

DELORES & HANS JENSEN
2025 N.W. 199TH STREET
SHORELINE WASHINGTON 98177

WE HAVE LIVED ON 199TH STREET FOR THIRTY-FIVE YEARS NOW.

IT IS ALREADY A BUSY STREET AND VERY DANGEROUS TO WALK THERE
AS IT IS ONLY 18 FEET WIDE WITH OPEN DITCHES IN MANY PLACES AND
NO SIDEWALKS. IT IS ALSO THE FIRST STREET THAT ANYONE FROM POINT
WELLS WILL TAKE AS IT IS A THRU STREET TO 20TH N, W,

WE HAVE LIVED ON 199TH FOR OVER 35 YEARS NOW AND WATCHED THE
TRAFFIC INCREASE AS HOUSES WERE BUILT AT THE BOTTOM OF 199TH.

WOULD LIKE TO SEE IT BLOCKED OFF AT THE BOTTOM AS PEOPLE WILL
TAKE THAT STREET TO AVOID THE TRAFFIC JAM ON RICHMOND BEACH
ROAD AND AS A SHORTCUT TO EDMONDS

WHAT THE PROJECT REALLY NEEDS IS ANOTHER ACCESS ROAD TO
EDMONDS AND WITH THE REVENUE THAT SNOHOMISH COUNTY

WILL BE GETTING THEY SHOULD SUPPLY THAT ACCESS

IN FACT THE COMPLEX WILL BE HEMMED IN THERE WITH ONLY

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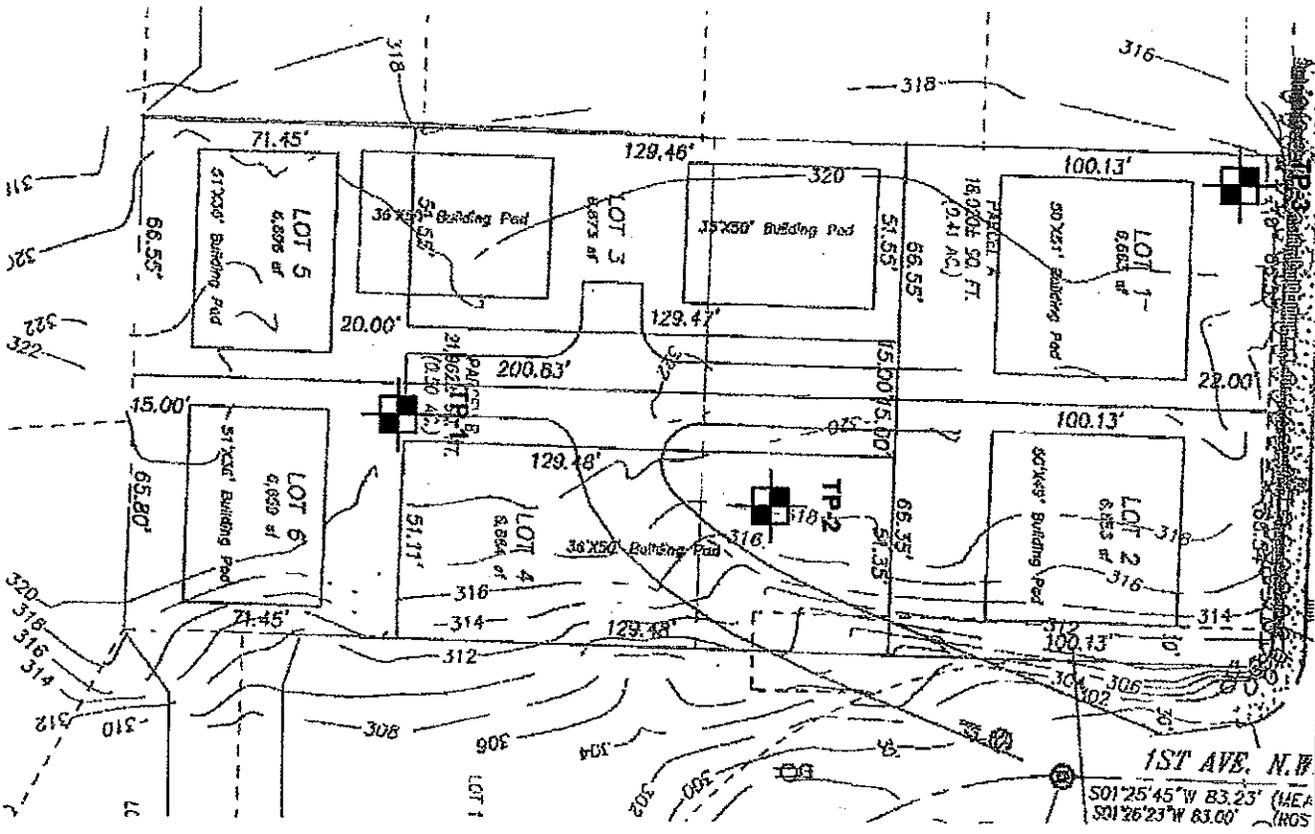
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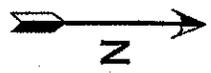
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Richmond Beach Rd.

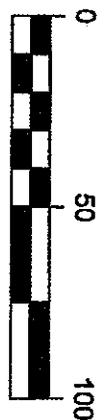


SITE PLAN



LEGEND

TP-1
 Number and Approximate
 Location of Test Pit



Approximate Scale 1" = 50'

Site Plan based on a copy of a preliminary site layout

Cornerstone
 Geotechnical, Inc.
 Phone: (425) 844-1977
 Fax: (425) 844-1987
 17825-130th Ave NE, C-102 Woodinville, WA 98072

Richmond Beach Condos	
FILE NO.	1868
FIGURE	2

Sight distance issue

1st ave NW of
Richardson beach Rd
Facing North on 1st NW
at RB Road looking
West along rock wall
is dangerous. Now
without good + car

Rick Crosby

From: Blaine Rhodes
Sent: Thursday, April 17, 2014 9:46 PM
To: Kirk McKinley
Cc: info@RichmondBeachAdvocates.org
Subject: 16April TCS Meeting

Hello Mr. McKinley;

Thank you for your efforts and those of the officials of the City of Shoreline. The meeting on the Point Wells TCS on the 16th was well run in view of the high emotional charge of the subject. I would like to address the assumption that Shoreline is the only road by which the property can be accessed.

During the workshop session after the presentation, I spoke with a person whose City of Shoreline name tag carried the label "Engineer." I said that, with regard to the allegedly unstable hillside, that if the developer wanted to build a condo there to take advantage of the beautiful views, then the hillside would be excavated away and pilings would be driven to the earth's core if necessary and the building would get built. The same could be done for a road. The engineer agreed that, "there are ways to engineer a road in there."

It wouldn't be as cheap as overcrowding the existing road, but the City of Shoreline is not the steward of the developers' wallets. Please review with your engineers the prevailing assumption that no road can be constructed through Woodway.

Thank you for your kind attention.

Blaine Rhodes

Sent: Thursday, April 17, 2014 12:26 AM
To: Kirk McKinley
Subject: Shoreline subdivision regulations

The Snohomish County Engineering Design and Development Standards (<http://snohomishcountywa.gov/DocumentCenter/View/3841>) in Chapter 3 section B.5) on page 32 says "A public road, private road or drive aisle serving more than 250 ADT shall connect in at least two locations with another public road, private road or drive aisle meeting the applicable standard(s) for the resulting traffic volume, so that a dead end road system is not created."

Woodway has a similar regulation in Chapter 13.40.080 of the [Woodway Municipal Code](#) which says that any subdivision (a development including more than 4 lots) must connect to at least 2 roads: "Each subdivision, except short subdivisions, shall have at least two points of access."

Does the City of Shoreline have any similar requirement? I couldn't find it after a quick look through the development code document on the city web site.

Thanks!
Tom Mailhot
Save Richmond Beach

From: Richard Shilling
Sent: Thursday, April 17, 2014 8:15 AM
To: Kirk McKinley
Subject: Re-stripping Richmond Beach Blvd.

Dear Mr. McKinley,

The following was sent to the entire Shoreline City Council:

"Last night I attended the Point Wells Transportation Corridor Study. It was well run and well attended. One area stood out for me and many others. The re-stripping of Richmond Beach Blvd. from four lanes to two lanes. I heard no justification whatsoever that made sense for this proposal. To reduce the number of lanes by half and at the same time adding thousands of cars to the road is a recipe for bumper-to-bumper traffic. As the traffic engineer had no data, I made an estimate of the time to drive from the bottom of Richmond Beach Blvd. to Aurora. Currently, it ranges from 12 to 15 minutes. With the reduced number of lanes and the increase in the number of cars this could easily turn into 25 to 30 minutes.

I cannot understand why this is part of a plan that was called "mitigation".

While many of the proposals seemed well thought out, cutting the number of lanes baffles me."

Yours truly,

Richard Shilling
Richmond Beach

From: Jim McClurg
Sent: Wednesday, April 16, 2014 10:48 PM
To: Kirk McKinley
Subject: Point Wells Transportation Corridor Study

Hello Kirk.

I was unable to attend tonight's final workshop and am late to the game overall, but as a Shoreline resident on 8th Ave NW near Richmond Beach Drive, I'd like to add my comments to those gathered online and during public hearings on Point Wells Transportation Corridor alternatives.

In many respects, it's a shame that the primary focus with "Segment B" has devolved to either a 4-lane or 3-lane option. A project of this magnitude at the Point Wells site should never have been approved by civil authorities in the first place. My lack of involvement in the process to date stemmed largely from a naïve belief that a project of this magnitude was so incompatible with the surrounding community and infrastructure that it would never be entertained. How wrong I was!

And now, the only thing that strikes as more incredible than a judge green-lighting the development is the fact that city planners are actually considering a 3-lane alternative as a means of facilitating thousands of additional daily trips along RBD. I've seen the PowerPoint presentation, including the slide extoling the virtues of the 3-lane option, but as someone who experiences Seattle's own "road diet" experiment on a daily basis, I can tell you it has lengthened the commute, created many new pockets of congestion, and forfeited valuable real estate to rarely seen bicycle riders. It would be an absolute travesty to import this failed strategy to our own community even if we weren't facing a massive onslaught of new commuters. Under the circumstances, the 3-lane "solution" may be a planner's dream, but I assure you it's a commuter's nightmare.

I sense it may be useless to urge the City to pursue more actively the idea of supplementing the RBD corridor with an alternate route to the north. Our friends in Woodway will no doubt continue to prevent such a solution. But if no other routes are feasible, the least our Shoreline staff can do is to genuinely facilitate traffic along RBD, and not use the Point Wells development as an opportunity for social engineering.

Thanks for inviting the input.

Jim McClurg

Shoreline, WA 98177

From: John Crawford
Sent: Wednesday, April 16, 2014 6:34 PM
To: Kirk McKinley
Cc: 'Richmond Beach Community Association'
Subject: Point Wells Transportation Corridor Study comments concerning

Mr. McKinley:

I regret that I am unable to attend the final workshop this evening, so I am submitting my comments – below.

I am not opposed to the development of Point Wells. However, not to the scale proposed nor having ALL of the traffic dumped into Shoreline.

You cannot put 3,000 housing units at the bottom of a single access, dead end road – without having a drastic and negative impact on the neighborhood and residents of Richmond Beach and Shoreline.

Nor could this single access road handle emergency or evacuation traffic in a safe and timely manner.

My proposed solution:
The developer needs to build a tunnel or viaduct, e.g. over the railroad tracks, into Edmonds / Woodway, directly linking to State Route 104.

That would solve two problems. It would alleviate the certain traffic congestion in Shoreline. And, since Snohomish County Is salivating over the proposed tax revenue let them deal with the expected influx of traffic.

Don't "dump" all the traffic into Shoreline (my back yard) !!!

My fear is this current Transportation Corridor Study Workshop is just a subterfuge which will serve as a justification for the developer to do what he wants to do anyway.

It's like asking the citizens of Shoreline to help design and build our own gallows.

You can dress up a pig – but it's still a pig. And.... You can't put eight foot of dirt into a two foot hole.

No matter how many curbs, roundabouts, speed bumps, etc. you install It simply cannot account for the volume of traffic

expected by this development.

Please do the right thing. Scale this development down, way down, and create another access road into Point Wells from Edmonds / Woodway.

Thank you for considering my comments.

Respectfully – jcc

John Crawford
Shoreline, WA 98177-2549

From: Glenn Cannon
Sent: Wednesday, April 16, 2014 9:28 PM
To: Kirk McKinley
Subject: Re: Point Wells Transportation Corridor - NW 190th St, Richmond Beach Rd to 8th NW / follow on

Dear Mr. Mckinley,

Thanks for calling back today. I wrote from Phoenix this morning and just got home this evening.

I like what you proposed; no left turns onto NW 190th from RB Rd, and no left turns off 190th to RB Rd.

That should make things a lot less congested on 190th and somewhat safer for pedestrians.

Hopefully, that could be implemented soon, and not wait for the Point Wells development.

However, I don't think it will completely solve the safety of the Einstein school children who regularly walk the road.

A sidewalk on one side would be a big improvement for that.

Also, at the east end of 190th, on 8th NW, east side, there is a sign to not pass on the shoulder. It's ignored by some who pass driver's turning onto 190th.

A raised curb the width of 190th would better define the walkway, keep cars from driving on the walkway, and improve the pedestrian safety.

That part of the walkway has no room for parking opposite 190th, and wouldn't interfere with nearby parking spots .

Many thanks for considering NW 190th St in the planning.

Sincerely,
Glenn Cannon

On Apr 16, 2014, at 9:08 AM, Glenn Cannon wrote:

> 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: Sally Wolf
Sent: Wednesday, April 16, 2014 7:54 PM
To: Kirk McKinley
Subject: Point Wells Corridor Study Concerns

Dear Kirk,

I was not able to attend tonight's workshop, but I would like to voice a few concerns about the impact of the increased traffic.

Concerning Segment B, Richmond Beach RD:

- 1) I think a crosswalk or traffic light will be needed between 3rd Ave NW & 8th Ave NW
- 2) I live at 16327 Fremont Pl N. and I have a safety concern about my neighborhood.

Northbound traffic on Dayton Ave N. beginning at 4:00 p.m. Mon - Fri, backs up at the 4 way stop at Dayton & Carlyle Hall Rd. To avoid the backup, cars will turn right at Greenwood Drive, and cruise through the intersection of Greenwood Drive & Fremont Place N, to shortcut around to N 165th. Then they will either turn left to get back onto Dayton or right to go up N 165th and then turn left on the Fremont Ave N to continue north. I am predicting that people who will live at Point Wells will be joining the Northbound Dayton Ave drivers to avoid Aurora Ave N. at rush hour, so that will cause more short cutters onto Greenwood Drive. I would like to see speed bumps and a Yield sign or a Stop sign on Greenwood Dr at the intersection with Fremont Pl. N., this traffic revision is needed now, but it will surely get worse.

I think any Point Wells resident that works in Seattle will be using Greenwood Ave N , Westminster Way and Dayton Ave N. or Fremont Ave N. as a quicker alternative to Aurora Ave N., to reach Richmond Beach Rd.

Will Snohomish County be paying for road improvements for access to Point Wells or does Shoreline get the bill? Hopefully the developer will be paying for road improvements.

Sincerely,

Sally Wolf

From: ksb
Sent: Thursday, April 17, 2014 1:51 PM
To: Kirk McKinley
Subject: HUGE concerns over Point Wells

My husband and I wanted to express enormous concerns we have over Point Wells. We are absolutely against it. We don't want the increased traffic, population, crime, road changes. And, we also have HUGE concerns over stress on our emergency response for the city of Shoreline.

Shoreline Fire is already stretched SO thin and they already respond to Edmonds Woodway as it is. All while they have had to "brown out" stations. This will only add to more stress on them, slower response times etc... (If you were standing out in the cold in the middle of the night with your toddler waiting for them to come as your child is barely able to breathe, you would understand that every second counts. And, you'd be pissed knowing they that were busy helping someone in Point Wells and couldn't get to someone in Shoreline in time...!) What is the cities plan for adding stations and fire staff? Already Seattle Fire has to come in and respond when Shoreline can't. I surely hope this has been and will be addressed.

People move to this community because it is quiet, safe, has views, good schools etc. We don't want Richmond Beach Road and all surrounding roads any busier. If Edmonds wants to build this - have the point of entry be in Edmonds! If Shoreline is going to go thru with this huge mistake, at least toll the crap out of them and make them pay for all road maintenance and emergency response in the entire area.

What is it going to take for this city to see that NO ONE wants Point Wells!?!? This will be a catastrophic mistake if this project goes forward.

And, I haven't even touched on the schools that will likely be having to take on more Edmonds kids...

Please stop this project!

Karlee & Jason Birt

From: Robert Hauck
Sent: Thursday, April 17, 2014 4:16 PM
To: Doris McConnell
Subject: Point Wells

Dear Councilwoman McConnell, Dear Doris,

As residents of Richmond Beach neighborhood, you and I share the concerns of our neighbors --- the huge impact that Point Wells development will have upon our heretofore quiet little community.

I have been following the issue closely since its inception but have not taken the involved activist role I usually assume in controversies involving our beloved Richmond Beach.

Now I wish to speak up and ask our City Council and their staff to take a much stronger advocacy role in support of our community. I feel that we have not been adequately represented by our city government and many issues so near and dear to us have not been addressed.

I certainly won't detail the issues here --- you have heard them all. I also receive (as I'm sure you do) daily diatribes from immoderate local residents. Putting all that aside, and assuming that staff have been our advocates as well as they can be, they certainly have not conveyed to the residents of Richmond Beach the job they are doing for us.

The quality of life is good here, some of the best in Shoreline. What a shame to sacrifice this, to witness the erosion of this wonderful community that will begin with construction traffic and street revisions --- and last forever.

I plead with City Council to be our strong advocates for protecting our interests. We have always known that Point Wells will be developed, but it should not be done at this huge cost to its existing neighbors.

Your neighbor,

Robert Hauck, MD, Richmond Beach resident and retired Pediatrician

(I would be pleased if you circulated this to fellow Council Members and the Mayor)

Dear Shoreline City Council,

Last night I attended the Point Wells Transportation Corridor Study. It was well run and well attended. One area stood out for me, and many others. The re-striping of Richmond Beach Blvd. from four lanes to two lanes. I heard no justification whatsoever that made sense for this proposal. To reduce the number of lanes by half and at the same time adding thousands of cars to the road is a recipe for bumper-to-bumper traffic. As the traffic engineer had no data, I made an estimate of the time to drive from the bottom of Richmond Beach Blvd. to Aurora. Currently, it ranges from 12 to 15 minutes. With the reduced number of lanes and the increase in the number of cars this could easily turn into 25 to 30 minutes.

I cannot understand why this is part of a plan that was called "mitigation".

While many of the proposals seemed well thought out, cutting the number of lanes baffles me.

Yours truly,

Richard Shilling
Richmond Beach

The public comment period of Council meetings occurs before any substantive presentations are made. I'd like to suggest that the Council consider moving the public comment period to after the main presentations so that the public can make informed comments. For example, during the April 14 meeting, I had no comments to make during the public comment period at the beginning of the meeting. However, after the staff presentation on Point Wells, I definitely wish I had the chance to comment based on what I had heard. Instead, I cornered poor Mark Relph in the hall afterwards to give him my comments!

I realize that moving the public comment period means anticipating when people would like to make comments on the meeting agenda items. It would also require people to stay later. I am not sure of the best timing for when public comment is allowed; however, I would like the opportunity to make comments that are relevant, informed, and timely.

Thank you.

Susan Chang

To Whom it May Concern,

I have been a Richmond Beach resident for 15 years. I am extremely concerned about the impact that a development will have at Point Wells. Several times each week I walk the hills down to the water and back up to my home near Syre. We have a special beach community. It is quiet and peaceful. With all of the proposed people driving into a development at Point Wells, the entire character of the neighborhood will be affected.

If this is Woodway's development, let them build a road to handle it. We should dead end our road and not allow this development to ruin our community.

I am wondering who is standing for the people of Shoreline on this issue. My neighbors are outraged by the way that the council has handled this issue.

Sincerely,

Martha Smith

Dear Mayor Winstead, and Deputy Mayor Eggen, and Council Members McClashan, Hall, McConnell, Solomon, and Roberts:

I attended the City Council meeting last evening, where staff presented their review of the Transportation Corridor Study related to Point Wells, and where both Segment A and Segment B were discussed. I signed up to speak, but I was told the public was only allowed to speak during the prior Sewer District discussion earlier in the evening.

I had (3) points and then questions:

A). Richmond Beach Dr. residents Jerry Patterson, and Carol Stoel-Gammons and Richard Gammons, collected over (30) signatures for Recommended Option 4-C (modified) about (2) weeks ago, related specifically to Segment A (Richmond Beach Dr). I signed this petition as an adjacent neighbor. It was then delivered to City Manager Debbie Terry. Kirk McKinley referred to this petition in his review of last evening.

B). Jerry Patterson took the additional step of meeting with the Shoreline Fire Dept. to insure that Recommended Option 4-C (modified) was acceptable. Recommended Option 4-C (modified) consists of west to east as follows:

2' west amenity + 11' travel + 11' travel + 5' east amenity + 10' sidewalk

zone lane lane zone

for a total cross section maximum of 39'--nothing more. This exceeded the Shoreline Fire Department's requirements, according to the Shoreline Fire Department.

C). We were told at the outset of this study by a senior staff member, that the recommended final design would be what the individual frontage property owners wanted, and that the design would change property frontage by property frontage, if necessary, to accommodate the wishes of the frontage property owners. We have not asked for design changes property by property. But, a majority of Richmond Beach Dr. property owners and residents have spoken, as evidenced by the petition drive and submission of Jerry Patterson et al. Staff urged us to provide input. We delivered. We petitioned our local government, per their urgings and invitations, to design the road the way we wanted it designed. We petitioned for the least impact possible--not more than (39)' of improvements. After all, it is uncontested that we, the Richmond Beach Dr. Segment A residents and constituents are the ones who will be negatively impacted the most, by far.

It appeared last evening, that the decision for Segment A has not been reached. If no decision has yet been reached to recommend Option 4-C (modified), my questions are these:

I). If the (30)+ petitioners are not the selectors, what specific person will be making the recommendation?

II). When will that decision be made?

Thank you kindly.

Denis Casper

Dear Shoreline City Council -

I'm unable to attend tonight's meeting about the Point Wells traffic, but I just wanted to throw in my two cents. I don't know if it's possible, but I'd love to see Richmond Beach Road widened, and have the city add dedicated bike trails, that are completely separate from the cars. (Maybe the new look could be similar to the path along Linden between about 135th and 145th). It would be so nice to have a safe way to travel from east to west by bike. If there are any mitigation funds that could be used for safe, dedicated, separated bike lanes/paths/trails, I would be very grateful and happy! It would enable those of us along the west side of town to bike safely to the Interurban Trail, and transportation by bike might become more feasible for people like me, that love to bike, but are afraid of riding in and among the cars.

Thank you so much for dealing with this complicated and contentious issue!

-Michelle Hickman

Richmond Highlands resident

I'm the Washington state chapter leader with Moms Demand Action for Gun Sense and a Shoreline resident, I would like to ask the City Council to endorse I-594 which will be on our November ballots. I-594 closes the loophole for private sales, online and gun shows for avoiding background checks when buying a gun.

more details regarding the initiative can be found here:

<http://wagunresponsibility.org/about-594/>

Kate Beck

Dear council and all:

In light of the complexities of the Point Wells TCS study, it would have behooved the council to have allowed brief questions and comments after the presentation. Only after hearing the presentation and comments from staff and questions from council members, did it become clearer what to say regarding one's own questions and concerns. Because there was no input allowed except at the very beginning on any subject, many residents who were in attendance were not able to provide feedback or raise concerns on the TCS and had to do so out in the foyer after the meeting. It may have been helpful for the council to hear from those in attendance.

Please consider allowing comments per the Pt. Wells agenda items after the presentations due to the complexity of this enormous neighborhood changing project that will affect thousands of people in Shoreline for many years to come.

Thank you,
Nancy Morris
Shoreline, WA

Alan Carey
Shoreline, Washington 98133

April 23, 2014

Kirk McKinley
City of Shoreline
17500 Midvale Ave N
Shoreline, Washington 98133

**Comment on Transportation Corridor Study
Alternate Access
BSRE Development at Point Wells**

Mr. McKinley:

I attended the Transportation Corridor Study workshop held on April 16. Alternate routes to access BSRE's proposed Point Wells development were not discussed in detail at that meeting. But from what I understood, the City of Shoreline (City) was planning to rely on Snohomish County to evaluate alternate access routes to the Point Wells development as part of the EIS.

This letter proposes that the City conduct a feasibility study for a two lane access tunnel from Point Wells to Edmonds, specifically in the area where Firdale Avenue turns into 244th Street SW. The rationale for this proposed access tunnel is as follows:

- The City hopes to annex Point Wells, but this is by no means assured, meaning it is unlikely the City will have any effective control of the size and scale of BSRE's proposed Point Wells development.
- The City of Shoreline would like to limit BSRE's development to approximately 11,500 vehicle trips a day, a number based on traffic study modeling. But it will be very difficult for the City to enforce any kind of size limit. And if BSRE were to build the scale of development it would like to, the City's desired vehicle trip limit would be greatly exceeded. Although you did not elaborate on this point in the workshop, this was my understanding of the issue based on your brief answer to a question.
- The volume of vehicle traffic generated by the proposed Point Wells development will be wholly unsuited for the proposed access through Richmond Beach Drive and Richmond Beach Road, irrespective of roadway improvements proposed by BSRE.

Kirk McKinley
Alternate Access to Point Wells
April 23, 2014
Page 2

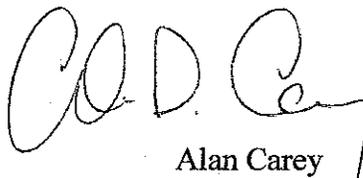
- This increased volume of traffic will make it probable, if not inevitable, that a pedestrian will be injured or killed by a vehicle accessing Point Wells at some time during the life of this development.

The only way these very serious drawbacks can be avoided is with alternate access to the Point Wells development. An access tunnel connecting Point Wells to Firdale Avenue has several advantages:

- The Point Wells development would then be entirely within Snohomish County. Impacts arising from the size of the development and access to it would be addressed by public officials answerable to the affected voters. This is certainly not the case with proposed access through Richmond Beach.
- Point Wells would be directly connected to a major arterial with the capacity to handle the extra traffic.
- Richmond Beach would be far less affected by the scale of the Point Wells development.
- Pedestrian safety in Richmond Beach and Richmond Highlands would not be put at risk by the Point Wells development.
- The geology along this proposed tunnel route is understood well enough for the purpose of preparing a feasibility study. The Brightwater tunnel, which was the subject of extensive geologic characterization, follows the same general alignment.

Because of the critical importance of evaluating alternate access routes to the proposed Point Wells development, I propose that the City contract with its own geotechnical consultant to perform this feasibility study. This consultant should have no conflicts of interest with BSRE or Snohomish County.

Sincerely



Alan Carey

Richmond Beach Traffic

1 CURRENT SITUATION

I am a resident of the Richmond Beach Bowl and spend many days walking and riding in the area. I would like to give you a picture of the traffic situation as it exists. It is normal today for people who have not spent time in the area to make decisions for the area. As we know how well that has worked on a national level.

The two roads, 195th & 196th are different in makeup and usage. Currently we have oil and construction traffic usually in early morning hours. This is disruptive to the community because of the steep grade on 196th. This traffic need shift many times to make it up the hill. This shifting of gears that cause noise and disruption to other traffic entering the street. This is the same situation with the bike traffic as they do not go east on 196th because of the steep grade. Many walkers come down 196th but return on 195th because of the steep grade.

On 195th the traffic is free flowing and the grade is lower and the disruption is less, that is also the east bound bus route. Most bikers and walker prefer that route also.

Trying to convert something from nothing because that is what a contractor wants is selling out our community. Mitigation is to help those whose life and property is affected. Suggesting that 196th become the main traffic route is substantially disruptive to property values and lifestyles of the neighborhood. Using 195th is the natural route through the community. It is already wide enough for a bike lane and side walk.

The grade on 196th also does not lend itself to ADA regulations for crosswalks. I understand that the numbers may imply that another direction may look good to construction planners – but in this case a clear view by local residents must be considered if tax values are to be maintained for the city's future. Once construction starts – all safety and neighborhood considerations are forgotten as we have seen with the dripping oil trucks now. And the future is revenue for another county.


Stan Peterman

For real mitigation – Fix 195th street and work on infrastructure like putting the wires underground. We need to get what we can before they start and ignore the community.