

From: Sally Rockwell [
Sent: Monday, April 14, 2014 10:16 AM
To: Kirk McKinley
Subject: Pt Wells "corridor" study

Who coined the phrase CORRIDOR? it gives the ILLUSION of space and access from one point to another.

That is simply NOT true.

Richmond Beach Road is not wide enough to accommodate the CURRENT traffic - there are no shoulders, no room for sidewalks as it is.

HOW can this project go through?

How did the planning get this far?

Who's getting the benefits, government? retailers? who?

There is not enough space in Shoreline/Richmond Beach to get to Pt Wells without tearing up and destroying existing yards, stairs, bulkheads, neighborhoods. Let them build a bridge from Edmonds if they want access.

AND, our roads cannot handle the traffic involved in hauling away the existing tanks and other structures on Pt Wells.

Thank you for adding this to the comments for Saving Richmond Beach.

All the best,

Sally Rockwell, CCN, PhD

From: Geoffrey Nichols & Margaret L. Masar
Sent: Monday, April 14, 2014 3:33 PM
To: Kirk McKinley
Subject: Point Wells comments/questions

Regarding the State Supreme Court's ruling that the Point Wells project was already vested – Why conduct an environmental review if the findings have no bearing on whether or not the project can go forward?

Snohomish County will gain all the property tax revenue from the Point Wells development but the City of Shoreline and King County will be responsible for the costs of serving the housing development. Is it possible for the City of Shoreline to vacate the street into Point Wells (Richmond Beach Dr NW) at or just before the King-Snohomish County line? That would force Snohomish County to provide access to this “urban center” through their neighborhoods and constituents.

–Margaret L. Masar
Shoreline resident

From: adleorocks
Sent: Monday, April 14, 2014 4:13 PM
To: Kirk McKinley
Cc: slhawley@uw.edu; Jim Hughes
Subject: Point Wells development traffic concerns

Dear Mr. McKinley,

I am very concerned about the proposed Point Wells development and transportation corridor through Richmond

Beach and the increased traffic that we can expect along our peaceful roads, which pass within a few blocks

of my house. I have some questions that I have been unable to find answers to on the shorelinewa.gov/pointwells or shorelinewa.gov/tcs websites.

1. Why is there no proposed plan to build a road through Snohomish County that would obviate the need for

access through Richmond Beach/King County? If it is their project it seems they should provide their own

infrastructure. The Segment A and Segment B "Options" do not seem to provide any alternatives in Snohomish county.

2. What does Shoreline/Richmond Beach get out of this development project? Do we get any tax revenue since it is our infrastructure that is being used? Do we only get more traffic and hassle and no benefit? This does not seem like a good tradeoff for us. There are very few small businesses along that road so I do not believe an argument that says it will bring significantly more revenue from the increased traffic.

3. If Snohomish county is trying to take advantage of us through making up their own zoning rules without consulting us, which is the impression I get from looking at the documents on the website and reading the newspaper, then why can't we just put in a big berm at the end of the road at 205th St. and say "the King country road ends here"? Let them make their own road.

Sincerely,

Suzanne Hawley
Shoreline, WA 98177
(longtime Richmond Beach resident and professor at UW)

From: Rod Madden [<mailto:rsmadden@outlook.com>]

Sent: Monday, April 14, 2014 9:05 PM

To: Kirk McKinley

Subject: Perhaps not so off the wall...

KM,

Has anyone in a position of responsibility considered doing nothing to facilitate the development of Pt Wells? Wouldn't that approach force limiting the scope, and perhaps influencing the developer to route through Woodway? Think of the massive disruption that RB residents will have to endure during the construction and after...forever. Why be influenced by someone offering to Pay for what simply serves them?

Doesn't anyone want to represent current Shoreline residents?

Traffic: (At the "Y")

Consider one way E. Bound on 195th so trucks and other traffic do not have to make a stop.

Have 196th one way W. Bound with no stop at the bottom EXCEPT left hand turners, Right toward Pt Wells does not stop.

I live on Apple Tree Lane (2th) and I realize I may have to wait a while to turn S. but so what!

I also own the "Historic" Richmond Bch apartments on 24th NW and 196th and don't see the one way issues as a problem'

Note: The regulars at the Cabin Tavern will find a way to get there.

Let me know if you read this...you do not have to agree!

Rod Madden

From: Dick Craig
Sent: Monday, April 14, 2014 12:52:34 PM
To: webmaster
Subject: Feedback for City of Shoreline
Auto forwarded by a Rule

You have received this feedback from Dick Craig for the following page:

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

During the up coming study meetings - I hope you have taken under advisement the fact that Richmond Beach Road can only handle so many cars a day without becoming a blocked road from Richmond Beach Drive to Aurora Ave. If the 3500 car trip load is reached - that will cause major delays all the way along Richmond Beach Road. People now at times - during rush hour - have to wait for a few minutes to be able to turn across this main 4 lane road. How will this be addressed ?

Dick Craig

From: Bob Edwards
Sent: Wednesday, April 16, 2014 7:34 AM
To: Kirk McKinley
Subject: FW: Scanned image from MX-M753N

I am unable to attend the Point Wells Transportation Corridor meeting tonight but wanted to share my comments and concerns. Attached is the comment form seeking feedback on the three and four lane options for Richmond Beach Road. As I mentioned, any reduction in lanes or capacity would be detrimental to the community and create traffic gridlock. Although I am not opposed to the redevelopment of the Point Wells property I am very concerned that the only access point to this massive development is through our neighborhood.

Robert Edwards
Richmond Beach resident for 18 years.

From: Glenn Cannon
Sent: Wednesday, April 16, 2014 9:09 AM
To: Kirk McKinley
Subject: Point Wells Transportation Corridor - NW 190th St, Richmond Beach Rd to 8th NW

Dear Mr. Mckinley,

I have been unable to attend the workshops, but wanted to be sure that the study has included NW 190th St, between Richmond Beach Rd and 8th Ave NW.

This short street has become a fairly major short cut to avoid the light at 8th and Richmond Beach Rd, particularly for going to the COSTCO area. This increase has occurred with development in Richmond Beach over the pst decade, and from a development in Snohomish County off the east side of 20th NW just over the county line with about 100 homes (This Snohomish County community also uses Shoreline roads as their major access). A Shoreline City road study a couple of years ago showed that the traffic on 190th was moderately heavy with more than 1000 cars per day. Although the speeds seemed normal where they were measured, in the middle of the road bumps at the top of the hill, cars usually go faster approaching or leaving the downhill bump adjacent to our house. This street is very narrow with no sidewalks. There are a large number of Einstein students who walk this road with no protection.

(As an aside, this road also should have been considered for improvements for safety of the students, but wasn't included in the plan to upgrade safety for Einstein students.)

Proposal: Either improvements for NW 190th (Richmond Beach Rd to 8th NW) should be included in the mitigations for the Point Wells study, or it should be made one-way, with a defined walkway on the hard surface.

Many feel the one-way option should be done now. It is an unsafe street for pedestrians.

In addition, visitors frequently park on the road with part of their cars on the roadway making the road even narrower.

Thanks for considering this small but important street for those of us who live there.

Sincerely,
Glenn Cannon
Shoreline WA 98177

From: Boni Biery
Sent: Tuesday, April 15, 2014 11:21 PM
To: Kirk McKinley
Subject: Corridor Solutions

Hi Kirk

I have not been able to attend any of the Point Wells meetings, but would like to add my thoughts about mitigations for impacted neighborhoods. As you know, Firlands Way has long been a cut-through for drivers going to and from the Park N Ride and many others by-passing the lights on Aurora. So far, the changes on Aurora have not helped one bit. I am looking forward to seeing what the changes at N190th will bring.

In terms of the impact that Point Wells traffic increases, there are some common sense things that need to be done. The primary one is for all of the through streets west of Aurora and between N 175th and N 200th to have sidewalks installed on at least one side of the road. For Firlands Way in particular and in light of the fact that the Park N Ride (unless the city finally decides to close N190th at Firlands) will see even more traffic than it does now. It is time to seriously consider adding a sidewalk and large, alternating "bump-outs" that are planted. This would do many things:

1. slow traffic on a far-too-heavily-used neighborhood street;
2. provide some green space for a neighborhood an area that is without a nearby park;
3. benefit both the Boeing Creek and McAleer Creek watersheds (Firlands Way is roughly the dividing ridge for the two);
4. improve the City's tree canopy;
5. help address the automobile pollution from Aurora;
6. create a green business link, walking space for pedestrians to enjoy as they travel from the Park and Ride (no one walks along Aurora)

Please add these thoughts to the list of mitigations to be considered. Every neighborhood will be inundated with drivers scrambling for the fastest way to get somewhere.

Thanks,

Boni Biery