

Jessica Simulcik Smith

From: [REDACTED]
Sent: Tuesday, January 04, 2011 2:15 PM
To: Plancom
Subject: Point Wells

City of Shoreline Planning Commission

Chair Michelle Linders Wagner

Vice Chair Ben Perkowski

Commissioner John Behrens

Commissioner Michael Broili

Commissioner Cynthia Esselman

Commissioner Janne Kaje

Commissioner Donna Moss

Dear Commissioners,

I am writing you on behalf of my parents who reside on Richmond Beach Drive in Shoreline. We have been concerned with the scope of development proposed by the owners of Point Wells and have attended several meetings and hearings as well as drafted numerous letters expressing our concern over the drastic impact the development would have on the Richmond Beach Community.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. Yes, this is the longest stretch between the community and Highway 99, but the greater issue here is indeed Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells. Nothing other than unrealistic solutions like “water taxis” and a nonexistent train station have been offered as a means to accommodate the traffic from their proposed oversized development of over 3000+ condos and retail center.

If there were a need for evacuation due to fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing

residents in a massive traffic jam since there are no other options for egress. Even a simple collision would do the same!

Richmond Beach *is* residential. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and given that Richmond Beach Drive provides the *only* way to access the site, there is certainly not the transportation infrastructure to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 trips per day. For the safety of the residents of Richmond Beach, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Jan Bakken

Jan O. Bakken

[REDACTED]

Edmonds, Washington 98020

[REDACTED]

Jessica Simulcik Smith

From: Tom Mailhot [REDACTED]
Sent: Thursday, January 06, 2011 11:45 PM
To: Plancom; City Council
Subject: Proposal to reclassify Richmond Beach Drive as a residential street

Dear Shoreline City Council and Planning Commission,

As a 25 year resident in the area I am very concerned with the size of the development proposed by the owners of Point Wells. An urban center scaled development at Point Wells would have severe impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I fully support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach *Road* to 185th and highway 99. Those are important issues as well but the most critical issue here is the impact on Richmond Beach Drive since 100% of the traffic from the proposed development will have to travel over this narrow two-lane street.

In the event of evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for leaving the site. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Richmond Beach Drive provides the only access to the site and it is certainly not the transportation infrastructure needed to support an Urban Center development.

Richmond Beach Drive should be reclassified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Tom Mailhot
[REDACTED]

Shoreline

Jessica Simulcik Smith

From: Lin Felton [REDACTED]
Sent: Monday, January 10, 2011 6:08 PM
To: Keith McGlashan; Will Hall; Chris Eggen; Chris Roberts; Terry Scott; Shari Winstead; Plancom
Subject: Amendment to classify Richmond Beach Drive as "Neighborhood Local Access"
Importance: High

Greetings to all!

I submitted my opinion to Point Wells Development organization (via their site <http://www.pointwells.com/>). I would like you to have a copy of what I submitted. We have been waited for a long time for the development org, Shoreline, Snohomish county and Town of Woodway to come up some plan for us to work with and agree upon. Until today, we haven't see any plan; but there are plans for architecture and landscape, etc. a little disappointed.

Today, I saw the flyer regarding the amendment to classify Richmond Beach Drive as "Neighborhood Local Access". So here I am, pleading for some kind of help from City of Shoreline.

Thanks, ~Lin

We haven't been able to attend any of the meetings WRT Point Wells development planning. However, we're keeping up by reading the materials that sent to us. One thing we care about is the road access solution for us to get in/out of our home.

All of us are aware there will be problem with the traffic, especially if there is any natural disaster happens, 3500-7000 residents, plus the current residents that live on this Richmond Beach Drive will not be able to get out easily.

We're already having issues with getting out of our private road to turn on to Richmond Beach Drive. I can't imagine what will be like in our future. Picture this for a normal morning commute after 3500 residence units are filled with occupants:

- 3500 – 7000 cars (if each unit owns two cars) are driving out of Point Wells zone on Richmond Beach Drive to go to work between 6 – 9AM

- Not very many drivers will stop for letting any current residents out of their drive way or private road on to RB Drive, because by law, they don't have to yield and it's impossible to install traffic lights for every single drive way

- So all of current residents will suffer for the delay or taking risk to get into some type of accident

- Students - parents will be paranoid to allow kids standing by the narrow street with busy traffic to wait for the bus

- You might be able to widen the road, but this won't resolve the following issues which mentioned above too:

- o RB residents will have tremendous amount difficulties to be able to turn on to RB Drive

- o Safety for the school children

- o Only ONE access road for all Point Wells, Woodway and Richmond Beach residents

§ To have only ONE road for all of us residents to use as their only way in/out of their home, not to mention that there will be shopping center and Movie Theater which will only increase the traffic flow. This is not a feasible option.

Do you know that Richmond Beach Road is also only the main exit for majority of RB residents?

§ RB / Shoreline should and is allowing access from Point Wells

§ However, the Town of Woodway will have to allow a street to be built for secondary traffic flow. Especially the Point Wells land is in the Snohomish County. It's a reasonable request for Town of Woodway.

- o Who will be responsible for the maintenance of the RB Drive – Snohomish County, Shoreline, King County

I am not object to Point Wells plan, but the beautiful architecture and landscapes will not resolve the road access problem.

Sincerely,

Lin Felton

Steve Szafran

From: William Rothman [REDACTED]
Sent: Tuesday, January 11, 2011 8:14 AM
To: Steve Szafran; Steve Cohn
Subject: Street Reclassification

Hi Steve,

As a resident of the City of Shoreline I FULLY SUPPORT the Planning Commission's proposal to change the street classification of Richmond Beach Drive NW.

However, I have a question about the section "between NW 199th Street and the Snohomish County Line". In reality, the only section of Richmond Beach Drive NW that is arterial is the "loop" between NW 196th Street and NW 195th Place.

I have a suggestion that I think makes more sense, and that will stand a better chance of being upheld against future legal challenges...

IDENTIFY THE STREETS, AND SECTIONS OF STREETS, THAT MAKE UP THE COLLECTOR ARTERIAL, AND EXCLUDE ALL OTHER ADJACENT STREETS, AND SECTIONS OF STREETS, FROM BEING PART OF THE ARTERIAL.

There are two advantages to this approach:

1. The Planning Commission won't have to make multiple proposals to reclassify other streets, or sections of streets, should the need arise.
2. It doesn't have the obvious appearance of specifically targeting the Wells Point development project.

Let me know what you think. Thanks you for your effort!

William R. Rothman
[REDACTED]
Shoreline, WA 98177

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

--
Bill Rothman
VES Company, Inc.

[REDACTED]
Shoreline, WA 98177

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Jessica Simulcik Smith

From: Ken and Pearl Noreen [REDACTED]
Sent: Wednesday, January 12, 2011 3:35 PM
To: Plancom
Subject: Point Wells

[REDACTED]
Shoreline, Washington 98177
[REDACTED]

January 12, 2011

Dear Planning Commissioners: Chr. Michelle Wagner, Ben Perkowski, John Behrens, Michael Broili, Cunthia Esselman, Janne Kaje, and Donna Moss,

Ken and I have lived in Richmond Beach for 43 years and have used Richmond Beach Drive for our daily access to the community. We strongly urge the Planning Commission and the City Council to support the amendment to classify Richmond Beach Drive as a neighborhood local access street. With the Point Wells Development it seems like this is the only logical solution to limit the number of daily car trips on the drive. Otherwise we may not be able to get out of our driveway for our own daily access.

Sincerely,

Ken and Pearl Noreen

Jessica Simulcik Smith

From: Deborah Bowen-Mills [REDACTED]
Sent: Thursday, January 13, 2011 11:43 AM
To: Plancom; City Council
Subject: Voter at Richmond Beach neighborhood

To Council, I have lived in Richmond Beach and have raised my children here way before we were even the city of Shoreline. I have been very active in my neighborhood and served on the board here. Now that we are up against this BIG plan to change Point Wells, I need to let you know that I am VERY apposed the this plan building of 3,500. condo or less. Oh yes you can say that there will be a marina and a board walk and nice shops, BUT WE DO NOT NEED THIS! Our property taxes keep going up and our land value keeps going down. This development will only make Richmond Beach a over populated place to live. Really I have been to the close door meetings with Bob Olander and the RB board and you are kidding yourself if you think our road can be the access to this new proposition. This would change EVERYTHING we love about living in Richmond Beach. The road is busier then when I first moved here 25 years ago. How can you possibly think that this new development will help us? We have less then 5,000. residents in RB. I cannot see at least 7,000. more people and probably twice as many cars. We will not stop trying to stop this, even if Shoreline gets what they want, the monies for our fire dept, police, utilities. Hey we loss when we did not get this in our county. We cannot win at this no matter how much money you all think we will get. If this is to happen we need a CLOSED OFF ACCESS TO RICHMOND BEACH! I know I will be down there with my picket signs saying HELL NO!, Sincerely, Deborah Bowen-Mills

Jessica Simulcik Smith

From: Michael Friedline [REDACTED]
Sent: Thursday, January 13, 2011 12:17 PM
To: City Council; Plancom
Subject: Thank you for reclassifying Richmond Beach road!

Ladies and Gentlemen,

Since hearing about the proposed Point Wells development, I have been very concerned about the impact to the neighborhoods in Richmond Beach, Innis Arden, and west Shoreline. I could not imagine how Richmond Beach road would realistically accommodate the additional traffic caused by even 2500 new residences and other businesses. The road in front of my house would also be impacted negatively.

Thank you for agreeing to reclassify Richmond Beach Road to "neighborhood local access" and therefore limiting growth options to those that will keep the daily traffic level at 4,000 vehicles or less. With only one road for the resulting traffic, and the fact that it is a narrow dead-end with no sidewalks and several miles from the nearest state route or highway this makes very good and reasonable sense. I appreciate that the City is listening to the residents living in this area and cares for our safety and quality of life. I know that the incentive to find new revenues often exerts more influence than preserving ambience, beauty, and quality of life. However, cities thrive when their residents are proud to live there and feel their needs are heard.

Please count me as one more vote for Shoreline to determine its own fate with regard to the Point Wells expansion plans in Snohomish County.

Michael Friedline

Michael Friedline

[REDACTED]

Shoreline, WA, 98177

[REDACTED] direct line

Jessica Simulcik Smith

From: Sonja Cassen [REDACTED]
Sent: Thursday, January 13, 2011 12:45 PM

Dear Shoreline City Council and Planning Commission,

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Sonja Cassen

Jessica Simulcik Smith

From: Renee Ostrem [REDACTED]
Sent: Thursday, January 13, 2011 12:55 PM
To: Plancom; City Council
Cc: info@saverichmondbeach.org
Subject: Fw: Public Hearing on January 20 | Shoreline to change Richmond Beach Drive to local access

Dear City of Shoreline,

My husband and I are Richmond Beach residents and **SUPPORT** the "proposed amendment to the City's comprehensive plan for the Point Wells subarea that would reclassify the segment of road from 199th to the county line from "collector arterial" to "neighborhood local" access."

Thank you for your support of keeping our neighborhood a neighborhood and not a highway!

Sincerely,
Renee & Kanoa Ostrem
[REDACTED]
[REDACTED]

--- On Thu, 1/13/11, Save Richmond Beach <info@saverichmondbeach.org> wrote:

From: Save Richmond Beach <info@saverichmondbeach.org>
Subject: Public Hearing on January 20 | Shoreline to change Richmond Beach Drive to local access
To: "Renee" <renee@ostremlaw.com>
Date: Thursday, January 13, 2011, 11:22 AM

Email not displaying correctly? [View it in your browser.](#)



**SAVE
RICHMOND
BEACH**

The City of Shoreline is listening to the people who matter.....the residents!

Shoreline has proposed an amendment to reclassify a segment of Richmond Beach Drive from arterial to neighborhood local access.

The City of Shoreline has heard our concerns about traffic and safety in our neighborhood and is taking action. They have proposed an amendment to the City's comprehensive plan for the Point Wells subarea that would

**CRITICAL MEETING -
PLEASE ATTEND:
Planning commission public
hearing**

January 20 - 7:00 p.m.
City Council Chambers
17500 Midvale Avenue North,
Shoreline

SEND A LETTER:

If you can't attend please send a letter or email supporting the amendment to the Planning Commission and the Shoreline City Council. Make sure the letter is sent

reclassify the segment of road from 199th to the county line from "collector arterial" to "neighborhood local" access. This is important because a neighborhood local road is limited to no more than 4,000 car trips daily, less than half the limit on a collector arterial.

We are pleased and thankful that the City has heard our concerns and is taking appropriate action. However, we still need your help. The City is listening, but they still need to know just how important this change is. Please come to the Planning Commission Public Hearing on **January 20** and let them know that 4,000 is a much more appropriate number than the currently allowed 8,250 in the subarea plan, which according to traffic studies will cause our intersections to fail.

The full text of the proposed policy amendment is provided below. In recognition of the potential for future development at Point Wells, the proposed amendment leaves the door open to an increase in traffic if the developer provides the necessary mitigation.

Policy PW-13

In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a dead-end local access road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local access street with a maximum capacity of 4,000 vehicle trips per day. Unless and until either Snohomish County or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, as well as financial and legal guarantees that the necessary mitigations will be provided, the City should not consider classifying this road segment as an arterial with a capacity of 8,250 vehicle trips per day.

Come on out and let the City of Shoreline know how you feel about this important

by 4PM on January 20.

*** Email letters to:**

plancom@shorelinewa.gov and
council@shorelinewa.gov

Blue Square Real Estate to host pre-application neighborhood meeting on January 27

BSRE has issued their neighborhood meeting notice, a requirement to submitting a development application to Snohomish County.

Read the meeting notice and mark your calendars for January 27 at 6PM at the Shoreline Conference Center, 18560 1st Avenue NE in the City of Shoreline.

Written questions submitted by the public at the event or in advance at www.pointwells.com/contact-us will be summarized and included in the application submittal to Snohomish County.

issue!

If you agree this is important to quality of life and safety of our neighborhood, here are some of the key points for the Planning Commission and Shoreline City Council:

- Richmond Beach Drive should be classified as local with a maximum number of car trips of 4,000.
- The portion of Richmond Beach Drive that is in Woodway is already local access.
- Richmond Beach Drive is:
 - A narrow, dead-end street with no sidewalks
 - Miles from the nearest state route
 - Presently used for local access
- There is no other access to that road from 199th to County line, so collector arterial is inaccurate designation

To show your support, Save Richmond Beach also suggests sending the City a letter like the one already submitted by one of our neighbors:

"I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street."
read full letter...

Your comments can be sent to:

City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133-4905

Or via email at:
council@shorelinewa.gov
plancom@shorelinewa.gov

SaveRichmondBeach.org is a community-driven non-profit organization dedicated to preserving our neighborhood through

responsible and sustainable planning.

You are receiving this e-mail because you care about preserving Richmond Beach.

Unsubscribe renee@ostremlaw.com from this list.

Our mailing address is:
Save Richmond Beach
PO Box 60191
Richmond Beach, WA 98177

Add us to your address book

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Jessica Simulcik Smith

From: Greg McCall [REDACTED]
Sent: Thursday, January 13, 2011 1:44 PM
To: City Council; Plancom; kcexec@kingcounty.gov; bob.ferguson@kingcounty.gov;
larry.phillips@kingcounty.gov; mccrady.melinda@leg.wa.gov; ruth.kagi@leg.wa.gov;
Maralyn.Chase@leg.wa.gov
Subject: Point Wells Development

Shoreline City Council and Planning Commission
King County Council
King County Executive
State Legislators

Dear Ladies and Gentlemen:

I have lived in the Richmond Beach neighborhood of Shoreline for over 20 years and am writing to express my deep concern over the scope of development proposed by the owners of Point Wells. I am also shocked at the cavalier attitude Snohomish County has taken up to now with regard to this development, which will directly impact not only my property value, but my quality of life and personal safety, as my property abuts the road that will be directly impacted by the increased traffic planned. The planned urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities. Anything that can be done to slow down, hinder, and reverse the unconscionable actions of Snohomish County should be done.

By this letter, I am confirming that I completely support the city of Shoreline's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

While the proposed development will have a very negative impact on all of Richmond Beach Road and surrounding side streets all the way to Aurora (and all of it would run by my house), it would have a horrific impact on Richmond Beach Drive. All of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

Any kind of emergency would cause a significant bottleneck on Richmond Beach Drive, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Already now, there seems to be on average one or two emergency vehicles going down Richmond Beach Road every night, sirens blazing (Richmond Beach Rehab Center?)

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center," yet there is nothing even remotely urban about Richmond Beach and Woodway. This designation simply does not pass the smell test. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development. Perhaps the development can have ferry access so as not to impact the surrounding neighborhood.

It is not fair to existing residents of the area to have a developer make millions of dollars at their expense. Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. Even that number makes Richmond Beach Road seem like a freeway at times. For the safety and well being of the residents of our community, I ask that you support this amendment and keep the

traffic limits on this street to a level befitting its residential location. I urge you to investigate and oppose Snohomish County's patently illogical and illegal designation of Point Wells as an Urban Center.

Sincerely,

Gregory K. McCall

[REDACTED]
Shoreline, WA 98177
[REDACTED]

Jessica Simulcik Smith

From: M &/or S Ryan [REDACTED]
Sent: Thursday, January 13, 2011 2:20 PM
To: City Council; Plancom
Cc: info@saverichmondbeach.org
Subject: Reclassify Richmond Beach Drive from arterial to neighborhood local access.

Dear Shoreline City Council Members and Planning Commissioners,

I strongly support the amendment to classify a segment of Richmond Beach Drive from arterial to neighborhood local access.

I believe that if the Point Wells property is to be developed as per the zoning rules of Snohomish County then the access should be through Snohomish county and paid for by Snohomish county.

From the beginning, suggestions for alternate access routes through Snohomish County were dismissed out of hand.

The county then modified their growth plan to reclassify the area as an Urban Center to allow the developer the to proceed.

This whole situation is an abuse of the Growth management Act which has the stated intent of accommodating increased population while preserving the quality of life in all neighborhoods.

If the development proceeds as planned, the increase in traffic will most certainly degrade the quality of life for our neighborhood.

For perspective, 4,000 trips per day (12 hr useful time) = 5-6 cars per minute in an 12 hr period.

I don't want to see what changes 10 - 12 cars per hr would bring.

Thank you for listening and protecting our neighborhood from this abuse.

Mark & Sherri Ryan

[REDACTED]

Richmond Beach, WA 98177

[REDACTED]

Jessica Simulcik Smith

From: Tom Petersen & Michelle Hillyer [REDACTED]
Sent: Thursday, January 13, 2011 2:38 PM
To: Plancom
Subject: Richmond Beach Drive

Dear Shoreline City Council and Planning Commission,

As a Richmond Beach resident I am very concerned about the development proposed by the owners of Point Wells. An urban-center-scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive as *residential neighborhood access*. This clearly makes sense as this is a narrow dead-end street.

While most of the discussion has focused on the traffic impacts on Richmond Beach *Road* to 185th and Highway 99, the greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will travel to and from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly become a bottleneck, severely limiting access to emergency services and trapping both new and existing residents, as well as emergency responders, in a massive traffic jam, since there are no other options for egress. Even a simple one-car collision would do the same!

All of the neighborhoods surrounding Point Wells are residential, and Point Wells is miles from the nearest highway. Snohomish County may have designated Point Wells as an "Urban Center", but there is nothing remotely *urban* about Richmond Beach or Woodway. Given that Richmond Beach Drive provides the only way to access Point Wells, there is certainly not the transportation infrastructure or access to support this type of development.

Because of this, Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Michelle Hillyer

Steve Szafran

From: Larry and Lori Newman [REDACTED]
Sent: Thursday, January 13, 2011 3:59 PM
To: City Council; Plancom; Steve Szafran
Cc: Robert Olander; Keith McGlashan; Will Hall; Chris Eggen; Doris McConnell; Chris Roberts; Terry Scott; Shari Winstead
Subject: Please put our City ahead of Point Wells

Dear Shoreline City Council and Planning Commission, I realize that I am using a template provided by the "Save Richmond Beach" organization and as such it's doubtful that anyone will actually read my email. It's even less likely that I'll receive a response tailored to my letter but I'll try nonetheless. As a Richmond Highlands neighborhood (180th and 3rd NW) resident I have become greatly concerned with the scope of the development proposed by the owners of Point Wells. The radical impacts of an urban center scaled development would have brutal and irreversible impacts on my neighborhood.

I enthusiastically support the city's amendment to reclassify Richmond Beach Drive to residential neighborhood access. This clearly makes sense as this is a narrow dead end street.

Most of the sales job that I have heard from the developer and Snohomish County have focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. As a resident of Richmond Highlands which will be bisected by what will become a major arterial similar to Aurora I am terribly concerned for the quality of our lifestyle (and housing values). In the 17 years since we moved to this neighborhood from Capitol Hill in Seattle I have watched with dismay at how getting around Shoreline has become increasingly difficult and frustrating. Now I watch with concern as my very neighborhood is threatened with potential bottlenecks, more traffic "control" devices, large commercial vehicles and increasing amounts of buses navigating narrow neighborhood streets. I have been disappointed at the (my perception, perhaps) lack of concern or activity shown by my civic leaders.

In my opinion, Snohomish County has instigated hostile action against my neighborhood and the taxpayers of this city and I am glad that you are now countering their actions.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options

for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically urban about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community and to preserve the peaceful nature of our neighborhoods, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,
 Larry Newman
 [REDACTED]

Jessica Simulcik Smith

From: Ginger Botham [REDACTED]
Sent: Thursday, January 13, 2011 6:10 PM
To: Plancom; City Council
Subject: Point Wells development & Richmond Beach Road

I fully support the proposal to identify Richmond Beach Road as a NON-arterial. It is a two lane no sidewalk dead end road.

I've followed the Point Wells issue from the beginning and am appalled that a city in a different county can control development in an isolated area not connected by any roads to that city and county.

If Point Wells is going to be developed by Snohomish County then Snohomish County should provide arterials through Snohomish County for that development.

Sincerely,

Virginia Botham
[REDACTED]

Shoreline, WA 98133

Ginger & Ric Botham
[REDACTED]

Almost anyone can stand adversity. To test a person's character, give him or her power.
-Abraham Lincoln

Jessica Simulcik Smith

From: elaine phelps [REDACTED]
Sent: Thursday, January 13, 2011 9:01 PM
To: Plancom
Subject: Policy PW-13

We will not be able to attend the hearing on January 20 but would like to go on record to say that we strongly support Policy PW-13 to restrict traffic on Richmond Beach Drive. It is in the public interest to protect our neighborhoods, and this policy will help to do so.

Thank you for your consideration.

Elaine & Robert Phelps

[REDACTED]
Shoreline WA 98177

[REDACTED]

Jessica Simulcik Smith

From: Cathy Martin [REDACTED]
Sent: Thursday, January 13, 2011 9:09 PM
To: City Council; Plancom
Subject: Richmond Beach Drive - Classification as Neighborhood Access

I am writing in support of Policy PW-13 that would re-classify Richmond Beach Drive between NW 199th St and NW 205th St as a neighborhood access street as an attempt to limit traffic to the Point Wells proposed development. If the City Council could classify it as an undeveloped dirt road with even more limited traffic, that would be better!

I would also be willing to consider any suggestion to slow traffic on all of Richmond Beach Road if it would mean that Shoreline could prevent the massive development proposed at Point Wells.

The main arterial of Richmond Beach Road couldn't support the proposed influx of cars and it is **preposterous** to think that Richmond Beach Drive could manage any additional traffic. No matter how much I try to think out of the box, I can't fathom how there could be any mitigation that would be able to shoehorn even 4,000 trips per day, much less how many cars would be added from a development that large.

Sincerely,

Cathy Martin

[REDACTED]

Shoreline, WA 98177

Jessica Simulcik Smith

From: Carlton Findley [REDACTED]
Sent: Thursday, January 13, 2011 9:27 PM
To: City Council; Plancom
Cc: info@saverichmondbeach.org
Subject: Support for Policy PW-13: reclassify Richmond Beach Drive to residential neighborhood access.

Dear Shoreline City Council and Planning Commission,

I strongly support the reclassification of Richmond Beach Drive to residential neighborhood access.

I moved to Richmond Beach last summer, in large part for the small neighborhood feel and peace and quiet. I remember clearly one sunny day we were looking at houses and walked down 199th Street to a small park off Richmond Beach Drive. It was very quiet and peaceful. This is the kind of neighborhood we should protect and that makes this such a great place for families.

The idea of planting a shopping mall and 3500 condos there is ridiculous. I am hopeful that common sense will prevail, and that the residents will unite and reject this with one voice, and that the leaders of our community will listen and use good judgement.

I fear the resources that a Middle-Eastern billionaire can bring to bear in terms of lawyers, slick marketing, and the sheer power of money to influence processes and governments. This billionaire's interest is in making a huge profit, with no regard for the long-term effects on this community. Once the last condo is sold, the millions in profits will go in his pocket, halfway around the world, and we'll be left with the mess: a gash through our neighborhood where over 8000 cars speed by every day, the homes along the road devalued as home on busy streets always are, noise, pollution, crime. Inevitably these properties will be rezoned for convenience stores and strip malls to serve the condo community. The lower income required for condo residents will bring in a different crowd – not a family crowd, and a market for alcohol and drugs will grow to feed the partiers. This will in turn bring crime and safety issues into our neighborhood. It will definitely lower property values.

I bought in this neighborhood expecting it would remain as it is now for years to come. I oppose all efforts to fabricate an 'urban center' in the middle of it. I very much appreciate your work on this matter and appreciate the significant power you have over the outcome. I know you won't be intimidated by big-bankroll attorneys or swept off your feet by disingenuous businessmen – you have the power to do what's right, for our families and the future.

There are alternatives for access to the Point Wells site. I don't want it there at all, but it is worth pointing out that there are viable alternatives for the kind of access to the site that is needed.

Alternative Access #1: If they need access to the site for a lot of traffic, it makes much more sense to use the existing road that leads north from Point Wells to Edmonds. It parallels the railroad tracks and can be seen from Google Maps. There are vehicles parked along it visible. Here's a link to Google Maps showing a truck parked on the

side. <http://maps.google.com/maps/mm?hl=en&ie=UTF8&ll=47.794366,-122.391378&spn=0.00095,0.001789&t=h&z=19>
I'm sure they have made an effort to obscure its existence. But it makes a lot more sense to go that way.

*The Highway 104 goes all the way from the Edmonds Ferry to I-5. This highway is certainly capable of handling the high volume of traffic required, and it won't impact existing neighborhoods.

*The road would go along the railroad tracks and through the industrial area around the marina to get to 104, very little impact.

*Though the distance might be marginally longer to get to I-5, it would take the same amount of time, as 104 is designed to move a lot of traffic quickly to I-5. The route through RB is through neighborhoods, and even once you get to 99, you must go either north or south to cut over to I-5. Google Maps plots the time/dist from Point Wells to I-5 at 175th at 4.2 miles/12 minutes. From Edmonds Marina it is 4.5 miles/10 minutes. If you add a mile to get to Point Wells along the railroad access road, it would add at most a couple more minutes. Time-wise, which is what really counts, it is arguably the same amount of time going this way to get to I-5.

*Large Condo community already exists in Edmonds, along with all the support services. It makes much more sense to link to this community instead of tearing up RB.

*There is even the 'Transit Center' there that they tout! Both ferry and Sounder rail are there.

*It all remains in Snoho County.

Alternative Access #2: A tunnel was recently built for the Brightwater project right down the county line to the water. A small tunnel could certainly be built to more directly link the site to 104. The developer states they will spend \$1 billion in developing the area – so a tunnel of this nature is certainly in the budget. The entire Brightwater project was only a few billion, and that was for running a tunnel from Woodinville and building treatment plants. The tunnel boring equipment and contractors are certainly available here locally.

I think one of the main reasons the developer wants access through Richmond Beach is the cachet of the neighborhood. This is an old, desirable neighborhood. For the purposes of selling condos, it would be a great thing for the brochures. No matter that it would wreck the nature of the neighborhood to build it here; that is irrelevant to their bottom line. There are reasonable alternatives, and we should not feel as though this is the only way the developer can get access to his land.

Fyi, I have just donated \$100 to Save Richmond Beach, and will continue to support their efforts as long as it takes to protect our neighborhood. Thanks again for your careful consideration of this issue.

Best Regards,

Carlton & Lori Findley

[REDACTED]
Shoreline, WA 98177
[REDACTED]

Jessica Simulcik Smith

From: Karen Briggs, CFP [REDACTED]
Sent: Thursday, January 13, 2011 9:58 PM
To: Plancom
Subject: YES! Reclassify richmond beach drive!

Shoreline Planning Commission:

RE: Reclassifying Richmond Beach Drive is crucial

Richmond Beach Drive is NOT Aurora. It is a quite little road into a small neighborhood. So we believe it is CRITICAL that you reclassify Richmond Beach Drive as a neighborhood local access street.

My family has lived on Richmond Beach Drive since 1968. It is absolutely ridiculous to allow more then 4,000 trips per day on this narrow, winding, neighborhood street and still be safe.

We would also like to preserve our quality of life. The alternataive is to have a virutal freeway buzzing past our front door, day and night.

Very truly yours,

Karen Briggs
[REDACTED]
Seattle, WA 98177
[REDACTED]

Jessica Simulcik Smith

From: [REDACTED]
Sent: Friday, January 14, 2011 5:46 AM
To: Plancom
Subject: Richmond Beach

I am in complete accord and very supportive of the proposed plan to designate a part of Richmond Beach Road as LOCAL ACCESS.

Go forward and accomplish this goal and you secure my vote.

Thank you!!

Ken Anderson

Jessica Simulcik Smith

From: Sonja Serwold [REDACTED]
Sent: Friday, January 14, 2011 7:52 AM
To: Plancom; City Council
Subject: RB drive traffic concerns

Dear City of Shoreline Officials,

We support the proposed ammendment to reclassify Richmond Beach Drive from 199th north to the county line from an arterial to neighborhood local access. I understand this would limit the access to this road to be no more than 4000 trips per day which is a much more appropriate number than the 8000 allowed on an arterial. It truly is a small neighborhood road and should be continued to be used as such.

Thank you for hearing the concerns of the Richmond Beach neighborhood and working to keep Richmond Beach and the whole city of Shoreline a great place to live.

Chris & Sonja Serwold

[REDACTED]
Shoreline, WA 98177

Jessica Simulcik Smith

From: Heather Bentley [REDACTED]
Sent: Friday, January 14, 2011 9:29 AM
To: City Council
Subject: support reclassification of Richmond Beach Drive

Dear Shoreline City Council and Planning Commission,

I'm a resident of the Richmond Highlands neighborhood in Shoreline. I am very concerned about the proposed Pt. Wells development, and the huge increases in traffic through Richmond Beach that would result.

I support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*.

Richmond Beach Drive is a narrow two-lane road and cannot handle the excess traffic.

Snohomish County needs to construct its own major arterial within its own boundaries if it is eager to see the residential urban development of Pt. Wells.

The City of Shoreline cannot be turned into an easement for access to its neighbor's plot.

Sincerely,

Heather Bentley
[REDACTED]

Steve Szafran

From: Diane Bowers [diane.bowers@cityofrichmondbeach.com]
Sent: Thursday, January 13, 2011 1:52 PM
To: City Council; Plancom
Subject: Point Wells issue
Attachments: Shoreline_Amendment_Letter.doc

Dear city council/planning commission,

Please add my voice to this letter. It is the only sane policy for this project.

My neighborhood had an issue similar, but on a much smaller scale. We appreciated the care, and caring that went into the planning commission's decision which allowed our neighborhood to remain as it was set up.

Please help us keep our larger community of Richmond Beach what it has always been, a quiet and safe neighborhood for us to raise our families.

Thank you,

Diane Bowers

Dear Shoreline City Council and Planning Commission,

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to residential neighborhood access. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Steve Szafran

From: elaine phelps [REDACTED]
Sent: Friday, January 14, 2011 12:50 PM
To: Steve Szafran
Subject: Policy PW-13

We will not be able to attend the hearing on January 20 but would like to go on record to say that we strongly support Policy PW-13 to restrict traffic on Richmond Beach Drive NW. It is in the public interest to protect our neighborhoods, and this policy will help to do so.

Even without the impending impact of Point Wells development by Snohomish County, this action is more than justified. It was simply by an oversight that this was not remedied years ago. It is, however, made more urgent by current circumstances.

When a neighboring community undertakes a project that will negatively impact Shoreline, and at the same time does not consider this as an impediment to its plans, then our city must do all it can to protect our city residents from the negative impact. This is the situation that we face now, and PW-13 is part of that protection.

Thank you for your consideration.

Elaine & Robert Phelps

[REDACTED]
Shoreline WA 98177
[REDACTED]

Jessica Simulcik Smith

From: Chen, Chu [REDACTED]
Sent: Friday, January 14, 2011 12:51 PM
To: City Council
Subject: amendment to reclassify Richmond Beach Drive to residential neighborhood access

Dear Shoreline City Council and Planning Commission,

I am a resident of Innis Arden. I am concerned with the scope of the development proposed by the owners of Point Wells. I envision that the Point Wells development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I support the city's amendment to reclassify Richmond Beach Drive, a narrow dead end street, to residential neighborhood access.

If there were a need for evacuation due to earthquake, tsunami or fire, Richmond Beach Drive would become a bottleneck, severely limiting access to emergency services and trapping residents since there are no other roads to exit. Even if there is no emergency, any traffic accident would do the same for our daily life.

All of the neighborhoods nearby the Point Wells development are residential; Point Wells is miles from the nearest state route. It is surprising that it has been designated by Snohomish County as an "Urban Center". Given that Richmond Beach Drive provides the only way to access the site, the current transportation infrastructure or access seems grossly inadequate to support Point Wells' development.

In my humble opinion, the development of Point Wells needs the development of another primary road. Until that is done, Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I respectfully ask that you support this amendment to keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Chu Chen

Jessica Simulcik Smith

From: lonny hecker [REDACTED]
Sent: Friday, January 14, 2011 1:54 PM
To: Plancom
Subject: Richmond Beach Drive

Dear Shoreline City Council and Planning Commission,

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Lonny M Hecker

[REDACTED]
Shoreline, WA 98177

Jessica Simulcik Smith

From: Andy Seglins [REDACTED]
Sent: Friday, January 14, 2011 3:06 PM
To: City Council; Plancom
Subject: I support the city's amendment

Dear Shoreline City Council and Planning Commission,

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Andy Seglins

Engineering Manager

Home Address:

[REDACTED]

Shoreline, WA 98177

Vaupell

Jessica Simulcik Smith

From: [REDACTED]
Sent: Friday, January 14, 2011 3:11 PM
To: Plancom; City Council
Subject: Please support amendment to reclassify segment of Richmond Beach Drive from arterial to neighborhood local access

Dear Shoreline officials,

Thank you for your vote in support of the amendment to reclassify the segment of Richmond Beach Drive described below from arterial to neighborhood local access. Irene Barinoff (206-533-1569)

Shoreline has proposed an amendment to reclassify a segment of Richmond Beach Drive from arterial to neighborhood local access.

The City of Shoreline has heard our concerns about traffic and safety in our neighborhood and is taking action. They have proposed an amendment to the City's comprehensive plan for the Point Wells subarea that would reclassify the segment of road from 199th to the county line from "collector arterial" to "neighborhood local" access. This is important because a neighborhood local road is limited to no more than 4,000 car trips daily, less than half the limit on a collector arterial.

Jessica Simulcik Smith

From: Jan Stewart [REDACTED]
Sent: Friday, January 14, 2011 5:09 PM
To: Plancom
Subject: richmond Beach Drive & Point Wells

Planning Commission,

I am writing to show my support for the proposed amendment to reclassify Richmond Beach Drive to residential neighborhood access.

I live in another part of the city but use RB Drive often enough to be familiar with its limitations and to understand that the increased traffic that would be generated from the so-called Urban Center at Point Wells represents an enormous concern for our city and its neighborhoods.

I am against the development for many reasons, but the lack of infra structure, especially with respect to the traffic impacts is a primary concern because RB Drive would be the only access. It makes no sense for Shoreline.

Please help protect our neighborhoods and support the amendment that will keep the traffic limits on RB Drive at the level appropriate to its residential location.

Jan Stewart

Shoreline Resident

Jessica Simulcik Smith

From: [REDACTED]
Sent: Friday, January 14, 2011 5:37 PM
To: Plancom; City Council
Subject: Support for amendment to Shoreline's Comprehensive Plan

Dear Sirs:

I wholeheartedly support the City of Shoreline's proposed amendment to the City's Comprehensive Plan for the Point Wells sub area to reclassify the segment of Richmond Beach Drive from 199th to the county line from "collector arterial" to "neighborhood local" access. It is so very important to limit the amount of car trips daily to less than 4,000.

Neither can Richmond Beach Road handle additional daily car trips. Already the traffic is extremely heavy with the peak hours increasing.

I very much appreciate that the City is hearing our concerns and addressing them by taking appropriate action on this matter.

Janet K. Vincent

[REDACTED]
Shoreline, WA 98177

Steve Szafran

From: [REDACTED]
Sent: Friday, January 14, 2011 6:15 PM
To: Steve Szafran
Subject: Point Wells comment

Hi,
I just wanted to put in my two cents regarding the Point Wells needing our roadways for their development. We haven't even got all the buildings here in Shoreline filled with businesses. If they want to develop it, let them build a bridge...that way no neighborhood and the taxpayers are not effected by their plan. I can't see loading 185th and Richmond Beach Road with huge construction vehicles and other cars per hour. There are apartment dwellers that cross that street to get to the businesses along that road. You want to encourage walking and then you want to build a highway where they walk....doesn't make sense.
How can 2 lanes support what the developers believe a place everyone will want to come.
Developers have left us with half built houses, foreclosed houses and look at Rainer Neighborhood that thought the Sounder train was going to bring all the new dollars. Vince's restaurant is closing. They have been there for years.
New and shiny isn't what we need. Yes it would be great to clean up that area at Point Wells, but how many people are you disrupting. The bridge is all at the developers cost and he can then build his dreamland oasis.
Joan Giuffre
Shoreline Resident

Steve Szafran

From: Sherry Edwards [REDACTED]
Sent: Saturday, January 15, 2011 11:42 AM
To: Steve Szafran
Subject: Richmond Beach Drive Proposal

January 15th, 2011

RE: Richmond Beach Drive Designation Proposal

To: Steven Szafran
From: Sherry Edwards

Dear Steven,

As a resident of Shoreline, WA, I heartily support changing the designation of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line from Collector Arterial to Local Street.

This designation is a much more accurate description of the size of the road and its intended use by the public.

Thank you for taking the time to review this matter.

Sincerely,

Sherry Edwards
Shoreline, WA

Jessica Simulcik Smith

From: Kleyn Family [REDACTED]
Sent: Saturday, January 15, 2011 11:43 AM
To: City Council; Plancom
Subject: Reclassifying Richmond Beach Drive/Point Wells

Dear Shoreline City Council and Planning Commission,

I am a 14 year resident of Richmond Beach. My children attend Shoreline Schools. I look forward to enjoying many more years in my wonderful neighborhood. Like many, I am deeply troubled by the plans for developing Point Wells due to safety and traffic concerns, as well as how it would negatively affect the quality of our community and parks. I want to let you know that I am in strong agreement with the letter written below by a fellow neighbor.

Sincerely,

Frank Kleyn
[REDACTED]

Shoreline, WA 98177

Dear Shoreline City Council and Planning Commission,

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam

since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the *only* way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Jessica Simulcik Smith

From: Ole A. Bakken [REDACTED]
Sent: Saturday, January 15, 2011 12:07 PM
To: Plancom
Subject: Point Wells
Attachments: Excess Traffic on Residential Roads.pdf

City of Shoreline Planning Commission

Chair Michelle Linders Wagner

Vice Chair Ben Perkowski

Commissioner John Behrens

Commissioner Michael Broili

Commissioner Cynthia Esselman

Commissioner Janne Kaje

Commissioner Donna Moss

Dear Commissioners,

My family and I support the City's action to change the 199th County Line segment of Richmond Beach Drive from being a Collector Arterial to "Neighborhood Access Road" with a maximum capacity of 4000 car trips daily. However, I am afraid that for many families, this volume will still adversely affect their quality of life. For your consideration, attached is table of traffic impacts I feel Point Wells will impart on the community as traffic levels increase.

I suggest that PW13 be amended to ask for a much more specific solution from the developer and Snohomish County -- **an alternative primary road**. As currently drafted, this portion of PW13 leaves the developer with the "foot in the door" to offer further unrealistic solutions such as a train station that doesn't exist (and no plans for one) or "water taxis".

We, the citizens of Shoreline, can take care of ourselves, asking that our local government makes the right decisions to help maintain our safety and quality of life. Snohomish County and the developer may have their "jewel", but we should not allow them to force this development on us at the expense of our community!

Finally, a few words about myself. I am a retired Boeing engineer with an extensive background in the aerospace industry. There have been many times where I have been called upon to help make tough decisions which sometimes changed the course of a project heading in the wrong direction. Although my background is clearly not in growth management, I do feel my planning, design and project interface does provide me with a unique perspective to the issues we are facing.

Point Wells is clearly going in the wrong direction and I am hoping to see the City take a stand. I ask that you support this amendment and keep the traffic levels on Richmond Beach drive to level that fits our Community and help keep Shoreline one of the best places to live in the State!

Sincerely,

Ole A. Bakken

[REDACTED]

Shoreline, WA 98177

[REDACTED]

Attachment
Excess Traffic on Residential Roads
and its impact on Quality of Life

Noise Pollution

Safety Issues

- To and from Driveways
- Playgrounds for children

Emergency Services Delays / 911

- Fire
- Police
- Ambulance

Security issues

- Increased home invasions and crime due to huge influx of people

School busses and mail delivery

- Safety
- Unacceptable delays
- Drivers and residential stress

Economic Issues

- Decreased home values
- Transportation costs

Health Issues

- Increased stress due to transformation from a quiet neighborhood to an urban center with increased traffic.

Environmental Issues

- Stress on the environment / shoreline from increased population

Breakdown of Communities

- From happy residents to distressed, sad, and angry people

Steve Szafran

From: Jennifer Gettmann [REDACTED]
Sent: Saturday, January 15, 2011 2:57 PM
To: Steve Szafran
Subject: Point Wells impact on Richmond Beach

Steven -

As a resident of Richmond Beach in Shoreline, WA, I encourage changing the designation of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line from Collector Arterial to Local Street.

This designation is a much more accurate description of the size of the road and its intended use by the public. Please consider the impact of Point Wells on the traffic to the residents and community of Richmond Beach.

Thank you for taking the time to review this matter.

Sincerely,

Jennifer Gettmann

Jennifer Gettmann, CPA | MOSS ADAMS LLP
999 Third Avenue, Suite 2800
Seattle, WA 98104
Direct (206) 302-6391 | Front Desk (206) 302-6500
Fax (206) 622-9975 |
www.mossadams.com | *Acumen. Agility. Answers.*

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Jessica Simulcik Smith

From: Susan Will [REDACTED]
Sent: Saturday, January 15, 2011 4:16 PM
To: Steve Szafran; Plancom
Cc: Sheri Ashleman; Joe Tovar; Rachael Markle
Subject: Point Wells Subarea Plan Amendment Testimony

Dear Steve and Jessica,

Please submit my email message below to the Planning Commission for its consideration during the Point Wells Subarea Plan Amendment Public Hearing on January 20, 2011. Thank you!

Susan Will
[REDACTED]
Shoreline, WA 98177
[REDACTED]

January 15, 2011

Dear Shoreline Planning Commission,

Please accept this email as testimony in the Point Wells Subarea Plan Amendment Public Hearing scheduled for January 20, 2011.

I strongly encourage you to recommend the Point Wells Subarea Plan Amendment as drafted by staff to the City Council for adoption. As a 17+ year resident of the Richmond Beach neighborhood of Shoreline, I am very familiar with this section of roadway. It is narrow and fit only for local access; it is indeed the only access for the homes near where it dead ends at the county line.

By recommending (and adopting) this amendment, the City of Shoreline illustrates that it takes its roles as stewards of public tax dollars, road safety and community quality of life seriously and with great professional attention. Though it is a small segment of Shoreline's overall street infrastructure, protecting it through proper designation not only benefits adjacent residents or even the Richmond Beach neighborhood, but the city as a whole. This is because this amendment is an important step in protecting Shoreline's investment in and future maintenance costs of the greater part of Shoreline's street system to which this small segment connects, among other things.

Thank you for your consideration.

Sincerely,

Susan Will
[REDACTED]
Shoreline, WA 98177
[REDACTED]

Steve Szafran

From: Ruth Robinson [REDACTED]
Sent: Saturday, January 15, 2011 7:06 PM
To: Steve Szafran
Subject: Proposed Redefinition of Richmond Beach Drive

I am a resident of Richmond Beach. Having once considered purchase of a house toward the north end of Richmond Beach Drive I was today dumbfounded to learn that the small, two-lane Drive was designated a collector-arterial. I strongly support the redesignation to local street as proposed by the City of Shoreline. I am heartened to see Shoreline taking steps to control the proposed development. As a former employee of Snohomish County, I am well aware of the County's propensity to ride roughshod over residents who disagree with their close relationships with developers. I fervently hope Shoreline has the tenacity to stand up to SnoCo. Ruth Robinson [REDACTED]
[REDACTED]

Steve Szafran

From: julie gaevert [REDACTED]
Sent: Saturday, January 15, 2011 6:17 PM
To: Steve Szafran
Subject: Proposed Amendment to Reclassify Richmond Beach Drive

Mr. Szafran,

We were pleased to read about the proposed amendment that would reclassify Richmond Beach Drive. It does not seem feasible that the road into the proposed Point Wells Development could support the increased amount of traffic that is supposed to occur as a result of the plans. All of the burden for maintenance of the road will fall on the City of Shoreline, yet we will receive no tax base to help offset the cost of these expenses.

Please support the proposed amendment so that it has the restrictions necessary to prevent something that would have a very negative effect on the Richmond Beach Community and it's environment.

We are in full support of the proposed amendment that would reclassify Richmond Beach Drive from a "collector arterial" to a "neighborhood local" road.

Thank you.

Richard & Julie Gaevert

Jack and Kelley McHenry

Shoreline, WA 98177

January 16, 2011

City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133-4905

To the City of Shoreline Town Council:

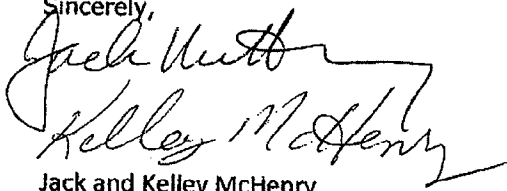
We support the amendment to reclassify Richmond Beach Drive to residential neighborhood access. Given the nature of this thoroughfare and its location at the bottom of the Richmond Beach hill in a distinctly residential area, it only makes sense.

Richmond Beach Drive is decidedly NOT urban, although the proposed development at Point Wells has been cast as an "urban center." In its location and its points of access to the surrounding communities Point Wells is a remote extension of the residential community. As you know, the area at the end of Richmond Beach Drive is accessible only by a two lane road that winds its way through residential homes and neighborhoods. This road would be unable to support the number of vehicle trips that would be likely if the area is designated as "urban."

In truth, the current road and traffic patterns in Richmond Beach already present traffic and safety issues – as revealed in the recent neighborhood traffic mediation work undertaken since last spring by the city. For this reason, as well, it is critical that the status of Richmond Beach Drive be reclassified to "neighborhood access."

Thank you for your work to reclassify Richmond Beach Drive as **residential neighborhood access**.

Sincerely,



Jack and Kelley McHenry

Shoreline, WA 98177

Jessica Simulcik Smith

From: [REDACTED]
Sent: Sunday, January 16, 2011 12:03 AM
To: Plancom
Subject: Save our quiet neighborhood

To. Shoreline planning commission. Please put me on record as apposing the Wells point project in it's currant form. As a resident of the town of Woodway I'm not interested in seeing our quiet street's made unsafe and congested to increase your tax base.

Sincerely Brian Elliott Rau
[REDACTED]

Jessica Simulcik Smith

From: Janet Peterson [REDACTED]
Sent: Sunday, January 16, 2011 9:35 AM
To: City Council; Plancom
Cc: Janet Peterson
Subject: Reclassify Richmond Beach Drive to residential neighborhood access

January 17, 2011

Dear Shoreline City Council and Planning Commission,

As a Shoreline resident since 1983, I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities. I think of this every time I drive to the Richmond Beach Library and access the Richmond Beach Park, both community treasures that would be negatively impacted by this proposed urban center development.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress.

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Janet Maines Peterson

Steve Szafran

From: [REDACTED]
Sent: Sunday, January 16, 2011 9:40 AM
To: Steve Szafran
Subject: My comments on Richmond Beach Drive Designation....

1/17/2011

RE: Richmond Beach Drive Designation Proposal

To: Steven Szafran
From: Charles R. Cross

Charles R. Cross

Mail: PO Box [REDACTED]

Shoreline, WA 98160-0094
e-mail: [REDACTED]
website: www.charlesrcross.com

Dear Mr. Szafran:

I am a resident of Shoreline, WA, and I live in the Richmond Beach area. I wanted to put in a word to make sure the city was aware that I support the changing of the designation of Richmond Beach Drive NW between NW 199th Street and the Snohomish County line from Collector Arterial to Local Street. This street already has traffic issues; I can't imagine what could possibly happen to public safety if it were to remain an Arterial and more traffic was on it.

A designation of local street is a more appropriate.

Thank you for taking the time to review this matter and please keep me advised on the matter.

Sincerely,

Charles R. Cross
Shoreline, WA

Jessica Simulcik Smith

From: [REDACTED]
Sent: Sunday, January 16, 2011 9:44 AM
To: Plancom; City Council
Subject: amendment to reclassify Richmond Beach Road

People:

I can not tell you how much it warms my heart to hear that the planning commission and my city of Shoreline council has made a move to try and take care of us, their citizens with your proposed amendment to the City's comprehensive plan for the Point Wells subarea that would reclassify the segment of Richmond Beach Road road from 199th to the county line from "collector arterial" to "neighborhood local" access.

What clear headed recognition of the on the ground reality here in Richmond Beach!

Thank you. Thank you.

Annie Grosshans

[REDACTED]

Shoreline, WA 98177

[REDACTED]

This is important because a neighborhood local road is limited to no more than 4,000 car trips daily, less than half the limit on a collector arterial.

Steve Szafran

From: Katharine Harvey [REDACTED]
Sent: Sunday, January 16, 2011 12:13 PM
To: Steve Szafran
Subject: Richmond Beach Drive Designation Proposal

RE: Richmond Beach Drive Designation Proposal

Dear Steven Szafran,

As a resident of Richmond Beach, WA, I strongly support changing the designation of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line from Collector Arterial to Local Street.

This designation is a much more accurate description of the size of the road and its intended use by the public. I enjoy walking in our neighborhood and hope to continue to do that; as it is, the street traffic is often too heavy and too fast to allow comfort for myself walking, much less children.

Thank you for taking the time to review this matter.

Sincerely,
Katharine Harvey
Richmond Beach resident

Jessica Simulcik Smith

From: Kathryn Zufall [REDACTED]
Sent: Sunday, January 16, 2011 8:40 PM
To: Plancom; City Council
Subject: Keep Richmond Beach Rd residential

Dear Shoreline City Council and Planning Commission,

Having been a resident of Richmond Beach and Innis Arden for over 30 years, I am very concerned about the impact the proposed Point Wells project will have on our community as well as the huge traffic problems it will create for us. There is nothing urban about our area, and having a small 2 lane road (Richmond Beach Drive) as the only access to Point Wells is irresponsible and potentially dangerous.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*.

Sincerely,

Kathryn A. Zufall, MD

[REDACTED]

Shoreline WA 98177

Steve Szafran

From: Robert Hauck [REDACTED]
Sent: Monday, January 17, 2011 11:25 AM
To: Steve Szafran
Subject: Point Wells

To: City of Shoreline Governance

From: Robert C. Hauck, MD, resident of Richmond Beach for 40+ years

Re: Point Wells

Please register my strong opposition to the current plan for development of the Point Wells property in Snohomish County.

I recognize that Point Wells development is not only inevitable but also necessary for our urban region. However, successful development absolutely depends upon involvement of all impacted parties and all adjacent communities.

Others have thoroughly documented the potential effects on areas surrounding Point Wells and the tax implications for support of infrastructure - - - I won't repeat those effects here but realize that my own neighborhood of Richmond Beach will be very significantly affected.

For more than a decade we've witnessed major emphasis upon cooperative, regional planning for development that benefits the most people in the best possible way. Please continue your efforts to challenge Snohomish County Council's unilateral current proposal and require that all involved parties become involved in developing a reasonable, sustainable plan for Point Wells.

Jessica Simulcik Smith

From: ivan swater [REDACTED]
Sent: Monday, January 17, 2011 11:44 AM
To: City Council
Cc: Plancom
Subject: Richmond Beach Road, Policy PW-13

Dear City of Shoreline,

I'm writing to support the proposed amendment to designate Richmond Beach Road, between NW 199th and NW 205th, a local access street with a maximum capacity of 4,000 vehicle trips per day. Richmond Beach Road could not be expanded to handle a significant increase in traffic and there are no nearby arterials to pick up the overflow. Excess traffic would likely end up spilling into nearby residential neighborhoods whose roads were not designed for high traffic levels.

Thank you for your support of this amendment! Pat Tillman

Jessica Simulcik Smith

From: Thomas Haensly [REDACTED]
Sent: Monday, January 17, 2011 11:50 AM
To: City Council; Plancom
Cc: Steve Szafran
Subject: Point Wells - Traffic/Roads

Dear Shoreline City Council and Planning Commission,

We are residents of Shoreline and live in Richmond Beach.

We are strongly opposed to the Point Wells development given the anticipated density and extremely limited access to the site. The developer's plan would impose an unacceptable amount of traffic on a road system that is simply not designed for such use. Regardless of whether it is found to be legal, Snohomish County's designation of the site as an "urban center" is clearly inappropriate for a landlocked tract with limited access. Such a designation was at best made with absolute indifference to the extreme limitations on access and the disproportionate impacts that would be imposed on the City of Shoreline. Such a designation was also clearly outside the realm of reasonable scenarios for which the City of Shoreline had previously conducted its planning.

The City of Shoreline's proposed amendment to its Comprehensive Plan to reclassify Richmond Beach Drive from 199th to the county line to "neighborhood local" is appropriate to address Point Wells. The road should also never have been classified as a collector arterial given that it is a narrow, dead-end street with no sidewalks and miles from the nearest state route. We strongly support the City's proposal. This proposal is protective of public safety, which would be compromised by Blue Square's development plan.

Thank you.

Sincerely,

Thomas Haensly

Sharon Haensly

Jessica Simulcik Smith

From: Jim O'Hanlon [REDACTED]
Sent: Monday, January 17, 2011 11:55 AM
To: City Council
Cc: Plancom
Subject: Point Wells

Dear City Officials,

I am amazed that the Point Wells developers would have the nerve to ask the City of Shoreline and King County to accommodate their planned community in another county and city. Someone else gets the revenue while we get the traffic congestion and costs of having to deal with servicing that community. How does that work?

I fully support your idea of restricting Richmond Beach Road in order to put a stop to this project's attempt to take advantage of the Shoreline community.

Jim

Jim O'Hanlon

 touchstone

[REDACTED]

Seattle, WA 98121

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]
Shoreline, WA. 98177
[REDACTED]
[REDACTED]

Att: Steven Szafran
801-2788

January 17th, 2011

Dear Shoreline City Council and Planning Commission,

I am writing this letter in full support of the City of Shoreline's proposed change of street classification of Richmond Beach Drive NW between NW 199th Street and the dead-end at the Snohomish County line from Collector Arterial to Local Street.

This stretch of Richmond Beach Drive NW has always been a local street that serves a limited number of residents. This is a dead-end street with no sidewalks on either side of the street. It is about time that the classification be changed to truly reflect its actual condition and intended use and service.

Kudos to the City of Shoreline Planning Department for this proposed change. The potential traffic impact to the City of Shoreline from the proposed Point Wells Development will be great through out the city from Richmond Beach up to I-5 connections. The originator of this traffic problem will start from Point Wells Development at the end of this road through this narrow local street that was meant to serve local residents and not meant to serve the proposed large urban center development.

I ask for your support and approval of this amendment to keep our community safe and a great City to live in.

6538 REGISTERED
ARCHITECT
Sincerely Yours,
CHAKORN PHISUTHIKUL
STATE OF WASHINGTON

Chakorn Phisuthikul

Architect

Jessica Simulcik Smith

From: Sanchez, Carissa A [REDACTED]
Sent: Monday, January 17, 2011 3:46 PM
To: Plancom
Subject: Amendment RE Richmond Beach Drive

Dear Planning Commission,

We are residents of the city of Shoreline and would like to add our support to the amendment to reclassify a segment of Richmond Beach Drive from arterial to neighborhood local access. Richmond Beach Drive was not designed to support the increased traffic that a development of Pt Wells will inflict upon the community.

Carissa Sanchez and Brian Branagan
[REDACTED]

Steve Szafran

From: vanessa mark [REDACTED]
Sent: Monday, January 17, 2011 5:02 PM
To: Steve Szafran
Subject: RE: Richmond Beach Drive Designation Proposal

January 17th, 2011

Dear Steven Szafran,

I strongly support changing the designation of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line from Collector Arterial to Local Street.

This designation is a much more accurate description of the size of the road and its intended use by the public.

Thank you for taking the time to review this matter.

Sincerely,
Vanessa Mark

Steve Szafran

From: Brent Lumley [REDACTED]
Sent: Monday, January 17, 2011 6:20 PM
To: Steve Szafran
Subject: Point wells project

January 17th, 2011

RE: Richmond Beach Drive Designation Proposal

To: Steven Szafran

From: Brent Lumley

Dear Steven,

As a resident of Shoreline, WA, I heartily support changing the designation of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line from Collector Arterial to Local Street.

This designation is a much more accurate description of the size of the road and its intended use by the public.

Thank you for taking the time to review this matter.

Sincerely,

Brent Lumley

Brent D. Lumley
[REDACTED]
Lumleyteam.com

You can always count on me and I know I can always count on you to introduce me to the people you care about because you want your family, friend's and neighbors to get the best advice when its time to buy or sell a home don't you? Who is the next person you know that is most likely to buy or sale a home?

Go to Lumleyteam.com and sign up for a free market snapshot of your neighborhood or one that you may be interested in. [REDACTED]

Jessica Simulcik Smith

From: Sheri Ashleman [REDACTED]
Sent: Monday, January 17, 2011 6:47 PM
To: Steve Szafran; Plancom
Subject: Proposed Plan Change for Richmond Beach Drive

Shoreline Planning Commission

Re: Point Wells Subarea Plan Amendment

We are writing in support of the City's proposal to reclassify Richmond Beach Drive from a "collector arterial" to a "neighborhood local" road.

We have lived in the Richmond Beach neighborhood for 23 years and have been residents of Shoreline for 30 years. We choose to live in Shoreline for many of the reasons that resulted in the City of Shoreline being designated as one of the area's "Best Neighborhoods".

The potential impacts from the Point Wells redevelopment threaten the quality of life in our neighborhood. The additional traffic generated from the proposed development at Point Wells will overwhelm Richmond Beach Drive, which is a narrow, two-lane, neighborhood road. Richmond Beach Road will become congested causing drivers to cut through our quiet, residential streets. The proposed retail businesses at Point Wells will generate additional traffic in and out of the development, as will additional development along the Richmond Beach corridor that will inevitably occur. This creates a huge safety concern for our residents.

There is currently no access to mass transit at the Point Wells site, nor is any planned in the future. No matter what the developer would like to see happen, that doesn't mean it will. Therefore, we have to assume that the primary form of transportation will be in the way of single car trips. Shoreline should not have to absorb all the traffic from a development in Snohomish County. While it would be expensive for the developer, but not impossible, they should provide alternate access through Edmonds or Woodway. At the very least, if vehicles exit the development via Richmond Beach Drive, traffic should be funneled back through Woodway at the first available route.

Richmond Beach was forced to absorb the bulk of the traffic generated by the Woodway Highlands development. Edmonds saw fit to vacate their one street right-of-way that would have provided the most direct access to I-5 from the Woodway Highlands development in order to protect their neighborhood from the resulting traffic. We expect the same type of protection from our City. Please protect our neighborhood from the excessive traffic that would result from further growth at the Point Wells site. Currently the community of Richmond Beach consists of around 2,000 households. If the developer at Point Wells has his way and gets 3,000 to 3,500 units, traffic through Richmond Beach will be **more than double**. This is unacceptable!

We encourage the City to focus on what is right for the City's residents regardless of any possible financial benefits that the possibility of Point Wells annexing to the City of Shoreline might bring. The City has met its requirements under the Growth Management Act and doesn't need to add any more density. The preservation of our quality of life should be first and foremost. Richmond Beach made *Seattle Metropolitan* magazine's list of Best Places to Live in 2010. Please help us retain this distinction and do what is necessary to minimize the traffic and other impacts from this development.

Sincerely,

Rick and Sheri Ashleman

Jessica Simulcik Smith

From: [REDACTED]
Sent: Monday, January 17, 2011 8:02 PM
To: City Council
Subject: Richmond Beach Road

To the Representatives of Shoreline,

My husband and I would like to support the City of Shoreline amendment to reclassify Richmond Beach Road to residential neighborhood access. This is logical as it is a dead end road within a residential neighborhood and is the ONLY access to that small neighborhood. Follow the example of Woodway and protect this neighborhood in Shoreline from unwanted noise, pollution and many other negatives that no one except business people who don't live there but will make gross amounts of money would want.

Thank you,
Suzanne Armour and Ken Gross

Steve Szafran

From: Mary Bannister [REDACTED]
Sent: Monday, January 17, 2011 9:19 PM
To: Steve Szafran; kamatjas@mac.com; info@booksforbeginners.org; dbannister56@hotmail.com
Subject: Please reclassify Richmond Beach Drive to residential neighborhood access.
Importance: High

Attn: Mayor McGlashan
Steven Szafran

Dear Mayor McGlashan, Mr. Szafran, Shoreline City Council and Planning Commission,

First of all we love our community in Richmond Beach, a wonderful neighborhood in our beloved City of Shoreline!

Secondly, thank you for the admendment to reclassify Richmond Beach Drive to residential neighborhood access.

There are multiple safety issues for doing this as well as maintaining our quality of life.

Let us know if there is anything we can do to further support this reclassification of Richmond Beach Drive to residential neighborhood access.

Many thanks for your efforts on our behalf.

A grateful constituent,
Mary E. Bannister
[REDACTED], Shoreline, WA 98177
[REDACTED]
info@booksforbeginners.org

Steve Szafran

From: David Bannister [REDACTED]
Sent: Monday, January 17, 2011 10:20 PM
To: Steve Szafran; kamatjas@mac.com; dbannister56@hotmail.com
Subject: Richmond Beach Drive

Attn: Mayor McGlashan
Steven Szafran

Dear Mayor McGlashan, Mr. Szafran, Shoreline City Council and Planning Commission,

Thank you for the admendment to reclassify Richmond Beach Drive to residential neighborhood access.

There are multiple safety issues for doing this as well as maintaining our quality of life.

Let us know if there is anything I can do to further support this reclassification of Richmond Beach Drive to residential neighborhood access.

Many thanks for your efforts on our behalf.

David R.Bannister
[REDACTED], Shoreline, WA 98177
[REDACTED]

Jessica Simulcik Smith

From: Jerry Patterson [REDACTED]
Sent: Tuesday, January 18, 2011 7:43 AM
To: Plancom
Cc: Janice
Subject: Support Change in Street Classification for Richmond Beach Dr NW

Dear Commissioners:

My wife and I recently moved to the Seattle area from out of state and consciously chose to live in Shoreline because of the quality of life and the progressive approach to city government.

Please don't tell us we made a mistake in judgment!

Support the change in street classification for Richmond Beach Dr. NW for all of the right reasons.

We will follow the actions on this decision very carefully.

Respectfully submitted,

Janice and Jerry Patterson

[REDACTED] 98177

Jessica Simulcik Smith

From: Kim McKisson [REDACTED]
Sent: Tuesday, January 18, 2011 10:28 AM
To: City Council
Subject: Richmond Beach Drive
Attachments: Shoreline_Amendment_Letter.doc

Dear Shoreline City Council,

I support this letter, and support neighborhood local access on Richmond Beach Drive.

Sincerely,

Kim and Dan McKisson

Dear Shoreline City Council and Planning Commission,

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to residential neighborhood access. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

William Willard
[REDACTED]
Shoreline, Washington 98177

January 4, 2011

VIA EMAIL sszafran@shorelinewa.gov

Shoreline Planning Commission
Shoreline City Hall
17500 Midvale Avenue North
Shoreline, Washington

RE: Written Comments Submission
Point Wells Subarea Plan – Richmond Beach Drive NW Classification
Planning Commission Meeting, Thursday, January 20, 2011

Dear Planning Commission;

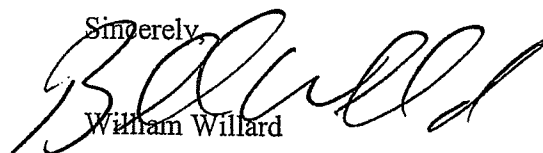
I am writing to express my support for the proposal by the City of Shoreline to change the street classification of Richmond Beach Drive NW between NW 199th Street and the Snohomish County line from Collector Arterial to Local Street. This reclassification is appropriate as the street is a narrow dead-end residential street with no sidewalks and is not suitable for any increase in traffic. The area is a popular walking route and increased traffic without significant safety improvements will result in dangerous conditions.

As a resident of Shoreline I have serious concerns about the scope of the development proposed at Point Wells. The current proposal by the developer, if constructed, would cause severe harm to the City. There would be large increases traffic that would negatively impact transportation throughout the City. There are also unanswered questions about using the existing roadway for emergency access or evacuation during an earthquake or other emergency.

I have examined the development proposal and walked Richmond Beach Drive. I do not believe that Richmond Beach Drive could accommodate traffic associated with the proposed development without substantial modifications. In order to obtain the necessary roadway width it appears that some private property along Richmond Beach Drive would have to be acquired or condemned. Doing so for the benefit of a private developer in Snohomish County raises serious issues that have not been addressed.

I ask that you act to designate Richmond Beach Drive as neighborhood residential street with no more than 4,000 vehicle trips per day.

Sincerely,


William Willard

Jessica Simulcik Smith

From: Bob Haber [mailto:~~bob.haber@cityofcolumbus.com~~]
Sent: Thursday, January 13, 2011 7:08 PM
To: City Council
Subject: RB Drive

My mother and I fully endorse the city's amendment to reclassify RB Drive to residential neighborhood access. This is a dead end street and we already have too much lookyloo traffic on it.

~~REDACTED~~
Shoreline, Wa. 98177

January 14, 2011

Steven Szafran

Associate Planner

Planning and Development Services

17500 Midvale Avenue North

Shoreline City Hall

Shoreline, Wa. 98133

RE: AMENDMENT TO CLASSIFY RICHMOND BEACH DRIVE AS "NEIGHBORHOOD LOCAL ACCESS."

We support the amendment to classify RBD as "neighborhood local access" which would limit traffic to 4000 vehicle trips per day.

Unless this occurs, the proposed Pt. Wells Development will create/precipitate/incur an amount of daily traffic on Richmond Beach Drive which would be extremely dangerous.

RBD is basically a local street dead ending at NW 205th.

Traffic needs to be kept at a reasonable level with a limit of 4000 vehicle trips per day for the purposes of public safety. The projected traffic figures for the Pt. Wells project can be assured to result in fatalities and/or casualties which will be unavoidable under the current proposal. There is sure to be vehicular collisions and endangered pedestrian access. Emergency aid and services will be either delayed or unavailable.

Unless the developer can provide an additional primary vehicular access road, the development should be limited to the appropriate scale that would generate no more than 4,000 vehicle trips per day.

All in all, this plan is a disaster waiting to happen and should not be allowed. It is a strong, but not too drastic a statement to say that human life can be at stake. If you think the above is an exaggeration or hyperbole, think of the exaggerated excess of the development and the consequences of its magnitude.

This development project is more than a designated "Urban Center."

The reality is that the Pt. Wells Development is the equivalent of a small town dropped onto a landscape which is accessible only by a narrow 2 lane curvy road, heedless of consequences.. Most small towns have access via at least several roads.

Page 2.

I happened to recently read that the beautiful town of Litchfield, Connecticut has a population of about 8,700. No doubt there are many roads leading to it. I am sure other such sized towns all over the U.S. and in Washington State have adequate roads serving them. This got me thinking about the comparable size of towns in Washington State to the Pt. Wells development. Pt. Wells is planned to be developed on 61 acres, which is less than one square mile (0.0953 sq. mile).

The proposed development of 3,500 residences may have an expected 2-3 people per unit for a total of about 8,500 population if there are 2 ½ persons per unit, and 10,500 population if there are 3 people per unit. Most towns with such size populations have much larger square mileage.

To give some size comparisons to the projected 8,500 residential population of Pt. Wells, we are noting that according to Wikipedia, in 2009 the following towns nearby the Seattle metro area had populations in the 8,000 's: Shelton, Pt. Townsend, Burlington, Poulsbo, Hoquiam, Port Orchard.

Some other cities that offer further comparisons are: Gig Harbor 7,175; Fife 7,610; Chehalis 7,185; Sumner 9,085; Snoqualmie 9,730; Woodinville 10,670; Sedro-Wooley 10,070; Snohomish 9,145; Normandy Park 6,485; Brier 6,490; Duvall 5,980.

Not included in the projected population forecast of Pt. Wells is the added population composed of the people who will be located in the proposed offices, businesses, shops, recreation, amusement, etc. that is also part of this development. The traffic generated by this group will be in addition to traffic from residences. This will all total up to be a more accurate reflection of the daily number of vehicle trips per day on a local road, i.e. Richmond Beach Drive.

In conclusion, for the above reasons, we are requesting you vote for the Amendment To Classify Richmond Beach Drive as "Neighborhood Local Access."

Sincerely yours,



Joyce Roth



Richard Roth

Cc: Shoreline City Council Members: Mayor Keith McGlashan, Deputy Mayor Will Hall, Chris Eggen, Doris McConnell, Chris Roberts, Terry Scott, Shari Winstead. Shoreline Planning Director: Joe Tovar; Shoreline Associate Planner: Steve Szafran. Planning Commission: Chair: Michelle Linders Wagner; Vice Chair: Ben Perkowski. Commissioners: John Behrens, Michael Broili, Cynthia Esselman, Janne Kaje, Donna Moss.

Jan. 17, 2011

Dear Shoreline City Council and Planning Commission,

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to residential neighborhood access. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

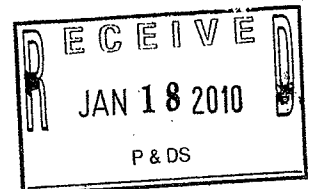
Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

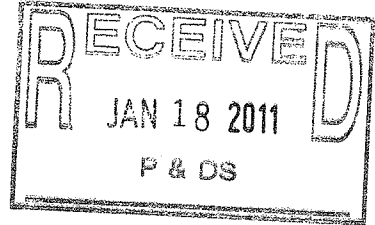
Helge Byrce

~~Shoreline City Council~~

Shoreline, WA 98177



Shoreline, WA 98177
January 16, 2011



City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133-4905

Dear Shoreline City Council and Planning Commission,

As a 27 year resident in the Innis Arden area, I am concerned with the breadth and scope of the development proposed by the owners of Point Wells. The impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to residential neighborhood access. This clearly makes sense as this is a narrow dead end street.

High traffic volumes from the development proposed by the owners of Point Wells will have a negative impact on both Richmond Beach Road and Richmond Beach Drive, but more so on Richmond Beach Drive since it is a dead end, narrow, two-lane street.

My family and I walk and bicycle on Richmond Beach Drive as well as the adjacent streets and feel that our safety would be greatly impacted in a negative way. In addition, if there were a need for residents living on Richmond Beach Drive to evacuate due to tsunami, earthquake, fire, chemical cargo train wreck on the adjacent tracks, or any type of heightened emergency, this road would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents since there are no other options for egress.

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically urban about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution such as another primary road, Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

A handwritten signature in cursive script that reads "Patrice McDermott".

Patrice McDermott

Jessica Simulcik Smith

From: Leslee Shanahan [mailto:leslee.shanahan@cityofshoreline.org]
Sent: Tuesday, January 18, 2011 9:50 AM
To: City Council; Plancom
Subject: Point Wells

Dear Shoreline City Council Members and Planning Commission Members,

In your reclassification of a portion of Richmond Beach Drive to Local Street, we applaud you for taking this step toward limiting the size of the Point Wells development. We appreciate that there is still much work to be done so that the development is much smaller in scale than that proposed by Snohomish County and the developer. Snohomish County's lack of partnership with the City of Shoreline and its residents is concerning and certainly needs correcting.

We support the important work of the Shoreline City Council, Planning Commission and Staff in ensuring that the City of Shoreline remains a "best" place to live rather than a city buried in traffic.

Sincerely,

Tim and Leslee Shanahan

~~800 1st Avenue, Suite 100~~

Shoreline, WA 98177

Jessica Simulcik Smith

From: Kim McKisson [mailto:KimMcKisson@yahoo.com]
Sent: Tuesday, January 18, 2011 10:29 AM
To: Plancom
Subject: Local Access-Richmond Beach DR
Attachments: Shoreline_Amendment_Letter.doc

Dear Shoreline City Council,
I support this letter, and support neighborhood local access on Richmond Beach Drive.
Sincerely,
Kim and Dan McKisson

Dear Shoreline City Council and Planning Commission,

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to residential neighborhood access. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach Road to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Steve Szafran

From: karen [REDACTED]
Sent: Tuesday, January 18, 2011 4:27 PM
To: Steve Szafran
Subject: traffic Richmond Beach Dr

Dear Mr. Szafran,

I have lived in Richmond Beach for many years and I'm worried about the traffic that will be on Richmond Bch Dr as it wasn't made for a large volume of traffic. Something has to be done to keep the traffic off of Richmond Bch Drive because of the Point Wells project. I think it would be very dangerous to use this road for the traffic from this project.

Thanks,

Karen Pipkin

Stone,Drew/Ashe & Jones, Inc.

710 S Lucile St.

Seattle, Wa. 98108

206-763-2850 ph

206-763-0842 fx

800-222-2850 toll free

karen@sdajnw.com

Please note my new email address and please visit our new website at www.sdajnw.com

Steve Szafran

From: Noah Haglund [redacted]
Sent: Tuesday, January 18, 2011 4:34 PM
To: Joe Tovar
Cc: Steve Szafran
Subject: Point Wells subarea plan amendment

Joe:

I planned to mention Thursday's meeting about the Point Wells subarea plan in an upcoming story. Will you be around for a few minutes today or on Wednesday?

The city's website also mentions Steven Szafran as a point of contact, so I CC'd him on this message.

Thanks in advance,

Noah Haglund
[redacted]

Jessica Simulcik Smith

From: [REDACTED]
Sent: Tuesday, January 18, 2011 4:57 PM
To: City Council; Plancom
Subject: Richmond Beach Drive Amendment

January 18, 2011

To whom it may concern:

As a long time resident of the Richmond Beach area, we fully support the amendment on the agenda for January 20, 2011, to reclassify Richmond Beach Drive to local neighborhood status.

FYI, we do not support the developement of Point Wells into anything other than a park or other enhancement for the benefit of the area's residents.

Thank you for all you do for our community. We are proud of it!!

Sincerely,
Diane and John Geary

[REDACTED]
Shoreline, WA 98177

Sent by e-mail to:

council@shorelinewa.gov and plancom@shorelinewa.gov

Please count us among the many Richmond Beach residents who strongly urge you to support the City's proposed amendment to reclassify Richmond Beach Drive NW to RESIDENTIAL NEIGHBORHOOD ACCESS.

This narrow, two lane road with no curbed sidewalks cannot possibly safely accommodate more than 4,000 average weekday trips. We doubt that this curving, rising-falling, limited visibility, dead-end road can be safely used by the many residents between NW 199th Street and the dead-end area at NW 205th Street with even a 4,000 ADT.

We once again urge you to pass the proposed amendment.

John and Marilyn Boucher

████████ Richmond Beach Drive NW
Shoreline, Washington

January 18, 2011

Shoreline Planning Commission

17500 Midvale Avenue N
Shoreline, WA 98133-4905

Dear Planning Commission Members:

As the mother of three small children and an avid runner who uses the roads in Richmond Beach daily I am in support of amendment PW-13 with slight modifications.

My family and I moved to this neighborhood because of the walk-ability, the quiet neighborhoods, and the safety for our children. We often ride our bikes or walk to the beach. I run on the roads in our neighborhood almost every single day. Because Richmond Beach Drive is the only road that leads to Point Wells, it alone will determine the future of our neighborhood. If the City of Shoreline allows 8,250 cars on that road, it will have acute impacts (see traffic engineering study from Save Richmond Beach comment letter) on Richmond Beach Drive residents and far-reaching impacts on the Richmond Beach neighborhood, Woodway, Innis Arden, the Richmond Highlands and all of North Shoreline.

While I am not against development at Point Wells, I do believe that the City of Shoreline has the power to ensure that the scope of the Point Wells development is appropriate to the location. Since the Snohomish County Council has cowered behind their staff as they bent over backwards to accommodate Alon, the foreign holding company that owns Blue Square Real Estate, it has been left to the City of Shoreline to ensure that public safety and quality of life in Richmond Beach is preserved. It is my belief that a more appropriate designation for that site is likely an urban village that would generate the amount of traffic appropriate to a neighborhood local street. It is for this reason that I believe that the second half of the amendment should be slightly amended to remain consistent with the Point Wells Subarea plan, but to also ensure that any road improvements will not result in the taking of private property from Shoreline residents to the benefit of a private developer in Snohomish County. I believe that the City can craft the appropriate language that would force the Snohomish County Council to step up and address the issues they alone created by incorrectly designating that site an urban center.

In conclusion, I urge the planning commission to pass the amendment reclassifying Richmond Beach Drive *neighborhood local access*.

Thank you for the opportunity to comment on this very important issue.

*I am the president of the non-profit community group Save Richmond Beach and benefit from its legal and transportation engineering experts, **however this letter is written purely as a personal appeal as an affected resident of the Richmond Beach neighborhood of the City of Shoreline.***

Sincerely,

The Holt Family

Cc: City of Shoreline Councilmembers
Joe Tovar, City of Shoreline Planning Director
Bob Ferguson, King County Councilmember
Zach Hiatt, Graham & Dunn PC

Jessica Simulcik Smith

From: Ryan Hurley [REDACTED]
Sent: Tuesday, January 18, 2011 9:38 PM
To: Plancom
Subject: Point wells

Dear Shoreline City Council and Planning Commission,

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach *Road* to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Ryan Hurley

Sent from my iPad

Steve Szafran

From: Frankye Jones [frankye.jones@gmail.com]
Sent: Tuesday, January 18, 2011 7:40 PM
To: Steve Szafran
Subject: Richmond Beach Drive traffic

January 18, 2011

TO: Steven Szafran

FROM: Brock Robison and Frankye Jones
██████████ 21st Ave. NW, Shoreline, 98177.

RE: Richmond Beach Drive Designation Proposal

We are residents of Shoreline (since 1992), and live only a block from Richmond Beach Road. Our back yard and alleyway are less than a block and are within view and audio distance of Richmond Beach Road.

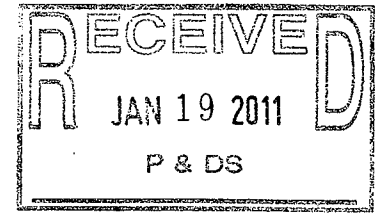
We are located just south of The Little Store on 21st and Richmond Beach Road, and are quite familiar with the western section of the road. This section of road is a dead-end street, has no sidewalks, and would not support large volumes of traffic.

We are in strong support of the proposal to change the street classification of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line from Collector Arterial to Local Street. In actuality, Local Street is how this street operates, within a much smaller neighborhood, limited by-ways, etc., so it would be an excellent choice to make the actuality a legality.

Thank you and everyone for taking care of our city!

Most sincerely.

Michael J. Strand
Richmond Beach Drive NW
Shoreline, WA 98177-2456



19 January 2011

City of Shoreline
 Attn: Steven Szafran, ACIP
 17500 Midvale Avenue N.
 Shoreline, WA 98133

Subject: Reclassification of a Portion of Richmond Beach Drive NW to Neighborhood Local Access

To Members of the City Council:

I support the concept of limiting the traffic on Richmond Beach Drive NW between NW 199th Street and NW 205th Street. I support designation of Richmond Beach Drive NW as a neighborhood "local access road" rather than as a "collector arterial". Strong actions must be taken by the City Council to limit traffic on Richmond Beach Drive NW resulting from any proposed development of Point Wells. The scope of the project being considered at Point Wells is such that its **traffic impact alone will destroy totally the character of the Richmond Beach neighborhood and will severely negatively impact the existing residents of the City of Shoreline living west of Interstate 5.**

The wording of Policy PW-13 is troubling. PW-13 consists of two sentences. **The second sentence of PW-13 should be deleted in its entirety.** The second sentence states that "Unless and until either Snohomish County or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, as well as financial and legal guarantees that the necessary mitigations will be provided, the City should not consider classifying this road segment as an arterial with a capacity of 8,250 vehicle trips per day." **If the City had the best interests of its current citizens at heart, why would the City ever consider classifying this road segment as an arterial with a capacity of 8,250 vehicle trips per day?** There is no need for the City to yield to the developer. The City needs to change its focus. Rather than courting the developer and laying out the red carpet of annexation, the City instead needs to put a gate across Richmond Beach Drive NW at the King County / Snohomish County line and let Snohomish County deal with the problems it is creating through its rezoning process. **The City of Shoreline is embracing annexation. Annexation will direct all of the traffic right through our Shoreline neighborhood streets. Once annexation occurs, there will be no choice. Once annexation occurs, we will have all the traffic. Control by the City of Shoreline of the Point Wells development process is not in the best interest of the residents of the City of Shoreline. The City of Shoreline must drop its annexation plan and work to severely restrict access to Point Wells from Richmond Beach Drive NW.** Limiting the traffic on Richmond Beach Drive NW between NW 199th Street and NW 205th Street by designating Richmond Beach Drive NW as a neighborhood "local access road" rather than as a "collector arterial" is good and necessary, but it is only a first step.

By participating in the development of Point Wells through the annexation process, the city is also participating in the destruction of neighborhoods and degrading the quality of life of all Shoreline residents living west of Interstate 5. Why does the City of Shoreline feel it is more important to be involved in this project that will result in additional permit fees to the city than to try to protect the quality of life for its existing tax-paying residents? **Once the City Council has bartered away our quality of life to the developer, it can never be regained. How much of the existing area of Shoreline is the City Council willing to "write off" in order to participate in this project through annexation? 20%?, 40%? Do not write off our quality of life! As members of the City Council, you need to consider the desires of the citizens of Shoreline, not the needs of the developer of Point Wells. At the very least, give us a say. Put it to a vote. Ask us if we really want to annex Point Wells. If we say no, toss the annexation plan and limit the access to Point Wells.**

It is my belief that a large number of Shoreline residents do not fully understand the annexation process. The only input the current Shoreline residents have is very limited -- and very controlled -- by the planning process set up by the City of Shoreline. The planning commission, under the direction of the Planning Director, has already created the annexation plan. There was opportunity for only very limited public input, with public remarks restricted to a maximum of two minutes and no meaningful discussion of those remarks, but hey, the public had its say, didn't it? The City Council has approved the annexation plan, and now we, the affected Shoreline

residents, appear to be stuck with it. **There has been no vote by the residents of Shoreline regarding the annexation plan, a plan that affects each and every one of us. The residents of Shoreline do not get to vote on whether or not to annex Point Wells. Only the owners of the property being annexed get to vote on whether or not they want to be annexed. A single ballot will record the single vote to be cast regarding the annexation of Point Wells by the City of Shoreline. I repeat, one single vote is to be cast. However, that single Point Wells annexation voter will significantly affect, in a negative way, all of us "non-voters" living west of Interstate 5. We are the ones who will have to deal with the traffic and increased commute times. We are the ones who will have our quality of life destroyed.**

The council members of the City of Shoreline should represent the interests of the residents of the City of Shoreline. If the City of Shoreline proceeds with annexation of Point Wells, the traffic resulting from the development of Point Wells will destroy neighborhoods and the quality of life for many residents in Shoreline. Council members should work toward the best interests of those whom they represent. Council members should work to assure their constituents that the neighborhoods impacted by the Point Wells project will lie where the project is located, in Snohomish County, not in the City of Shoreline. Snohomish County wants the project and approved the rezone. Let Snohomish County deal with the consequences of its decision.

I support the concept of limiting the traffic on Richmond Beach Drive NW between NW 199th Street and NW 205th Street. Specifically, **I support limiting the traffic crossing the King County / Snohomish County line on Richmond Beach Drive NW. Traffic at that point should be limited to the number of vehicle trips per day that is in keeping with the average current and/or historic high access usage experienced to this date.** Technology exists today to count the number of vehicle trips per day. Technology exists today to open and close gates. **Put up a gate on Richmond Beach Drive NW at the county line. Reset the vehicle trip counter each day at a given time (for example, at 6:00 a.m.). Open the gate once per day, always at the same time, and always at the same time the vehicle trip counter is reset to zero. Leave the gate open until the vehicle trip counter reaches the defined daily maximum limit; then close the gate for the remainder of the 24 hour period until the next time the vehicle trip counter is reset to zero. Repeat the process daily.** Simple, isn't it. I'm not suggesting we totally deny access to Point Wells. All that needs to be done is to limit access to the average historically high access to date. This solution that does not destroy the character of the Richmond Beach neighborhood, but it does force Snohomish County to deal, within its own boundaries, with the problems created by the new zoning.

To those who say there is no way to construct a road to the Point Wells site through Snohomish County because of the steep slope of the hillside east of the site, I suggest the following. **Let Snohomish County condemn enough property within their county to allow construction of a road running west toward the Point Wells site. Let the access road to the Point Wells site begin on condemned land far enough east of the site to allow construction of retaining walls and a gentle, downward-sloping road. Let Snohomish County deal with its own residents to determine if the project is important enough to disrupt and destroy neighborhoods such as Woodway in Snohomish County. The steep slope argument against construction of the road in Snohomish County is just a smokescreen meant to divert attention away from the most appropriate alternative.**

It is not a foregone conclusion that the main access to the proposed Point Wells development must be through Shoreline. It is not a foregone conclusion that it is our Shoreline neighborhoods that must be destroyed by increased traffic. **As council members, do not back down on this key issue. Represent your constituents. Fight for our neighborhoods and our city. Force the main access road for the new development at Point Wells to be in Snohomish County. This should be non-negotiable! The access road gets built in Snohomish County. No main access to Point Wells through Shoreline.**

Now act! Pass Policy PW-13, but only the first sentence. Delete the second sentence of Policy PW-13. Do what is right for the City of Shoreline, not the developer. Restrict access to Point Wells from Richmond Beach Drive NW. Then back away from annexation! With annexation, the City of Shoreline owns all the problems! Back away from annexation. Far away!

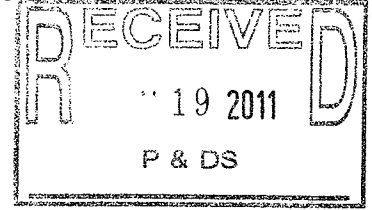
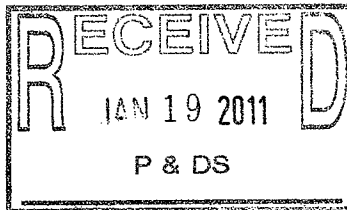
The real question regarding annexation of Point Wells is "WHO WANTS TO ANNEX POINT WELLS?" Evidently, the City of Shoreline feels it can make the annexation decision without voter input from any Shoreline residents. The process is currently in control of the City of Shoreline and the Planning Department. The Planning Department has a vested interest in seeing a proposed project of this magnitude proceed. It is called job security! The City of Shoreline has its eye on the permit fees to be generated from a project on the scale of a billion dollars or so. But those fees come into the city's coffers at a cost -- the quality of life of the residents of Shoreline. That quality of life is being bartered away with the developer.

Shoreline residents deserve the final say on the question of annexation of Point Wells. The only way to get that final say is to vote on whether Shoreline should offer to annex Point Wells. **The City of Shoreline needs to put this question on the ballot.** Ask us if we agree with the concept of annexing Point Wells. **Ask us point blank, yes or no, do we, the residents of Shoreline, want Shoreline to annex Point Wells?** Stop allowing the Planning Department, through its use of a rigidly orchestrated planning process with a preconceived outcome, from bartering away our quality of life. Do not force us into annexation as you are currently doing. **LET US VOTE ON WHETHER OR NOT TO OFFER TO ANNEX POINT WELLS!** If the vote is favorable toward the concept of annexation, then let the planning commission go to work.

Sincerely,

Michael J. Strand

Michael J. Strand



Attn: City of Shoreline

Re: Re-classification of Richmond Beach Road into "Neighborhood local"

To whom it may concern,


As a resident of Woodway, and frequent user of Richmond Beach road, I am 100% behind the city in its plan to change the designation of Richmond Beach Road from "Arterial" to Local".

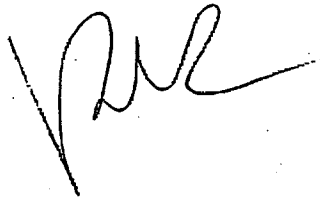
Already at commute time this road is very busy, so the potential increase created by the insane plan for development of Point Wells would destroy the neighborhood.

As a resident of Woodway, I can see that the increased traffic on the lower part of Richmond Beach Road would also spill into Woodway, as Northboud commuters would use our streets to get to the Freeway in Edmonds.

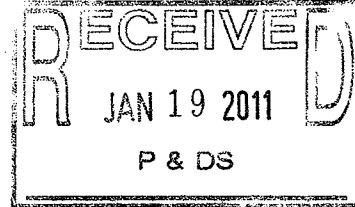
I also applaud Shoreline for fighting the Point Wells development and truly hope that all its power will be directed in getting the Crazy "Snohomish County" decision to zone Point Wells as "URBAN". This development, while inevitable, needs to be scaled down by a minimum of 75%.... I count on you.

Frederic Laffitte


Woodway, WA 98020



January 17, 2011



Dear Mr. Szafran,

Thank you for the amendment to reclassify Richmond Beach Drive to residential neighborhood access.

There are multiple safety issues for doing this as well as maintaining our quality of life.

Let us know if there is anything I can do to further support this reclassification of Richmond Beach Drive to residential neighborhood access.

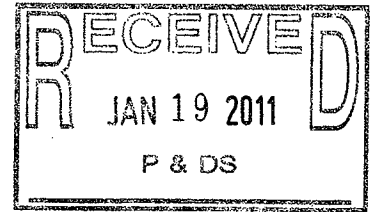
Many thanks for your efforts on our behalf.

David R. Bannister

██████ 23rd Pl NW, Shoreline, WA 98177
206-542-4053

David R Bannister

Jack and Kelley McHenry
[REDACTED] NW Richmond Beach Road
Shoreline, WA 98177



January 16, 2011

City of Shoreline
17500 Midvale Avenue N
Shoreline, WA 98133-4905

To the City of Shoreline Town Council:

We support the amendment to reclassify Richmond Beach Drive to residential neighborhood access. Given the nature of this thoroughfare and its location at the bottom of the Richmond Beach hill in a distinctly residential area, it only makes sense.

Richmond Beach Drive is decidedly NOT urban, although the proposed development at Point Wells has been cast as an "urban center." In its location and its points of access to the surrounding communities Point Wells is a remote extension of the residential community. As you know, the area at the end of Richmond Beach Drive is accessible only by a two lane road that winds its way through residential homes and neighborhoods. This road would be unable to support the number of vehicle trips that would be likely if the area is designated as "urban."

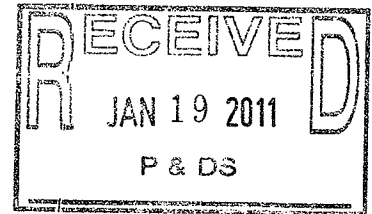
In truth, the current road and traffic patterns in Richmond Beach already present traffic and safety issues – as revealed in the recent neighborhood traffic mediation work undertaken since last spring by the city. For this reason, as well, it is critical that the status of Richmond Beach Drive be reclassified to "neighborhood access."

Thank you for your work to reclassify Richmond Beach Drive as **residential neighborhood access**.

Sincerely,

Handwritten signatures of Jack and Kelley McHenry. Jack's signature is above Kelley's. Both are written in cursive.

Jack and Kelley McHenry
[REDACTED] NW Richmond Beach Drive
Shoreline, WA 98177



Dear Shoreline City Council and Planning Commission,

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach *Road* to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

A handwritten signature in cursive script that reads "Kellie Fagan".

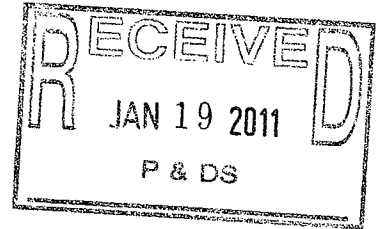
Kellie Fagan

Resident for 16 years

Attn: Mayor McGlashan

Steven Szafran

RE: Reclassification of Richmond Beach Drive to residential neighborhood access.

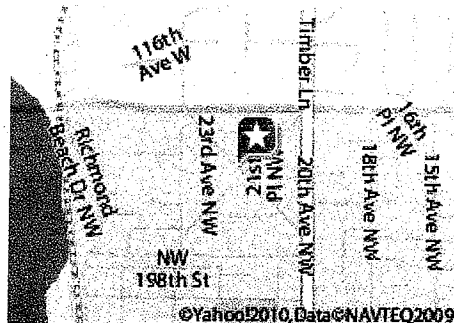


January 16, 2011

Dear Mayor McGlashan, Mr. Szafran, Shoreline City Council and Planning Commission,

First of all we love our community in Richmond Beach, a wonderful neighborhood in our beloved City of Shoreline! Secondly, thank you for the amendment to reclassify Richmond Beach Drive to residential neighborhood access. There are multiple safety issues for doing this as well as maintaining our quality of life.

Let us know if there is anything we can do to further support this reclassification of Richmond Beach Drive to residential neighborhood access.



Related to this, do you know if the diagonal street 21st/23rd PI NW is designated as residential neighborhood access already? How can we learn what the designation would be for our street? This is of considerable concern if the developers are thinking of adding an access road through Woodway into Shoreline via 21st/23rd PL NW which would pass directly in front of our home.

Many thanks for your efforts on our behalf.

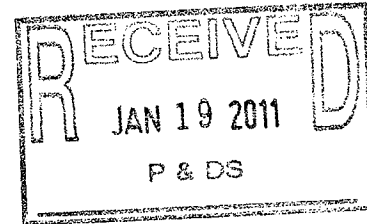
A grateful constituent,

Mary E. Bannister

Mary E. Bannister

23rd PI NW, Shoreline, WA 98177

1/17/2011



RE: Richmond Beach Drive Designation Proposal

To: Steven Szafran
From: Ashland Cross

Dear Mr. Szafran:

I am a student in the Shoreline Schools and a resident of Shoreline, WA. I walk to school every day and cross Richmond Beach Drive. I wanted to write to say that I support the changing of the designation of Richmond Beach Drive NW between NW 199th Street and the Snohomish County line from Collector Arterial to Local Street. This street needs to be safer as it is.

I don't want more traffic in my neighborhood. It would be much harder for my school patrol to help kids cross. It is hard enough to cross the street now.

Thank you
Sincerely,

Ashland Cross
Shoreline, WA

Ashland Cross

Steve Szafran

From: Cindy Pridemore [REDACTED]
Sent: Wednesday, January 19, 2011 9:44 AM
To: Steve Szafran
Subject: Richmond Beach Drive

Dear Mr. Szafran:

Thank you for the opportunity to comment on the pending change to Richmond Beach Drive from a "collector arterial" to a "local street". We strongly support this re-classification and hope that this change can be made immediately, regardless of the outcome of the proposed development of Point Wells.

Our family has owned the home at 205th Street and Richmond Beach Drive (2621 NW 205th St.) for the past ten years. We grew up in Richmond Beach and returned to this neighborhood so that our three daughters could grow-up in the same safe neighborhood with access to a quality public education. Our daughters, along with nine other children embark and disembark the Shoreline Public School bus between 199th Street and 205th Street, and we witness, on a daily basis, the challenges of this winding, narrow road. The current traffic volume, at the existing (unenforced) speed limit, illegal parking on the walkway and multitude of oversized vehicles pose a constant challenge and threat to the safety of our family, neighbors and pedestrians. Any increase in the current traffic volumes along this dead-end, neighborhood road, simply increases the danger, threatens the safety and quality of life for the residents of this area.

Again, this is truly an matter of safety for the residents of this neighborhood. We support the re-classification of Richmond Beach Drive from 199th Street North from a collector arterial to a local street and hope that the change will occur as quickly as possible.

Sincerely,
Dave & Cindy Pridemore

Steve Szafran

From: Cori Whitaker [mailto:CoriWhitaker@johnlscott.com]
Sent: Wednesday, January 19, 2011 9:58 AM
To: Steve Szafran
Subject: Richmond Beach

Hi Stephan - I won't be able to attend the public meeting on the 20th to share my comments verbally so wanted to write. I strongly support changing the definition of Richmond Beach Drive NW from a Collector Arterial to a Local Street from 199th to the county line. In fact, I would like 195th and 196th to be considered Local Streets as well from 24th to Richmond Beach Drive NW. The road narrows at the Y and I don't think there is room to handle the amount of traffic expected from the Point Wells development.

I have lived in Richmond Beach for 12 years (2456 NW 196th St) and value that the traffic in the neighborhood is very low. It's one of the major reasons I purchased my home here. As a real estate agent who sells homes in the area as well, low traffic is a major reason why many people purchase their homes here. It will be devastating to our community to have traffic increase substantially with thousands of new car trips required by the thousands of new residences that will be built.

The development company keeps comparing the "Urban Center" with the one in Victoria, but the KEY difference is Victoria already experiences heavy traffic and there are lots of arterial roads to serve the population. Richmond Beach is ONE, 2-lane road - A HUGE DIFFERENCE, an incomparable difference actually - it's ludicrous to make the comparison at all.

Please let me know how else I can help - my contact information is below. Good luck!

Cori Whitaker

Broker - John L. Scott, Inc.

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* Email coriwh@johnlscott.com

* Call or text 206-795-4361

* Fax 425-744-5355

SENSATIONALtime to buy with historic low interest rates and lots of inventory! If you know anyone thinking about buying or selling a home or investment property, please pass along my name. Your referral is the foundation of my business and the greatest compliment I can receive.

Jessica Simulcik Smith

From: Altemail [REDACTED]
Sent: Wednesday, January 19, 2011 10:51 AM
To: City Council
Cc: Plancom
Subject: Public comment -- proposed reclassification of Richmond Beach Drive

Dear Shoreline City Council and Planning Commission,

As longtime Richmond Beach residents who are raising three young children here, we have been greatly concerned with the scope of the proposed Point Wells development. **We were relieved to hear of the city's proposal to reclassify Richmond Beach Drive to residential neighborhood access, and ask you to please follow through with this plan.** It makes no sense for this small dead-end street to take on the entire traffic load of a major new "urban center". It would change the entire character of our neighborhood and create serious problems for homeowners, with a detrimental effect on our daily quality of life, safety, and access to evacuation or services in an emergency.

Please support this amendment. I feel the community we love is being badly threatened by the current Point Wells plans.

Rebekah Dickey

[REDACTED]

Steve Szafran

From: Edward Watson [REDACTED]
Sent: Wednesday, January 19, 2011 11:47 AM
To: Steve Szafran
Subject: Amendment to Policy PW-13
Importance: High

Dear Shoreline City Council and Planning Commission,

I am sure you have received various versions of the following letter. I believe it states my position as good as anything I could write. I am in total agreement with the change as proposed by the Shoreline City Council and Planning Commission.

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the Richmond Beach, Richmond Highlands, Innis Arden and Woodway communities.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*. This clearly makes sense as this is a narrow dead end street.

Most of the discussion I have heard from the developer and Snohomish County focused on the traffic impacts on Richmond Beach *Road* to 185th and highway 99. The greater issue here is Richmond Beach Drive. 100% of the increase in traffic from the proposed development will emanate from the dead end of this narrow two-lane street – the location of Point Wells.

If there were a need for evacuation due to earthquake or fire or any type of heightened emergency, Richmond Beach Drive would clearly bottleneck, severely limiting access to emergency services and trapping both new and existing residents in a massive traffic jam since there are no other options for egress. Even a simple one-car collision would do the same!

All of the surrounding neighborhoods are residential and Point Wells is miles from the nearest state route. Snohomish County may have designated Point Wells as an "Urban Center", yet there is nothing realistically *urban* about Richmond Beach and Woodway. Given that Richmond Beach Drive provides the only way to access the site, there is certainly not the transportation infrastructure or access to support this type of development.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Edward R Watson

[REDACTED]

Shoreline, WA. 98177

Ph: 206-546-1890

[REDACTED]

[REDACTED]

Steve Szafran

From: karen davis [REDACTED]
Sent: Wednesday, January 19, 2011 11:53 AM
To: Steve Szafran
Subject: Policy PW-13

Dear Shoreline Commission and City Council Members,

As a resident of Richmond Beach, I unconditionally support the addition of amendment Policy PW-13 to the comprehensive plan to re-classify Richmond Beach Drive from Collector Arterial to a neighborhood local street.

Undoubtedly, this would be in the best interest of the community as a whole. It would make sense to augment the local access designation to the portion of Richmond Beach Drive to local access as is the portion in Woodway.

Richmond Beach Drive is currently a narrow, dead-end street with no sidewalks. Pedestrians walk the length of this road throughout the day. Families walk, run, and ride along Richmond Beach Drive north to the Kayu Kayu Ach Park dedicated June 2009.

As there is no other access to this road from 199th to County line, the collector arterial is an inaccurate designation

Widening of Richmond Beach Drive to bring it to adopted engineering standards to accommodate development will require the acquisition of private property of Shoreline resident for the benefit of a private developer in Snohomish County. Indeed, this would be an abomination.

Residents of Richmond Beach desire to continue their current quality of life!

Thank you for your time and consideration.

Your concerned neighbors,

Karen and Geoffrey Davis

Steve Szafran

From: Robert Manning [REDACTED]
Sent: Wednesday, January 19, 2011 11:55 AM
To: Steve Szafran
Subject: Richmond Beach Road

Steven,

As long time Richmond Beach resident, I strongly support the reclassification of Richmond Beach Road to neighborhood access. The proposed Point Wells project is way beyond the scope of traffic and access that the neighborhood can support. It would be a disaster for the local residents. We live on Richmond Beach Road and I have three small children one of which is autistic. The traffic on the road and speed at which people travel is already a hazard. I have to take every precaution possible to keep the kids away from the street and safe. I cannot imagine the traffic nightmare that would ensue should the Point Wells project go through as the developer proposes. Please support the reclassification.

Best Regards,

Robert Manning

Steve Szafran

From: [REDACTED]
Sent: Wednesday, January 19, 2011 12:18 PM
To: Steve Szafran
Cc: tmailhot@frontier.com
Subject: Amendment to Point Wells Subarea plan

I am very strongly in favor of the proposed amendment to the Point Wells subarea plan that reclassifies Richmond Beach Drive as a local access road.

As a 25 year resident of Richmond Beach who walks this road on a regular basis, it's very clear that this road is not an arterial. RB Drive is a dead end street with no other roads feeding into it. That seems the definition of local access.

I also believe this amendment gives the city of Shoreline some measure of control over future development at Point Wells. We cannot allow a developer outside our city and outside the reach of our local planning process to control what happens in our residential neighborhood.

While I'm in favor of the proposed amendment I would suggest two improvements.

1. Designate the entire length of Richmond Beach Drive as local access. The portion south of 199th Street is just as local as the portion north of 199th.
2. Remove the second half of the amendment that sets conditions for future designation of RB Drive as an arterial. Any proposal to designate RB Drive as an arterial should be done through a separate amendment that allows for public hearings and comment. That amendment should be offered at whatever point in the future it is needed.

Thank you.

Tom Mailhot
~~2451 NW 204th Place~~

Steve Szafran

From: Steve Poole [s[REDACTED]]
Sent: Wednesday, January 19, 2011 12:20 PM
To: Steve Szafran
Cc: Steve Poole
Subject: Richmond Beach access to Point Wells

Dear Shoreline City Council and Planning Commission members,

I am writing to express my support for the proposed Policy PW-13 amendment to reclassify Richmond Beach Drive as a Neighborhood Local street.

Further, I wish to register my ongoing dismay at the effect the Point Wells development will have on traffic between Aurora Avenue and Richmond Beach and, as a result, quality of life and property values in the area.

Living just a block off Richmond Beach Road and frequently using it and 185th to reach destinations to both the east and west by foot, bicycle, and car, I dread the inevitable increase in noise, transit time, and danger. This terrible change to the character of the area will surely be to the detriment of property values, including mine.

My family and I have greatly enjoyed living in Shoreline, patronizing its businesses, and attending its schools. I implore the city council and planning commission to do everything possible to resist this external assault on the integrity and nature of our community.

Sincerely,

Stephen Poole
Shoreline, WA

Steve Szafran

From: ozarklehde [redacted]
Sent: Wednesday, January 19, 2011 12:38 PM
To: Steve Szafran
Subject: PW-13

As a homeowner in Shoreline Richmond Beach area, I support the city's amendment Policy PW-13 to reclassify Richmond Beach Drive to "residential neighborhood access".

Judith Lehde
[redacted]

Shoreline, WA 98177

Steve Szafran

From: Scott Becker [REDACTED]
Sent: Wednesday, January 19, 2011 12:46 PM
To: Steve Szafran
Subject: I support Policy PW-13

Jan. 19, 2010

Mr. Steven Szafran
Associate Planner
Planning and Development Services
City of Shoreline

RE: Comprehensive Plan Amendment, Policy PW-13

Hello Steve:

I agree with the proposal to change the classification of the northern most section of Richmond Beach Drive to "neighborhood local." I believe this decision makes practical sense in terms of physical limitations for right-of-way improvement at that location (to support increases in traffic). I also appreciate that the amendment may provide a means for the City of Shoreline to have an additional measure of control of the scale of redevelopment that could occur at Point Wells.

I support this proposal without reservation.

Best regards,
Scott

Scott Becker

fourfold ARCHITECTURE, PLLC

c: 206.533.9112

e: scottb@fourfoldarchitecture.com

www.fourfoldarchitecture.com

Jessica Simulcik Smith

From: Jerry Fleet [REDACTED]
Sent: Wednesday, January 19, 2011 1:10 PM
To: City Council; Plancom
Cc: Jerry Fleet
Subject: Proposed amendment to reclassify Richmond Beach Drive

Dear Shoreline City Council and Planning Commission,

We regret that we have conflicts that preclude our attendance at tomorrow's public hearing. May this letter suffice to state our considerable concerns that the quiet community that we sought out and moved into 25 years ago is now severely threatened with irrevocable harm by the power and money of self-interests: both those of Alon USA and Snohomish County. Our property values, life style and safety will be gravely impacted if reason and common sense do not prevail.

We wholeheartedly support the City's amendment to reclassify Richmond Beach Drive to its rightful designation as "Residential Neighborhood Access", which by its nature is clearly not an "Arterial Collector" under that designation's definition.

The traffic studies completed to date clearly show the incapacity of not only Richmond Beach Drive but all of the road systems leading up and out of our community to meet the demands that the proposed Point Wells development will impose. The impacts to community safety are obvious. The need to increase emergency services will put additional strain on our already stressed economy, and the impacts of noise and air pollution will further degrade the quality of life in our community.

It is inherently unfair that we all are asked to bear the burden imposed by this private development proposal. Property owners have development rights, but the amount of mitigation proposed does not remotely approach offsetting the impacts imposed on all of the long time residents of this and the surrounding communities. Having one roadway out of such a large and dead-ended development makes absolutely no sense. The kind of traffic infrastructure that would be required to adequately handle the huge volume of traffic generated, and offset the impacts to public safety, would severely impact all properties currently bordering Richmond Beach Drive. Limiting the amount of traffic volume to 4000 vehicles per day, by reclassifying Richmond Beach Drive to "Residential Neighborhood Access", is reasonable and appropriate, and we urge you to support this amendment.

Respectfully,

Jerry & Karen Fleet

19612 – 11th Ave NW

Shoreline, WA 98177

Steve Szafran

From: missy & pc W... [REDACTED] et]
Sent: Wednesday, January 19, 2011 1:20 PM
To: Steve Szafran
Cc: info@saverichmondbeach.org; excessive.ones@netzero.com
Subject: Point Wells

As a resident who carefully and respectfully commutes through the Richmond Beach / Innis Arden / Shoreline area almost daily, I find myself assessing the traffic patterns and the numbers of cars in a different light the last year or so, in particular. As the Point Wells development looms over the infrastructure, I find myself still astounded that it is even a consideration, that double the amount of cars would be allowed and likely the number would be even higher. [broad statements like this often cause rancor, depending on which side of this issue one falls on, but really common sense must come in to play here]....The designation / classification as an Urban Center simply can not and does not mesh with the infrastructure here. Everyone involved in this whole issue knows this. It is simple math. Greed and personal interests on whatever side you fall on can't argue or deny that this is a mathematical equation on this road, about safety risks...[increase the number of cars and risk increases], about loss of private property, about a tax base in dispute and up for grabs, about a small narrow two lane road, about possible issues involved in changing the lay of the land in regards to water table issues and instability issues with the development already on the hill, about air pollution, about more when we are clearly in a time of less nationwide. We do not need more retail space, we need to support the ones we already have in our community. There are so many issues with this whole plan it defies the imagination. What about a disaster, natural or man made? Evacuation? Is it ever OK to KNOWINGLY sacrifice safety? [ie: disaster or increased traffic risks]. What about increased crime? [surely there are %'s that associate with increased population, we live in a survey %'s society]? . Technically, I understand that the area does not have police or fire protection, which is also a critical legitimate leverage against. Are those interested in the development hoping that people will respond based on their natural goodness? Whom do WE [residents] call for an "over the border" issue? Do we and should we expect any one of our Representatives here in Shoreline to accept personal responsibility for our safety? I do.

I am not an engineer, but I do have the experience of years and what I have seen. One noticeable change in our overall environment in the whole NW and nation / world for that matter, is the increased cause and effect of over development on the natural lay of the land, so to speak. Landslides, flooding, erosion etc. Haven't we all seen more of this? Debating the causes has seemingly only delayed the fix? Is it even appropriate or legal to bend the description of a "Collector Arterial" as there are no other access roads from 199th to the county line? This is not an area where the roads collect, it is a residential area and actually fairly fragile. Are we allowing a bending of the legal description to benefit a private developer, not even in our own county? It certainly appears so to me. Snohomish County may have designated the area an Urban Center, but the roads do not belong to and are not maintained by said county. They are paid for by an ever increasing tax base, that we choose to pay, by living here. Easy for Snohomish County to do. I'm disappointed "that it happened and has been ok".

I have attended a number of forums / hearings/ since this issue began. I have been listening to all sides and forming my own opinion, as all the information has intended. I have observed the traffic and the discussions. I have often felt like we have a bit of the fox in the hen house in regards to a Snohomish County analyst involved in Shorelines decision making and I voted in regards to that. This is not any type of personal attack, just a human nature comment. Now we are here. I have yet to see any solution that is affordable AND OR viable. It simply does not make sense. I fully support this amendment to reclassify

RB Drive to a residential neighborhood access. I could never be convinced otherwise. This IS a residential neighborhood only access. Look at the math. We have to take a stand.

"Facts do not cease to exist because they are ignored" [anonymous]

Respectfully,
Missy Welch
Richmond Beach

~MW~

~PCW~

Steve Szafran

From: Pam Borromeo [mailto:borromeo2@comcast.net]
Sent: Wednesday, January 19, 2011 1:04 PM
To: Steve Szafran
Cc: Raul Borromeo
Subject: Richmond Beach Road Ammendment

Dear Mr. Szafran ~

I would like to let you know that as a member of the Richmond Beach community, I am delighted to see the amendment to limit the number of cars that will travel up and down Richmond Beach road each day to 4,000. If course our main concern in this community is safety. My family and I believe this amendment will go a long way to protect the people who walk, bike, and/or drive on that toad each day. Moreover, as with every community, it is our desire to preserve the best possible quality of life here in Richmond Beach -- that is why we chose this community 8 years ago to raise our family. By limiting the traffic that moves through this area, we feel like we have a shot at being able to sustain the wonderful community we chose.

On behalf of me and my family, thank you for your time and work on this legislation.

~ Pamela Borromeo

[REDACTED]
Shoreline, WA 98177

Steve Szafran

From: Rod [REDACTED]
Sent: Wednesday, January 19, 2011 1:56 PM
To: Steve Szafran
Subject: Preserving Our Living Environment

Dear Concerned Decision Maker,

Thank you for planning to reclassify our current Richmond Beach Drive accurately to one of service to residential use since it has really never served as an "arterial". Please read the content of this email as you may find the perspective accurate and helpful.

I have lived on, and then below, Richmond Beach Drive for a total of 27 years. Local traffic was relatively quiet with only two periods a day when it intensified as Chevron workers came or went at the end of their shift. This was at the peak of their productive use of the property.

The current developer did not acquire the upper land offered to him with the property purchase of the former Chevron property. His representative stated to our touring group it was because he wasn't very knowledgeable about the value of the land. Don't you believe it!

The developer and his representatives are cagey and smart. The land was likely left out of the purchase so other access within Snohomish County could not be required of him. (Saving him money, not preserving our living environment.)

Similarly, threats that if the property cannot be developed, we can expect a re-opening of all refining activities is obviously a hollow threat. Chevron decided that the site was not be commercially viable, so they sold the property. (And they were not nearly as intrusive, even at their peak of activity, as what would happen if our current roads were used to facilitate development.)

I am sure that large monetary incentives will be offered to the City to decide in the favor of development. Try to resist the urge to accommodate these intruders. Support your current citizens.

I wish you well as you try to make intelligent decisions when under great pressure!

Rod Madden (2[REDACTED])

[REDACTED]

Shoreline, WA 98177

Steve Szafran

From: Michael Jackson [REDACTED]
Sent: Wednesday, January 19, 2011 2:12 PM
To: Steve Szafran
Cc: Peggy at Home (peggyhmcleod@comcast.net); pmcleod@seattleschools.org
Subject: Support for Policy PW-13

Dear Shoreline City Council and Planning Commission,

As long time residents (pre-incorporation) at our address, we have a vested interest in keeping our neighborhood the quite bedroom community, it's always been.

We support the city's amendment to correctly reclassify Richmond Beach Drive to residential neighborhood access. However, I'd like to propose that this be extended to 196th street; instead of 199th street. While Richmond Beach Road is a dead-end beyond 199th St., the arterial access is via 196th St.; not 199th St. The three additional streets (197th, 198th and 199th) that connect to Richmond Beach Road are all narrow lanes, without sidewalks that only provide access to local residents.

To ignore the existing, limiting nature of the access via Richmond Beach Road beyond 196th St. after all the facts have been explicitly and repeatedly provided, would have to be intentional. This would indicate that plans to use Imminent Domain to seize property along Richmond Beach Road to change these limitations are already being formed. If this is the case, there has been no public disclosure of such discussions. This would be counter to the transparency requirements of the constitution.

Michael S. Jackson

[REDACTED]

[REDACTED] NW 199th St.

Shoreline, WA 98177

Steve Szafran

From: George Mayer [gmayer@unwashington.edu]
Sent: Wednesday, January 19, 2011 2:34 PM
To: Steve Szafran
Cc: George Mayer, Ph.D.; j[REDACTED]
Subject: Point Wells Development and Richmond Beach

Dear Mr. Szafran,

We live at 1613 NW 191st Street in the Richmond Beach neighborhood. When we moved here in 2000, from a busy area in Alexandria, VA., we sought a neighborhood that was quiet, safe, and had a favorable quality of life. I have, thus far, attended three public meetings on the proposed Point Wells development, and considered the aims of the developer and the stance of Snohomish County officials and legal counsels to be highly disingenuous with regard to the negative impacts that such a development, with current planning, would have on the Richmond Beach community.

Any argument that is based on ideas that Shoreline should provide access (through Richmond Beach) and services for the Point Wells development to large numbers of people that are to reside in Snohomish county should be put to a vote of the local residents that reside here. If Snohomish County approves the development of Point Wells, they should be prepared to provide both access and services, such as police, fire, and emergency medical services.....and we, as residents of Shoreline and Richmond Beach, don't want to be concerned about the degradation of our quality of life and the added burdens on our local public safety systems by what Snohomish County does or does not do for part of their geographical area or inhabitants (this said, recognizing that some of our best friends live in Snohomish County).

With the foregoing said, we applaud the pending amendment of the City of Shoreline to reclassify Richmond Beach Drive to Neighborhood Local, as opposed to Collector Arterial. However, we also recommend that further steps be taken by the City of Shoreline to divorce our City from any obligations to provide basic services such as police, fire, emergency medical response to Point Wells (except, of course, under emergency conditions). Such services and access of high volume traffic should be the responsibility of Snohomish County, and the requisite burdens to be placed on their residents.

Yours sincerely,

George and Jane Mayer

Jessica Simulcik Smith

From: Save Richmond Beach [info@saverichmondbeach.org]
Sent: Wednesday, January 19, 2011 2:37 PM
To: Steve Szafran
Cc: Plancom; City Council; Joe Tovar; ZHiatt@GrahamDunn.com; Bob.Ferguson@kingcounty.gov
Subject: Comment Letter | Save Richmond Beach | PW - 13
Attachments: SRB_Hearing_Letter_Jan_20_2011_FINAL.pdf

Steve,

Please find attached the comment letter for the non-profit community organization Save Richmond Beach. We have provided expert testimony from the transportation engineering firm TENW included as an attachment within the letter. Please alert me as soon as possible if the planning commission will have questions regarding the engineering report of Richmond Beach Drive so that we may make the transportation engineer available to them either via phone tomorrow or at the hearing tomorrow evening.

Kind regards,

Caycee Holt



A community-driven non-profit organization dedicated to preserving our neighborhood through responsible and sustainable planning.



PO Box 60191
Richmond Beach, WA 98177
206.356.5356
info@saverichmondbeach.org

January 19, 2011

Shoreline Planning Commission
17500 Midvale Avenue N
Shoreline, WA 98133-4905

Dear Planning Commission Members:

Thank you for the opportunity to comment and share our support of Policy PW-13 regarding the amendment to the comprehensive plan reclassifying a segment of Richmond Beach Drive to *neighborhood local access*.

Introduction

SaveRichmondBeach.org is a non-profit community organization dedicated to preserving quality of life in Richmond Beach and surrounding neighborhoods through responsible, sustainable planning. To date approximately 315 residents of Richmond Beach, Woodway, Shoreline, Mountlake Terrace and Edmonds have joined our group. These members and their families use the public amenities in the Richmond Beach, Shoreline, and Woodway communities on a daily basis, including streets, schools, parks, libraries, and other City- or County-services. Many of them regularly use the scenic walking and jogging routes and/or residential roads along Richmond Beach Road/NW 195th Street, 20th Ave. NW/Timber Lane, and Richmond Beach Drive. Many of our members live on or adjacent to these roads in the City of Shoreline, and several of our members live right on or adjacent to Richmond Beach Drive. Our members stand to be adversely impacted by intensive development at Point Wells. Such intensive development will almost certainly lead to increased traffic congestion in the Richmond Beach neighborhood, which in turn will lead to increased light- and noise-pollution, air pollution, traffic accidents, crime, and other health and safety hazards.

Policy PW-13

As noted in the proposed amendment, Richmond Beach Drive in Shoreline is a dead-end local access road. The first half of the amendment text is appropriate and would appear to simply be a correction of an incorrectly classified road. That Richmond Beach Drive is surrounded by only residential neighborhoods, is miles from the nearest state route or highway, and is currently used primarily for neighborhood local access only increases our assertion that this change is entirely appropriate. Furthermore, the re-classification to a *neighborhood local access* street with a maximum capacity of 4,000 vehicle trips per day (a.k.a. a "neighborhood collector" street) is much more consistent with the current level of use, which is around 500 trips per day. See attachment A for pictures that illustrate the *neighborhood local* nature of this road.

The second half of the amendment concerns us for several reasons. While we understand the City's desire to leave room to accommodate any potential development at Point Wells and remain consistent with both the Point Wells subarea plan and comprehensive plan, we feel that amendment PW-13 is not the right place to do it. Save Richmond Beach asserts that if and when there is an appropriately scoped project application and discussions have been initiated by the developer to bring the road up to collector arterial standards, it is at this time that a new amendment should be offered and that the residents of Shoreline should have the opportunity to comment on the new amendment.

Most importantly, any subsequent amendment to *increase* capacity should require the appropriate SEPA review and a finding of public use and necessity because of the impacts it would have on Richmond Beach Drive and the entire neighborhood, and because acquisition of private property would likely be required to bring the street up to engineering standards. Please see the attached **traffic engineering report** (attachment B) prepared by Michael Reed of TENW, which shows that to bring Richmond Beach Drive up to Shoreline's engineering standards for even *neighborhood local* access would require either right-of-way acquisition or condemnation of private property.

*"In order to provide such a roadway upgrade to a partial Local Street – Neighborhood Collector (4,000 adt), impact would occur to built environment within the public right-of-way and **outside the existing public right-of-way**. Assuming construction of the sidewalk occurs on the east side of the roadway, impacts would occur to existing retaining walls, landscaping, mailbox/utility placement, luminaire poles/foundations, and other shoulder features. Right-of-way acquisition would also be required for construction of the sidewalk, to provide slope easements, and to accommodate utility relocation. Reconstruction of several private driveways would also be required."*

Michael Reed, TENW

Save Richmond Beach and its members are not sure how the planning commission feels about right-of-way acquisition or condemnation of Richmond Beach residents' private property for the benefit of a private Snohomish County development project that provides no tax benefits to the City of Shoreline, but at the very least this portion of the amendment should be broken out as a separate issue that deserves a greater degree of review by the City.

Finally, we feel compelled to state that we do not believe that collector arterial is an appropriate designation for this portion of Richmond Beach Drive now or in the future. The residents of Richmond Beach and all of Shoreline should feel confident that they will not have their private property condemned and their quality of life and public safety sacrificed because of an inappropriately-scaled private development project in Snohomish County.

Conclusion

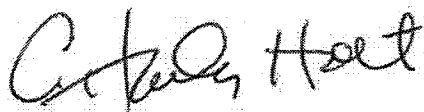
On behalf of its members and other affected citizens, SaveRichmondBeach.org respectfully submits these comments to express its support and concerns for Policy PW-13. We urge the planning commission to pass the first half of the amendment reclassifying Richmond Beach Drive to neighborhood local access.

While we understand the importance of consistency within the comprehensive plan, it is also important to be able to make changes that reflect new information, such as the information in the traffic engineering report from TENW. It is for this reason that we feel that the amendment will be stronger and less open to interpretation if the second half of the amendment is removed and offered at such a time as it becomes relevant or necessary. We feel this approach would give the citizens of the City of Shoreline a more meaningful opportunity to comment on any potential increase in use

that would require the acquisition of private property and affect the traffic count on Richmond Beach Drive in the future.

Thank you again for the opportunity to voice our concerns about this very important matter.

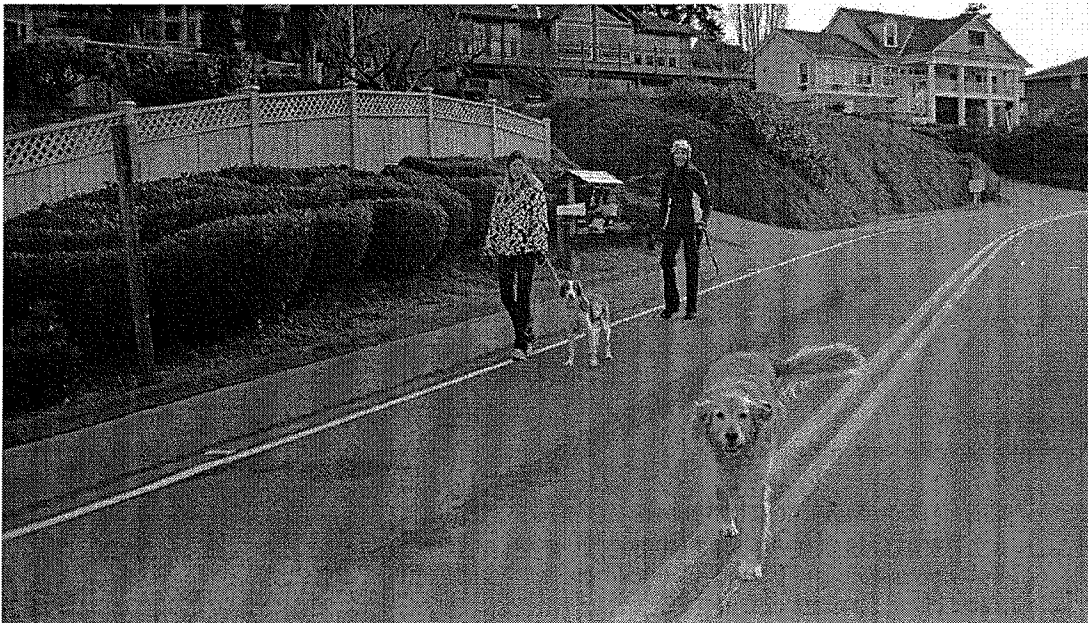
Sincerely,

A handwritten signature in black ink, appearing to read "Caycee Holt". The signature is written in a cursive, flowing style.

Caycee Holt
President, SaveRichmondBeach.org

Cc: City of Shoreline Councilmembers
Joe Tovar, City of Shoreline Planning Director
Bob Ferguson, King County Councilmember
Zach Hiatt, Graham & Dunn PC

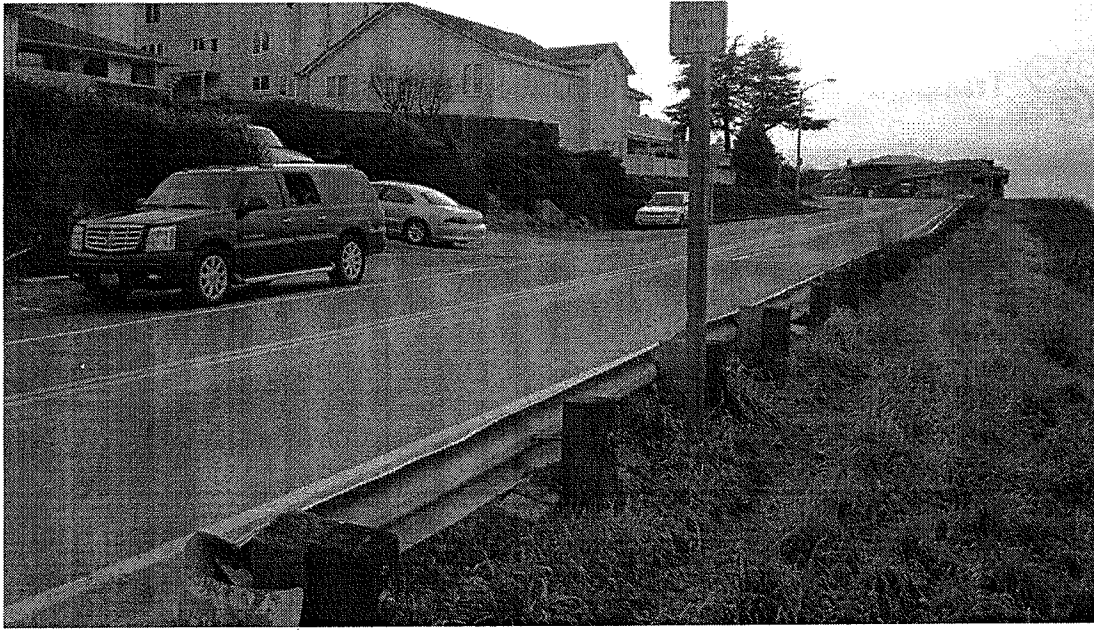
Attachment A



A narrow, residential street with no sidewalks, it is common to see neighbors walking down the middle of the street.



This new construction on the curve is mere feet from the road.



With homes abutting the road on one side and steep slopes over the railroad tracks on the West side, this road should remain *neighborhood local access*.

Attachment B - Transportation Engineering Report



Transportation Engineering NorthWest, LLC

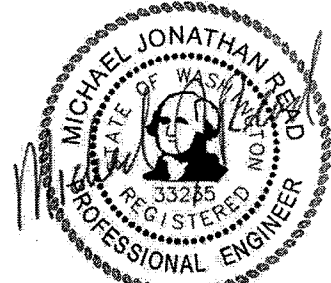
Memorandum

DATE: January 18, 2011

TO: Caycee Holt, Save Richmond Beach

FROM: Michael J. Read, P.E.
Transportation Engineering Northwest, LLC

RE: Richmond Beach Drive NW – Review of Existing Conditions
for Street Classification



EXPIRES 2/28/11

This memorandum outlines my review of existing conditions along Richmond Beach Drive NW in the context of the built environment, roadway function and characteristics, and impacts associated with expansion or upgrade to serve the proposed Point Wells development in unincorporated Snohomish County, WA.

Existing Conditions

Currently Richmond Beach Drive NW is classified as a collector arterial from its intersection with NW 196th Place to the northern City limits at NW 205th Street¹. North of NW 199th Street, the existing weekday daily vehicle (AWDT) traffic loads average approximately 500 AWDT per day, and roughly 900 AWDT south of NW 198th Street. During field review the railroad overcrossing of NW 196th Street was under construction, so roadway characteristics were limited to review between this intersection and NW 205th Street.

Generally, the roadway consists of two 10-foot travel lanes with 0-2 foot paved shoulders on the west side of the street, and 5-8 foot paved shoulders on the east side north of NW 199th Street. The speed limit is posted at 25 mph and north of NW 199th Street, the roadway has no alternative access outlet, and therefore, is considered a dead-end street. Within the City of Shoreline and Woodway, Richmond Beach Drive NW serves approximately 50 single-family residential homes on this dead-end street segment. The topography along this roadway segment can generally be characterized as being built on a bench over rolling terrain, with moderate to steep slopes on the west side of the roadway (that limit buildable land between the roadway and the BNSF railway corridor and Puget Sound shoreline), and moderate slopes on the east side of the roadway.

From approximately NW 198th Street all the way to the northern City boundary, no on-street parking is provided. Based on built conditions north of NW 199th Street and locations of utilities, the approximately public right-of-way width appears to be approximately 50 feet in the vicinity of NW 202nd Place.

¹ Source: Shoreline Transportation Master Plan – July 2005.

South of NW 198th Street, the shoulder on the west side of the roadway widens to a section approximately 14 feet in width, providing an area for on-street parking within a paved/gravel area. On the east side of the roadway along this section, 4-foot paved shoulders are provided. A transit layover area and bus stop is provided for Route 348 operated by King County-Metro in the vicinity of NW 198th Street on Richmond Beach Drive NW.

Proposed Roadway Classification

The City of Shoreline is currently considering an amendment to the Point Wells Subarea Plan that would reclassify the dead-end portion of Richmond Beach Drive NW (from NW 199th Street to NW 205th Street) to a local access road rather than a collector arterial. The amendment also identifies a "maximum capacity" that should not be exceeded on the roadway segment of 4,000 daily vehicle trips.

The selected criteria within the proposed amendment, namely a maximum capacity of 4,000 ADT, appears most appropriate given that historically this roadway segment does serve two or more neighborhoods and provides for inter-residential travel. In addition, non-residential land uses are also served by this roadway classification. It is therefore, recommended, that the proposed amendment be clarified that the roadway segment would be designated as a Local Street - Neighborhood Collector.

It should be noted however, that the existing condition of the dead-end portion of Richmond Beach Drive NW does not currently meet the geometric standards established by the City of Shoreline for Local Street - Neighborhood Collector or the Local Street designation with the Local Street classification. The minimum pavement width of 28 feet (measured between curbs) and raised sidewalks on both sides of the street for a Local Street - Neighborhood Collector are needed to both serve the allowable traffic carrying capacity of 4,000 ADT as well as provide for safe pedestrian mobility.

Based upon the language within the existing and proposed language of the Point Wells Subarea Plan by the City of Shoreline, minimum upgrades would need to be constructed on the roadway to at least partially meet the City's standard for Local Street- Neighborhood Collector if development at Point Wells occurs and a maximum capacity of 4,000 ADT is reached. This would include at least construction of a raised sidewalk on one side of the street (that does not diminish the current paved roadway width that currently does not meet the minimum pavement width standard for a Local Street - Neighborhood Collector) in order to provide for safe pedestrian movements concurrent to traffic loads of 4,000 ADT.

In order to provide such a roadway upgrade to a partial Local Street - Neighborhood Collector, impact would occur to built environment within the public right-of-way and outside the existing public right-of-way. Assuming construction of the sidewalk occurs on the east side of the roadway, impacts would occur to existing retaining walls, landscaping, mailbox/utility placement, luminaire poles/foundations, and other shoulder features. Right-of-way acquisition would also be required for construction of the sidewalk, to provide slope easements, and to accommodate utility relocation. Reconstruction of several private driveways would also be required.

Accommodation for a sidewalk or widened roadway on the west side of the dead-end segment of Richmond Beach Drive NW would never be possible given steep slopes, existing driveway transitions/slopes between private property and the traveled roadway surface, setbacks of existing homes (within 5 feet of existing right-of-way line), and overall topographic conditions.

Secondary Emergency Vehicle Access

The City of Shoreline currently has no minimum secondary access standards or requirements codified within their comprehensive plan or engineering standards. The City likely has no specific code pertaining to this secondary access requirement as it currently has an extensive roadway grid system, with few dead-end streets that serve large neighborhoods. This particular situation, where an urban area will now be serving an unincorporated land-locked parcel, does however require consideration of this condition to meet minimum levels of safety for an new land uses that require fire and emergency vehicle access.

These standards are used by local jurisdictions to establish an intensity of uses that be served by a vehicle access route in order that fire and emergency vehicle can respond via alternative means if the main access is blocked simultaneous to another incident. Sometimes these minimum access requirements default to the International Fire Code (IFC) by reference. Under the 2009 IFC, this secondary access requirement is triggered at 30 residential units by some agencies. Within unincorporated King County, this trigger is reached at 100 residential units or an equivalent 1,000 ADT (see Section 2.19 of *King County Road Design and Construction Standards*, 2007).

As the dead-end roadway segment of Richmond Beach Drive NW currently serves roughly 50 homes, the minimum secondary access requirement is already triggered for any new development within Point Wells for residential units, but has approximately 500 ADT remaining based on a 1,000 ADT threshold. As such, in its present level of alternative access, the Point Wells development area would require secondary access after generating net increases in new vehicle trips of more than 500 ADT that would utilize Richmond Beach Drive NW.

Steve Szafran

From: Karen Babeaux [REDACTED]
Sent: Wednesday, January 19, 2011 2:40 PM
To: Steve Szafran
Subject: Ammendment Policy PW-13 - Richmond Beach Dr - YES!!!

To whom it may concern,

We are pleased that this amendment is being put forward & wholeheartedly support it!

Our family lives on Richmond Beach Dr. & have been aghast at the quantity of cars the Point Wells project would add to this quiet neighborhood!!! Please do not jeopardize the safety of our community by this EXCESSIVE number of auto trips added to our dead end road - Richmond Beach Drive. We pay VERY high taxes to live in this community & appreciate our local government protecting us from this poorly planned plan!

Thank You The

Babeaux Family

[REDACTED]

Richmond Beach Dr. NW

Shoreline, Wa. 98177

Steve Szafran

From: [REDACTED]
Sent: Wednesday, January 19, 2011 3:09 PM
To: Steve Szafran
Subject: PW-13

Dear Shoreline Planning Commission:

An enthusiastic, unmitigated "Yes!" to the reclassification amendment for 185th. Richmond Beach Road is not the Aurora corridor!

Please exercise your authority on behalf of Shoreline families to:

- be a strong, official voice showing on public record the inevitable hazards, negative consequences, & negligent planning attendant to the Point Wells proposal to build an urban center in a residential neighborhood:
 - with only 1 means of access, that access being...
 - at the end of a very narrow, 2-lane, dead-end residential street that is for local access and even has no sidewalks!
 - involving a route with a least 3 very irregular, 5-way intersections that are already difficult to navigate
 - that has a high-pedestrian area involving many young children accessing the Richmond Beach library, adjacent sports field, and playground; the corner store at 200th; and Richmond Beach
- prevent the accidents, vehicular and particularly pedestrian, that will occur along this route with traffic doubled & more from:
 - trucks and heavy equipment during construction phases
 - traffic not merely from thousands of Point Wells residents but also from their guests & hired help, Point Wells employees, and site visitors
- preserve the wonderful quality of life you and others have worked so hard to promote in this neck of the woods, a most emphatically **unurban** setting.

Reclassifying 185th is a wise, potentially life-saving measure that will impact not only our immediate Richmond Beach/Richmond Highland neighborhoods but help set a wonderful precedent when "Goliath" attempts to make similar proposals in other residential areas in the region.

Sincerely,

Laura Lind
[REDACTED]
Shoreline, WA 98177
[REDACTED]

Steve Szafran

From: Frederic Laffitte [REDACTED]
Sent: Wednesday, January 19, 2011 3:19 PM
To: Steve Szafran
Subject: Point Wells / Richmond Beach Rd

Attn: City of Shoreline

Re: Re-classification of Richmond Beach Road into "Neighborhood local"

To whom it may concern,

As a resident of Woodway, and frequent user of Richmond Beach road, I am 100% behind the city in its plan to change the designation of Richmond Beach Road from "Arterial" to Local".

Already at commute time this road is very busy, so the potential increase created by the insane plan for development of Point Wells would destroy the neighborhood.

As a resident of Woodway, I can see that the increased traffic on the lower part of Richmond Beach Road would also spill into Woodway, as Northboud commuters would use our streets to get to the Freeway in Edmonds.

I also applaud Shoreline for fighting the Point Wells development and truly hope that all its power will be directed in getting the Crazy "Snohomish County" decision to zone Point Wells as "URBAN". This development, while inevitable, needs to be scaled down by a minimum of 75%.... I count on you.

Frederic Laffitte

[REDACTED]

Jessica Simulcik Smith

From: Carol Stoel-Gammon [c [REDACTED]]
Sent: Wednesday, January 19, 2011 3:26 PM
To: Plancom
Subject: reclassification of Richmond Beach Drive

To members of the planning commission:

Please drive (or walk) down Richmond Beach Road, turn north on Richmond Beach Drive and imagine what it would be like if RB Drive were inundated with 8000 car trips a day. It would be unsafe for walkers and cyclists; traffic would be a nightmare; emergency services would be compromised; and quality of life for those in the neighborhood would be severely affected.

As a homeowner in lower Richmond Beach, I urge you to reclassify Richmond Beach Drive as "**neighborhood residential access**" and limit cars to 4000 per day.

Thank you for your time.

Carol Stoel-Gammon

Steve Szafran

From: Hank Landau [REDACTED]
Sent: Wednesday, January 19, 2011 3:28 PM
To: Steve Szafran
Subject: Richmond Beach Drive

We fully support the reclassification of Richmond Beach Drive as residential neighborhood access. For the developer to suggest that this road is a transportation corridor is absurd. At best it is a transportation cul-de-sac.

Henry G. Landau, P.E, Ph.D. and
Joyce K. Landau

2011-01-19-2011-01-19

Steve Szafran

From: Jay Young [REDACTED]
Sent: Wednesday, January 19, 2011 3:53 PM
To: Steve Szafran
Subject: Objection to Point Wells Development

Steven:

Please allow this email to serve as my objection to the development which is proposed for the Point Wells site.

I currently reside at 24310-116th Ave W. Woodway, WA 98020 and am located just above the proposed development. I have reviewed proposed development and am very much opposed to it.

My opposition rests with the following issues:

- 1) Road Access- There is no way that Richmond Beach Drive can safely or adequately support a development of this magnitude.
- 2) Height and density of the buildings – where in Snohomish County do you find 19 story buildings? And why would they be approved in this location? This area is smack dab in the middle residential neighborhoods and a high density development is completely out of character.
- 3) Impact of the development on the surrounding neighborhoods – The residents in the immediate neighborhoods purchased their properties and enjoy their properties for what they are, neighborhoods. To allow a multi-use development in that location not only changes the neighborhood with which we live but also impacts their property values in a negative way.

I say “NO” to allowing this development to go forward.

Jay Young
[REDACTED]

Steve Szafran

From: Paul Crampton [p.crampton@shoreline.wa.gov]
Sent: Wednesday, January 19, 2011 3:58 PM
To: Steve Szafran
Subject: Concerned Richmond Beach resident

Dear Steven,

As a resident of Shoreline, WA, I heartily support changing the designation of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line from Collector Arterial to Local Street.

This designation is a much more accurate description of the size of the road and its intended use by the public.

Thank you for taking the time to review this matter.

Sincerely,

Paul Crampton
Shoreline, WA



King County

Bob Ferguson

Councilmember, District 1

Metropolitan King County Council

January 19, 2011

City of Shoreline
Attn: Steven Szafran, AICP
17500 Midvale Avenue North
Shoreline, WA 98133

RE: Point Wells Subarea Plan Amendment

Dear Shoreline Planning Commission:

Thank you for the opportunity to comment on the proposal to change the street classification of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line.

As the representative of the City of Shoreline on the King County Council, I have heard from many constituents concerned about the proposed development at Point Wells. As you know, Shoreline residents will be directly affected by the development of an urban center at Point Wells, including the expected increase in traffic on Richmond Beach Drive.

I have spoken with city leaders about these concerns. I have also visited the Point Wells site and driven the segment of road under consideration and believe a review of the classification of the road is merited.

I appreciate your review of the road classification. While I am not an expert on the intricacies of Shoreline's zoning regulations, I trust that you will make a decision that makes sense for the city of Shoreline. I respectfully request that you keep the concerns of the affected community and residents in mind as you make your determination.

Thank you for your consideration.

Sincerely,

Bob Ferguson
King County Councilmember

cc: Shoreline City Council

Steve Szafran

From: Brandon Wilhite [mailto:brandon.wilhite@shoreline.wa.gov]
Sent: Wednesday, January 19, 2011 4:02 PM
To: Steve Szafran
Subject: reclassify Richmond Beach Drive to residential neighborhood access

City of Shoreline
Attn: Steven Szafran, AICP
17500 Midvale Avenue North
Shoreline, WA 98133

Please reclassify Richmond Beach Drive as neighborhood local. The portion of Richmond Beach Drive that is in Woodway is already local access. Richmond Beach Drive is a narrow, dead-end street with no sidewalks, miles from the nearest state route and is presently used for local access. There is no other access to that road from 199th to County line, so collector arterial is inaccurate designation. Widening of Richmond Beach Drive to bring it to adopted engineering standards to accommodate development will likely require the acquisition of private property of Shoreline resident for the benefit of a private developer in Snohomish County.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to residential neighborhood access.

Thanks,
Brandon Wilhite
Richmond Highlands resident

Steve Szafran

From: Jennifer Haywood: [REDACTED]
Sent: Wednesday, January 19, 2011 4:04 PM
To: Steve Szafran
Subject: Richmond Beach Drive Proposal - Point Wells

To: Steven Szafran
Associate Planner

As a resident of Shoreline, WA, I totally support changing the designation of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line from Collector Arterial to Local Street.

This designation is a much more accurate description of the size of the road and its intended use by the public.

Thank you for taking the time to review this matter.

Sincerely,

Jennifer Haywood

Jennifer Haywood

[REDACTED]

[REDACTED]

Steve Szafran

From: Wendy Smith [mailto:wendysmith@mac.com]
Sent: Wednesday, January 19, 2011 4:34 PM
To: Steve Szafran
Subject: Policy PW-13

Mr. Szafran-

I'm writing to you in support of reclassifying Richmond Beach Dr. as a neighborhood local.

Wendy Smith
[REDACTED] NW 196th St.
Shoreline, WA 98177

Steve Szafran

From: [REDACTED]
Sent: Wednesday, January 19, 2011 4:35 PM
To: Steve Szafran
Subject: Public Hearing on Point Wells Subarea Plan Amendment

To the Members of the City of Shoreline Planning Commission:

As a resident in the area I have been increasingly concerned with the scope of the development proposed by the owners of Point Wells. The drastic impacts of an urban center scaled development would have severe and irrevocable impacts on the surrounding neighborhoods

I support the city's amendment to reclassify Richmond Beach Drive to a local street designation. This clearly makes sense as this is a narrow dead end street. However, the "local street" classification should be applied to the entire length of Richmond Beach Drive. Between NW 199th and NW 196th there are only eleven (11) residential properties. Likewise, between NW 196th and NW 195th there are eight (8) residential properties. Traffic from the thirty-two (32) residential properties on 27th Ave NW feeds directly to NW 196th.

To reiterate, the fifty-one (51) total residential properties that are directly within the area on Richmond Beach Drive between NW 199th and NW 195th does not warrant a higher traffic designation. Furthermore, the area is fully developed with no undeveloped properties and extremely limited chance of any "infill." If Richmond Beach Drive is not reclassified in total as "local street" then there are many other streets within the city of Shoreline that should have their "local street" classifications increased to be mirror to Richmond Beach Drive. Richmond Beach Drive should remain classified as "local street" with no more than 4000 vehicle trips per day. Moreover, any widening of Richmond Beach Drive would require the taking of private property for the sole benefit of a private developer in Snohomish County.

Additionally, any potential claim that the road widening would be for the "public benefit" of a public park or beach access within the development would not be a valid claim. The Planning Commission needs only to look at traffic count on 20th Ave NW (1413 average trips in 2009) for traffic traveling to and from Saltwater Park. As Saltwater Park and Point Wells could be similar in size and facilities, even tripling the traffic count to Saltwater Park on 20th Ave NW – and applying that volume to Richmond Beach Drive would still keep total traffic volume within the 4,000 vehicle trip limit.

For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Richard Kink

[REDACTED] Ave NW

Steve Szafran

From: Chryssa (Deliganis) Calandrillo [REDACTED]
Sent: Wednesday, January 19, 2011 4:35 PM
To: Steve Szafran
Subject: Point Wells Comments

Shoreline City Council,

I am writing to urge you to adopt proposed amendment **Policy PW-13** to the comprehensive plan. I am a longtime Richmond Beach resident: I grew up here and I after graduating law school I returned here to raise my three children. Specifically:

- Richmond Beach Drive should be classified as neighborhood local with a maximum number of car trips of 4,000.
- The portion of Richmond Beach Drive that is in Woodway is already local access.
- Richmond Beach Drive is:
 - A narrow, dead-end street with no sidewalks
 - Miles from the nearest state route
 - Presently used for local access
- There is no other access to that road from 199th to County line, so collector arterial is inaccurate designation
- Widening of Richmond Beach Drive to bring it to adopted engineering standards to accomodate development will likely require the acquisition of private property of Shoreline resident for the benefit of a private developer in Snohomish County.

My husband and I are paying close attention to the process and actions being taken by the city in response to the Point Wells proposed development.

Thank you,

Chryssa V. Deliganis

[REDACTED]

Shoreline, WA 98177

[REDACTED]

[REDACTED]

Steve Szafran

From: Eric Strandberg [b] [REDACTED]
Sent: Wednesday, January 19, 2011 4:36 PM
To: Steve Szafran
Subject: Reclassification of Richmond Beach Dr.

We are writing to express strong support for the motion to reclassify Richmond Beach Drive from Collector Arterial to Neighborhood Local.

The concept of allowing up to 8000+ car trips per day along a winding dead end road as the only access has never met with any notion of common sense, especially as the only reason for doing so is to benefit a private developer (and presumably the tax coffers of Snohomish County, thus their endorsement of the Point Wells project) at the expense of our Shoreline and Richmond Beach neighborhood.

We strongly agree that the City of Shoreline should adopt Policy PW-13 as an amendment to it's Comprehensive Plan.

Eric Strandberg
Amy Boone
[REDACTED] 22nd Ave NW
Shoreline, WA 98177

H [REDACTED]
C [REDACTED]
C [REDACTED]

10.110

Jessica Simulcik Smith

From: Richard Gammon [gammongammon@u.washington.edu]
Sent: Wednesday, January 19, 2011 4:52 PM
To: Plancom
Subject: Reclassification of Richmond Beach Drive

To members of the Shoreline Planning Commission:

I invite you to come down Richmond Beach Road, turn north (right) on Richmond Beach Drive NW and imagine what it would be like if RB Drive were inundated with 8000 (or more!) car trips a day. It would be unsafe for walkers and cyclists (there are no sidewalks and little room to add them); traffic would be a nightmare; emergency services would be compromised; and quality of life for those in the neighborhood would be severely impacted.

As a homeowner in lower Richmond Beach, I urge you to reclassify Richmond Beach Drive as "**neighborhood residential access**" and limit cars to no more than 4000 per day.

Thank you for your attention to this request

Richard Harriss Gammon

--

Richard Gammon
Professor of Chemistry&Oceanography
409 Ocean Sciences Building
Box #355351
University of Washington
Seattle, WA 98195
206-221-6744
gammon@u.washington.edu

Valerie Craig
19314 22nd Ave NW
Shoreline WA 98177
206-542-2310

January 19, 2011

Shoreline Planning Commission
17500 Midvale Avenue N
Shoreline, WA 98133-4905

Dear Planning Commission Members:

I am a Richmond Beach resident in support of the proposal to change the street classification of Richmond Beach Drive NW between approximately NW 199th Street and the Snohomish County line from Collector Arterial to Local Street.

While I am not against development at Point Wells, I believe that the City of Shoreline has the power and responsibility to ensure that the scope of the Point Wells development is appropriate to the location.

If the City of Shoreline allows a capacity of 8,250 cars on Richmond Beach Drive, there will be acute impacts on Richmond Beach residents and far-reaching impacts on the residents of Woodway, Innis Arden, the Richmond Highlands and all of North Shoreline. Traffic on Richmond Beach Drive should be limited because it is a narrow, dead-end street with no sidewalks and is not appropriate for large volumes of traffic.

I believe that the Snohomish County Council's decisions on the Point Wells matter work to the detriment of Shoreline residents. It has been left to the City of Shoreline to ensure that public safety and quality of life in Richmond Beach is preserved.

In addition I ask the Commission to ensure that any road improvements will not result in the taking of private property from Shoreline residents to the benefit of a private developer in Snohomish County. I believe that the City can craft the appropriate language that would force the Snohomish County Council to step up and address the issues they alone created by incorrectly designating that site an urban center.

Thank you for the opportunity to comment.

Valerie Craig

Steve Szafran

From: [REDACTED]
Sent: Wednesday, January 19, 2011 5:47 PM
To: Steve Szafran
Subject: correction re PW-13

Dear Shoreline Planning Commission:

*In a previous email sent this afternoon, I mistakenly referred to "185th" instead of "Richmond Beach Drive." An amended email follows.
Sorry for the error,
Laura Lind*

Dear Shoreline Planning Commission:

An enthusiastic, unmitigated "Yes!" to the reclassification amendment for Richmond Beach Drive. Richmond Beach Road is not the Aurora corridor!

Please exercise your authority on behalf of Shoreline families to:

- be a strong, official voice showing on public record the inevitable hazards, negative consequences, & negligent planning attendant to the Point Wells proposal to build an urban center in a residential neighborhood:
 - with only 1 means of access, that access being...
 - at the end of a very narrow, 2-lane, dead-end residential street that is for local access and even has no sidewalks!
 - involving a route with a least 3 very irregular, 5-way intersections that are already difficult to navigate
 - that has a high-pedestrian area involving many young children accessing the Richmond Beach library, adjacent sports field, and playground; the corner store at 200th; and Richmond Beach
- prevent the accidents, vehicular and particularly pedestrian, that will occur along this route with traffic doubled & more from:
 - trucks and heavy equipment during construction phases
 - traffic not merely from thousands of Point Wells residents but also from their guests & hired help, Point Wells employees, and site visitors
- preserve the wonderful quality of life you and others have worked so hard to promote in this neck of the woods, a most emphatically "**un-urban**" setting.

Reclassifying Richmond Beach Drive is a wise, potentially life-saving measure that will impact not only our immediate Richmond Beach/Richmond Highland/Woodway neighborhoods but help set a wonderful precedent when "Goliath" attempts to make similar proposals in other residential areas in the region.

Sincerely,

Laura Lind
[REDACTED]
Shoreline, WA 98177
(206) [REDACTED]

10.113

Steve Szafran

From: Joe Bundrant [REDACTED]
Sent: Wednesday, January 19, 2011 7:12 PM
To: Steve Szafran

To Whom it May Concern,

I am writing to encourage you to continue your efforts to appeal the Point Wells development project, as it is currently proposed, to the Central Sound Growth Management Board.

I fully support the development of this site "IF" they follow the legislative rules as they have been written. It is my understanding that in order to obtain "Urban Center " designation you must be near a major traffic corridor. Richmond Beach Drive is far from a major traffic corridor and the addition of 3000 condominiums would have significant negative impact on Shoreline, Richmond Beach and The Town of Woodway.

The citizens who live in these communities bought or built homes based on the laws as they are written. The streets we purchased our homes on are built to handle residential traffic not an "Urban Center". To allow a significant rule change for this development will have substantial impact on our home values and I strongly encourage and support your efforts to have the developer build their project following the laws that were in place when we moved to this neighborhood.

Additionally I am quite concerned with the proposed height of this project as it would dramatically change the atmosphere of our community.

Sincerely,

Joseph & Mary Bundrant
[REDACTED]
Woodway, WA 98177
[REDACTED]

From: Carla Nichols

CONFIDENTIALITY NOTICE The information in this message is intended only for the addressee or the addressee's authorized agent. The message may contain information that is privileged, confidential, or otherwise exempt from disclosure. If the reader of this message is not the intended recipient or the recipient's authorized agent, then you are notified that any dissemination, distribution or copying of this message is prohibited. If you have received this message in error, please reply to the sender and then delete the message.

Steve Szafran

From: Susan Karlsen ([REDACTED])
Sent: Thursday, January 20, 2011 9:11 AM
To: Steve Szafran
Subject: Richmond beach. Saving

I am writing you to inform you that I am a long time resident of Richmond beach I've raised my children and now my grandchildren are being raised here. I remember when you could drive down Richmond beach rd and maybe see 5 cars tops and that prectacular view that pops out when head down the hill. It's already changed so much and the roads and the quiet neighborhood is of course not set up for the amount if traffic that is being proposed We can't just sit back and do nothing we have to do what we can to stop it or yo reduce the effects if the damage and the impact that this would have on our homes and family and our community that we love so much.

We are Richmond beach native and we are being attacked by someone that doesn't care about anything but his bank account. We are being robbed from our land Susan Karlsen Sent from my iPhone

Steve Szafran

From: Patrick Medalia [REDACTED]
Sent: Thursday, January 20, 2011 10:09 AM
To: Steve Szafran
Subject: Point Wells Traffic Impact

Hi Steve,

My name is Patrick Medalia and I live in Richmond Beach at 2326 NW 194th Pl. I want express my grave concern regarding the potential traffic impact to Richmond Beach.

Richmond Beach Community Park is a popular destination for families and individuals not only for recreation and events, but also of course as the location of the local library. Many people walk to the park/library and this of course requires crossing 196th St. NW and 20th Ave NW. residential streets. These streets in my view were never intended to handle the volume of traffic that would emanate from the proposed Point Wells development.

Consequently, the risk to pedestrians is too great just given the potential volume of traffic and it would only be a matter of when not if a tragic pedestrian-vehicle accident took place.

Your attention to this matter for the City of Shoreline is greatly appreciated.

Best Regards,

Patrick Medalia

Steve Szafran

From: Laurie J Dempsey [REDACTED]
Sent: Thursday, January 20, 2011 10:42 AM
To: Steve Szafran
Subject: Policy PW-13

To Whom it may concern:

I am a long term resident of Richmond Beach and I oppose the extent of the development at Point Wells.

Re classify the segment of road from 199th to the county line to neighborhood local access.

Thanks

Laurie Dempsey

Laurie Dempsey, MN, RN

Carolyn Downs Family Medical Center

2101 East Yesler Way

Seattle, WA 98122-5900

[REDACTED]

Jessica Simulcik Smith

From: janis mercker [REDACTED]
Sent: Thursday, January 20, 2011 11:51 AM
To: Plancom
Subject: Richmond Beach Road

Dear Shoreline City Council and Planning Commission,

Having been a resident of Innis Arden for over 30 years, I am very concerned about the impact the proposed Point Wells project will have on our community as well as the huge traffic problems it will create for us. There is nothing urban about our area, and having a small 2 lane road (Richmond Beach Drive) as the only access to Point Wells is irresponsible and potentially dangerous.

Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the traffic limits on this street to a level befitting its residential location.

I wholeheartedly support the city's amendment to reclassify Richmond Beach Drive to *residential neighborhood access*.

Sincerely,

Janis Mercker

Jessica Simulcik Smith

From: Bill Oren [REDACTED]
Sent: Thursday, January 20, 2011 12:19 PM
To: Plancom
Subject: Point Wells

City of Shoreline

I wanted to send a note in favor of the recent proposal to make Local Access only from 199th to Point Wells. I feel they should access this property from the Woodway or Snohomish County side all along. There is no way Richmond Beach Drive can support the traffic Point Wells is planning for.

Regards

Bill and Marcy Oren
[REDACTED] Richmond Beach Drive. N.W.
Shoreline, wa 98177

Steve Szafran

From: Marianne Stephens [REDACTED]
Sent: Thursday, January 20, 2011 2:07 PM
To: Steve Szafran
Subject: Proposed Amendment Concerning Richmond Beach Drive

Mr. Szafran,

I am writing in support of the proposed amendment reclassifying Richmond Beach Drive as a local access street. The proposed classification is in every way more appropriate than an arterial. I do not live in Richmond Beach, but I walk there at least once a week and patronize the businesses frequently.

The exact portion of the road under consideration, Richmond Beach Drive, is very narrow. When I walk there with my husband, we sometimes walk in single file despite the traffic being much less than on Richmond Beach Road proper. There is simply not enough margin for safety. In Seattle, I see roads like this with an "Arterial Ends" sign. Usually, even beyond the "Arterial Ends" sign, the road is still more developed and able to handle traffic than is Richmond Beach Drive. It seems that Shoreline's present designations are not up to the standard used in cities around us.

Richmond Beach Road further up the hill does indeed function as an arterial that leads into the neighborhood, and it has more than enough traffic now in my opinion. Today from Richmond Beach Coffee Company, I lost count of the number of cars going by at 11:00 a.m. on a weekday. Previously, I have seen trucks completely blow through the stop light/ sign at the junction of 15th NW and Richmond Beach Road. If my kids are going to be walking, running, or bicycling on Richmond Beach Road, I give them strict safety warnings despite their not being little kids (they are ages 11, 14, and 16). Children much younger than ours frequent the street, going to the Little Store, the Library, and the Saltwater and Community parks (on opposite sides of RB Road).

We urge the City of Shoreline to pass the proposed amendment. Doing so will make the road designations more accurate and will preserve safety for our residents.

Thank you for your attention.

Marianne Stephens, Shoreline Resident
[REDACTED]

Jessica Simulcik Smith

From: Nancy Morris [REDACTED]
Sent: Thursday, January 20, 2011 3:11 PM
To: Plancom; City Council
Subject: I support the city's amendment to reclassify Richmond Beach Drive to residential neighborhood access

Importance: High

Dear Councils:

Thank you for the proposed amendment to reclassify a segment of Richmond Beach Drive from arterial to neighborhood local access. I definitely support the city's amendment to reclassify Richmond Beach Drive. As an individual who has lived for over a decade in Richmond Beach, I have seen first hand the increased traffic congestion present now in this neighborhood. I have to use the Richmond Beach road for driving to and from this area. I constantly see the effects of the present traffic load. Cars consistently use the road at higher than legal speeds. It is difficult to turn out on to RB road now because of increased traffic. What will happen if this trend continues? What if there is an emergency in lower Richmond Beach? The intersections will fail. The road access discussions for the development of Point Wells do not realistically take into consideration how this development proposes a serious threat to the safety and livability of this area, especially with no roads coming to it from Snohomish County.

Please consider the following:

- Richmond Beach Drive should be classified as local with a maximum number of car trips of 4,000.
- The portion of Richmond Beach Drive that is in Woodway is already local access.
- Richmond Beach Drive is:
 - A narrow, dead-end street with no sidewalks
 - Miles from the nearest state route
 - Presently used for local access
- There is no other access to that road from 199th to County line, so collector arterial is inaccurate designation.

I also would further propose that 20th Ave. NW be designated a neighborhood residential street access along with a **local access designation for 18th Ave NW and NW 198th street here in Richmond Beach**. Signs should be posted for a 20 mile an hour speed. People consistently drive faster than this on a quiet neighborhood street where kids and adults are walking. There are a lot of pets at risk too from being hit by the traffic which includes school buses, large trucks, etc. driving faster than 20 miles an hour. Actually right now no speed limit or warning signs of any kind exist on these streets.

Sincerely,
 Nancy Morris
 Richmond Beach Resident
 [REDACTED]

Law Offices

KARR • TUTTLE • CAMPBELL

Founded 1904

A Professional Service Corporation

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Telephone (206) 223-1313, Facsimile (206) 682-7100

Portland Office
Pioneer Tower, Suite 650, 888 S.W. Fifth Avenue, Portland, Oregon 97204
Telephone (503) 248-1330, Facsimile (503) 274-1214

Please reply to Seattle Office

Gary D. Huff
(206) 224-8024
ghuff@karrtuttle.com

January 20, 2011

City of Shoreline Planning Commission
17500 Midvale Ave. NE
Shoreline, WA 98133

RE: Proposed Amendment to Point Wells Subarea Plan

Dear Planning Commission Members:

The proposed amendment Point Wells Subarea Plan is contrary to state law and to Shoreline's own adopted plans and ordinances. Comprehensive plans and amendments thereto must be undertaken in a manner consistent with controlling state and local laws and should be the end result of thorough analysis and technical study. The proposed amendments fail on all fronts.

I. The Amendment Violates the Growth Management Act and City Ordinances.

RCW 36.70A.130(2)(a) requires that "updates, proposed amendments, or revisions to a comprehensive plan are considered by the governing body of the county or city no more frequently than once every year." An exception is allowed for the initial adoption of a subarea plan. Amendments must be processed through the annual docketing process.

Subsection (2)(b) of the above statute further requires that "... all proposals shall be considered by the governing body concurrently so that cumulative effect of the various proposal can be ascertained." The city's consideration of an amendment outside the annual docket process violates these statutory mandates.

II. The Amendment is the Result of Neither a Deliberative Process Nor Technical Analysis and is Inconsistent with the Comprehensive Plan.

From a planning perspective, the proposal to convert Richmond Beach Drive into a neighborhood street makes no sense. At each instance throughout its history where the city has reviewed the proper classification of this road segment, and where it has made decisions based on sound transportation planning, this road segment has been designated as a collector arterial. From its

Shoreline Planning Commission
January 20, 2011
Page 3

The introductory paragraph to the Transportation Corridor Study and Mitigation section of the current subarea plan states that "the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study." Policy PW-9 then provides:

To enable appropriate traffic mitigation of future development at Point Wells, the developer should fund the preparation of a Transportation Corridor Study as the first phase of a Transportation Implementation Plan, under the direction of the City, with input and participation of Woodway, Edmonds, Snohomish County and WSDOT. The Study and Transportation Implementation Plan should identify, engineer, and provide schematic design and costs for intersection, roadway, walkway and other public investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, N 175th Street, and I-5 with particular attention focused on Richmond Beach Drive and Richmond Beach Road. The Study and Transportation Plan should identify needed investments and services, including design and financing, for multimodal solutions to improving mobility and accessibility within the Richmond Beach neighborhood and adjacent communities, including but not limited to investments on Richmond Beach Drive and Richmond Beach Road.

Policy PW-12, which contains the trip limits, currently reads as follows:

The maximum daily traffic that the City should permit emanating from or entering into Point Wells may not exceed 8,250 vehicle trips per day, nor reduce the City's adopted level of service standards for the Corridor at the time of application for development permits at Point Wells.

Proposed Policy PW-13 would further restrict trips as follows:

In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a dead-end local access road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local access street with a maximum capacity of 4,000 vehicle trips per day. Unless and until either Snohomish County or the owner of the Point Wells Urban Center can provide to the City the Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, as well as financial and legal guarantees that the necessary mitigations will be provided, the City should not consider classifying this road segment as an arterial with a capacity of 8,250 vehicle trips per day.

Portions of these policies are simply unacceptable. First, the city seeks to shift the entire cost of an exhaustive study which it identified as being necessary well before the first mention of the possible redevelopment of Point Wells. Second, the city demands that it oversee and direct the study even though the project site is located in Snohomish County and despite the fact that the city is currently pursuing multiple lawsuits to stop the development. Any oversight role is a direct conflict of interest. City staff is further aware that Snohomish County will allow Shoreline a role in the review of

Shoreline Planning Commission
January 20, 2011
Page 4

the project's transportation planning but it will not grant it approval rights or decision-making authority.

Our concerns are not unfounded. The agreement proposed by the city for the preparation of the corridor study states:

- 1) BSRE shall fully fund the study;
- 2) The traffic consultant shall report solely to the city and respond only to direction provided by the city;
- 3) BSRE shall agree in advance to construct or pay the city to implement whatever recommendations are made, up to a maximum of \$30 million, regardless of any connection to the traffic impacts generated by the redevelopment.

The city's obvious aim is to shift the responsibility for the study and the cost to mitigate both existing and future deficiencies to BSRE. We understand that all governments are in dire need of funds. That need does not justify the attempted transfer of responsibility for all traffic mitigation to BSRE. We are responsible for mitigating the impacts of our development. We are not responsible for and will not accept the obligation to mitigate existing and future deficiencies which are wholly unrelated to our proposed project.

Both the existing and proposed policies imply that the 8,250 daily trip limit is based on rigorous scientific inquiry. Instead, the number was produced by city staff who manually adjusted parts of the traffic analysis contained in Snohomish County's EIS for its comprehensive plan changes. No model was run. No adjustment was made for system improvements such as Community Transit's Rapid Bus Service or Sound Transit's extension of light rail service which are planned to be operational prior to the construction of the first units at Point Wells. More importantly, the number does not attempt to measure levels of service following the potential future implementation of the roundabouts and road diets which the city's public works staff so strongly encourages be implemented.

The existing and proposed trip limits also fail to mention the city's response to our objections to the hard maximum trip count, regardless of the extent or success of future mitigation efforts. The real issue should be the future level of service, not a specific hard cap which controls regardless of the effectiveness of our mitigation efforts.

To address our objections, city staff proposed the following language for inclusion in a draft interlocal agreement:

Alternatively, if the proponent of a development (at Point Wells) prepares a Transportation Corridor Study and Implementation Plan pursuant to City of Shoreline Comprehensive Plan Policies PW- 9 and PW-10, and if the City concludes that innovative street/intersection, traffic calming and pedestrian/bicycle safety project improvements identified in the Implementation Plan will increase roadway and intersection capacity while maintaining the same levels of

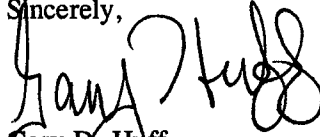
Shoreline Planning Commission
January 20, 2011
Page 5

service achieved at the 825 PHT/8250 ADT thresholds, then the City may approve that greater number of vehicle trips.

The inclusion of such language in the Subarea Plan policies is an essential addition.

Despite our very strong objections and reservations to these policies, we welcome meaningful dialogue with the City Council, administration and residents of Shoreline. We believe that too much time and effort has been directed towards fighting the site's urban center designation. We prefer to instead concentrate on the manner in which the site will be redeveloped plan and how its impacts can be appropriately mitigated. Those discussions offer a much greater opportunity for achieving a mutually acceptable resolution.

Sincerely,



Gary D. Huff
Karr Tuttle Campbell
Counsel for Paramount of Washington LLC

cc: Steven D. Farkas, Vice President and General Counsel
D. Mark Wells, Northwest Environmental Manager
Dennis L. Derickson, David Evans and Associates, Inc.
Jack Molver, David Evans and Associates, Inc.
Steve Ohlenkamp, The Communication Group
Douglas A. Luetjen, Counsel for Paramount of Washington, LLC
Shoreline City Council
Joe Tovar, Shoreline Planning Director

Clark and Suzanne Westmoreland
1022 NW 196th Street
Shoreline, WA 98177
January 20, 2011

Shoreline Planning Commission
17500 Midvale Avenue North
Shoreline, WA 98177

Dear Shoreline Planning Commission members:

My family and I are long-time residents of Richmond Beach. I am writing to express my concern regarding the pending decision to enable the development of Point Wells.

Our family moved to Richmond Beach eleven years ago. The crux of our decision centered on the small community neighborhood that defines Richmond Beach. We sought what Richmond Beach now idealizes.

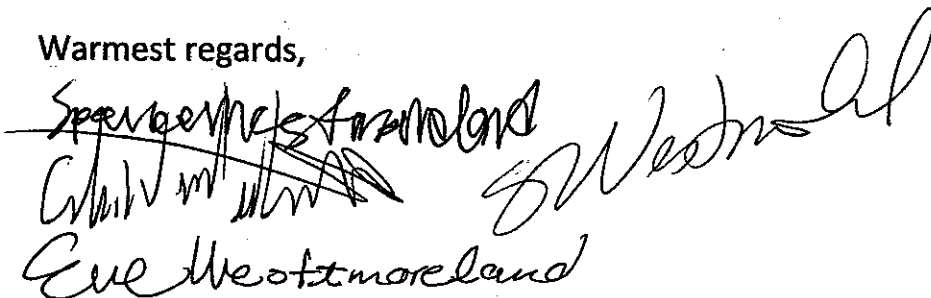
We avoided Seattle proper and the eastside communities of Bellevue and Kirkland to avoid the blight and sprawl those communities regret today. The thought that Richmond Beach may suffer the same plight is untenable to my family and me.

Noise, traffic, safety issues, environmental impacts, crowding in our schools, and the inevitable reshaping of the small community Richmond Beach families enjoy is in the throes of what we cherish as our home.

We implore you to take action against this decision. If approved, we will never recapture the Richmond Beach that generations of families have built, sustain and love.

You may expect whatever support you need from us.

Warmest regards,

The block contains three handwritten signatures. The top signature is 'Spencer Westmoreland', the middle is 'Clark Westmoreland', and the bottom is 'Eve Westmoreland'. The signatures are written in cursive and are somewhat overlapping.

Clark, Suzanne, Spencer and Eve Westmoreland