the last block (between 26th Ave NW and Richmond Beach Drive) is dangerously steep.

There is an excellent reason that 195th Place was the main street for the town of Richmond Beach . . . it's the single-most gradual descent to Richmond Beach Drive in the entire neighborhood. 195th Place is the only street that offers a constant, gentle grade with unobstructed views (of traffic and pedestrians) between Richmond Beach Drive and 24th Ave NW. None of this is the case with 196th Street, as the hill drops dramatically at 26th Ave NW. 195th Place is by far the safest available road for the inevitable increase in car-trips per day.

Everyone who lives on or near 196th between 26th Ave NW and Richmond Beach Drive has witnessed automobile accidents on this block. The road between 24th and 26th Avenues NW is deceptively flat, lulling many drivers into a false sense of security and causing them to increase momentum when they should be reducing it. At least one car a month can't stop in time, and slides out into the middle of the intersection at the bottom of the hill. With the increase in traffic, these one-car near-misses will become regular collisions with other vehicles.

In 1975, a school-bus filled with laborers was traveling down this block of 196th Street on it's way to Point Wells. It was a rainy, foggy morning, and the driver was unfamiliar with the road . . . by the time he realized what was happening, it was too late. He bravely crashed into a large tree on the corner, rather than let the bus tumble onto the train-tracks below. There were many horrible injuries, including the driver who was thrown through the windshield. Though a dramatic example of the dangers posed by this stretch of 196th Ave NW, it's hardly an isolated one.

196th Street is also a poor choice for the traffic moving up the hill, again due to the steep grade. Heavy vehicles have difficulty making the turn onto 196th from Richmond Beach Drive with enough momentum to get up the hill. For decades, Standard Oil and later Chevron (at Point Wells) instructed gasoline tanker-truck drivers to come down 196th with caution, but to travel up 195th Place. Occasionally, a new driver would attempt the hill below 26th Ave NW. In this circumstance, the driver must literally reverse and back the truck around the corner onto Richmond Beach Drive. While very entertaining for the neighborhood kids, this scenario is both dangerous and inconvenient for traffic trying to move through the intersection, and can happen on a dry sunny day.

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During normal (wet) weather conditions, this problem extends to all sorts of vehicles, including cement-trucks, moving-vans, RV's, . . . even school-buses have gotten into trouble trying to get up the hill. Very occasionally, a Metro bus driver will make the mistake of coming down 195th Place, and attempt to travel up 196th Street. Watching an accordian-bus try to reverse and back around the corner is a nail-biting experience.

During snowy or icy conditions, the last block of 196th is simply impassable for eastbound traffic, and a scary slide into the ditch for drivers foolhardy enough to attempt the westbound descent to Richmond Beach Drive.

Ideally, 196th should be relegated to side-street status, and 195th Place should be the primary corridor for traffic moving both directions. At the very least, however, 195th Place should be used for traffic traveling out of Point Wells. A "No Left Turn" sign should be posted on Richmond Beach Drive at 196th Street for both auto and bike lanes.

Though not as optimal as using 195th Place as the corridor for both directions of traffic, this bifurcated option would reduce the number of accidents caused by the dangerous stretch of 196th Street below 26th Ave.

Bifurcating the traffic-flow and reducing the proposed width of both thoroughfares would also provide a safety benefit for pedestrians at 24th Ave NW. If pedestrians are encouraged to use one sidewalk on the north side of 196th Street and another on the south side of 195th Place, there will be fewer pedestrians crossing both streets from the tip of the "pie-wedge," at the corner adjacent to the former Richmond Beach library building. Bifurcating the flow of traffic and reducing the number of sidewalks would clearly increase safety for all, though not so much as utilizing 195th Place as the primary corridor for both directions of traffic.

Simply put, NW 196th Street is a terrible choice for the primary corridor to and from Point Wells. The two other options available are much safer and better for residents, motorists, cyclists and pedestrians alike.

Thank you for your consideration in these matters, and for your assistance at the community meeting.

Sincerely,



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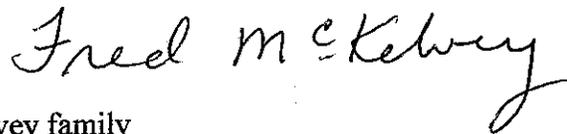
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This project will affect all of Richmond Beach. 195th has been the main arterial for many years until 196th was repaved a few years ago. 195th is already wider than 196th with an established sidewalk that would only need to be updated. 196th is more of a residential street with no sidewalk and ending in a very steep grade. 195th has a gradual grade which is why Standard Oil and later Chevron used 195th as the main arterial.

If 196th has to be used in this project it would only be fair to all that it be a one way heading west and 195th be a one way heading east so as to split the traffic flow and all would share the burden of traffic. Using 196th as the only road would put all the cars and trucks on a now residential street instead of the established main arterial of 195th.

This community of homes some 50 to 100 years old will be affected by this project of Point Wells whether the taxpayers want it or not. At least we should all share this burden of traffic soon to come.

Thank You,



The Mc Kelvey family
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Residents since 1946