

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Action on adoption of Point Wells Subarea Plan Amendment and modification of Map T-18 (Street Classifications) in the Transportation Element of the Comprehensive Plan
DEPARTMENT:	Planning and Development Services
PRESENTED BY:	Joseph W. Tovar, FAICP, Director Steven Cohn, Senior Planner

PROBLEM/ISSUE STATEMENT:

The purpose of this item is to review and take action on the Planning Commission's recommendation to modify a portion of the narrative and Policy PW-12 in the Point Wells Subarea Plan and amend Map T-18 in the Transportation Element of the Comprehensive Plan. The modifications would change the designation of the portion of Richmond Beach Drive NW north of NW 199th from "Neighborhood Collector" to "Local Street" and further state that the future re-designation of this road segment to collector arterial should not be considered unless certain future conditions are fulfilled.

Comprehensive Plan Amendments are usually considered once a year, often near the end of the year so that the cumulative effects of the amendments can be analyzed. However, the Act does provide for exceptions. RCW 36.70A.130(2)(b) allows the Council to consider an amendment anytime during the year if the Council concludes that an emergency exists. In the case of this amendment, it is important that the Council act on it as soon as practicable. Therefore staff requests that the amendments be adopted using the "emergency" exception noted above, as reflected in the attached ordinance

FINANCIAL IMPACT:

The proposed amendments would have no direct financial impact.

RECOMMENDATION

Motion to approve Ordinance 596 that includes modifying a portion of the narrative and Policy PW-12 in the Point Wells Subarea Plan and amending a section of Richmond Beach Drive NW from Neighborhood Collector to Local Street on Map T-18 in the Transportation Element of the Comprehensive Plan.

Approved By:

City Manager 

City Attorney 

INTRODUCTION

The Planning Commission's recommendation would modify a portion of the narrative and Policy PW-12 in the Point Wells Subarea Plan and amend Map T-18 in the Transportation Element of the Comprehensive Plan. The modifications would change the designation of the portion of Richmond Beach Drive north of NW 199th to "Local Street" and clarify that the road might be designated as a collector arterial appropriate for more traffic if certain conditions are fulfilled.

BACKGROUND

The proposal entails the following changes: 1) modify Policy PW-12 and a portion of the narrative prior to PW-11 in the Point Wells Subarea Plan, and 2) modify a map in the Transportation Section of the Comprehensive Plan to reflect the PW-12 revision.

Comprehensive Plan Amendment hearings are held by the Planning Commission and the Commission's record and decision are forwarded to the City Council for a final decision.

The Commission held a study session on this topic on January 6, 2011 and a public hearing on January 20. At the study session, the Commission requested additional information dealing with road classification and existing conditions. This information is available on Attachments 2, 3, and 4. At the public hearing, the Commission heard testimony from 15 people (Attachment 8) and read through 123 written comments. (Attachment 10)

PROPOSAL & ANALYSIS

Proposed amendment to the text of the Point Wells Subarea Plan

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells. Therefore, it is critical that identified impacts be effectively mitigated as a condition of approval. It is also vital that the scale of traffic generated from Point Wells be limited to preserve safety and the quality of residential neighborhoods along this road corridor.

Historically, mobility and accessibility in Richmond Beach and adjacent communities have been dominated by the single occupancy vehicle. Provision of bicycle and pedestrian facilities has been limited because retrofitting an existing road network with these facilities is an expensive undertaking. The Richmond Beach Road corridor is served by a single Metro limited Metro bus service route and is beyond a reasonable walking distance from potential development within Pt. Wells. And Though rail service to a station in Richmond Beach was evaluated by Sound Transit, no service is envisioned in the transit agency's adopted 20 year plan. Though Improved transit, bicycle, and pedestrian mobility is a long-term policy objective, but the majority of trips in the area will likely continue to be by automobiles utilizing the road network. The City's traffic study

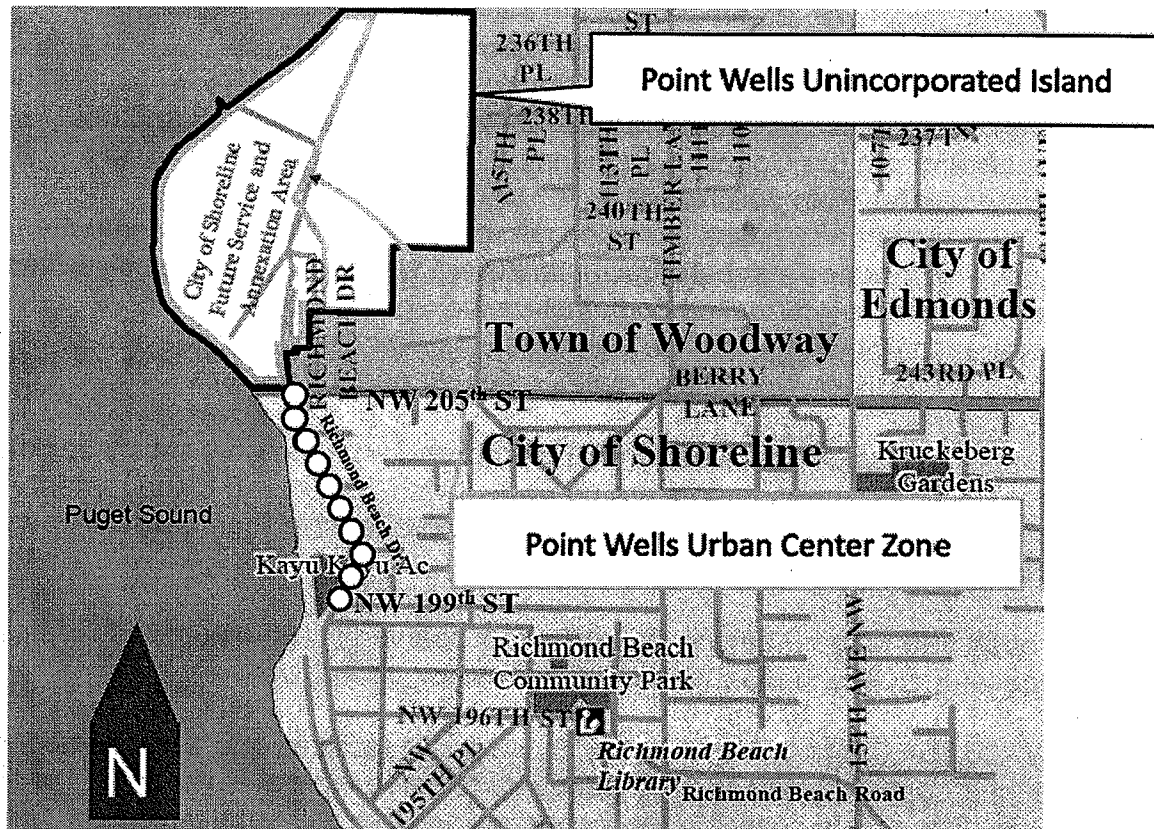
completed in 2009 shows that if more than 8,250 vehicle trips per day enter the City's road network from Point Wells, it would result in level of service "F" or worse at a number of City intersections. This would be an unacceptable impact.

Policy PW-11 The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Master Plan. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the corridor.

~~Policy PW-12 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 standard for the Corridor at the time of application for development permits at Point Wells.~~

Policy PW-12 In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/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, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment

Proposed revision to Figure T-18-Street Classifications that implements the policy change and shows Richmond Beach Drive segment reclassified as a local street



○○○ Road Segment of Richmond Beach Dr. to be classified as local street

Analysis:

Decision Criteria

The Planning Commission may recommend and the City Council may approve, or approve with modifications, an amendment to the Comprehensive Plan if the amendment complies with one or more of the following criteria:

1. The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies and other provisions of the Comprehensive Plan policies; or
2. The amendment addresses changing circumstances, changing community values, incorporates a subarea plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan; or
3. The amendment will benefit the community as a whole; will not adversely affect community facilities, the public health, safety or general welfare.

The Planning Commission concluded that the proposed amendments satisfy decision criterion 1 because the amendments are consistent with the Growth Management Act, are not inconsistent with other provisions of the Comprehensive Plan, and will benefit the community as a whole.

The staff report before the Planning Commission observed that the public facilities and services goal of the Growth Management Act provides as follows:

RCW 36.70A.020(12): Ensure that those public facilities and services necessary to support development shall be adequate to serve the development at the time the development is available for occupancy and use without decreasing current service levels below locally established minimum standards.

The adoption of the proposed amendments is intended to implement RCW 36.70A.020(12) by calling for the transportation study described in the City's Comprehensive Plan to be completed, and appropriate mitigations and funding sources identified, prior to changing the classification of the street so that it could handle additional traffic greater than 4,000 average daily trips. In addition, the public health, safety and general welfare are improved because the traffic study will identify specific impacts and mitigations that will improve safety in the Richmond Beach corridor.

The City provided notice of the proposed amendments to the Washington State Department of Commerce as required by RCW 36.70A.106, and complied with the requirements of the State Environmental Policy Act, Chapter 43.21C RCW, by preparing an environmental checklist, issuing a Determination of Non-Significance, and giving notice of same. See Attachment 9.

Once adopted, these proposed amendments to the City's comprehensive plan would guide future City actions regarding discussions with Snohomish County, Woodway and the owner of the Point Wells Urban Center in Snohomish County. For example, when an environmental impact statement is prepared for a project at the Point Wells Urban

Center, these City policies regarding the capacity and limitations of Richmond Beach Drive would be cited. These City policies would provide the basis for the City's input to the EIS process and to Snohomish County decision makers regarding consistency with existing City policies, likely project impacts, reasonable project alternatives and appropriate mitigations.

These proposed amendments would also guide the City's future decision-making about road improvements, street use or street cut permits, utility and service extensions that may be raised in conjunction with future development permit applications at the Point Wells Urban Center in Snohomish County.

Adoption by Emergency Ordinance

On January 27, 2011, the Point Wells developer, BSRE, LP, held a pre-application neighborhood meeting at the Shoreline Center, attended by over two hundred people. At that meeting, the applicant shared the details of its project permit proposal for 3,100 housing units and 100,000 square feet of commercial space, configured in over a dozen towers up to 18 stories in height. The applicant's representatives stated that average daily traffic associated with the project would be 10,000 vehicle trips per day, and acknowledged that the only vehicular access would be via Richmond Beach Drive. Snohomish County requires that a neighborhood meeting be held at least 30 days prior to submitting for a permit application under the Point Wells Urban Center Code. The City has received a notice of BSRE's intent to submit an application with Snohomish County on March 4, 2011.

In view of the imminent application submittal by BSRE to Snohomish County, the City staff believes that it is wise for these proposed City Plan amendments to be adopted on an emergency basis at the Council's February 14, 2011 meeting. The Growth Management Act specifically grants authority for a local government to adopt such a plan amendment "whenever an emergency exists." The relevant provisions in the Act (with underlined emphasis) provides:

RCW 36.70A.130

(2)(a) Each county and city shall establish and broadly disseminate to the public a public participation program consistent with RCW 36.70A.035 and 36.70A.140 that identifies procedures and schedules whereby updates, proposed amendments, or revisions of the comprehensive plan are considered by the governing body of the county or city no more frequently than once every year. "Updates" means to review and revise, if needed, according to subsection (1) of this section, and the deadlines in subsections (4) and (5) of this section or in accordance with the provisions of subsection (6) of this section. Amendments may be considered more frequently than once per year under the following circumstances:

....

(b) Except as otherwise provided in (a) of this subsection, all proposals shall be considered by the governing body concurrently so the cumulative effect of the

various proposals can be ascertained. However, after appropriate public participation a county or city may adopt amendments or revisions to its comprehensive plan that conform with this chapter whenever an emergency exists or to resolve an appeal of a comprehensive plan filed with the growth management hearings board or with the court.

The GMA is silent as to what constitutes an emergency, however the Growth Board has addressed this question in previous cases. In a series of cases, the Growth Board has affirmed that it lacks authority to review the basis for a local government declaring an emergency. In a 2001 case involving Snohomish County, the Board held:

[In *Wallock v. Everett*], the Board did conclude, "it does *not have jurisdiction* to review the [jurisdiction's] *declaration of emergency* as it relates to the adoption of the [challenged ordinance]." (citation omitted.) The Board also stated it did not have jurisdiction to review "the circumstances, situations, or events that may precipitate a proposed [emergency] amendment." (citation omitted.) The Board reaffirms this conclusion. *McVittie v. Snohomish County*, Case No. 00-3-0016, Order issued 1/22/01, page 5.

SCHEDULE

Summary of noticing and project review:

- Proposed City Plan Amendments sent to Department of Commerce on December 2, 2010
- State Environmental Policy Act (SEPA) Determination of Non-Significance for the proposed Plan Amendments was issued and the Washington State Department of Ecology notified - December 29, 2010
- City of Shoreline Planning Commission Study session - January 6, 2011
- January 20, 2011 Planning Commission Public Hearing.
- Notice was published in the Seattle Times on January 5, 2011
- In addition to the Seattle Times, information about the hearing was available on the city's website and patch.com.

RECOMMENDATION

Because the application meets the criteria for approval, the Planning Commission recommend to the Shoreline City Council that the proposed amendments to the City's Comprehensive Plan be adopted.

If you have questions about the proposal, please contact Joe Tovar at 801-2501 or jtovar@shorelinewa.gov or Steve Cohn at 801-2511 or scohn@shorelinewa.gov.

ATTACHMENTS

- Attachment 1** - List of Public Hearing Exhibits (Pg. 31)
Attachment 2 - Existing Street Classification Map (Pg. 31)

- Attachment 3** - 2009 City of Shoreline Traffic Flow Map
- Attachment 4** - Table T-14 – General Description of Classified Streets (pg. 40)
- Attachment 5** - Minutes from 12/3/09 Planning Commission Public Hearing on the Point Wells Subarea Plan (pg. 41)
- Attachment 6** - Minutes from 12/10/09 Planning Commission Public Hearing on the Point Wells Subarea Plan (pg. 47)
- Attachment 7** - Notice of Public Hearing (pg. 81)
- Attachment 8** - Minutes of 1/20/11 Planning Commission Public Hearing (pg. 85)
- Attachment 9** - SEPA Checklist, Threshold Determination (pg. 105)
- Attachment 10** - Public Comment Letters (pg. 125)
- Attachment 11** - Public Comment Letters received after the Public Hearing (pg. 281)

ORDINANCE NO. 596

AN ORDINANCE OF THE CITY OF SHORELINE, WASHINGTON AMENDING THE COMPREHENSIVE PLAN BY AMENDING THE POINT WELLS SUBAREA PLAN 2 AND AMENDMENT OF THE STREET CLASSIFICATION PLAN OF THE TRANSPORTATION ELEMENT; AND DECLARING AN EMERGENCY

WHEREAS, the City of Shoreline has adopted a comprehensive plan under the provisions of Chapter 36.70A RCW that includes Subarea Plan 2 for Point Wells adopted by Ordinance No. 571; and

WHEREAS, the City of Shoreline desires to amend the Point Wells Subarea Plan and Map T-18 of the Transportation Element of the Comprehensive Plan to change the designation of Richmond Beach Drive NW serving the subarea to a local street ("hereafter Amendments"); and

WHEREAS, the Planning Commission held a hearing on the proposed changes on January 20, 2011, found the Amendments met the criteria for plan amendments and recommended approval; and

WHEREAS, the Council finds that the Amendments should be adopted as an emergency under RCW 36.70A.130 rather than waiting to address these Amendments as part of the next annual comprehensive plan docket of amendments since the owner of the Point Wells property held a neighborhood meeting on January 27 in preparation for filing development applications with Snohomish County which could vest existing land use laws well before the Amendments could be passed under the 2011 docket; and

WHEREAS, immediate passage is necessary under Washington's vested rights doctrine to preserve the status quo and protect the public safety and welfare until public hearings can be held by the Council; now therefore

THE CITY COUNCIL OF THE CITY OF SHORELINE, WASHINGTON DO ORDAIN AS FOLLOWS:

Section 1. Findings; Amendments. The Council adopts the Planning Commission findings and the recitals set forth above as findings of the City Council. The Comprehensive Plan is amended as follows:

A. Subarea Plan 2, p 265-6 is amended as follows:

...

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells. Therefore, it is critical that identified impacts be effectively mitigated as a condition of approval. It is also vital that the ~~scale of~~ traffic generated from Point Wells be limited to preserve safety and the quality of residential neighborhoods along this road corridor.

Historically, mobility and accessibility in Richmond Beach and adjacent communities have been dominated by the single occupancy vehicle. Provision of bicycle and pedestrian facilities has been limited because retrofitting an existing road network with these facilities is an expensive undertaking. The Richmond Beach Road corridor is

served by a single Metro limited Metro bus service route and is beyond a reasonable walking distance from potential development within Pt. Wells. And Though rail service to a station in Richmond Beach was evaluated by Sound Transit, no service is envisioned in the transit agency's adopted 20 year plan. Though Improved transit, bicycle, and pedestrian mobility is a long-term policy objective, but the majority of trips in the area will likely continue to be by automobiles utilizing the road network. The City's traffic study completed in 2009 shows that if more than 8,250 vehicle trips per day enter the City's road network from Point Wells, it would result in level of service "F" or worse at a number of City intersections. This would be an unacceptable impact.

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- B. Figure T-18 Street Classifications is amended according to the figure attached as Exhibit A hereto.

Section 2. Publication, Emergency Declared; Effective Date. A summary of this ordinance consisting of the title shall be published in the official newspaper and the Council declares an emergency exists and the ordinance shall take effect immediately upon passage. A public hearing on this ordinance shall be scheduled within six months.

ADOPTED BY THE CITY COUNCIL ON February 14, 2011.

ATTEST:

Mayor Keith McGlashan
APPROVED AS TO FORM:

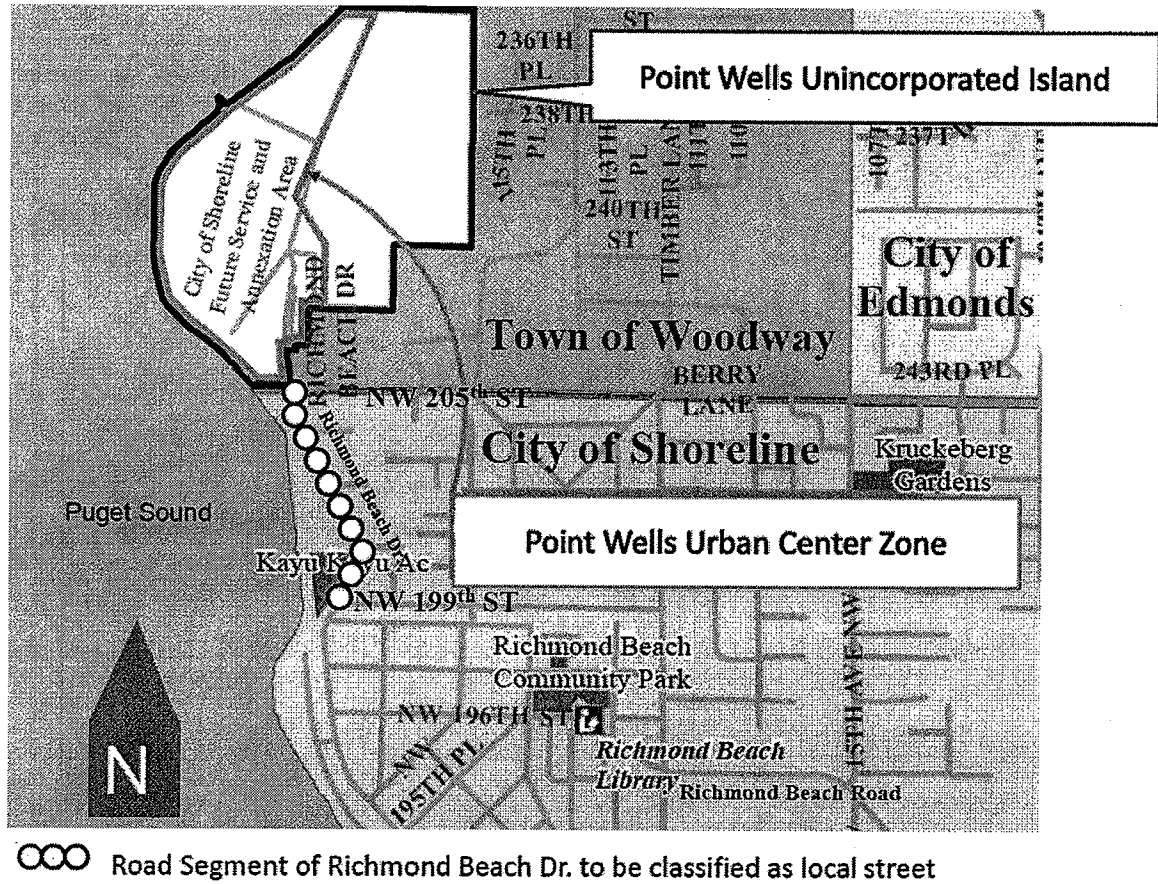
Scott Passey
City Clerk

Ian Sievers
City Attorney

Date of Publication: _____

Effective Date: Feb 14, 2011.

Proposed revision to Figure T-18-Street Classifications that implements the policy change and shows Richmond Beach Drive segment reclassified as a local street





PUBLIC HEARING RECORD
Point Wells Subarea Plan Amendment
January 20, 2011 | List of Exhibits

- Exhibit 1** January 20, 2011 Staff Report “Public Hearing on Point Wells Subarea Plan Amendment and modification of Map T-18 (Street Classifications) in the Transportation Element of the Comprehensive Plan
- Exhibit 2** Existing Street Classification Map
- Exhibit 3** 2009 City of Shoreline Traffic Flow Map
- Exhibit 4** Table T-14 – General Description of Classified Streets
- Exhibit 5** Minutes from 12/3/09 Planning Commission Public Hearing on the Point Wells Subarea Plan
- Exhibit 6** Minutes from 12/10/09 Planning Commission Public Hearing on the Point Wells Subarea Plan
- Exhibit 7** Notice of Public Hearing
- Exhibit 8** SEPA Checklist, Threshold Determination
- Exhibit 9** 1/27/11 Pre-Application Neighborhood Meeting Notice from BSRE Point Wells, LP
- Exhibit 10** Comment Letters

Comment Letters - attached to 1/20/11 Public Hearing Staff Report

10.1 Jan O. Bakken

- 10.2 Tom Mailhot
- 10.3 Lin Felton
- 10.4 William Rothman
- 10.5 Ken and Pearl Noreen
- 10.6 Deborah Bowen-Mills
- 10.7 Michael Friedline
- 10.8 Sonja Cassen
- 10.9 Renee Ostrem
- 10.10 Greg McCall
- 10.11 Mark & Sherri Ryan
- 10.12 Michelle Hillyer
- 10.13 Larry Newman
- 10.14 Ginger Botham
- 10.15 Elaine and Robert Phelps
- 10.16 Cathy Martin
- 10.17 Carlton and Lori Findley
- 10.18 Karen Briggs
- 10.19 Ken Anderson
- 10.20 Chris and Sonja Serwold
- 10.21 Heather Bentley

Comment Letters - *included in 1/20/11 Desk Packet*

10.22 Diane Bowers
10.23 Elaine Phelps
10.24 Chu Chen
10.25 Lonny Hecker
10.26 Andy Seglins
10.27 Anonymous
10.28 Jan Stewart
10.29 Janet K. Vincent
10.30 Joan Giuffre
10.31 Sherry Edwards
10.32 Frank Kleyn
10.33 Ole A. Bakken
10.34 Jennifer Gettmann
10.35 Susan Will
10.36 Ruth Robinson
10.37 Richard and Julie Gaevert
10.38 Jack and Kelley McHenry
10.39 Brian Elliott Rau
10.40 Janet Maines Peterson
10.41 Charles R. Cross
10.42 Annie Grosshans

- 10.43 Katharine Harvey
- 10.44 Kathryn A. Zufall
- 10.45 Robert Hauck
- 10.46 Pat Tillman
- 10.47 Thomas and Sharon Haensly
- 10.48 Jim O'Hanlon
- 10.49 Chakorn Phisuthikul
- 10.50 Carissa Sanchez and Brian Branagan
- 10.51 Vanessa Mark
- 10.52 Brent Lumley
- 10.53 Rick and Sheri Ashleman
- 10.54 Suzanne Armour and Ken Gross
- 10.55 Mary E. Bannister
- 10.56 David Bannister
- 10.57 Janice and Jerry Patterson
- 10.58 Kim McKisson
- 10.59 William Willard
- 10.60 Bob Haber
- 10.61 Joyce and Richard Roth
- 10.62 Helga Byhre
- 10.63 Patrice McDermott

10.64 Tim and Leslee Shanahan
10.65 Kim and Dan McKisson
10.66 Karen Pipkin
10.67 Noah Haglund
10.68 Diane and John Geary
10.69 John and Marilyn Boucher
10.70 Holt Family
10.71 Ryan Hurley
10.72 Frankye Jones
10.73 Michael Strand
10.74 Frederic Laffitte
10.75 David Bannister
10.76 Jack and Kelley McHenry
10.77 Kellie Fagan
10.78 Mary E Bannister
10.79 Ashland Cross
10.80 Dave and Cindy Pridemore
10.81 Cori Whitaker
10.82 Rebekah Dickey
10.83 Edward R. Watson
10.84 Karen and Geoffrey Davis

- 10.85 Robert Manning
- 10.86 Tom Mailhot
- 10.87 Stephen Poole
- 10.88 Judith Lehde
- 10.89 Scott Becker
- 10.90 Jerry Fleet
- 10.91 Missy Welch
- 10.92 Pam Borromeo
- 10.93 Ron Madden
- 10.94 Michael S. Jackson
- 10.95 George and Jane Mayer
- 10.96 Save Richmond Beach
- 10.97 Babeaux Family
- 10.98 Laura Lind
- 10.99 Frederic Laffitte
- 10.100 Carol Stoel-Gammon
- 10.101 Henry and Joyce Landau
- 10.102 Jay Young
- 10.103 Paul Crampton
- 10.104 Bob Ferguson, King County Councilmember
- 10.105 Brandon Wilhite

10.106 Jennifer Haywood
10.107 Wendy Smith
10.108 Richard Kink
10.109 Chryssa Deliganis
10.110 Eric Strandberg and Amy Boone
10.111 Richard Gammon
10.112 Valerie Craig
10.113 Laura Lind
10.114 Joseph & Mary Bundrant
10.115 Susan Karlsen
10.116 Patrick Medalia
10.117 Laura Dempsey
10.118 Janis Mercker
10.119 Bill and Marcy Oren
10.120 Marianne Stephens
10.121 Nancy Morris

Comment Letters – received at 1/20/11 Public Hearing

10.122 Gary Huff, Karr Tuttle Campbell
10.123 Clark and Suzanne Westmoreland

Exhibit 11 King County information submitted by Denis Casper at 1/20/11
Public Hearing

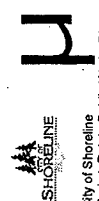
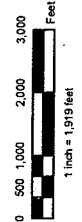
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Street Classification

(City of Shoreline
Transportation Master Plan;
with Amendments)

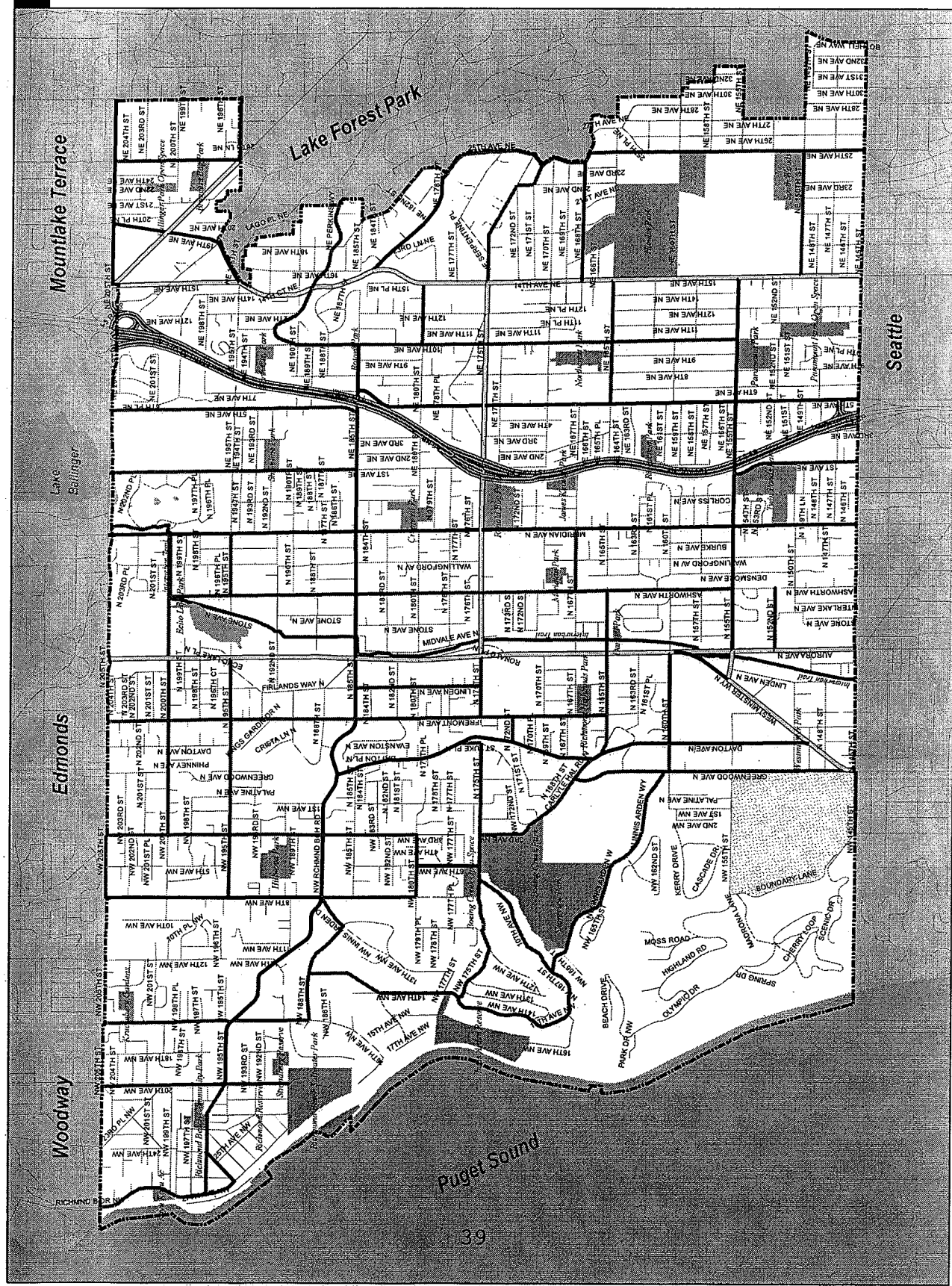
Legend

- Outside Shoreline
- Interstate
- Principal Arterial
- Minor Arterial
- Collector Arterial
- Neighborhood Collector
- Local Street



City of Shoreline
Mark J. Reip, Public Works Director
Rich Meredith, Traffic Engineer
17500 Midvale Ave N
Shoreline, WA 98133
(206) 801-2700
www.shorelinewa.gov

Map Date: 2008
No warranties of any sort, including accuracy, fitness, or merchantability, accompany this product.



Seattle

SHORELINE

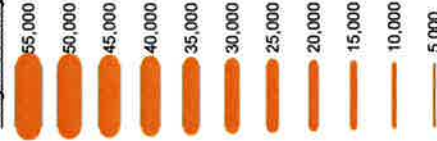
Geographic Information System

City of Shoreline Traffic Flow Map 2009

24-Hour Average Weekday Traffic
(Combined Two-Directional Totals)

Legend

Avg Weekday Traffic Vol:



City of Shoreline
Mark J. Repp, Public Works Director
Rich Meredith, Traffic Engineer
17500 McRae Ave N
Shoreline, WA 98133
(206) 801-2700
www.cityofshoreline.gov

Map Date: Through December 2009
No warranties of any sort, including accuracy, are made, or implied, to accompany this product.

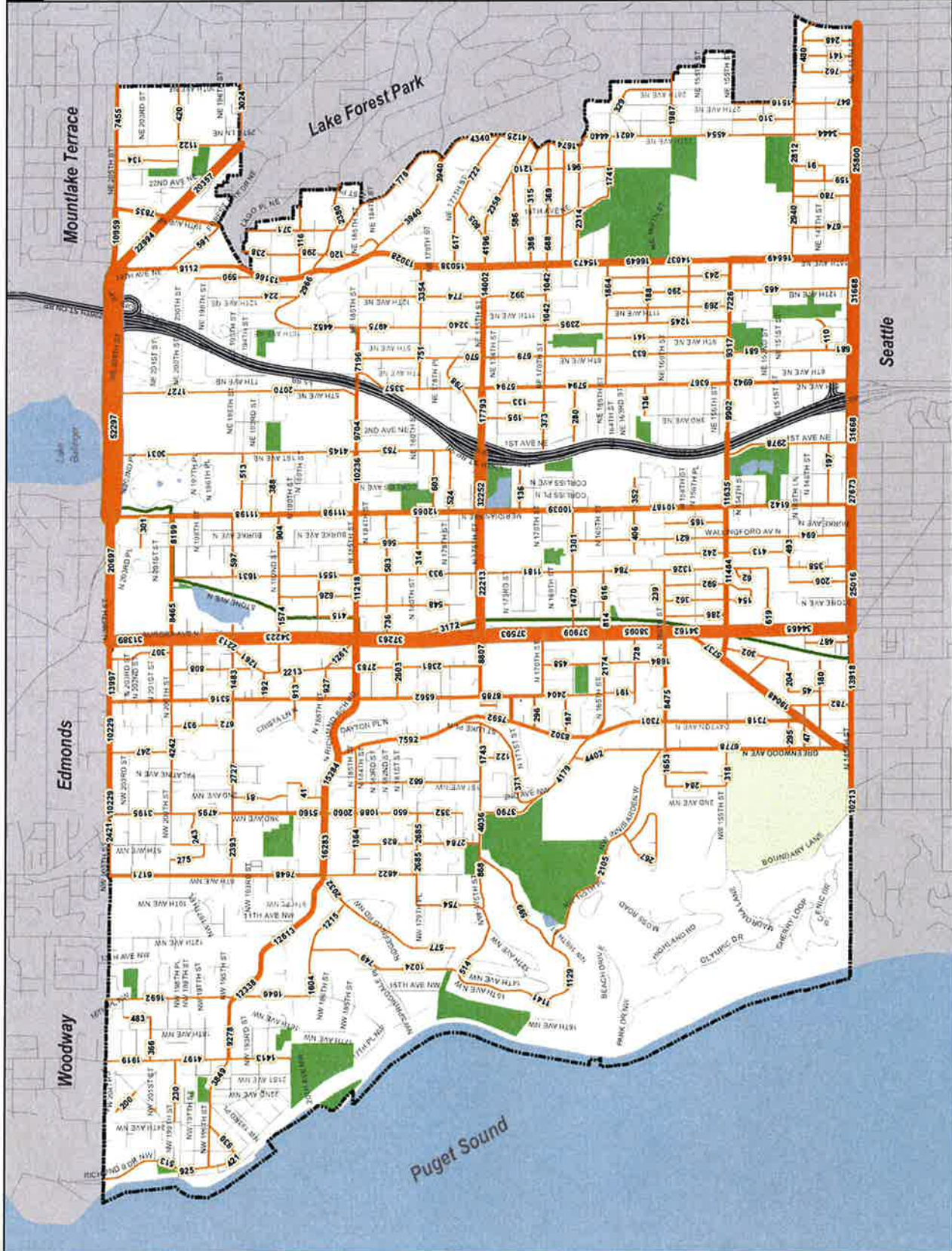


Table T-14: General Description of Classified Streets

	Arterial			Local Street	
	Principal Arterial	Minor Arterial	Collector Arterial	Neighborhood Collector	Local Street
Function	<ul style="list-style-type: none"> - To connect cities and urban centers with minimum delay - To channel traffic to Interstate system - To accommodate long and through trips 	<ul style="list-style-type: none"> - To connect activity centers within the City - To channel traffic to Principal Arterials/Interstate - Accommodate some long trips 	<ul style="list-style-type: none"> - To serve community centers and businesses - To channel traffic from Neighborhood Access streets to Minor or Principal Arterials - Accommodate medium length trips 	<ul style="list-style-type: none"> - To serve residential areas - To channel traffic from local streets to Collector Arterials - Accommodate short trips such as shopping trips 	<ul style="list-style-type: none"> - To provide local accesses - To serve residential areas
Land Access	<ul style="list-style-type: none"> - Limited local access – refer to the "Access Management Plan" 	<ul style="list-style-type: none"> - Limited local access to abutting properties 	<ul style="list-style-type: none"> - Local access with some control 	<ul style="list-style-type: none"> - Local access with minimum restrictions 	<ul style="list-style-type: none"> - Local access with minimum restrictions
Speed Limits	- 30 – 45 mph	- 30 – 40 mph	- 30- 35 mph	- 25 –30 mph	- 25 mph
Daily Volumes (vpd)	- More than 15,000 vpd	- 8,000 – 25,000 vpd	- 3,000 – 9,000 vpd	- less than 4,000 vpd	- Less than 4,000 vpd
Number of Lanes	- Three or more lanes	- Three or more lanes	- Two or more lanes	- One or Two lanes	- One or Two lanes
Lane striping	- Travel lanes delineated with stripes	- Travel lanes delineated with stripes	- Travel lanes delineated with stripes	- No travel lane striping	- No travel lane striping
Median	- Landscaped medians or two-way center left turn lanes	- Landscaped medians or two-way center left turn lanes	- Landscaped medians allowed	- Medians are not needed unless provided as traffic calming devices	- Medians may be provided as traffic calming devices
Transit	- Buses/transit stops allowed	- Buses/transit stops allowed	- Buses/transit stops allowed	- Buses/transit stops not generally allowed except for short segments	- Buses/transit stops not allowed
Bicycle Facilities	- Bike lanes or shared lanes desired	- Bike lanes or shared lanes desired	- Bike lanes or shared lanes desired	- Shared lanes can be provided	- Bike facilities not specifically provided; may include signed bike routes
Pedestrian Facilities*	<ul style="list-style-type: none"> - Sidewalks on both sides - Landscaped/amenity strips 	<ul style="list-style-type: none"> - Sidewalks on both sides - Landscaped/amenity strips 	<ul style="list-style-type: none"> - Sidewalks on both sides - Landscaped/amenity strips 	<ul style="list-style-type: none"> - Sidewalks on both sides - Landscaped/amenity strips 	<ul style="list-style-type: none"> - Safe pedestrian access through the use of sidewalks, trails, or other means

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GENERAL PUBLIC COMMENT

Laethan Wene, Shoreline, asked Chair Wagner to share her future plans and direction for the Commission.

LEGISLATIVE PUBLIC HEARING ON POINT WELLS SUBAREA PLAN AND PRE-ANNEXATION ZONING

Chair Wagner referred to the items in the desk packet that were presented to the Commission via email over the past few days that were not part of their original packet. The Commission agreed that a 10-minute recess would be appropriate at some point prior to the public portion of the hearing to review the new items. In addition, it was noted that the Commission would likely postpone action on the two items and continue the hearing and deliberations until December 10, 2009.

Staff Overview and Presentation of Preliminary Staff Recommendation

Mr. Tovar briefly reviewed the following exhibit items that are part of the record:

- **Exhibit 1** – Study Session Memo to Planning Commission, Nov. 5, 2009
- **Exhibit 2** – City Council Resolution 285 – concerning Point Wells
- **Exhibit 3** – Study Session Memo to Planning Commission, Nov. 19, 2009
- **Exhibit 4** – Diagram: The Relationship of State Laws, Plans, Regulations and Permits
- **Exhibit 5** – Public Hearing Staff Report to Planning Commission, Dec. 3, 2009
- **Exhibit 6** – Proposed Point Wells Subarea Plan, Oct. 29, 2009
- **Exhibit 7** – Proposed Pre-Annexation Zoning, Chapter 20.92 – Planned Area 1 Zone, Oct. 29, 2009
- **Exhibit 8** – DRAFT Supplemental Environmental Impact Statement for Point Wells, Oct. 29, 2009
- **Exhibit 9** – Point Wells Design Charrette Summary Report, Aug. 22, 2009
- **Exhibit 10** – Snohomish County's Urban Centers Map & PSRC's Regional Centers Map
- **Exhibit 11** – Point Wells Traffic Impact Analysis Model
- **Exhibit 12** – Illustration of 20.90.070 C, Minimum separation of tall buildings
- **Exhibit 13** – Comment Letter: City of Edmonds, Bertrand Hauss, Nov. 23, 2009
- **Exhibit 14** – Comment Letter: Shoreline Resident, Donald Ding, Nov. 25, 2009
- **Exhibit 15** – Comment Letter: Snohomish County, Larry Adamson, Nov. 23, 2009
- **Exhibit 16** – Comment Letter: Shoreline Resident, Michael Strand, Nov. 27, 2009
- **Exhibit 17** – Comment Letter: Snohomish County, Larry Adamson, Dec. 2, 2009
- **Exhibit 18** – Staff Response: City of Shoreline Memo, Steve Cohn, Dec. 2, 2009
- **Exhibit 19** – Comment Letter: Town of Woodway, Carla Nichols, Dec. 3, 2009
- **Exhibit 20** – Public Hearing Staff Report to Planning Commission, Apr. 16, 2009

Mr. Tovar emphasized that the draft documents currently before the Commission for review are significantly different than what was presented in April of 2009. He reminded the Commission that when they reviewed the proposal in April, the pre-annexation zoning proposal did not accompany the subarea plan. He clarified that all documents received to date regarding the proposal have been entered into the record and made available to the Commission in either hard copy or via email.

Mr. Cohn added two more exhibits to the record:

- **Exhibit 21** – Comment letter from the Save Richmond Beach Organization dated December 3, 2009.
- **Exhibit 22** – Comment letter from Gary D. Huff, Karr Tuttle Campbell, dated December 3, 2009.

Mr. Tovar advised that the final SEIS would be available to the Commission and public and would consist of all comments that have been received to date. He informed the Commission that Rich Meredith, Traffic Engineer, was present to answer the Commission's additional questions regarding traffic.

Mr. Tovar referred to the comment letter from Larry Adamson, Acting Snohomish County Planning Director, which asserts that the City's proposed subarea plan does not include any consideration of potential annexation issues that would arise if the City were to attempt to annex the Point Wells area. The letter notes that the Town of Woodway has a much larger shared boundary with the Point Wells lowland area compared to the City of Shoreline's shared boundary. It states that since only a very small portion of unincorporated Point Wells is contiguous to Shoreline's City limits, any proposal by Shoreline to annex the area is likely to be considered a "shoe-string" annexation with extremely irregular boundaries. Mr. Tovar said he would agree with Mr. Adamson's comments if all that is considered is the linear feet of adjacency of the two jurisdictions. However, the most significant number is the percentage of the traffic that would come through the City of Shoreline, which is 100%.

Mr. Tovar also referred to the comment letter from Carla Nichols, Mayor of the Town of Woodway, which expresses concern about the proposed design review process. He explained that staff's intent was to use the same administrative review process that was recently approved as part of the new Mixed Use (MU) zone. However, he acknowledged there are other options for design review such as a public hearing by the Hearing Examiner with a recommendation to the City Council, a public hearing by the Hearing Examiner with an appeal to the City Council, a public hearing by the Hearing Examiner with an appeal to Superior Court, and a public hearing by the Planning Commission with an appeal to the City council.

Commissioner Broili suggested that the Commission should keep in mind Mr. Tovar's point that the only present and future reasonable access and impacts are through the City of Shoreline. Other than the border, Snohomish County has no connection to the area. He expressed his belief that Mr. Adamson's opinion about the linear property line would not hold up in court.

The Commission took a 10-minute break at 7:25 p.m. to review the additional exhibits. They reconvened the meeting at 7:35 p.m.

Mr. Tovar clarified that the hearing is a concurrent hearing on an amendment to the City's Comprehensive Plan to adopt a Point Wells Subarea Plan and Pre-Annexation zoning for the Point Wells area. The public would be invited to comment on both items. He explained that the proposed Point Wells Subarea Plan outlines the things that are important to the City and what they want the outcome to be. The Pre-Annexation Zoning Regulations will provide more specificity to implement the plan. He suggested the Commission keep the public hearing on both items open until they are confident that the proposed regulations are consistent and implement the plan they want to recommend for approval.

Mr. Tovar noted the item has been scheduled on the City Council's agenda for January 21, 2010. If the Commission needs more time after the December 10th meeting to make a recommendation, the item could be carried over to the Commission's January 7th meeting, but he cautioned it would be in the City's best interest for them to conclude the hearing and make a recommendation on December 10th.

Mr. Tovar advised that Mr. Huff's (Karr Tuttle Campbell) comment letter requests the Commission slow down the process. He encouraged the Commission to invite representatives of the property owner, Paramount, to comment on this request. He reminded the Commission that Snohomish County is currently dealing with their own regulatory regime for the Point Wells property, and a public hearing has been scheduled for December 9th. He suggested it would be premature for the Commission to decide to slow down the City's process until they have some notion of whether or not Snohomish County would slow down their process, as well. Staff will have more information about this subject at the Commission's December 10th meeting.

Mr. Tovar said that when the City Council receives both pieces of the Planning Commission's recommendation, they could adopt the Commission's recommendation as put forth. They also have the option of making changes to the Commission's recommendation, but only if the changes were discussed as part of the record. If they want to consider something that is different than what the Commission recommends and is outside of the established record, they could remand the issue back to the Commission for further hearing and deliberation.

Chair Wagner said that, typically, the Commission places a motion on the table and then they deliberate and make changes to the motion before finalizing their recommendation. However, this process will be different in that a motion will not be on the table prior to Commission deliberation.

Questions by Commission to Staff

There were no Commission questions during this portion of the hearing.

Public Testimony

Chair Wagner reviewed the rules and procedures for the public portion of the hearing and then opened the floor for public testimony.

Caycee Holt, Shoreline, said she was present to represent the group, Save Richmond Beach, which is a community-driven, volunteer-managed, non-profit organization dedicated to preserving the Richmond Beach Community through thoughtful, responsible and sustainable planning. Their members come from not only Richmond Beach, but all neighborhoods of Shoreline, in addition to the Town of Woodway and Edmonds. She recalled that the proposed Pre-Annexation Zoning notes that Richmond Beach Road and Richmond Beach Drive in Shoreline would be the only access to the Point Wells site, and this fact became abundantly clear a few weeks ago when a single-car accident (by the library) closed down the road for the entire day. The group feels the zoning document and traffic analysis do not adequately address the issue of access to the site and the public safety of the Richmond Beach residents. She emphasized there is just one way in and out of the neighborhood.

Ms. Holt also expressed the group's belief that the traffic impact and mitigation plans are too vague to assess how the increased traffic would be addressed. The group agrees that a corridor study is a necessity because the traffic and safety analysis was sorely lacking in several areas including public safety, cut-through traffic, and potential mitigation. She said she heard from several members who are extremely concerned about cut-through traffic because many roads link to Richmond Beach Drive, and people will avoid traffic by using the very narrow cut-through streets.

Ms. Holt said the group supports Shoreline's effort to limit vehicular traffic to and from the site, but this alone will not adequately address the serious access and traffic issues associated with development at the Point Wells site. Without a reliable corridor study, it will be impossible to gauge what the traffic numbers will really mean on the ground. The City's own traffic study suggests that the road system would break down at that level of additional traffic. She suggested the vehicle trip limit should also take into account that any development at Point Wells would generate additional development along the corridor, which would result in even more traffic to Richmond Beach.

Ms. Holt pointed out that the estimated vehicle trips would only be as accurate as the studies or models underlying the estimate. The group suggests the City establish the industry-accepted guidelines and standards for measuring the traffic impacts. She said the group is concerned that it would be difficult to enforce such a limit. For example, what would happen if the development is overbuilt? Would they be required to tear down buildings if they exceed the allowed number of vehicle trips per day. She reminded the Commission that the City of Shoreline has standards for public safety, including details such as sidewalks on both sides of the street. The group feels that public safety of the current residents should be the City's top priority. An annexation bid from a developer should not change the City's standards. She noted she has not seen anything that would require access to mass transit at the Point Wells site, and this intense type of development may require access demand mass transit.

Ms. Holt said the group believes there should be land use standards that limit the potential uses at the Point Wells site. Because of the remote location and lack of access to mass transit, the use of the site will be an important factor in curbing excessive car trips and insuring public safety. The group believes the land uses should also be compatible with the surrounding single-family residential neighborhoods. In conclusion, Ms. Holt said the group urges the Planning Commission to encourage a more thorough evaluation of the impacts on the current citizens of Shoreline and Richmond Beach before promising

Paramount Northwest a pre-annexation zoning package that would imperil the residents of Shoreline and Richmond Beach.

Donald Ding, Shoreline, expressed concern about the development of the Point Wells property either as part of Snohomish County or Shoreline. He said the City should not sacrifice their neighborhoods to excessive traffic growth and a stretch on services just for the sake of unneeded growth. He recalled that the City was recognized by *SEATTLE MAGAZINE* as the best community a few years ago, and as the second best in 2009. He urged the Commission to keep and protect the good things that exist in Shoreline.

Mr. Ding said he has significant concerns about the information presented in the traffic report and the draft SEIS. He questioned if an accurate description has been portrayed concerning impacts, mitigations and conditions for development. He said he also submitted written comments to the City, of which the Commission has copies. He questioned if the City really needs the growth at Point Wells. He advised that the City's Comprehensive Plan requires them to accommodate a level of growth, which they have already done. The extra increment of growth that would be accommodated by the Point Wells site seems to be excessive and unneeded. He pointed out that the boundaries of the traffic analysis are drawn too tightly. He reminded the Commission that the City will be spending over \$100 million of local, state and federal funds for the Aurora Corridor Project. He questioned if the City wants to marginalize this project before it is even finished by allowing additional traffic to impact Aurora Avenue North at 185th and 175th, as well as the Interstate 5 interchanges.

Mr. Ding said he believes transit and rail service at Point Wells are not likely. No discounting of trips should be allowed unless the proposal pays its own way for services and facilities and certainty of use by residents is guaranteed and sustained. He noted that neither Metro, Community Transit or Sound Transit have plans to provide service to this area. There is also no guarantee that residents would use the service anyway. Because of the inadequacy of the current analysis, Mr. Ding asked that the Commission require an updated traffic study to get a true read of impacts and mitigation. He asked them to do the right thing to protect and save the neighborhoods. Only accept growth if it is needed, mitigated and at the right scale. He wants the City to stay on the "Best of Seattle" list.

Commissioner Behrens said that in reading through the responses, there appears to be some dispute about the impacts the development would cause on the east side of Aurora Avenue North and the freeway interchanges. He asked Mr. Ding to provide his thoughts and the basis for his conclusions in writing. Mr. Ding once again expressed concern that the traffic analysis stops at the intersection of 185th and Aurora Avenue North, which is a commercial site but not a regional destination. Trips will not stop at this location; they will go to other destinations. He recalled the Snohomish County study indicates that only 13% of the trips originating from the Point Wells site would reach 185th and Aurora Avenue North. If the remaining 85% of the traffic would filter through the neighborhoods, there should be some discussion about assessing and mitigating the impacts. While the City countered that only 40% of the trips would divert, this amount would still have an impact on the character of the neighborhoods.

Mr. Ding pointed out that the table contained in the draft SEIS contains numbers that are inconsistent with the Institute of Transportation Engineer's Manual. He suggested the real threshold will be 825 trips

during the peak hour. He summarized that it is erroneous to include inaccurate numbers in the table because they can lead the Commission into making inaccurate assumptions in the future.

Commissioner Behrens again asked Mr. Ding to submit his ideas and comments in writing for the Commission's consideration. Chair Piro agreed it would be helpful for Mr. Ding to provide written testimony to support his request that the traffic study boundaries be expanded to include Interstate 5 and SR-104. Mr. Ding responded that if these other areas would not be significantly impacted, then the traffic study should identify where the traffic would go. Chair Wagner suggested the Commission allow the City's Traffic Engineer to comment regarding Mr. Ding's concerns, as well.

Commissioner Piro recalled Mr. Ding's written recommendation that the Commission should consider opportunities to include non-motorized, bicycle and pedestrian features into whatever happens with the connections between Point Wells and Aurora Avenue North and beyond. He suggested Mr. Ding provide his thoughts on the viability of pedestrian non-motorized travel and transit on the Point Wells site, which is so isolated from the rest of the transportation network.

Robin McClelland, Shoreline, said that she did the first Comprehensive Plan for the Town of Woodway in 1994, and she has been interested in the Point Wells site ever since. She expressed her belief that issues related to transportation are significant. She referred to Page 33 of the Staff Report, and suggested the statement that Richmond Beach Road and Richmond Beach Drive provide the only vehicular access is not true or fair because it is possible for traffic to divert. She summarized that it is important that the City not lead the public to think that there are only two access options for Point Wells.

Ms. McClelland suggested that rather than only thinking about the negative impacts of the proposal, she suggested the City turn their thinking around and consider opportunities to create a destination for residents of Shoreline. The City should seek every type of mitigation possible to provide facilities and amenities that benefit the City economically, recreationally, and socially. They should not limit themselves only to the issue of transportation, even though it is a major concern.

Jack Malek, Shoreline, concurred with Ms. McClelland's comment about the need to benefit from development of Point Wells to make it a destination point that will benefit the community in general. He also agreed with concerns stated earlier about transportation. He said he would prefer annexation into the City of Shoreline.

Mr. Malek said he was also present to speak for his friend, Scott Becker, regarding the proposed subarea plan, which calls for three sectors. He pointed out that the line distinguishing the Northwest and Southwest Sectors does not reflect a clear geographic distinction. He also feels the park location should be based more on an overall master plan. He questioned why a distinction was made in Policy PW-4 that limits the height in the Southeast Sector to no more than six stories. He referenced Policy PW-5 and suggested the "slender tower" regulation would make more sense as a general design review guideline document. He asked how the view corridor concept in Policy PW-6 would be implemented. He also suggests that permitting by administrative design review and site development does not seem adequate relative to the scale of the site.

Mr. Tovar referred to Ms. McClelland's comments regarding access to the Point Wells site. He said staff's point was that you must go through Shoreline to access Point Wells. There is no direct route through Edmonds, Woodway or unincorporated Snohomish County. However, he agreed that after coming some distance into Shoreline, a person could fork off into a number of diversions, most of which are also in Shoreline before reaching Edmonds and/or Woodway.

Mr. Tovar noted the Commission may want to craft changes to the proposed Point Wells Subarea Plan and Pre-Annexation Zoning. However, rather than trying to compose specific language at this time, he suggested the Commission identify the concepts they are after and ask staff to bring back implementing language to the December 10th meeting.

Mr. Tovar recalled the comment about the proposed 35-foot building height limit in the Northwest and Southwest Sectors within the view corridor. He recalled that the Commission previously discussed moving the line to correspond to the view corridor since the building height limit in the Southwest Sector is 35-feet anyway. He said the Commission could request a revised drawing from staff.

Chair Wagner observed that because citizens have already been invited to provide testimony, it would be appropriate to only invite additional oral public testimony on items that are new. However, she encouraged the public to continue to submit their written comments. Mr. Tovar said the amended language would be available on the City's website by the close of business on December 8th.

Final Questions by the Commission

Commissioner Piro asked staff to respond to Mr. Strand's comment letter, which expressed opposition to the Commission moving forward with a subarea plan and zoning for Point Wells. Mr. Strand's letter suggests the City force Snohomish County to provide access and service to the site and keep it separate from Shoreline. Mr. Tovar said that if this option were possible, it would have been high on the staff's list of recommendations. The Town of Woodway has been clear that they would not approve the creation of right-of-way through Woodway to connect the bluff area to the lowland area. In addition, most of the area is considered sensitive slope, and environmental regulations in Snohomish County and the Town of Woodway would not permit encroachment into the slope to build a road. While it would likely be possible from an engineering standpoint, it would be extremely costly. Others have suggested punching a road to the north along the tracks, but the right-of-way disappears into open water at points on both sides of the tracks. Therefore, this approach would raise serious environmental issues that would involve state agencies, tribes, federal government, etc. While it could be done with enough money, the environmental regulations make it unlikely. Another suggestion was to simply close the road, but the City Attorney has indicated the City cannot legally close the road if it is the only public access to the property. That doesn't mean the property owner has the right to an unlimited number of vehicles trips per day. The City's study identifies a logical break point for how many vehicle trips would be acceptable, but the Commission could offer a different number.

Commissioner Piro said that while the City cannot legally close the road, they could incorporate traffic calming features, etc. Mr. Tovar agreed and noted there are numerous engineering improvement

methods for dealing with cut-through traffic and for slowing down the traffic. These details will be considered as part of the subsequent corridor study that is funded by the developer.

Commissioner Piro requested clarification as to why the property owner's representative is asking the Commission to slow the process down. Mr. Tovar said he believes the property owner is hoping to assemble a design team in the near future to obtain a clear sense of what they think would work for the property. Once preliminary plans are completed, the property owner would share thoughts on what the appropriate regulations should be regardless of whether the property is located in Shoreline, Woodway, or Snohomish County.

Commissioner Piro asked if there would be an opportunity for future modifications to the subarea plan and pre-annexation zoning language through the regular amendment process. Mr. Tovar said that once a subarea plan and pre-annexation zoning is adopted by the City Council, the only way to change the language would be via the regular amendment process. Another option would be for the Commission to finish their deliberations and make a recommendation to the City Council, and then let the City Council decide how rapidly they wanted to move on the proposal.

Commissioner Piro requested staff elaborate on the concerns raised in the letter from the Mayor of the Town of Woodway about the proposed view corridors and height limits. Mr. Tovar said staff has known for some time that building height and views are an issue in Woodway, and he has attended two of their Town Council Meetings to discuss their concerns. He shared the Sketch Up computer model and the drawings that show the different building heights and masses from various vantage points, two of which were taken from locations in Woodway and were intended to illustrate the potential impacts. The Town of Woodway has expressed a desire for more computer models and drawings, and staff indicated they could obtain a copy of the file and retain a consultant to help them generate more analysis from different vantage points in Woodway, but the City of Shoreline does not have the resources or obligation to model numerous vantage points from the Town of Woodway.

Mr. Tovar said another option to address the issue of appropriate building mass and height within view corridors would be to write the regulations in such a way that the City would be allowed to reserve judgment until the permit review. Staff's approach was to identify view corridors the City is concerned about and write regulations that keep the building mass out of the corridors. Commissioner Piro said he is inclined to recommend the City consider this issue further with the Town of Woodway at the time of permitting. Commissioner Piro noted that the proposed language uses the terms "view corridor" and "public view corridor," and he suggested the same term should be used throughout.

Commissioner Broili pointed out that it would be conceivably possible to create a major corridor out of the City of Shoreline from Point Wells to the first access into Woodway. All of the traffic from Point Wells could be directed to this route instead of Richmond Beach Road and 185th. Mr. Tovar agreed this would be possible if there was adequate funding and the City was willing to condemn properties. Commissioner Broili said that although he is not saying this alternative would be practical, it would be a fairly short route to get the traffic out of Shoreline into Woodway. Mr. Tovar concurred. Commissioner Broili urged the Commission to think as long-range as possible in terms of transportation planning and the way they think about the future.

Commissioner Broili referred to Page 17 of the November 19th minutes in which Mr. Meredith explained that it is difficult to get funding to add lanes and capacity to roadways since most of the funding goes to multi-modal projects. Mr. Broili suggested the overall strategy for transportation studies should focus on creating multi-modal transportation opportunities in the future. He expressed concern that the City is not thinking long-range enough about traffic flows and how to take advantage of them. He expressed his opinion that neither the City of Shoreline nor Snohomish County is being realistic in terms of the real traffic impacts over the next five to ten years if Point Wells is built out to its potential. He encouraged the Commission to think more long-range and comprehensive and focus on multi-modal opportunities.

Commissioner Broili pointed out that topography defines the Point Wells area, and topography also drives transportation. There is only one realistic way in and out of the site, and Richmond Beach Road to 185th will continue to grow. He agreed with the previous speaker who pointed out that development of the Point Wells site would encourage more growth, which would create even more traffic. He also recalled the previous comment about making the Point Wells site a destination area. All of these issues spell out the need for more long-range planning.

Commissioner Pyle referred to the letter from Gary Huff, which states that if the City of Shoreline does not slow down its process and consider the agreement that Paramount Northwest is trying to achieve with the Town of Woodway, the County and the City of Shoreline, they will choose to annex to the County. Mr. Tovar said the property is already within the jurisdiction of Snohomish County, and they could proceed with redevelopment under Snohomish County's new urban center code. He explained that a property owner can file a petition to annex to the City, but this petition would be subject to the Boundary Review Board statutes. The Boundary Review Board's final decision could be appealed to Superior Court and then to the Court of Appeals and the Supreme Court. At the very least, the property owner would have to initiate the annexation process.

Commissioner Pyle summarized that unless the property owner chooses to be annexed into the City of Shoreline, the subarea plan and pre-annexation zoning language would not be fruitful. Mr. Tovar disagreed. He explained that the purpose of this process is to articulate what the City thinks should happen on the property. Even if the Point Wells site is never annexed into the City of Shoreline, the adopted plan and regulations will help shape what is ultimately adopted by Snohomish County. Commissioner Pyle asked if the City has the ability to appeal Snohomish County's Urban Center designation. Mr. Tovar answered that the City of Shoreline, Town of Woodway and City of Richmond Beach have all filed appeals to the County's designation for Point Wells. There is currently a request for an extension to pursue settlement of the case.

Commissioner Broili asked if the City could apply for an annexation without the property owner's support. Mr. Tovar answered that annexation to Shoreline would require the property owner's support. Commissioner Broili pointed out that if the City's desire is to eventually annex the Point Wells property, they should avoid making it so difficult that the developer decides it is easier to stay under the County's jurisdiction. Mr. Tovar cautioned that the City's objective should not be to make their regulations and policies so compelling that the property owner cannot refuse. However, he agreed that more stringent policies would make it more difficult to convince the property owner to go through the annexation process. He encouraged the Commission to focus on what they think is the right use for the property and

why. He summarized his belief that it makes more sense for the property to be developed under Shoreline's jurisdiction.

Commissioner Behrens observed that if the City of Shoreline has input on how the development goes forward, they can attempt to mitigate some of the more obvious problems. Chair Wagner reminded the Commission that there is not currently a development proposal before them. While it is appropriate to talk about potential development in terms of its impacts to the City, she cautioned against making value judgments regarding a particular proposal at this time.

Mr. Tovar emphasized that Snohomish County has not adopted final zoning language for the Point Wells site. He noted that proposed Policy PW-10 states that "the City should work with the Town of Woodway and Snohomish County towards the adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells."

Commissioner Broili asked if Snohomish County is reluctant to lose control of the Point Wells property because it represents a lost opportunity for them to meet their urban growth boundary requirements. Mr. Tovar said one of their letters touches on the point that they made an urban growth allocation for the Point Wells site. However, if the property is annexed into Shoreline, an interlocal agreement could clarify this issue and give the urban growth credit to Snohomish County. Commissioner Broili noted that the County would also lose tax revenue if the property were annexed into the City of Shoreline. Mr. Tovar agreed that a number of taxes would come into play, and they could be addressed as part of an interlocal agreement, as well.

Chair Wagner pointed out that some of the tax revenue would need to flow to Shoreline to pay for the necessary services to the site. Mr. Tovar reminded the Commission that the Shoreline Police and Fire Departments and the King County Sheriff's Department have taken the position that they will not provide services to an unincorporated urban center in Snohomish County. If that is the case, the services would have to be provided by some other entity, which is theoretically possible but not an efficient delivery of urban services. Again, Mr. Tovar emphasized that these concerns could be addressed via an interlocal agreement between Snohomish County, the City of Shoreline and the Town of Woodway.

Vice Chair Perkowski asked staff to address the pros and cons of why they need an adopted subarea plan now, given the uncertainties and valid concerns that have been raised about transportation and long-range issues. Mr. Tovar recalled that the City Council has asked the Planning Commission to forward a recommendation to them regarding a subarea plan and pre-annexation zoning for Point Wells as soon as possible. In addition, it is important to keep in mind that Snohomish County has already adopted a Comprehensive Plan amendment for Point Wells, which has been appealed. The County has also held zoning hearings, and they could adopt new regulations for Point Wells at any time. Unless there is an adopted policy statement of the City Council, staff must rely on their sense of Council's intent and Resolution 285 when working with Snohomish County, the Town of Woodway and the property owner. Vice Chair Perkowski asked if an adopted plan is necessary or if the current policy statements could be revised. Mr. Tovar said the discussion is complicated, and an adopted plan would be helpful in the staff's future discussions with the County.

Commissioner Pyle observed that while it is great for the City to inform Snohomish County on their process and to continue to study what could be built there, going so far as to adopt a subarea plan could ultimately put the City's ability to actually annex the property in jeopardy. Mr. Tovar agreed that is a possibility. However, it is important to keep in mind there are many different players, interests and redevelopment options to consider for the site. He recommended the Commission move forward with a recommendation to the City Council. The City Council could ultimately decide to adopt a few main points of the recommendation by resolution rather than as an entire subarea plan if they believe that adopting a subarea plan would have a negative outcome. He said staff would continue to meet with the property owner, Snohomish County, and others, to discuss what it would take to move forward with a shared vision for the site.

Commissioner Broili asked if the property owner is looking for an agreement that the City will work with them to come up with a proposal that meets the requirements of both the City and the property owner. Mr. Tovar answered that the property owner is looking for some assurance of timing, details, etc. Commissioner Broili recommended it would not be to the City's best interest to adopt a plan at this point. The City already has a policy statement that indicates the direction they are interested in going. He cautioned that they need an agreement that gives both the property owner and the City the opportunity to move forward, but they should avoid "slamming the door" on future options by creating regulations that are too specific at this time. Mr. Tovar agreed that if the County were to slow down its process, it would also make sense for the City to slow down their process as well.

Mr. Tovar reminded the Commission that their charge, per Resolution 285, is to make recommendations to the City Council on what the plan should include and what the zoning should look like. The City Council did not ask them to advise them on whether or not they should postpone adoption of the plan. He urged the Commission to make their recommendation and leave it to the Council to decide how they want to address Mr. Huff's request to slow down the process.

Commissioner Piro agreed with Mr. Tovar that whether or not the property is annexed into Shoreline in the future, an adopted subarea plan and pre-annexation zoning could be used as a tool to enter into conversation and dialogue with other partners that are interested in the property. The proposal addresses issues related to bulk, view and traffic, which will give the City a strong hand in future discussions. He cautioned the Commission to not lose sight that there is more at play than just what happens at Point Wells. For example, Policy PW-7 would require the developer to undertake a transportation corridor study involving property that is currently located within the City of Shoreline.

Discussion

Commissioner Piro said both the Commission and the public have questioned if the requirements of the corridor study goes far enough to address issues such as multi-modal transportation. He suggested the developer could be required to complete a corridor plan rather than a corridor study. Mr. Tovar clarified that the product of the corridor study would include action steps, projects, cost estimates, funding sources, etc. He suggested staff rework Policy PW-7 to clarify that an implementation plan would also be required. He suggested the language could also be amended if the Commission feels strongly that the study area should be extended to SR-104 and Interstate 5. Several Commissioners agreed that would be

appropriate. Again, Commissioner Piro pointed out that the required corridor plan would offer a mechanism for the City to have some ownership on what happens with Richmond Beach Road or other potential access routes into Woodway. He suggested it would ease the concerns of the Richmond Beach Neighborhood if they could provide a specific plan for related roadways rather than just an ambiguous plan that would accommodate more vehicles.

Commissioner Behrens encouraged staff to involve representatives from the Richmond Beach Community in the transportation corridor study. Some tough decisions will have to be made by those who live in the area, and the City can gain from the guidance they offer. Mr. Tovar suggested that a citizen's advisory group could be formed to engage the public and find out what they know. He suggested staff could draft some language that would dictate this type of group as one of the components of the transportation corridor study and implementation program. He agreed that Policy PW-8 could be amended to require both schematic designs and cost estimates. Chair Wagner suggested that because the entire City could potentially benefit from redevelopment at Point Wells, the citizen's advisory group should include other interested parties in addition to residents of the Richmond Beach Neighborhood.

Commissioner Kuboi cautioned against reviewing the proposed subarea plan and pre-annexation zoning based on what may or may not be proposed by the current property owner. He noted that it is possible the site could be developed by multiple developers. Mr. Tovar said that if the Commission believes the whole site should be developed comprehensively under single ownership, the regulation should make this clear. While the City could not prohibit a property owner from platting the property and selling it to different developers, the zoning language could be structured to point out why that would not be desirable. He noted that all the densities and uses discussed have contemplated a single master plan for the property. If they are going to contemplate dividing the property into smaller pieces, perhaps the zoning should not so permissive and allow so much to happen. He said he would like an opportunity to phrase language to this affect for the Commission to consider at their next meeting.

Commissioner Broili said he would like the language to take into account a much longer range vision than what has been considered when coming up with the number of vehicle trips that would be allowed. Secondly, he said he would like the language to be amended to extend the transportation corridor study to Interstate 5 and 205th. The remainder of the Commission concurred.

Mr. Meredith explained that the traffic study assumes that 60% of the estimated 825 p.m. peak vehicle trips would make it to Aurora Avenue North. These vehicles would go both north and south on Aurora Avenue North, and some would disperse onto other streets. By the time they reach 205th, there may be no more than 200 p.m. peak vehicle trips. A number of cars would continue north on Aurora Avenue at 205th, and some would go towards Interstate 5, which could reduce the number of cars onto SR-104 to just 100. He noted there are currently about 45,000 cars per day on SR-104. He summarized that by the time you get that far away from Point Wells, there would not be a significant impact on SR-104. The same would be true for Interstate 5 so extending the boundaries would result in diminishing returns. He summarized that with so many routes people can choose to take, there is no way to have confidence that the predictions would be correct. The analysis actually loses meaning the further away you get from the development, and that is why he did not recommend the study area be continued to Interstate 5 and SR-

104. While they could extend the study, he questioned how much value it would provide. However, he agreed there would be value in extending the study area from 185th to Meridian.

Commissioner Piro said he is surprised that the study indicates that only 60% of the traffic from Point Wells would make it to Aurora Avenue North and 185th. He questioned where the other 40% of traffic would go. Mr. Meredith said he actually identified 60% to 65% making it to Aurora. He explained that the study assumes that a small percentage of traffic would turn off at the intersecting arterials along Richmond Beach Road. Commissioner Piro noted that a percentage of the vehicles that turn off of Richmond Beach Road would actually end up at 175th and Interstate 5 or 205th. Mr. Meredith agreed and said that is why the model starts to break down as cars travel further and further away from Point Wells.

Commissioner Piro said he still believes that extending the study boundaries to Interstate 5 and 205th would have some value, even if the impact becomes much less significant. The additional traffic should be considered cumulative with development that might occur elsewhere in the City. Mr. Meredith agreed that it is important to consider cumulative traffic impacts, and that is why the proposed language would require a more detailed traffic analysis. He noted the staff's traffic analysis only looked at the p.m. peak, and a more detailed analysis would consider both morning and evening traffic impacts.

Commissioner Behrens said he lives on Meridian Avenue, so he has firsthand knowledge of what happens when traffic diffuses through a neighborhood. When you reach a certain point, vehicles tend to leave arterials and go to side streets. However, they will eventually accumulate at major locations. Drivers will make decisions based on impediments that are on the road in front of them. Mr. Meredith said the City's goal is to encourage vehicles to stay on the arterials and off of local streets. There are options for accomplishing this goal, but they must be balanced with the need for people who live in the neighborhood to reach their destinations without too much delay.

Commissioner Broili referred to Mr. Meredith's previous statement about the uncertainties and disparity in the traffic study numbers and noted that it is the tendency for municipalities to underestimate the impacts associated with development. He encouraged the Commission and staff to be as conservative and long-range as possible in their analysis in order to save the City money and reduce impacts.

The Commission agreed that Policy PW-7 should be amended by adding language that would encourage and highlight the importance of multi-modal transportation. Commissioner Piro observed that in addition to addressing bicycle and pedestrian safety, the transportation corridor study should explore opportunities for pedestrian and bicycle mobility. The remainder of the Commission concurred.

Commissioner Broili referred to Policy PW-9 and encouraged the Commission to be very conservative in the way they think about the impacts. Chair Wagner recalled a question she raised at the study session about why the traffic study focused on the number of trips versus level of service. Perhaps they could establish a threshold that no more than one intersection can reach Level of Service F at evening peak traffic. Commissioner Piro said he would like the language to require mitigation that would transfer 825 vehicle trips that currently happen in the Richmond Beach area into other modes of transportation so there would be no net increase in vehicle trips. He expressed skepticism about the way the City has handled level of service in the past, and he would be in favor of a more multi-modal approach.

Mr. Meredith said it is important to maintain the level of service measurement in the proposed language since that is the approach used in the transportation master plan update in relation to concurrency. Staff tried to take it a step further to see how the size of the development would affect the level of service. He referred to Chair Wagner's suggestions and said he does not think the City wants to allow an intersection to fail. Mr. Tovar summarized that there was a lot of focus on how many units per acre should be allowed. Even if they had landed on a number of units allowed rather than a number vehicle trips, the proposal would have been susceptible to the same concern. He suggested there is no more predictability or precision under either method. The basis of the proposed language is that the City cares less about what is developed on the property and more about impacts on the City's street system.

Commissioner Behrens asked if it would be possible to collect a percentage of the sales taxes that are generated by Point Wells into a capital improvement fund that could be managed via an interlocal agreement with Woodway, Edmonds, etc. If the traffic impacts turn out to be overwhelming or very understated, the City would have available funding to correct the problems. Mr. Tovar agreed this would be possible. Rather than requiring additional mitigation from the developer, a portion of the additional revenue stream would be dedicated to dealing with the unanticipated impacts. Another option would be to review the transportation demand management program that is already required and ratchet up the requirements to deal with some of the excess impacts. For example, carpooling, van pooling, bus passes, etc. are all options to obligate a developer to do more to deal with unanticipated additional impacts. He cautioned against creating an accounting system that involves the capital budgets of two or three jurisdictions since it would not generate any additional resources than what is already coming from the site. Mr. Tovar agreed to pursue options for addressing how the City would respond if, at some point in the future, there are unanticipated impacts that need to be mitigated.

Commissioner Broili pointed out that solar power, rainwater harvesting, etc. are on the cusp of becoming the way to go in new development. Many builders are designing their projects to accommodate these options in the future. Changes and modifications along the Richmond Beach/185th Corridor should be designed with the future in mind. If the City requires a developer to design for 20 or 30 years into the future, the costs for upgrades are going to be much less than if they only design for five years down the road and have to tear it out and start over again. While long-range thinking may cost more upfront, it will save a lot of money in the future. The language in the plan, the pre-annexation zoning, and any interlocal agreements should think further out into the future.

Commissioner Kuboi said it is one thing to require a property owner to put utilities in certain locations so they do not have to be moved when changes occur in the future because the requirement would not place an additional burden on the applicant. However, he would be opposed to requiring a developer to provide extra capacity to meet the demand 20 years into the future. He would support language that requires a developer to mitigate the actual impacts that are created, but requiring them to mitigate for projected future impacts would be inappropriate. Commissioner Broili disagreed. He observed that while there would be immediate impacts associated with the redevelopment of Point Wells, there would also be other impacts associated with future growth that takes place as a result of the development. Commissioner Kuboi cautioned against burdening a developer to the point that they don't want to do business in Shoreline.

Chair Wagner suggested that perhaps this issue could be addressed at the policy level and the City could assist in mitigating the future impacts rather than placing all the burden on the developer. Mr. Tovar said the proposal could include aspirational policy language that states Commissioner Broili's philosophy, but it is more difficult to identify what the City can commit a developer to do 30 years from now that has both the nexus and proportionality required by law. Commissioner Broili said he is not implying that the developer should carry the burden of mitigating impacts into the future, but the City has the responsibility to do so. When staff has discussions with the developer at the permitting stage, they can identify what the City expects to happen and what burden the developer must carry. The City could also carry some of the burden of providing the services. There must be a balance between the City, the developer and long-range thinking. Commissioner Piro suggested that Commissioner Broili's concerns could be addressed in the narrative in the Interjurisdictional Coordination Section and potential amendments to Policy PW-10.

Commissioner Behrens asked where the transportation corridor study would end on Aurora Avenue North. Commissioner Piro recalled staff's earlier statement that the City's concern is not so much what happens on Interstate 5, but just the City streets. Therefore, he suggested they focus on the intersection at 175th.

Mr. Cohn encouraged the Commissioners to submit their additional comments by noon on December 7th. Mr. Tovar said staff would incorporate all of the Commission's comments into a new draft for consideration at their December 10th meeting. The updated draft would be available for Commission review on December 8th. He referred to questions raised earlier by the Commission, which could equate into amendments to the proposals. For example, the Commission discussed the possibility of amending the proposal to change the line between the Northwest and Southwest Sectors. In addition, Commissioner Perkowski suggested the restoration plan language be changed to be less prescriptive and more aspirational.

Vice Chair Perkowski observed that the future vision for Point Wells contains language related to sustainability, yet none of the policy statements address the issue. He questioned if each of the policy statements are intended to cover the text. Mr. Tovar said all of the language in the proposed subarea plan is considered policy, and the ten policy statements are intended to be concise and call attention to some specific action or concept. Vice Chair Perkowski expressed concern that someone could interpret the policy statements to be more important than the text because they are highlighted. Mr. Tovar asked the Commissioners to identify parts of the narrative that should be captured with additional policy statements.

COMMISSIONER PYLE MOVED THAT THE COMMISSION CONTINUE THE PUBLIC HEARING TO DECEMBER 10, 2009. COMMISSIONER PIRO SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

DIRECTOR'S REPORT

Mr. Tovar did not have any items to report to the Commission during this portion of the meeting.

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DIRECTOR'S COMMENTS

Mr. Tovar announced that this is the last night that any City meeting would be held in the Shoreline Conference Center. The Commission's first meeting in January would be held in the Council Chambers of the new City Hall.

APPROVAL OF MINUTES

The minutes of December 3, 2009 were approved as presented.

GENERAL PUBLIC COMMENT

Steve Ohlenkamp, Kenmore, indicated he was present to represent Paramount Petroleum. He announced that the Snohomish County Council decided not to act on their urban centers legislation. Instead, they have scheduled it for action on February 3rd at the earliest. He asked that the Commission consider delaying action on the City's Point Wells Subarea Plan proposal, as well. He pointed out that Paramount Petroleum has started to work with an architect to determine what might be possible on the site, and a lot of work will take place over the next few months. He noted that Paramount Petroleum is not in a hurry, and they don't understand how important decisions such as zoning can be made without sitting down with the developer to see if what is being proposed would even be viable. He noted that they are just beginning the design of their project, and they don't have answers yet. It will take a number of years to design the project and clean up and develop the site.

CONTINUED LEGISLATIVE PUBLIC HEARING ON POINT WELLS SUBAREA PLAN AND PRE-ANNEXATION ZONING

Chair Wagner reviewed the rules and procedures for the public hearing. Commissioner Piro reminded the Commission that additional public comments would be limited to the modifications made to the staff's proposal since the December 3rd meeting.

Staff Overview and Presentation of Preliminary Staff Recommendation and Questions from the Commission Regarding Point Wells Subarea Plan

Mr. Tovar referred to the potential amendments to the subarea plan and the zoning map and text, which were made at the direction of the Commission. Some were specific requests by individual Commissioners, and others were raised during the Commission's previous study sessions. He also referred to the following additional exhibits that have been entered into the record since the Commission's last meeting:

- **Exhibit 25** – Final Supplemental Environmental Impact Statement (SEIS).
- **Exhibit 26** – Email from Jan Bakken dated December 10, 2009.
- **Exhibit 27** – Comment letter from Chakorn Phisuthikul dated December 10, 2009.
- **Exhibit 28** – Suggested amendments to Subarea Plan and Zoning Ordinance.

- **Exhibit 29** – A map to clarify view corridor locations.
- **Exhibit 30** – A proposed revised zoning map with adjusted boundary between PLA 1A and PLA 1B.

Mr. Tovar referred to Exhibit 29, which is a map showing the location of the view corridor. The section line starts at the intersection of the County line and goes off at a 60-degree angle to the center line of Richmond Beach Road. It barely touches the perimeter of the large tank on the site. He advised that Exhibit 30 is the same zoning map that was presented before, but the line between PLA 1A and PLA 1B was adjusted to follow the view corridor line. He noted that the illustration includes some of the tanks and the bridge to provide reference points.

Mr. Tovar advised that after the Commission has accepted public comment on the amendments, they could deliberate and provide direction to the staff to incorporate amendatory language into the body of both of the documents. Staff would update the draft language and present it to the Commission at their first meeting in January. At that point, they could forward a recommendation to the City Council. He suggested the Commission not close the public hearing until they have reached their conclusions on both items and provided specific direction to staff.

Commissioner Pyle asked if the proposed subarea plan would have to be included as part of the City's once-a-year Comprehensive Plan amendment docket. Mr. Tovar answered that subarea plans are not limited to the once-a-year amendment process. However, amendments to adopted subarea plans are subject to the once-a-year requirement unless the Growth Management Hearings Board directs them to amend the subarea plan or the City Council declares an emergency amendment. He emphasized that there is no limit on zoning code amendments. Commissioner Pyle summarized that it is important to have more refined Comprehensive Plan language since revisions are limited to once a year. Mr. Tovar said that, practically speaking, the subarea plan could also be amended at any point if the City Council feels it is important.

Mr. Tovar referred to Mr. Ohlemkamp's request that the Commission delay taking action on the proposed subarea plan and pre-annexation zoning. He said it is important to keep in mind that the County has already made a policy decision that is currently being litigated. Therefore, it would be prudent for the City to likewise make a policy decision. Amendments could come out of on-going discussions between the City, Snohomish County, Town of Woodway, property owner, citizens of Richmond Beach, etc. He advised that the City Council would have a number of options to consider about whether or not to move forward, but he expressed his belief that stopping at this point in the process would not be in the City's best interest.

Mr. Tovar referred to Exhibit 28 (Page 21 of the Staff Report), which is a list of the potential subarea plan and pre-annexation zoning amendments. He and the Commission briefly reviewed each of the potential subarea plan amendments as follows:

- **Amendment 1** – Mr. Tovar advised that this amendment would add a new Policy PW-1A stating that the vision for Point Wells is to be an environmentally sustainable mixed-use community. Vice Chair Perkowski pointed out that the language proposed in Amendment 1 is related to the language

proposed in Amendment 9. Mr. Tovar explained that the language proposed in Amendment 9 assumes adoption of Amendment 1 and is intended to provide more policy information.

- **Amendment 2** – Mr. Tovar advised that this amendment would clarify the intent of the Transportation Implementation Plan by modifying PW-7 to indicate the City would not just require a transportation study, but an implementation plan, as well. The study would lead to the plan, and the plan would include schematic design and the other items that were listed previously. It would deal with issues related to all road segments and intersections between SR-104 and North 175th Street, with particular attention focused on Richmond Beach Drive and Richmond Beach Road. When the scope for the transportation study and plan is prepared, staff would follow the direction given in PW-7.

Commissioner Behrens pointed out that the proposed language does not identify an eastern boundary for the transportation study area. Mr. Tovar agreed and suggested the language be changed to identify I-5 as the eastern boundary. This would provide boundaries for all four sides of the study area. Vice Chair Perkowski asked if staff would provide an illustration to show the scope of the road segments and intersections. Mr. Tovar said this would be easy to provide and could be helpful. However, the policy already identifies clearly demarcated boundaries.

- **Amendment 3** – Mr. Tovar recalled there was a concern that the City might use dated information from the County to conduct their traffic and safety analysis, and the proposed language clarifies that the County information was used as background information and provided a basis for the City's conclusion that more information was needed before approval of a specific project at Point Wells.

Commissioner Pyle questioned the use of the term "should" in the last sentence of proposed Amendment 3 and questioned if "shall" would be a better term. Mr. Tovar answered that this is a policy statement, and the term "should" is appropriate.

- **Amendment 4** – Mr. Tovar recalled the Commission recommended the proposed language require both a Transportation Corridor Study and an Implementation Plan. Commissioner Piro recommended the study should also evaluate and expand bicycle and pedestrian safety and mobility and multi-modal strategies.
- **Amendment 5** – Mr. Tovar said additional language was added regarding the Transportation Implementation Plan and is verbatim from the email staff received from Commissioner Piro.

Commissioner Piro said he believes the language proposed in Amendment 5 accurately reflects the Commission's earlier discussion that any improvements that are developed at Point Wells, Richmond Highlands, and adjacent neighborhoods should look at opportunities for improving mobility of existing areas and not just exclusively the new development at Point Wells.

- **Amendment 6** – Mr. Tovar explained that this potential amendment would insert words into PW-7 to be clear they are not just talking about a transportation study, but also an implementation plan. Commissioner Piro suggested the study and transportation plan should identify needed investments

and services, including design and financing, for multimodal solutions to improve mobility and accessibility within the Richmond Beach Neighborhood and adjacent communities. In addition PW-8 and PW-9 should be changed to clarify that a Transportation Corridor Study and Implementation Plan would be required.

- **Amendment 7** – Mr. Tovar observed that, historically, there has not been a lot of multimodal activity in this area. The road network was built a long time ago, and mobility and accessibility in Richmond Beach and nearby areas has been dominated by single-occupancy vehicles. The City has policies that talk about improving pedestrian bike facilities, but most have not been implemented because of financial constraints. The proposed policy objective makes the observation that the Richmond Beach Corridor has been served by a Metro route. Although rail service at Richmond Beach has been talked about in the past, no service is identified in Sound Transit's adopted 20-year plan. The proposed language points out that while improved transit, bicycle and pedestrian mobility is a long-term policy objective, the majority of trips in the area are likely to continue to be by automobiles that utilize the road network.

Mr. Tovar said the amendment also includes changes to PW-9 to require the City to address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Master Plan. Staff met yesterday with representatives from Sound Transit, who are looking at light rail alignments. Their decisions must be meshed with the City's Transportation Master Plan and Comprehensive Plan update. For example, one of the station areas is at 185th and I-5, so everything between Richmond Beach and the station should be examined as potential multimodal opportunities.

Commissioner Piro pointed out that the language he proposed was an attempt to respond to Chair Wagner's earlier comment that the language considered on December 3rd seemed very abrupt and needed more context. He felt staff did a good job of responding to this concern.

Chair Wagner asked if the City would be responsible for addressing additional multimodal opportunities, or if the traffic study would recommend opportunities for the City to implement. Mr. Tovar recalled Commissioner Broili's recommendation that the Commission view the long-term implications of the proposed language.

- **Amendment 8** – Mr. Cohn advised that the proposed amendment would expand the language in the section titled, "Future Vision for Point Wells," to incorporate issues raised at the end of the December 3rd meeting regarding future opportunities and eventualities for the Point Wells site and adjacent neighborhoods and communities after development occurs. The language is intended to point out that although the proposed subarea plan would be a 20-year document, the City should think beyond 20 years. The City should also consider the long-range costs of the near-term and mid-term actions.

Commissioner Piro recalled that Commissioner Broili expressed a need to look aspirationally at other eventualities and accommodate them as the area evolves and matures. The City should be aware of new practices for environmental restoration, maintenance improvements, etc.

- **Amendment 9** – Mr. Tovar said proposed Amendment 9 would add language at the end of PW-1A to incorporate some of the thinking about naming not just lands within 200 feet of the shoreline, but also the aquatic lands, as something that should be carefully designed and implemented to minimize impacts and achieve long-term sustainability. New bulkheads would not be permitted, and the detrimental effects of existing bulkheads should be reduced by using alternative, more natural stabilization techniques. Vice Chair Perkowski asked why the proposed amendment uses the word restoration. He suggested there is more to it than just restoration. The Commission agreed to discuss this issue as part of their deliberation.

Public Testimony on Revisions to Proposed Point Wells Subarea Plan

Wendy DiPeso, Shoreline, questioned if the transportation plan requirement would look beyond the traffic impacts at Point Wells to include other development projects that are going on close by. Mr. Tovar said that before any development occurs at Point Wells, the City will have completed their Transportation Master Plan update, which will provide information about background traffic (traffic generated by other developments expected to occur under the plans that are in place). Background traffic will be factored into the forecasts for future traffic impacts to the City's road grid.

Commissioner Piro observed that some of the potential amendments are related to the Transportation Study and Implementation Plan to ensure that it captures development not only at Point Wells, but along the Corridor and adjacent neighborhoods, as well.

Michael Strand, Shoreline, said he believes the anticipated 8,250 additional vehicle trips per day from the Point Wells site is too high, and it is unconscionable the City would consider a number that is even 1/10 that high. The additional traffic would have a significant impact on the Richmond Beach Neighborhood, as well as other properties on the west side of Aurora Avenue. He pointed out that not all the traffic must come through Richmond Beach. However, creating an annexation plan for the Point Wells site would force the impacts from Point Wells to come through Richmond Beach. Another option would be for the City to oppose the annexation and let the project develop as part of Snohomish County. The City could block the road, with the exception of allowing historical access on Richmond Beach Drive, and all of the problems would go away. If the property is annexed into the City as proposed, the developer would have total control over what happens in the area and all of the impacts would go through Shoreline. This would be a travesty for the citizens of Shoreline, and there will be no benefits.

Mr. Tovar explained that staff has talked to the City Attorney and reviewed existing rights-of-way, regulations that apply to environmentally sensitive areas and steep slopes, and existing code requirements in Woodway and Snohomish County. They are also aware of what the State Growth Management Act says about critical areas. People have suggested a road be developed to the north following the tracks to Edmonds, and they have also suggested new switchback roads going up the hill into the bluff area and connecting back to 238th in Woodway. However, there are a number of legal, environmental and political reasons why the City of Shoreline does not believe these other options would be practical. He noted that legal access has been made available to Point Wells through Shoreline for decades, and the City does not have the legal authority to close this access. If Woodway were to

create a public right-of-way down to the property through the Town of Woodway, the circumstances would be different.

Mr. Tovar explained that, as proposed, 8,250 additional vehicle trips would not be an absolute legal right of the property owner. The City would have some choice about how many vehicle trips that would accept, but keeping it to what it has been historically is unlikely to prevail long term. Snohomish County would permit some type of development of greater density than what is currently on the site. Their proposed urban center designation would allow twice the vehicle count that is proposed by Shoreline as a maximum. He clarified that the traffic analysis in the SEIS identifies a tipping point of 8,250, beyond which more of the City's intersections would experience failure. He emphasized that the property owner has not completed an architectural analysis of what can be done on the property. However, he expressed his belief that the developer would not likely be able to fit such an intense development on the property given the proposed setback and zoning requirements. It is unlikely the development would result in 8,250 vehicle trips per day.

Commission Deliberations on Proposed Point Wells Subarea Plan and Vote by Commission to Recommend Approval or Denial or Modification

COMMISSIONER PIRO MOVED THE COMMISSION RECOMMEND APPROVAL OF THE PROPOSED SUBAREA PLAN FOR POINT WELLS WITH ADDITIONAL COMMISSION AMENDMENTS. COMMISSIONER PYLE SECONDED THE MOTION.

Commissioner Piro expressed his belief that the proposed language is a sound approach for the City to take to get a subarea plan and pre-annexation zoning in place. The language expresses the Commission's intention and desire for the area. The Commission has received excellent input from the staff and the public. In addition, they had a very rich conversation at their last meeting that provided solid rationale for the proposed amendments that have been crafted and brought before the Commission for consideration. Commissioner Pyle concurred.

Commissioner Piro referred to Amendment 1 and expressed his belief that it is very good to have an overall policy to introduce the intent of the proposal. The language proposed for PW-1A ties in well with the City's existing Comprehensive Plan, and he likes the fact that it relates very squarely to sustainability and the excellent work the City has already done to adopt a sustainability strategy.

COMMISSIONER BEHRENS MOVED THE COMMISSION APPROVE AMENDMENT 1. COMMISSIONER PYLE SECONDED THE MOTION.

Chair Wagner pointed out that the language should be changed to replace "has provided" with "provides." The remainder of the Commission concurred.

Commissioner Behrens said the proposed amendment is well written and adds substantially to the subarea plan. Commissioner Pyle added that the proposed amendment meshes well with the existing Comprehensive Plan and the City's Environmental Sustainability Strategy. It will also allow for the

efficient use of space at the site and promote the preservation of certain features that are important to the community.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 1, TO READ AS FOLLOWS:

"PW 1A: The Vision for Point Wells is an environmentally sustainable mixed-use community that is a model of environmental restoration, low-impact and climate-friendly sustainable development practices, and which provides extensive public access to the Puget Sound with a variety of trails, parks, public and semi-public spaces."

COMMISSIONER BEHRENS MOVED THE COMMISSION APPROVE AMENDMENT 2. COMMISSIONER PIRO SECONDED THE MOTION.

Commissioner Behrens said the whole idea of doing a transportation implementation plan is good, and the additional language makes the requirement even better. It provides clarity and would involve various communities and organizations in the process. A very precise traffic management plan would be required in order for the area adjacent to Point Wells to continue to function.

Commissioner Piro expressed his belief that the proposed language responds to not only the Commission's direction to expand the study area, but is also very sensitive to public concerns. They want more than just a traffic study; they want implementation of a traffic plan. They want the end product to not only serve the Point Wells property, but the adjacent communities, as well.

Commissioner Piro said he originally thought the language should also address options for a Sound Transit light rail station connection when focusing on various modes of travel along the Corridor. However, he said he is comfortable leaving the language as it is, knowing that decisions related to light rail have not yet been worked out. The other policies include provisions to address this issue, as well.

Commissioner Behrens suggested that the last sentence be changed to include I-5. Commissioner Pyle recommended that "transit" be inserted between "vehicular" and "bicycle" in the last sentence. Commissioner Piro suggested that "investments" replace "improvements" in the last sentence and throughout the Subarea Plan.

Commissioner Piro explained that while public works and engineering staff see anything they are able to build and/or construct as being an improvement, there are necessities that members of the community might not view as improvements. He said he prefers a more neutral term such as "investment." Mr. Tovar added that using the term "investment" would also encompass programs such as public education and information.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 2, WHICH WAS AMENDED TO READ AS FOLLOWS:

“PW-7: 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 the 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 Commission agreed they would like staff to provide a graphic to illustrate this concept further. Mr. Tovar advised that the graphic could be provided at a later date.

COMMISSIONER PYLE MOVED THE COMMISSION APPROVE SUBAREA TEXT IN AMENDMENT 3 TO READ AS FOLLOWS:

“A traffic and safety analysis performed by the City in the summer of 2009 evaluated the nature and magnitude of impacts likely to accrue from the development of Point Wells as an “Urban Center” under Snohomish County zoning, as well as development scenarios assuming lesser orders of magnitude. This background information provided a basis for the City to conclude that, prior to the approval of any specific development project at Point Wells, the applicant for any development permit at Point Wells should fund, and the City oversee, the preparation of a detailed Transportation Corridor Study.”

COMMISSIONER PIRO SECONDED THE MOTION.

Commissioner Pyle expressed his belief that the amended language reads better and is more logical. Commissioner Piro agreed that the amended language is clearer and allows for changes that might take place in the future.

THE MOTION CARRIED UNANIMOUSLY.

COMMISSIONER PYLE MOVED THE COMMISSION APPROVE THE SUBAREA TEXT IN AMENDMENT 4. COMMISSIONER PIRO SECONDED THE MOTION.

Commissioner Pyle commented that the proposed amendment clarifies why the study is needed and provides more direction. Commissioner Piro recalled that Commissioner Broili first introduced the idea that a multimodal approach needs to be deliberately articulated in the proposed language. He said he likes the additional language about addressing bicycle and pedestrian mobility, as well. The City has a real opportunity to enhance and develop improved bicycle and walking opportunities in the entire area.

Commissioner Behrens recommended that “State Route 99” should be replaced with “Interstate 5.” Mr. Cohn pointed out that Amendment 4 is intended to specifically apply to Richmond Beach Drive and Richmond Beach Road. Commissioner Behrens said he understands that they are dealing with Richmond Beach Road, but the impacts will not stop at State Route 99. If they are going to expand on

the idea of improving bicycle and pedestrian safety and mobility, the more reasonable option would be to extend the improvements all the way to Interstate 5 where transit is available.

Commissioner Piro pointed out that previous policy statements clearly define the Corridor, so there is really no need to redefine the boundaries in Proposed Amendment 4. He suggested they delete the reference to NW 205th and State Route 99, altogether.

Chair Wagner suggested the second sentence be refined to make it clear that the intent is to affect improvements. She cautioned that the City would not want to require improvements or investments along every intersection and road between Point Wells and Interstate 5. While they want the study to be comprehensive to identify where major impacts would occur and how they would be addressed, the Richmond Beach Corridor is the main focus of this particular policy statement.

Commissioner Pyle pointed out that Amendment 4 is intended to be a specific statement about the Richmond Beach Corridor, but the current proposal does not clearly define the Corridor. He suggested the Corridor be defined as "all the way from the Point Wells site to State Route 99 and the intersections in between." Commissioner Behrens pointed out that the Corridor is defined in Amendment 2, and this definition should be consistent throughout the proposed subarea plan.

Commissioner Pyle suggested the first sentence of the proposed amendment be changed to read, "The Study should include an evaluation of projected impacts on vehicular flow . . ." He agreed there is no need to include another statement that describes the Corridor. The remainder of the Commission concurred.

Commissioner Piro agreed with Chair Wagner that the second sentence of Amendment 4 is awkward. Mr. Cohn suggested the second sentence be changed to read, "The study should also evaluate expanded bicycle and pedestrian safety and mobility investments, and identify "context sensitive design" treatments for intersections, road segments, block faces, crosswalks and walkways in the study area . . ." He suggested that requiring context sensitive treatments for every intersection may be too extensive. Mr. Tovar agreed it would be appropriate to make the statement more general, as long as they recognize the amendment was intended to respond to public comments. He suggested "as appropriate" could replace "every." He emphasized that pedestrian and bicycle movement and safety are issues west of State Route 99.

Chair Wagner suggested that if the language is changed as recommended by staff, it would merely restate the policy statement. She reminded the Commission that the policy statement indicates that particular attention should be focused on Richmond Beach Drive and Richmond Beach Road. She suggested the language should make it clear that context sensitive design treatments should be identified for every intersection on the Corridor.

Commissioner Piro recommended the second sentence of Amendment 4 be changed to read, "The Study should evaluate expanded bicycle and pedestrian safety and mobility investments and identify appropriate context sensitive design treatments for intersections, road segments, block faces, crosswalks, and walkways in the study area with emphasis on Richmond Beach Road and Richmond Beach Drive."

Commissioner Pyle pointed out that the last sentence of Amendment 4 is duplicative of PW-7 and could be eliminated.

Commissioner Behrens said another option is to amend the second sentence to read, "The Study should evaluate and recommend improvements for bicycle and pedestrian safety and mobility. The remainder of the sentence could be deleted. Commissioner Piro said he would like to retain the language related to context sensitive design, since it is important that treatments are designed to fit the neighborhood.

Vice Chair Perkowski suggested that "identify" would also be a more appropriate word than "recommend." The remainder of the Commission concurred.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 4, WHICH WAS AMENDED TO READ AS FOLLOWS:

"The Transportation Corridor Study and Implementation Plan should include an evaluation of projected impacts on vehicular flow and levels of service at every intersection and road segment in the Corridor. The study should also evaluate and identify expanded bicycle and pedestrian safety and mobility investments and identify "context sensitive design" treatments as appropriate for intersections, road segments, block faces, crosswalks, and walkways in the study area, with emphasis on Richmond Beach Road and Richmond Beach Drive."

COMMISSIONER PIRO MOVED THE COMMISSION APPROVE THE SUBAREA TEXT IN AMENDMENT 5. COMMISSIONER BEHRENS SECONDED THE MOTION.

Commissioner Piro advised that Amendment 5 is intended to provide clarification. Commissioner Behrens said the amendment language is well written and precise. It sets the ground work for the policies that come after.

Chair Wagner proposed that the last sentence be changed to replace "than current" with "that currently."

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 5, WHICH WAS AMENDED TO READ AS FOLLOWS:

"A Transportation Implementation Plan - a Corridor Study would be a step in the development of such a plan. The scope of the transportation plan should include a multimodal approach to mobility and accessibility to and from Point Wells, as well as detailed planning for investments and services to improve multimodal travel for adjacent communities between Point Wells and I-5. This could well include an integrated approach to accessing Point Wells, the Richmond Beach neighborhood, and Richmond Highlands with the Bus Rapid Transit system along Aurora Avenue, the I-5 Corridor itself - focusing on the interchanges at N. 205th and N. 175th, as well as the Sound Transit light rail stations serving Shoreline.

While the analysis of vehicle flows is appropriate as part of the study, the solutions should provide alternatives to vehicle travel to and from Point Wells - as well as more transportation choices than

those that currently exist today for the Richmond Beach neighborhood and adjacent communities."

COMMISSIONER PYLE MOVED THE COMMISSION APPROVE AMENDMENT 6. COMMISSIONER PIRO SECONDED THE MOTION.

Commissioner Pyle observed that the changes are intended to make the language consistent with the previous paragraphs. Commissioner Piro concurred. However, he suggested that "public improvements" be changed to "public investments."

Chair Wagner pointed out that the language in Amendment 6 is intended to apply to communities adjacent to Point Wells, so the language should be changed to make this clearer. Commissioner Piro added that the amendment is intended to apply to adjacent communities along the Corridor and not just Point Wells.

Mr. Tovar pointed out that "Study and Transportation Plan" should be changed to "Transportation Corridor Study and Implementation Plan." The remainder of the Commission agreed that the term should be used consistently throughout the document.

Commissioner Pyle expressed his concern that PW-9 is one of the most important pieces of the subarea plan, and further discussion would be appropriate. The Commission agreed to eliminate the language in Amendment 6 related to PW-9, and then deal with PW-9 separately.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 6, WHICH WAS AMENDED TO READ AS FOLLOWS:

"PW-7: 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 the 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 improvements investments needed to maintain or improve vehicular, transit, bicycle and pedestrian safety and flow on all road segments and intersections between SR 104, and 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."

"PW-8: The needed mitigation improvements identified in the Transportation Corridor Study and Implementation Plan should be built and operational concurrent with the occupancy of the phases of development at Point Wells." (Note: PW-9 would be dealt with separately.)

COMMISSIONER PIRO MOVED THE COMMISSION APPROVE THE SUBAREA TEXT PORTION OF AMENDMENT 7. (Note: PW-9 would be dealt with separately.) VICE CHAIR PERKOWSKI SECONDED THE MOTION.

Commissioner Piro recalled that Chair Wagner previously recommended that language be amended to provide more context, and the proposed language addresses her concerns. However, he suggested the language could have also introduced the City's approach to Level of Service (LOS). He said he would share his ideas when the Commission specifically discusses PW-9.

Chair Wagner pointed out that the proposed language uses the number identified in the City's traffic study, which is the most professional opinion the Commission has on the matter. She expressed her belief that it is appropriate to reference the study and include the numbers as a baseline for which subsequent decisions would be made.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 7 TO READ AS FOLLOWS:

"Historically, mobility and accessibility in Richmond Beach and adjacent communities has been dominated by the single occupancy vehicle. Provision of bicycle and pedestrian facilities has been limited because retrofitting an existing road network with these facilities is an expensive undertaking. The Richmond Beach Road Corridor is served by a single Metro route and, though rail service to a station in Richmond Beach was evaluated by Sound Transit, no service is envisioned in the transit agency's adopted 20 year plan. Though improved transit, bicycle and pedestrian mobility is a long-term policy objective, the majority of trips in the area will likely continue to be by automobiles utilizing the road network. The City's traffic study completed in 2009 shows that if more than 8,250 vehicle trips a day enter the City's road network from Point Wells, it would result in a level of service "F" or worse at a number of City intersections. This would be an unacceptable impact.

Therefore, the City should establish a maximum daily traffic trip threshold originating from Point Wells and require preparation of a Transportation Corridor Study to identify necessary mitigations."
(Note: PW-9 would be dealt with separately.)

COMMISSIONER PIRO MOVED THE COMMISSION APPROVE AMENDMENT 8. COMMISSIONER PYLE SECONDED THE MOTION.

Commissioner Piro commended Mr. Cohn for doing a great job of capturing the Commission's intent and finding a solution to the valid and rich issue raised by Commissioner Broili at the last meeting.

Chair Wagner observed that the first paragraph talks about working with the Town of Woodway to reduce potential impacts, and she questioned if the language should include the City of Edmonds, as well. She noted that the policy statement references both the Town of Woodway and Snohomish County. Mr. Tovar referred to a letter the City received from the City of Edmonds discussing their concerns about impacts on SR-104 as it travels through their City. At the time the language was drafted,

they had not yet received input from the City of Edmonds. He agreed it would be appropriate to name Edmonds in the proposed amendment, as well. The Commission concurred.

Commissioner Pyle noted that "years" should be added after the second "20" in the language proposed by staff.

Commissioner Behrens referred to the wording in the last sentence. Rather than connecting Woodway to Puget Sound, the goal is to connect Woodway to Point Wells via bicycle. Mr. Tovar said the language was drafted to recognize that the Woodway community would like an opportunity to access the saltwater shoreline below. He explained that City staff has been talking with the Town of Woodway for several months to identify their concerns and interests, and they indicated their desire to have access to Puget Sound. While the result would be the same either way, Commissioner Behrens once again suggested the language should talk about connecting Woodway and Point Wells.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 8, WHICH WAS AMENDED TO READ AS FOLLOWS:

"Subarea Text: The City should work with the Town of Woodway and Edmonds to identify ways in which potential future development in the lowland portion of Point Wells could be configured or mitigated to reduce potential impacts on Woodway. There is no practical primary vehicular access to the lowland part of Point Wells other than via Richmond Beach Road. However, the City should work with property owners and Woodway to provide a bicycle and pedestrian route between Woodway and Point Wells.

The Growth Management Act states that cities, rather than county governments, are the preferred providers of urban governmental services. Because urban governmental services and facilities in Shoreline are much closer to Point Wells than are similar services and facilities located in Snohomish County, it is most efficient for the City to provide those services.

Working with its public safety partners, Shoreline Fire Department and Shoreline Police Department, the City should invite Snohomish County to discuss an interlocal agreement to address the timing and methods to transition local governmental responsibilities for Point Wells from the County to the City. Included in these discussions should be responsibilities for permitting and inspection of future development at Point Wells, and possible sharing of permitting or other local government revenues to provide an orderly transition.

PW-10: The City should work with both the Town of Woodway, Edmonds and Snohomish County toward adoption of interlocal agreements to address the issues of land use, construction management of, urban service delivery to, and local governance of Point Wells.

New text for Subarea Plan (directly under "A Future Vision for Point Wells"): The Subarea Plan, intended to be a 20-year plan document, envisions a Point Wells development that could take longer than 20 years to become fully realized. Because of the time horizon of the plan and future development, the City, in its decision-making, should consider the long-term costs of near-term actions and make choices that reflect a long-term perspective."

VICE CHAIR PERKOWSKI MOVED THE COMMISSION APPROVE AMENDMENT 9. COMMISSIONER PIRO SECONDED THE MOTION.

Vice Chair Perkowski reviewed that the proposed amendment is intended to provide more description about what is meant by "environmentally sustainable." He said that while the Commission has had a lot of discussion about transportation impacts, they have not had an extensive discussion regarding environmental impacts. He observed that there is plenty of science to support the idea that one of the biggest problems with Puget Sound is the interruption of natural processes, particularly in the sensitive environments. There is also evidence about the destruction of habitat that is caused by bulkheads and hardened shoreline armory. The proposed language would be consistent with the City's goal to be environmentally sustainable and have low impact. However, he suggested the language be amended to prohibit additional over-water structures and new bulkheads. He said there is scientific evidence about the negative impacts of these structures in the near shore environment.

Commissioner Piro agreed that the proposed amendment adds value and clarity, once again bringing in principles that have been developed in other City planning documents such as the Environmental Sustainability Strategy. Given the location of Point Wells, sustainability should be addressed as part of the subarea plan.

Commissioner Piro suggested the language in Amendment 9 be divided into two separate policies. One policy could talk more broadly about sustainability and the vision, and the second policy could talk specifically about the aquatic and shoreline issues. The remainder of the Commission concurred.

Vice Chair Perkowski suggested that "restoration of" be changed to "uses and development of and near." Chair Wagner asked if the language is intended to include restoration activities, as well. Vice Chair Perkowski answered affirmatively.

Commissioner Pyle suggested the last sentence be changed to require that existing bulkheads be removed and replaced with alternative, more natural stabilization techniques. Vice Chair Perkowski said he likes the idea of removing existing bulkheads, but there may be situations where removal would not be feasible or appropriate.

Mr. Tovar reminded the Commission that a Shoreline Master Program amendment would come before them in 2010, and they will review each of these issues in great detail. He suggested the policy statement should remain general, merely indicating concern about environmental issues. He emphasized that the subarea plan and pre-annexation zoning will not be the only regulations that govern what happens with the bulkheads. The Shoreline Master Program would determine whether or not it is appropriate to remove a bulkhead and how it should be removed to minimize contamination.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 9, MAKING IT TWO SEPARATE POLICIES, TO READ AS FOLLOWS:

"PW-1A: The Vision for Point Wells is an environmentally sustainable mixed-use community that is a model of environmental restoration, low-impact and climate-friendly sustainable development

practices, and which has provided extensive public access to the Puget Sound with a variety of trails, parks, public and semi-public spaces.

PW-1B: Use and development of and near the Puget Sound shoreline and aquatic lands at Point Wells should be carefully designed and implemented to minimize impacts and achieve long-term sustainable systems. New bulkheads or over-water structures should not be permitted and the detrimental effects of existing bulkheads should be reduced through removal of bulkheads or alternative, more natural stabilization techniques."

COMMISSIONER PIRO MOVED THE COMMISSION APPROVE NEW TEXT FOR POLICY PW-9 TO READ AS FOLLOWS:

"The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Management Plan. Maximum daily traffic on Richmond Beach Drive from Point Wells should maintain a Level of Service (LOS) of C or better, in a manner that reduces existing single-occupancy vehicle trips in the Richmond Beach Road Corridor."

COMMISSIONER PYLE SECONDED THE MOTION

Commissioner Piro expressed his belief that the way the language was crafted with numeric targets satisfies some very solid work that staff has done to articulate something that avoids the worst case scenario. However, it also sounds like the City is settling for something that is a step above worst case scenario. Instead, they should talk about a whole system of movement and mobility into and out of the area that really seeks solutions that not only benefits the Point Wells development but the entire community. He said he would like to avoid the dramatic and seemingly overwhelming numbers. He suggested the City consider other options for developing transportation facilities and improving mobility in this area. If the development would introduce 825 additional peak hour trips, something else needs to happen to take 825 of the current trips off the streets so there would be no net gain. He said he envisions opportunities to pair a light rail station at 185th with a neighborhood hub transit station at Richmond Beach. He summarized that the City needs to look at a solution that serves the existing communities, as well as the residents of the new development at Point Wells. It is important to offer the entire community better options for transit and other non-motorized transportation.

Commissioner Pyle said he likes the language proposed by Commissioner Piro because it relies more on the actual LOS. They should keep in mind that the subarea plan is intended to be a 20-year plan, and the numbers identified in the Transportation Study may not be viable in the next 20 years. Relying on LOS would be more consistent with the modeling at the time a proposal goes forward.

Chair Wagner pointed out that the traffic study identifies that some intersections are anticipated to have an LOS that is less than Level C by 2025, even without the additional traffic from Point Wells. Commissioner Piro said he would be open to changing the LOS he identified in his proposed language. He said he does not believe it is unrealistic to maintain a Level C or D on the Corridor while taking on additional development. He said the proposed language helps communicate the City's vision if the

property is not annexed to the City and becomes an urban center as part of Snohomish County. He said he knows of no urban center in the region that is not expected to maintain LOS and move towards a mixed mode of travel with a transit component.

Commissioner Behrens observed that the transportation matrix is what makes redevelopment of Point Wells so difficult. Absent the transportation issues, everyone would love for Point Wells to be redeveloped. He suggested the City should strive to create policy language that minimizes private vehicle transit. The Transportation Corridor and Implementation Study should not assume there would be 8,250 trips per day. Instead, it should assume the minimum possible impact to the community, and it should be the developer's responsibility to design a project that accomplishes that goal. He summarized that a plan that allows 8,250 cars to drive a mile to meet a major transit station would be better than allowing 8,250 cars to travel 15 miles through streets and neighborhoods. He said they should talk about LOS and its impact on the community and not the number of vehicle trips.

Chair Wagner referred to the concept of "casual carpool" which is utilized in San Francisco and Washington, D.C. Encouraging casual carpools could be an opportunity to move traffic through the City faster. Commissioner Piro encouraged the Commission to think beyond private vehicles. There are rich opportunities associated with connecting the neighborhood hub that already exists at Richmond Beach to the proposed Sound Transit light rail station and the emerging Town Center at 185th and Aurora Avenue North.

Chair Wagner suggested that instead of requiring that maximum daily traffic on Richmond Beach Road from Point Wells should maintain an LOS of C or better, they could incorporate language that would not allow the LOS to drop more than one level. Commissioner Piro reminded the Commission that the Transportation Master Plan Update would provide new direction related to LOS.

Mr. Tovar suggested that perhaps it would be appropriate to use both standards. He noted that staff's proposed language indicates that traffic shall not exceed 8,250 trips per day, but it does not say that traffic would be allowed to reach that point. He pointed out that given the existing LOS, an additional 8,250 trips per day would create too much failure. Perhaps the policy could be amended to not exceed 8,250 trips per day or whatever LOS is adopted for the Corridor as part of the City's Transportation Master Plan Update, which will be completed in 2010. The Commission agreed a combination of the two standards would be appropriate. However, Commissioner Piro expressed his desire for the language to be more aspirational.

Commissioner Pyle expressed his belief that there is some benefit associated with using a fixed numbers to limit what can happen. However, if the City desires to assume a form-based code that is more reliant on the design of the site and less concerned about what is inside the buildings, the Commission should keep in mind that using fixed numbers is a reverse way of implementing a density cap. Mr. Tovar reminded the Commission that most of the public concerns were related to traffic impacts. The proposed language would identify a benchmark and then let the applicant figure out how to make it work. He said he is not sure the property could be developed to a density that would reach the maximum 8,250 vehicle trips per day given the other code requirements that would also apply.

Commissioner Pyle pointed out that a fixed number would be non-negotiable. Using an LOS standard would allow a developer to redesign the entire transportation Corridor, with the City's participation, and fund the entire rebuild of the Corridor to get more density. The drop in LOS could be mitigated by improving the infrastructure to raise the LOS. Mr. Tovar summarized that if intersections are rebuilt to improve their functionality, they will have a greater capacity to accommodate traffic before the LOS drops. Chair Wagner agreed this would address potential problems at intersections, but not all the other real or perceived impacts related to traffic flow.

Commissioner Behrens pointed out that Snohomish County experienced a similar situation at 164th Street where a huge number of apartment complexes were being built along the Corridor, creating traffic congestion. Instead of a building moratorium, the developers agreed to contribute a certain amount of money for each new unit that was built to fund transit. This would allow them to offset the additional number of people by building up the transit Corridor. He suggested the City do something similar as part of their Transportation Corridor Study and Implementation Plan. The City could require the developer to come up with a system that moves people without using cars.

Commissioner Piro suggested another option would be to have the developer build the Sounder Station along the commuter rail lines. The introduction of additional transit options (commuter rail, bus transit connecting to State Route 99 or Link Light Rail) could result in no additional trips on Shoreline streets. While the Point Wells development could introduce 800 new trips onto Shoreline streets, 800 existing trips could be removed by the addition of these new transit options, resulting in no net gain. He said he appreciates the value of including absolute numbers, but it should be clear that the City is not willing to reach a failure situation. They must maintain an acceptable LOS that meets established public policy and the mobility goals of the City. Any development at Point Wells should be required to make a contribution.

Commissioner Pyle suggested the following language: "The maximum daily traffic the City should permit on Richmond Beach Drive from the Point Wells development should not exceed 8,250 vehicle trips per day or a maximum peak hour rate of 825 and shall not reduce the LOS below the existing documented standard at the point of complete application." This language would establish 8,250 as a tangible cap on traffic, and they would not be allowed to reduce the LOS below the existing standard. The developer would not be penalized for the fact that the City already has a failing system, but they would not be allowed to make it worse.

Mr. Tovar reminded the Commission that if the property is developed as part of Snohomish County, the County has indicated they would rely on the City of Shoreline to identify the necessary traffic improvements to mitigate the impacts. They would rely on the City's analysis of the existing transportation system.

Commissioner Piro summarized that PW-9 could be amended to incorporate the first sentence in the language proposed by staff and an additional sentence to read, "These opportunities should be pursued in a manner that reduces existing single-occupancy vehicle trips in the Richmond Beach Road Corridor."

Again, Commissioner Pyle expressed his belief that the property owner should not be penalized if the City's system is already failing. At the same time, they should not penalize existing property owners who live near the project by allowing the new development to cause the system to fail.

Chair Wagner said she understands the concept of not allowing a developer to further degrade the LOS, but requiring them to raise the LOS if it is already below the City's adopted standard might not be appropriate. Commissioner Piro pointed out that although LOS for single-occupancy vehicles may be poor, the Corridor could be designed to allow buses through. As long as the people-moving capacity is functioning well, the LOS would remain at an acceptable level. He said he anticipates the updated Transportation Master Plan would address LOS more comprehensively, including opportunities for improved transit service.

Again, Chair Wagner expressed concern that the proposed language would require a developer to improve the LOS if it is already below the City's adopted LOS. Mr. Cohn explained that if the developer were to mitigate by providing bus service, etc., the LOS would remain the same. Chair Wagner pointed out that a developer may not be able to sufficiently mitigate to bring the LOS up to the City's adopted standard.

Commissioner Piro said there is an adequate facility expectation already in State Law through the concurrency provisions, which requires cities to have adequate facilities and services in place to serve development. The notion is that these services and facilities must be in place by the time the development is occupied or they are part of an anticipated capital improvement program within the next six years. He suggested that the proposed language would be consistent with what is already codified in State Law. If there are situations where the facilities and services are inadequate, a developer would be obligated to address the situation. Commissioner Pyle asked if the City also has an obligation to meet its adopted LOS. Mr. Tovar answered that the Growth Management Act prohibits the City from issuing a permit if a project would drop the LOS below the City's adopted standard. While this provision works well for properties within the City, the Point Wells property is not located in Shoreline. If the property is redeveloped under Snohomish County, the City would not have the ability to deny a permit even if the project would drop traffic functionality at intersections to below the City's adopted LOS.

Commissioner Pyle inquired if the City could adopt an LOS standard that is above what currently exists without a capital improvement project that would allow them to reach the new standard. Mr. Tovar explained that local governments have the authority to figure out where they want to draw the line, but they cannot issue permits for projects that will drop them below the adopted threshold. In these situations, an intersection must either be improved or the City must lower its standard.

Commissioner Piro pointed out that the currently proposed language would give the City some leverage to negotiate the future LOS. And the LOS standard would be specifically addressed as part of the Transportation Master Plan. The Commission emphasized that the proposed language would require a developer to meet the LOS and the maximum vehicle trips per day requirements. It would also stay current with the LOS standard that is in place at the time of application. They agreed the language should be divided into two separate policies.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENT 9, MAKING IT TWO SEPARATE POLICIES TO READ AS FOLLOWS:

"PW-9A: The City should address opportunities to improve mobility, accessibility, and multimodal east-west movement in the Richmond Beach Road Corridor between Puget Sound and I-5 as part of the update of the city-wide Transportation Management Plan. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the Corridor.

PW-9B: The maximum daily traffic that the City should permit emanating from 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."

Commissioner Pyle suggested that PW-6 should not allow trees and vegetation to be cut to protect a view corridor. Commissioner Piro suggested the term "public view" would make the policy more clear. He also questioned if "view shed" instead of "view corridor" would help distinguish this policy from other situations that include the word "view." Mr. Tovar pointed out that Zoning Amendment 5 would replace "view corridors" with "public view corridors." He noted there is only one view corridor identified on the proposed zoning map. He explained that the proposed pre-annexation zoning makes it clear that PW-6 applies to buildings and not trees and other vegetation.

Chair Wagner referred to Mr. Phisuthikul's comment about PW-6 and how the view corridor was measured. Mr. Tovar advised that this issue is clarified in the pre-annexation zoning. She also referred to Mr. Phisuthikul's recommendation that PW-4 be amended to change "six stories" to "65 feet." She noted the Commission previously discussed this issue and agreed that the appropriate term was "65 feet."

COMMISSIONER PYLE MOVED THE COMMISSION SWITCH THE ORDER OF PW-5 AND PW-6. COMMISSIONER PIRO SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

THE COMMISSION VOTED UNANIMOUSLY TO APPROVE THE MAIN MOTION TO RECOMMEND ADOPTION OF THE PROPOSED SUBAREA PLAN FOR POINT WELLS AS AMENDED BY THE PREVIOUS MOTIONS.

Staff Overview and Presentation of Preliminary Staff Recommendation and Questions from the Commission Regarding Proposed Point Wells Pre-Annexation Zoning Text and Map

Mr. Tovar reviewed the potential amendments to the Point Wells Pre-Annexation Zoning as follows:

- **Amendment 2.** Mr. Tovar said Vice Chair Perkowski and others raised the issue of whether there should be a requirement for site plan approval. The proposed amendment would require that any application for site plan approval must be processed as a Type C Permit. That means the Planning Commission would conduct a public hearing and make a recommendation to the City Council. The amendment would also state that no building, grading, or other development permits would be issued

until the City has first given site plan approval and an administrative design review permit is processed and approved by the Planning Commission or the Planning Director.

- **Amendment 3.** Mr. Tovar said Vice Chair Perkowski cautioned that the language should not just address land that is landward 200 feet, but also aquatic lands.
- **Amendment 4.** Mr. Tovar said a few of the Commissioners expressed concern that not all of the things on the list of mandated items that must included in a restoration plan would be practical or appropriate. The original language was mandatory and prescriptive, and the amended language is more flexible to identify items that should be addressed. A feasibility assessment could be done to identify those that are practical, and a final judgment could be made at the time of permit evaluation.
- **Amendment 5.** Mr. Tovar advised that this amendment would replace all references to "view corridors" with "public view corridors."
- **Amendment 6.** Mr. Tovar said Commissioners previously made the point that the City does not want to require that all fill be removed, just contaminated fill. The amendment would add the word "contaminated" before "fill."
- **Amendment 7.** Mr. Tovar advised that the proposed amendment would provide more clarification about the requirements for the portions of buildings that are higher than 65 feet. The portions of the buildings that are lower than 65 feet could be closer than 100 feet, but the portions that are greater than 65 feet must be at least 100 feet away from each other. He noted that a drawing would be incorporated into the document to illustrate the intent.
- **Amendment 8.** Mr. Tovar said this amendment would delete the earlier language that talked about managing the stormwater. This would not be applicable since stormwater would be managed via direct flow because the property is located next to the Sound.
- **Amendment 9.** Mr. Tovar advised that Amendment 9 would include a new map to illustrate how the view corridor was measured.
- **Amendment 1.** Mr. Tovar recalled that the question was previously asked about whether a property owner should be allowed to break the property up and have several different developments at Point Wells as opposed to one large master plan. The proposed amendment was intended to create an incentive for the developer to keep the property together by establishing a minimum acreage requirement. Any development in PLA 1A and PLA 1B would be subject to review of a comprehensive site plan for the entire property held in common ownership. The amendment is intended to make the point that just because PLA 1A and PLA 1B are zoned differently does not mean they should be developed separately. The site plan must be applied to all properties that are owned in common. Commissioner Pyle suggested that perhaps a developer could be allowed to divide the property into smaller pieces through a binding site plan process.

Public Testimony on Revisions to Proposal Regarding Proposed Point Wells Pre-Annexation Zoning Text and Map

Michael Strand, Shoreline, said he feels this is the City's one chance to keep Shoreline from becoming severely degraded by moving away from annexation. If the property is annexed, all of the problems will become Shoreline's issues to solve. He suggested the City rid themselves of the problem and isolate the problem in Snohomish County, which is where the project is located. It should be Snohomish County's responsibility to convince the residents of Woodway to support the project. The City should maintain the historic level of traffic on the Corridor rather than allowing access through Shoreline to Point Wells. The problems that have been discussed by the Commission would be non-existent. On the other hand, if the property is annexed to Shoreline, the City would be stuck with mitigating all the problems. He suggested the Planning Commission is more concerned about the people of Woodway and Snohomish County than they are about the problems the residents of Shoreline would have to deal with. He noted that about 200 cars pass his property each day, and the proposal would allow up to 8,250 additional cars. This would be a significant impact.

Commissioner Pyle said the Commission has considered the potential impacts associated with redevelopment at Point Wells. He explained it is not the Commission's intent to mount an effort to repel the development and/or annexation. Instead, they are working to put in place proper policy and planning standards that could be applied to future redevelopment at Point Wells rather than waiting for the court to mandate a settlement agreement.

Commissioner Behrens explained that if the City does nothing and Snohomish County decides to allow the development to occur at whatever level they feel is appropriate, the City would have no ability to control the situation, and the impacts could be significantly greater than those associated with Shoreline's proposed subarea plan and pre-annexation zoning. It is important that the City retain at least some control over future redevelopment of the property. He pointed out that Snohomish County has allowed development to occur outside of a city in unincorporated Snohomish County, and eventually the residents of the new development petition for annexation. The cities are required to provide services to the new developments, yet they have very little control over its impacts. The same would be the case with Point Wells. Services for the site would come from Shoreline, and it is important to create a way for the City to control the impacts as much as possible.

Commissioner Behrens emphasized that it would not be legally possible for the City to close the access to Point Wells. Mr. Strand agreed that the access could not be closed. However, the City is not required to provide access over and above the current level. He disagreed with the City's defacto assumption that all access must come through Richmond Beach. He recommended the City oppose the additional access since it would require them to accept responsibility for all of the consequences. The proposed development would end up destroying neighborhoods.

Commission Deliberations Regarding Proposed Point Wells Pre-Annexation Zoning and Vote by Commission to Recommend Approval or Denial or Modification

COMMISSIONER PIRO MOVED THE COMMISSION RECOMMEND ADOPTION OF THE PROPOSED PRE-ANNEXATION ZONING WITH ADDITIONAL COMMISSIONER AMENDMENTS. COMMISSIONER PYLE SECONDED THE MOTION.

COMMISSIONER PIRO MOVED THE COMMISSION APPROVE AMENDMENTS 2 THROUGH 9. COMMISSIONER PYLE SECONDED THE MOTION.

Commissioner Piro said a lot of good thinking went into the proposed amendments, both from Commission input and public comments. The proposed amendments would further improve the product. Commissioner Pyle concurred.

Commissioner Pyle recommended that Amendment 8 should be modified further. He said he believes that stormwater treatment should be required, but flow control would not be necessary. The remainder of the Commission concurred.

Vice Chair Perkowski recommended that the "Permitted and Prohibited Uses" language should be applied to the landward properties, but not the aquatic lands. This will require a definition or distinction between the two. Mr. Tovar suggested this issue would be better addressed as part of the Shoreline Master Program Update. He reminded the Commission that the Department of Ecology is very possessive of regulations within the Shoreline Management Act's jurisdiction, especially on the waterward side of the ordinary high-water line. Therefore, he cautioned against doing Shoreline Master Program work via the zoning code. Vice Chair Perkowski said Mr. Tovar's concerns would not prevent an amendment to Section 20.92.030 to make sure the language does include aquatic lands.

Commissioner Pyle inquired if the Shoreline Master Program Update would include a stand-alone use section. Mr. Tovar answered affirmatively. Vice Chair Perkowski said he still believes it would be a good idea to make it clear that the city would not support all of the listed uses in the aquatic lands. Mr. Tovar noted that zoning in the aquatic areas would be preempted by the Shoreline Master Program. Vice Chair Perkowski said he would like the language to be extremely limited as to what would be allowed in aquatic lands. As proposed, the language would apply to aquatic lands, which he cannot support. Mr. Tovar suggested that language could be provided to make it clear that any uses or developments that are otherwise prohibited by Chapter 90.50 would not be enabled or approved by this chapter of the zoning code. He clarified that the City's updated Shoreline Master Program would not apply to the Point Wells property unless and until it is annexed into the City.

The Commission discussed various options for incorporating language that would make it clear that none of the provisions of the chapter would be effective within the jurisdiction of the Shoreline Master Program if they are contrary to the provisions of Chapter 90.58 (Shoreline Master Program). Mr. Tovar suggested that this new language could be added in a new Section 20.92.015 – Relation to the Shoreline Management Act. Vice Chair Perkowski said that in addition to a new Section 20.92.015, he would also like to amend Section 20.92.030 so it does not include aquatic lands. The Commission concluded that the issue should be addressed by adding additional language after "Planned Area 1" in Section 20.92.030 to read, "except none of the provisions of this chapter refer in aquatic lands." In addition, language

should be added to the Purpose and Scope section to read, "Nothing in this chapter shall be contrary to or inconsistent with the provisions of 90.58."

Chair Wagner referred to Amendment 4 and suggested that "feasible" would be a better word than "practical." The remainder of the Commission concurred.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF AMENDMENTS 2 THROUGH 9, WITH THE FOLLOWING CHANGES:

- *Amendment #8 – "retrofitting of existing impervious surfaces to include stormwater treatment and flow control."*
- *Section 20.92.030 – "All uses provided for under SMC 20.40.120-.140 (including unlisted uses under SMC 20.40.570) are permitted outright in Planned Area 1, except none of these provisions refer to aquatic lands. The following uses are prohibited in Planned Area 1 and its associated aquatic lands:"*
- *Section 20.92.010 – Add language to Purpose and Scope: "Nothing in this chapter shall be contrary to or inconsistent with the provisions of 90.58."*
- *Amendment #4 – feasible practical (last sentence)*

COMMISSIONER PYLE MOVED THE COMMISSION APPROVE THE AMENDED VERSION OF AMENDMENT 1. COMMISSIONER PIRO SECONDED THE MOTION.

Mr. Tovar recalled that the proposed acreage numbers must be modified if the boundary line is changed. He suggested the Commission direct the staff to update the minimum acreage numbers for Areas 1A, 1B and 1C based on the new boundaries. He noted that the minimum acreage requirement for Areas 1A and 1B would be equal to the total square footage of each area. He summarized that the purpose of having a minimum acreage requirement is to minimize the number of lots.

Commissioner Pyle suggested the Commission direct staff to modify the acreage by recalculating the total size of each of area based on the revised boundaries. The remainder of the Commission agreed that would be appropriate. Mr. Tovar clarified that the minimum acreage for each zone would be based on the entire area of the zone.

Commissioner Pyle clarified it is not the intent of this section to limit the future condominiumization or sale of an individual building, as long as the property is developed all at one time under one site plan. Mr. Tovar said the goal is to require that the property be designed and developed as a common site plan. While the proposed language would require a single owner to develop the property at the same time under a common site plan, the City cannot compel two different owners to have a common site plan. He cautioned that the City should avoid situations where the property is broken into separate subdivided parcels, and the proposed language would not prevent a developer from condominiumizing the development. Commissioner Pyle asked if the proposed language would prohibit a developer from dividing and selling a portion of property after the development is build out. Mr. Tovar answered no.

THE MOTION WAS UNANIMOUSLY APPROVED TO RECOMMEND APPROVAL OF A NEW SECTION 20.92.035 MINIMUM LOT SIZE AND SITE PLAN REVIEW WITH

ACREAGE TO BE DETERMINED BY RECALCULATING AREAS IN 1A, 1B AND 1C BASED ON REVISED BOUNDARIES.

COMMISSIONER PYLE MOVED THE COMMISSION RECOMMEND APPROVAL OF THE REVISED PROPOSED ZONING MAP WITH THE ADJUSTED BOUNDARY BETWEEN PLA 1A AND PLA 1B. COMMISSIONER BEHRENS SECONDED THE MOTION.

Commissioner Pyle expressed his belief that the adjusted boundaries make sense given the view corridor and the proposal for different heights and development scenarios in the three areas. Chair Wagner added that the adjusted boundaries would enhance the developer's ability to have more space for parks, which is one of the zoning requirements.

THE MOTION CARRIED UNANIMOUSLY.

THE COMMISSION VOTED UNANIMOUSLY TO APPROVE THE MAIN MOTION TO RECOMMEND ADOPTION OF THE PROPOSED PRE-ANNEXATION ZONING FOR POINT WELLS AS AMENDED BY THE PREVIOUS MOTIONS.

Commissioner Behrens recalled his previous recommendation that the City come up with some way to address unforeseen costs associated with road improvements. They talked about perhaps putting money in a reserve fund to cover unforeseen costs. Mr. Tovar said the City has never used this type of approach with prior projects. Their current process is to utilize existing information to forecast the needs, demands and impacts, and then assess improvement requirements. Programs such as transportation demand management could be required as permit conditions, and some adjustments to these programs could be made over time as conditions change. However, ongoing monitoring would be required in order for this type of program to be successful. Commissioner Behrens pointed out that the potential impacts depend upon the uses that are developed on the site. The Commission agreed to place this item on their "Parking Lot" agenda to discuss at a later date.

Closure of Public Hearing

Mr. Tovar reminded the Commission that, in the future, they should close the public hearing just prior to taking final action on an item.

The public hearing on the Point Wells Subarea Plan and Pre-Annexation Zoning was closed.

DIRECTOR'S REPORT

Mr. Tovar had no items to report.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda.

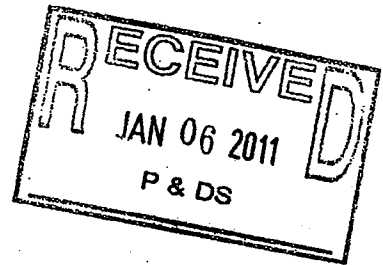
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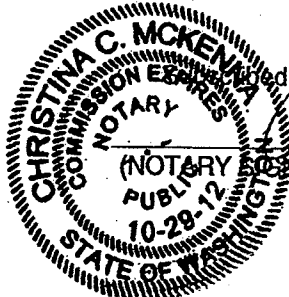
STATE OF WASHINGTON
Counties of King and Snohomish

The undersigned, on oath states that he/she is an authorized representative of The Seattle Times Company, publisher of The Seattle Times of general circulation published daily in King and Snohomish Counties, State of Washington. The Seattle Times has been approved as a legal newspaper by orders of the Superior Court of King and Snohomish Counties.

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Subscribed and sworn to before me on JANUARY 5, 2011
(DATE) Christina C. McKenna

(NOTARY SIGNATURE) Notary Public in and for the State of Washington, residing at Seattle

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Ad TEXT: The City of Shoreline Notice of Public Hearing of the Planning Commission and Threshold Determination

Description of Proposal:
The City of Shoreline proposes 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.

The City has issued a SEPA Determination of Non-significance (DNS). This Determination of Nonsignificance (DNS) is issued in accordance with WAC 197-11-340(2).

This may be your only opportunity to submit written comments, including comments on the environmental impacts of the proposal. Written comments must be received at the address listed below before 5:00

p.m. January 19, 2011. Please mail, fax (206) 801-2788 or deliver comments to the City of Shoreline, Attn: Steven Szafran, AICP 17500 Midvale Avenue North, Shoreline, WA 98133 or email to sszafran@shorelinewa.gov. Upon request, a copy of the final threshold determination for this proposal may be obtained together with the City Council decision on the proposal.

Interested persons are encouraged to provide oral and/or written comments regarding the above project at an open record public hearing. The hearing is scheduled for Thursday January 20, 2011 at 7:00 pm

at the City Hall, 17500 Midvale Avenue

North.

Copies of the proposal, SEPA Checklist and applicable codes are available for review at the City Hall, 17500 Midvale Avenue North.

Questions or More Information: Please contact Steven Szafran, Planning and Development Services at (206) 801-2512.

Any person requiring a disability accommodation should contact the City Clerk at (206) 801-2230 in advance for more information. For TTY telephone service call (206) 546-0457. Each request will be considered individually according to the type of request, the availability of resources, and the financial ability of the City to provide the requested services or equipment.



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DRAFT

These Minutes Subject to
February 3rd Approval

CITY OF SHORELINE

SHORELINE PLANNING COMMISSION MINUTES OF REGULAR MEETING

January 20, 2011
7:00 P.M.

Shoreline City Hall
Council Chamber

Commissioners Present

Chair Wagner
Vice Chair Perkowski
Commissioner Behrens
Commissioner Broili
Commissioner Esselman
Commissioner Kaje
Commissioner Moss

Staff Present

Joe Tovar, Director, Planning & Development Services
Steve Cohn, Senior Planner, Planning & Development Services
Ian Sievers, City Attorney
Kirk McKinley, Transportation Services Manager
Jessica Simulcik Smith, Planning Commission Clerk

CALL TO ORDER

Chair Wagner called the regular meeting of the Shoreline Planning Commission to order at 7:03 p.m.

ROLL CALL

Upon roll call by the Commission Clerk the following Commissioners were present: Chair Wagner, Vice Chair Perkowski and Commissioners Behrens, Broili, Esselman, Kaje and Moss.

APPROVAL OF AGENDA

The agenda was accepted as presented.

DIRECTOR'S COMMENTS

Mr. Tovar did not provide any comments during this portion of the meeting.

APPROVAL OF MINUTES

The minutes of January 6, 2011 were approved as presented.

GENERAL PUBLIC COMMENT

No one in the audience indicated a desire to address the Commission during this portion of the meeting.

LEGISLATIVE PUBLIC HEARING ON POINT WELLS SUBAREA PLAN AMENDMENT

Chair Wagner reviewed the rules and procedures for the public hearing. She announced that 21 comment letters were included as part of the Staff Report (See Items 10-01 through 10-21). In addition, the Commission would recess at some point during the meeting to review the additional 102 comment letters (desk packet) that were received after the Staff Report was assembled.

Ms. Simulcik Smith reviewed the exhibits included in the Commission packet as follow:

- Exhibit 1 – January 20, 2011 Staff Report “Public Hearing on Point Wells Subarea Plan Amendment and modification of Map T-18 (Street Classifications) in the Transportation Element of the Comprehensive Plan
- Exhibit 2 – Existing Street Classification Map
- Exhibit 3 – 2009 City of Shoreline Traffic Flow Map
- Exhibit 4 – Table T-14 General Description of Classified Streets
- Exhibit 5—Minutes from 12/3/09 Planning Commission Public Hearing on the Point Wells Subarea Plan
- Exhibit 6 – Minutes from 12/10/09 Planning Commission Public Hearing on the Point Wells Subarea Plan
- Exhibit 7 – Notice of Public Hearing
- Exhibit 8 – SEPA Checklist, Threshold Determination
- Exhibit 9 – 1/27/11 Pre-Application Neighborhood Meeting Notice from BSRE Point Wells, LP
- Exhibit 10 – Comment Letters

For the audience's benefit, Ms. Simulcik Smith identified each of the comment letters in the desk packet (Items 10.22 through 10.123 of Exhibit 10).

Staff Overview and Presentation of Preliminary Staff Recommendation

Mr. Tovar explained that this is a hearing to consider an amendment to the City's Comprehensive Plan and involves two separate pieces: He advised that the proposed changes to both the text and map have been posted on the City's website and have been reviewed by a number of people. The changes focus on the portion of the City's street grid that is on Richmond Beach Drive, north of NW 199th Street. The proposal is to amend Map T-18 to classify this road segment as a “local access street.” There is also a proposal to amend the subarea plan by adding a new Policy PW-12 to read, *“In view of the fact that Richmond Beach Drive between NW 199th Street and NW 205th Street 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 reclassifying this road segment as an arterial with a capacity of 8,250 vehicle trips per day. Intersection or other road improvements that would accommodate and encourage vehicle trips beyond those approved for the local access street (4,000) or arterial (8,200) classification should not be permitted." Mr. Tovar advised that copies of the proposed amendments have been sent to the Department of Commerce and State Environmental Policy Act (SEPA) compliance has been done (See Exhibit 8). He reminded the Commission that they can recommend approval of the amendment if they find it complies with one or more of the following criteria.

1. The amendment is consistent with the Growth Management Act and not inconsistent with the Countywide Planning Policies and other provisions of the Comprehensive Plan policies; or
2. The amendment addresses changing circumstances, changing community values, incorporates a subarea plan consistent with the Comprehensive Plan vision or corrects information contained in the Comprehensive Plan; or
3. The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare.

Mr. Tovar referred the Commission to the Staff Report, which addresses how the proposed amendment meets each of the criteria.

Questions by Commission to Staff

Chair Wagner asked if a separate Comprehensive Plan amendment process would be required for intersection or other road improvements that would accommodate or encourage vehicle trips beyond those approved for the local access street or arterial classification. Mr. Tovar answered that the intent is that another Comprehensive Plan amendment would be required to exceed the capacity of 4,000 vehicle trips per day. If the Commission does not want to allow this, the policy should specifically say that the City should not consider further amendment. Chair Wagner emphasized that, in addition to a Comprehensive Plan amendment, any increase in capacity beyond 4,000 would require the City to obtain guarantees from Snohomish County and the owner of the Point Wells Urban Center that the necessary mitigations would be provided. Mr. Tovar said staff would review the Transportation Corridor Study and Mitigation Plan, as well as the financial guarantees submitted by the applicant. If they find they are sufficient the City could consider a Comprehensive Plan amendment, which would require the same public process.

Chair Wagner asked if all of the tracked changes in Policies PW-10 and PW-11 would also be considered part of the proposed amendment. Mr. Cohn answered affirmatively and said the changes were intended to make the language more consistent. He noted that the most significant changes are found in Policy PW-12 and on Map T-18.

Public Testimony

Tom Whitson, Woodway, said he lives right above Point Wells and is a member of the Woodway Town Council. He added Woodway's support to the effort to consider reclassifying Richmond Beach Drive to local access. He noted that the road extends into Woodway for a short while to provide access to some homes and has always been designated as local access.

Caycee Holt, Shoreline, said she represents the community organization, Save Richmond Beach, in offering support for the proposed amendment to Policy PW-12, which would reclassify a segment of Richmond Beach Drive to "neighborhood local access." She shared that Save Richmond Beach is a community organization dedicated to preserving the quality of life in Richmond Beach and the surrounding neighborhoods through responsible and sustainable planning. She referenced her written comments, as well as expert testimony from TENW, the engineering firm that assessed the impacts associated with expanding or upgrading Richmond Beach Drive. She said their report could be distilled down to one sentence, "Richmond Beach Drive residents in Shoreline will likely have their private property taken to even get the road up to neighborhood local standards with the maximum capacity of 4,000 average trips per day."

Ms. Holt said she agreed with Mr. Huff from Karr, Tuttle, Campbell that the second half of the amendment is inappropriate at this time. 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 residents of the entire neighborhood. Acquisition of private property would likely be required to bring the street up to engineering standards. She said that if the Commission feels compelled to recommend approval of the second half of the amendment, language should be added to insure the residents of Shoreline that their private property would not be condemned for the benefit of a private Snohomish County development.

Jan Bakken Edmonds, said he was present to speak on behalf of his parents, who reside on Richmond Beach Drive. They are concerned about the size of the development proposed at Point Wells and the impact it would have on the community. He said he initially laughed the proposal off, thinking there was no way it could go forward because Richmond Beach Drive is too narrow and confined to support the huge development. He emphasized that those living north of NW 199th Street have no other option but to use Richmond Beach Drive. With the traffic from the proposed 3,000 plus condominiums and retail development, he cannot imagine how difficult it would be for the residents on Richmond Beach Drive to get in and out of their driveways, especially during rush hour. From a safety perspective, if there was an emergency, Richmond Beach Drive would quickly bottleneck.

Mr. Bakken observed that, as it stands, 100% of the increased traffic from the development would come and go from this one dead-end street. In a remote, densely populated community that is miles from Interstate 5 and Highway 99 or any other real urban destination, people will be required to drive. Therefore, it is unrealistic to think that a few bus stops, carpools or water taxis would have a significant impact. Despite the railroad tracks in the vicinity, it has been made clear that there are no plans for a train station. He said he supports the proposed amendment that recognizes Richmond Beach Drive for what it is, a neighborhood access road. However, he asked that they revise the amendment to leave off

the provision to change the status back to collector arterial. He summarized that Snohomish County and the property owner should be held responsible for fitting the development within the community of Richmond Beach and Shoreline, not the other way around.

Jack Malek, Shoreline, said he is a resident of Richmond Beach and a realtor in the area. He applauded the City's effort to restrict or limit the number of trips through this very narrow road. He agreed it is a health, safety and welfare issue, and would truly allow development at the expense of existing home owners and the quality of life in Richmond Beach. He said he is glad the City has started the process of developing its own plan to identify what can and cannot happen in Shoreline and what would be required beyond simply using Richmond Beach Drive for access. He noted that even if they were to widen the road, it is important to keep in mind that it does not begin and end at this one point. It goes all the way through to Aurora Avenue North. He expressed his belief that it would be a travesty to allow 3,000 condominiums and retail space at the expense of the existing quality of life.

Richard Kink, Shoreline, recommended the City reclassify the entire length of Richmond Beach Drive as a local road. He observed that between NW 199th Street and NW 195th Streets there are 19 individual residential lots, but there are 32 residential lots on 27th Avenue NW for a total of 51 residential lots. There is an extremely limited opportunity for infill development, so future traffic volumes could more than be accommodated by a local street classification. He suggested that when considering future claims for taking of private property to increase the size of Richmond Beach Drive for the public benefit (park or other amenities), the City has only to look at Salt Water Park and the traffic count on 20th Avenue NW. In 2009, there was an average of 1,400 cars per day, not counting the residential properties located predominantly east of 20th Avenue NW, the number could quadruple and there would still be plenty of traffic volume that would fall under the 4,000 vehicle traffic count. Any request for additional traffic counts would be for the benefit of private development.

Dennis Casper, Seattle, said he had an opportunity to do some research on this stretch of Richmond Beach Drive some years ago. In the King County Archives, he found that before the road became part of Shoreline, it was just a neighborhood street. He said he obtained a second map from the King County Department of Transportation that verifies his original discovery. He questioned how the road was converted from a neighborhood street under King County to a major arterial under Shoreline. He summarized that, historically, the portion of roadway between NW 196th Street to NW 205th Street has been a neighborhood street. He submitted his documentation to the Commission, which was entered into the record as **Exhibit 11**.

Mr. Casper said he supports the first sentence of the amendment to Policy PW-12, which would reclassify the street to a neighborhood street. However, he is opposed to the remainder of the language, which appears to provide the developer with a roadmap for how to obtain the ability to use the road for access to development at Point Wells. Recent information from the consulting firm TENW indicates that some of the properties along the road would have to be condemned in order to make the road qualify, and he believes it would be unacceptable to take private property for public purposes.

Laura Lind, Shoreline, clarified that she sent two emails, but the second was intended to correct the first. She said she was present to speak on behalf of her family of seven. Her daughter is 15½ and will

soon be driving. She said she cannot imagine what it will be like if traffic doubles or even quadruples as a result of development at Point Wells. Not only are they proposing 3,000 to 4,000 residential units, but each unit will have more than one car per family. They will also have visitors and people who work and provide services in the Point Wells community. This added traffic is incomprehensible to her daughter. She said she recognizes that the Growth Management Hearings Board has indicated that they do not intend to visit the site, so the Planning Commission is her only hope to be a voice of reason. She said she lives off of 6th Avenue NW towards Boeing Creek Park, and the proposed development at Point Wells would not only effect the people living on Richmond Beach Drive, but residents all the way to Interstate 5. She highlighted that there are numerous unusual intersections on Richmond Beach Road, particularly with difficult crosswalks (near the old log road, near the corner store at 20th Avenue NW, near the Thai Restaurant and bowling alley, and at the intersection of N 185th Street and 8th Avenue NW). She summarized her belief that this is a ludicrous place to invite more traffic and accidents. She hopes the Commission will uphold the amendment. She expressed concern about the second half of the proposed amendment to Policy PW-12 because she does not want the City to provide any loopholes for future developers.

Anthony Poland, Shoreline, said he also supports the proposed language for the first sentence of Policy PW-12, but he is worried about the second half of the proposal. He said he leaves it in the Commission's hands to make the proper decision. He said he is known for thinking outside the box, and sometimes going over the top when it is required. He said he fully supports the concept of limiting the traffic on the roadway. He would hate to see anyone lose their home or any part of their yard to accommodate a wider roadway. He said he checked with the State and County and could not find any reason why the City could not install a toll gate on the roadway at the County line. He suggested the Commission consider this option as a stop gap measure should any of the other things they are trying to do fail.

Jerry Germus, Shoreline, said he is a resident of Richmond Beach. He noted there is only one access to the Point Wells property, which he does not believe is legal. He asked if at least two access roads are required for a development. He said that while writing a memoir for a 96-year-old man who worked at Point Wells, he learned there used to be another access road to Point Wells through the Town of Woodway. While he recognized that residents of Woodway would not likely support an access road through their town, he felt that two access roads should be required for the proposed development.

Deborah Boyd, Shoreline, said she supports the first sentence of the proposed language for Policy PW-12, but she has concerns about the remainder of the proposed policy. She suggested the road should remain as local access only.

Mark Weber, Shoreline, said his family moved to Richmond Beach nine years ago specifically for the quality of residential life it offered. He was enthused early on as he began to see ideas about sustainability and creating something intriguing and interesting. However, as the proposal began to unfold, it became clear that the impacts would be devastating, changing Richmond Beach forever. He voiced his absolute support for the full amendment and trusts the Commission to make the correct decisions.

Laura Lind, Shoreline, pointed out that not only would the Richmond Beach neighborhood be impacted, but people come up N 185th Street and cut down 8th Avenue NW and 6th Avenue NW to access N 175th Street. If the proposed project at Point Wells is developed, there would be a lot of short-cut traffic through the neighborhoods. She said she recently spoke to someone in that neighborhood that had no idea about what was being proposed and how it would impact her property. She suspects a lot of people would be horrified if they realized the impact the proposed project would have on their neighborhoods.

Jerry Patterson, Shoreline, recently moved to Richmond Beach and his home is the most northwesterly home in King County. He questioned if the language in the second half of the proposed amendment to Policy PW-12 (unless and until) has been used for any other street in the City. He invited the Commission to carefully discuss the staff's rationale for the second half of the proposed language.

Lynn Dee Schwarz, Shoreline, said she has lived in Richmond Beach for more than 20 years. She also works for a public transit agency, which typically makes decisions based on the legacy and quality of life they want to leave behind 50 to 100 years from now. She asked the Commission to keep this in mind as they move the amendment forward. She said she approves and supports the proposed amendment as presented.

George Mayer, Shoreline, said he also lives in Richmond Beach. He observed that so far the discussion seems to place the onus of transportation and access to Point Wells on the City of Shoreline. He urged the Commission to consider that the onus should be on Snohomish County to allow access to Point Wells.

Final Questions by the Commission

Commissioner Behrens referred to Table T-14 and asked if citizens' ability to use bus transportation to access the park would be limited by the proposed amendment? Mr. McKinley noted that the Metro transit system stops short of the park, and the proposed amendment would not have an impact on the current situation.

Commissioner Kaje pointed out that Table T-14 provides two categories for local streets (neighborhood collector and local), with slightly different provisions for transit, maximum speeds, etc. On the other hand, the Staff Report refers to neighborhood streets. He requested staff clarify the terms. Mr. McKinley explained that there are two categories for local streets: neighborhood collector and local. The proposal would designate Richmond Beach Drive as a local street, which is the lower of the two.

Commissioner Kaje said that from the descriptions provided, both local and neighborhood collector streets are geared towards residential uses. He noted that, at this time, there is no residential use at Point Wells. He questioned what the reclassification would mean for current or future uses at Point Wells if the proposed project for multi-family residential does not move forward and the site is reoccupied with an industrial use. Mr. McKinley answered that rather than specific land uses, street classification are based on access, the number of people being served with driveways, and traffic volumes. Typically, the

lower classifications provide more access points (i.e. every property has a driveway) and have lower traffic volumes. The opposite is true for the higher classifications, and access is much more limited.

Commissioner Kaje asked if major changes to the roadway and its classification would be required if the property were to become an active industrial site at some point in the future. Mr. McKinley said that, depending on the amount of traffic and the types of vehicles that would use the roadway, a change in classification or improvements to the roadway may be appropriate to make it safer. Mr. Sievers recalled that the Brightwater use was a highly-intensive industrial use of the site and the City filed an appeal of this project under SEPA based on failure to mitigate the traffic on the corridor. They achieved an extensive list of mitigation improvements if heavy trucks were to use the corridor, which they did not do. Rather than a strict trip count, certain types of traffic associated with future industrial uses would be addressed through the SEPA process.

Chair Wagner referred to the Transportation Engineering Report that was submitted as an addendum to the letter from the organization, Save Richmond Beach (Exhibit 10-96). She recalled that a member of the audience also raised the question of whether a secondary access would be required for fire and other emergency services if a project reaches a certain level. The report references a King County standard for reaching a trigger at 100 residential units or an equivalent of 1,000 average daily trips (ADT). She asked staff to respond to this issue at some point in the discussion.

Chair Wagner invited staff to briefly summarize the Commission's previous conversations about potential access through the Town of Woodway and provide information about the requirements associated with building a roadway through the critical area. They also previously discussed the opportunity for an additional access point further north through Snohomish County. Mr. Tovar reviewed that the Commission first discussed the access issue in December 2009 when the draft Point Wells Subarea Plan was presented to them for review. At that time, they considered the option of providing access to the site from 238th Street Southwest in Woodway. While aerial photographs show vestiges of the old road, it was actually vacated by Snohomish County in 1962 as a result of slope failure. Re-engineering the road would be a challenge because it runs through a critical area. Also, there is no reason to believe the Town of Woodway would open the gate at 238th Street Southwest to admit traffic. Another issue would be cost, but he acknowledged that with enough money a road could be engineered to go almost anywhere. He summarized that the constraints are more political and legal. Chair Wagner added that Shoreline does not have the option of installing a gate on Richmond Beach Drive to prohibit traffic from Point Wells.

Mr. Tovar emphasized that the right-of-way that existed through Woodway was vacated in 1962. The only right-of-way serving the properties, including the Point Wells Urban Center, is Richmond Beach Drive through Shoreline. He further emphasized that the City does not have the legal authority to close the road. While the concept of creating a toll road has been suggested, it has not been seriously considered by the City. He summarized that the City has an interest in managing safety and improvements within their right-of-way, and it is City Council's discretion to provide direction to staff as to how to accomplish this.

Mr. Sievers acknowledged that Richmond Beach Drive runs through a City neighborhood, and the City has the authority to control what the character of the neighborhood will be. They have the legislative authority to exercise condemnation power to make the road happen or not, and the proposed directive would apply to permits for improvements and expansion of the roadway and intersections. It is intended to provide direction to the City staff that permits should not be issued until the road is reclassified if it exceeds the 4,000 ADT standard.

Chair Wagner asked staff to comment on the attachment submitted as part of Exhibit 10-96, as well as the other public comments that reiterated the assertion by the Transportation Engineer that there would be required taking of private property along the road. She noted that previous Commission discussion indicated that would not be the case. Mr. McKinley said the right-of-way is generally 60-feet wide, which is a standard size. Unfortunately, people sometimes do not know where the line is and they build improvements in the right-of-way, thinking they own the land. From the information they know without surveying to identify the exact edge of the right-of-way, staff believes there is adequate room to create two or three lanes, and a sidewalk. He acknowledged this could impact the front edge of some private properties and could creep close to the steep slopes. In their discussions with the potential developer, staff has indicated they would need to do a lot-by-lot engineering study and talk to each property owner about how to mitigate the impacts of a widened road to the east and/or west. He summarized that if the project moves forward as proposed, he is confident that roadway improvements could be built primarily within the City's existing right-of-way.

Chair Wagner asked staff to explain the process the City would follow if a particular property is impacted by the road improvements because additional right-of-way is needed. Mr. Sievers explained that if additional right-of-way is needed, the City would go through the condemnation process. He expressed his belief that the language suggested by Ms Holt in Exhibit 10-96 regarding SEPA and public use and necessity is unnecessary and would merely restate what is already required for major road projects. If additional right-of-way is required, the Shoreline City Council would have to make a legislative finding of public use and necessity. If the City Council is unable to settle to obtain the required property, the matter would be sent to court for a final decision. He summarized that a lot of deference is given to the City Council when making these legislative determinations, but they cannot be forced to condemn property.

Chair Wagner asked staff to share approximately how many properties would be impacted by the proposed road improvements. Mr. McKinley explained that the City needs to complete a corridor study to provide good numbers related to access. He noted that several members of the public commented about the need for emergency access on a two-lane road when one of the lanes is blocked or closed, and he said the City has this same concern. If development occurs at Point Wells, the City would attempt to provide a three-lane cross section so there is room for emergency vehicles to pass when one lane is blocked. There are also other options for addressing this concern such as two lanes, with a mountable sidewalk that could be used by emergency vehicles. He acknowledged that many of the properties on the east side of the road would be impacted by the project, but it is important to keep in mind that the impacts would be primarily within the City's right-of-way where residents have chosen to make improvements at their own risk.

Commissioner Behrens asked at what trip count it would become necessary to create the 3-lane road. Mr. McKinley said the traffic engineer would likely answer that there should be two lanes open for emergency access. However, he noted there are several ways to address the issue. A 3-lane road with sidewalks on both sides would be the standard cross section for this type of development, but other options for providing safety could be considered during the design process. Commissioner Behrens asked at what point a proposed development would make the current roadway inadequate. He observed that based on the type of buildings constructed and the number of daily trips, the roadway could rapidly become nonfunctional. Mr. Tovar emphasized that functionality would also be a part of the decision for whatever roadway improvements are made. From a pedestrian perspective, the street is not functional now. He reminded the Commission that the City's current Comprehensive Plan states that a multi-use development at Point Wells is appropriate and the City supports it, but not at the scale allowed by Snohomish County's Urban Center Designation. It further states that traffic implications associated with the development are important to the City as shown in the threshold of 8,250 ADT. It also calls for a lot-by-lot detailed transportation study of the City-owned right-of-way. He further reminded the Commission that the City has the discretion to use right-of-way for its purposes such as circulation, utilities, safety, and amenities. These are things the City has been contemplating all along with the subarea plan that was adopted by the City Council last April. The issue is now a matter of determining what improvements are needed. However, without the proposed amendment, the City would be unable to require the necessary analysis to make decisions. He emphasized that the City does not oppose the development of the property for mixed use, and they are not opposed to traffic coming to and from the property. The existing policy opposes development that creates traffic beyond 8,250 ADT. The proposed amendment would go one step further to limit traffic to 4,000 ADT unless and until either Snohomish County or the owner of the Point Wells Urban Center can provide the City with a Transportation Corridor Study and Mitigation Plan, as well as financial and legal guarantees that the necessary mitigations will be provided.

Mr. Tovar said the answer to the question raised by a citizen about whether or not the "unless and until" language is used in the code to address other City streets, is, it is not. With the proposed language, staff tried to deal with the unique circumstances of the roadway, as well as the division of authority and jurisdiction of permitting and plan making, as best they could.

Commissioner Broili asked if Town Councilmember Witson's comments reflected his personal position or the position of the entire Woodway Town Council. Councilmember Witson clarified that his comments were intended to express the position of the Woodway Town Council.

Commissioner Kaje referred to the traffic flow map that was created in 2009, which indicates that the average weekday traffic volume at the intersection of Richmond Beach Drive and 20th Avenue NW was 3,849. He asked staff to describe the process for collecting this measurement. Mr. McKinley answered that those counts are done twice a year, and they are kept out for the entire week. The numbers represent an average of four or five of the days. The information is statistically valid, and they have seen traffic decrease 1% to 2% per year over the past four years.

Recognizing that the City has already gone on record that they support the concept of mixed-use development at Point Wells, Commissioner Kaje asked if a developer could propose a scaled-down

project without any significant road improvements if it could be demonstrated that the traffic count would remain under 4,000 ADT. Mr. Tovar said any development proposal would be reviewed by Snohomish County as a permit application, and an environmental review would be required. The City would review the Environmental Impact Statement (EIS) and provide comments to Snohomish County, and appropriate mitigations could be required as conditions of SEPA. In addition, the City has independent authority as to how they use their right-of-way and what improvements they will allow. The City would be very interested in knowing what specific improvements would be necessary to make the street as safe and functional as possible; but as a matter of policy, the amendment states that the City would support development of the site as long as it does not generate more than 4,000 ADT. Mr. Sievers added that the City would have the ability to comment on SEPA, which does not have any recognized jurisdictional boundaries. The City would scrutinize the developer's assertions, and if they determine the trip level would require some improvements but stay below 4,000 ADT, they would allow the permits to take place.

Commissioner Moss asked if the City would be responsible for funding additional road improvements if a development is approved that does not exceed the maximum 4,000 ADT? Mr. Sievers answered that mitigation related to the development, even if the project is smaller and does not exceed 4,000 ADT, would be funded by the developer.

Commissioner Moss asked how the City would address a situation where instead of a large, planned development, development takes place piece-by-piece over time until the 4,000 ADT limit is exceeded. Mr. Tovar expressed his belief that this is a remote possibility, partly because a lot of remediation would be required before the site can be reused. However, if this were to occur, the City would find development proposals consistent with adopted policy until the threshold is exceeded. Mr. Sievers said this situation is no different than the standard concurrency model for intersections. Level of service at an intersection is approached incrementally as development occurs, and improvements would not be required until the threshold has been exceeded.

Vice Chair Perkowski questioned why the proposed language for Policy PW-12 uses the term "local access street" when the actual classification is "local street." He also referred to the last sentence and noted that "4,000" refers to the maximum traffic volume allowed for a local street as per Table T-14, but "8,250" did not come directly from the table. Mr. McKinley answered that "8,250" came from the traffic analysis that was done as part of the SEPA report. He agreed with Vice Chair Perkowski that the language is inconsistent.

Vice Chair Perkowski invited staff to share their rationale for the second half of the proposed language for Policy PW-12, beginning with the second sentence. Mr. Tovar answered that because the amendment only deals with the segment of Richmond Beach Drive between NW 199th Street and the County line, the language is necessary to be consistent with the City's overall threshold (8,250) of impacts they would accept from the Point Wells Urban Center. If the Commission recommends that the second half of Policy PW-12 be deleted, they would also need to make other changes in the preceding policies to remove any reference to 8,250. He reminded the Commission that the scope of the hearing is focused on the segment of road from NW 199th Street to the County line. A separate notice and hearing process may be required to go beyond this road segment. Mr. Sievers agreed the focus of the hearing

should remain on the road segment between NW 199th Street and the County line. To address the incongruous references noted by Vice Chair Perkowski, he recommended that a footnote be added on the table to list roads where lesser limits are designated. He expressed his belief that the proposed change is clear enough that the number "8,250" applies to just this particular arterial.

Commissioner Kaje noted the Commission received some important documents just prior to the meeting that pose some questions the Commission will want to address with staff. He suggested the Commission recess for a short time to read through the documents.

Commissioner Broili asked how the proposed re-designation of Richmond Beach Drive would impact the Point Wells property's ability to once again function as it did at its peak. Mr. Sievers explained that as long as the existing use had not been abandoned or lapsed, no new permit would be required to re-energize the use of the tank farm as a non-conforming use. They would have non-conforming rights to operate and continue to put the traffic trips on the road corridor.

THE COMMISSION RECESSED AT 8:40 P.M. TO REVIEW THE DOCUMENTS IN THEIR DESK PACKET. THE MEETING RECONVENED AT 8:55 P.M.

Commissioner Kaje referred to Exhibit 10-122, a letter from Gary Huff of Karr Tuttle Campbell, which notes there are rules in State law about when the City can amend elements of a Comprehensive Plan. The letter states that the one exception to the need to follow an annual docketing process is the initial adoption of a subarea plan. He noted that the proposal is an amendment to the Point Wells Subarea Plan that was adopted earlier by the City Council. He questioned if amending the subarea plan outside of the annual docketing process is appropriate. Mr. Tovar referred to RCW 36.70A.130, which allows the City to adopt a subarea plan once a year outside of the normal annual cycle of Comprehensive Plan amendments and agreed that this particular provision could not be utilized in this situation because the City already has an adopted subarea plan for Point Wells. However, the RCW also states that the City can declare an emergency and amend its plan at any time. What constitutes an emergency is at the Council's sole discretion, and no court will intrude on their decision. Staff believes there is some urgency, and it is important for the City to clarify what they think is appropriate for this road segment as soon as possible.

Chair Wagner recognized the presence of Shoreline City Councilmember McConnell.

Commissioner Behrens invited staff to comment further on the assertions made in Exhibit 10-122, a letter from Gary Huff, Karr Tuttle Campbell. Mr. Tovar explained that the City Council has the authority to adopt and amend the Comprehensive Plan, constrained only by the requirements of State Law. He disagreed with the assertions made in the letter suggesting inconsistencies and that good practice was not followed. He explained that if the proposed amendments are adopted by the City Council, the recourse for someone who disagrees would be to file an appeal to the Growth Management Hearings Board and make the case that the City either made a procedural error or there are inconsistencies. The worst case scenario is that the Growth Management Hearings Board would rule in favor of such an allegation and remand the issue back to the City. He said he does not believe the City

has exposure to liability if the Commission recommends approval and the City Council adopts the proposed amendment.

Mr. Sievers summarized that Mr. Huff (Exhibit 10-122) believes the prerequisites for reclassification are too rigid and specific. Mr. Sievers expressed his belief that the required study is not too rigid, but it is something the City expects to have and approve before they will consider the reclassification action again. He said he does not believe the other issues raised in the letter are a concern for passage of the proposed amendment, either.

Commissioner Kaje referred to the second sentence of the proposed amendment to Policy PW-12, which would require the developer to pay for the entire cost of a study, even though there are already traffic inefficiencies and dysfunction along the corridor. While he recognized this is common practice, he agreed with Mr. Huff's concern (Exhibit 10-122) that requiring an applicant to provide financial and legal guarantees that the necessary mitigations will be provided implies that all mitigations for all dysfunction of the roadway should be paid for by the developer. He suggested the language be changed slightly to make it clear that the developer would only be responsible for mitigation commensurate with the impacts of the development. It doesn't seem reasonable to ask a developer to fix all of the existing conditions in addition to the incremental changes that they produce. Mr. Sievers said he does not find this requirement to be illogical. Because the neighborhood is built out, additional improvements would only serve this one property, which is under single ownership. Therefore, it seems logical that the property owner or Snohomish County should be responsible for any mitigation that is required.

Commissioner Kaje pointed out that the required Transportation Plan would be much broader to look at traffic impacts all the way from the site to Highway 99. He asked if the proposed language would require this one developer to pay for all of the mitigations that might be needed in the entire area to address the cumulative impacts of past development as well as the proposed action. Mr. Tovar answered that there are two kinds of arguments. One is equity, or is it fair and reasonable, and people's opinions can differ on this issue. The other is whether the City has the legal authority to extract more out of this permit than they can demonstrate a rational connection. He advised that staff is aware of the legal constraints associated with mitigation. SEPA and concurrency are two good analogies; if you create the impact, you address the impact.

Commissioner Behrens recalled that the subarea plan required a study and plan to correct deficiencies for the whole area. However, he did not believe it required the developer to pay for every improvement that was necessary along the corridor. The intent was to require the developer to pay his portion to alleviate some of the impacts associated with the very large development.

Commissioner Kaje emphasized that the Commission must rely on the City Attorney and staff to advise them. It is not within their purview to determine the legal merits of the arguments posed in the letters. The Commission's responsibility is to focus on the language of the proposed amendment. He raised his concern about financial and legal guarantees because it is contained in the proposed language, and he wants to have a clear understanding of the amendment's intent and whether additional language is needed to clarify the proposed amendment. Mr. Tovar suggested the Commission move on with other

questions and allow staff some time to propose some language that responds to Commissioner Kaje's concern.

Commissioner Kaje referred to Table T-14, which identifies a daily traffic volume limit of 4,000 for local streets and between 3,000 and 9,000 for collector arterials. He asked if any other collector arterials in the City have a specific maximum daily traffic volume limit. Mr. Tovar answered no. Commissioner Kaje asked if the City could accomplish the same objective by maintaining the collector arterial designation, using the range of daily traffic volumes already identified in the table. Mr. Tovar agreed that could be possible, except there is explicit language in the Point Wells Subarea Plan that sets the maximum traffic volume at 8,250. The current proposal would not change this number. The Commission could recommend this change to the City Council, but it would move forward as a separate action.

Commissioner Kaje summarized that staff is proposing to change the street designation to "local" because they believe an appropriate level must be less than 4,000 until a transportation study has been completed. However, the definition of a collector arterial also entertains traffic volumes of 3,000 to 9,000. He suggested that rather than reclassifying the street, they could simply define a maximum volume as a collector arterial at 4,000. Mr. McKinley noted that the title of Table T-14 is "General Description of Classified Streets." Each classification has at least some overlap with the one above it or below it. There are also different descriptions and ranges for pedestrian access, etc. The numbers are not intended to be hard and fast. Instead, they are intended to characterize the types of uses on the various streets.

Deliberations

COMMISSIONER MOSS MOVED TO FORWARD A RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL FOR AMENDMENTS TO THE POINT WELLS SUBAREA PLAN TEXT AND POLICY PW-12 AS PROPOSED ON PAGE 8 OF THE 1/20/11 MEETING PACKET. COMMISSIONER KAJE SECONDED THE MOTION.

Mr. Sievers recommended that the second sentence be changed by replacing "as well as financial and legal guarantees that the necessary mitigations will be provided" be replaced with, "and financing for necessary mitigation is committed." This would allow funding to be provided through grants and/or the City's Capital Improvement Program (CIP), as well as the developer, to mitigate impacts associated with a proposed project. The City's concern is that money is available to address the impacts.

Mr. Tovar concurred with Vice Chair Perkowski's earlier recommendation that the word "access" be removed wherever it appears between the words "local" and "street." Commissioners Moss and Kaje accepted this change as a friendly amendment.

Vice Chair Perkowski suggested the last sentence of the draft language is confusing and does not really add anything to the policy. He recommended it be deleted. Commissioners Moss and Kaje accepted the change as a friendly amendment.

Chair Wagner suggested the first sentence be changed by replacing "dead end local access road" with "local road." Using the term "dead end" is not necessary for clarity and the Commission typically tries to make the language more succinct. She referred to the letter from Mr. Huff of Karr Tuttle Campbell (Exhibit 10-122) noting that Richmond Beach Drive does not actually dead end with the residences but continues to Point Wells. It is a dead end street that also serves Point Wells. Commissioners Moss and Kaje accepted this change as a friendly amendment.

Commissioner Behrens suggested that the second sentence be changed by deleting the words "as an arterial." He observed that arterial means something else in the code language, which could potentially have a figure higher than 8,250. Mr. Tovar agreed this change would be possible. Chair Wagner said she was intrigued by Commissioner Kaje's comment that perhaps the "arterial" classification should be maintained for this segment of Richmond Beach Road. Changing the classification to "local" would limit the types of improvements that could be made in the future. Commissioner Moss suggested that instead of getting into the details about road capacity, perhaps the sentence should end after the words "road segment." Mr. Tovar reminded the Commission that the language was drafted to be consistent with the policy statements in the Point Wells Subarea Plan. The language was intended to make it clear that the designation they are suggesting now is "local street" with a maximum capacity 4,000 ADT. However, if the transportation plan called for in Policy PW-9 is completed and funding is committed, the City would consider a request to reclassify this segment to allow a maximum capacity of 8,250 ADT. Because the City does not have the necessary study and financial commitment at this time, staff believes that 4,000 is the right number.

Commissioner Kaje referred to Policy PW-10, which states that the City's 2009 Traffic Study indicates that if more than 8,250 vehicle trips per day enter the City's road network from Point Wells it would result in a Level of Service "F" or worse at a number of City intersections. He summarized that 8,250 refers to the number of additional vehicle trips per day that enter the City's road network from Point Wells, but the actual capacity of the roadway is much greater. He agreed with Commissioner Moss that the second sentence should be changed as recommended by Commissioner Moss. Commissioners Moss and Kaje agreed to the friendly amendment.

Commissioner Moss referred to staff's recommended language for the second sentence, which is intended to imply that financing could include a host of options. She suggested the proposed language does not make it clear that the property owner and/or Snohomish County would be responsible for providing the Transportation Corridor Study and Mitigation Plan, but financing is a separate piece. Mr. Sievers suggested that to clarify the language, the sentence could be revised to read, "Unless and until 1) 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 and 2) sources of financing for necessary mitigation are committed, the City should not reconsider reclassifying the road segment." Commissioners Moss and Kaje accepted this change as a friendly amendment.

Commissioner Behrens suggested there may be enough language in Policy PW-9 that no additional language is necessary in Policy PW-12. Commissioner Kaje expressed his belief that Policy PW-9 does not say the same thing as the amendment to Policy PW-12. It states that the study should identify

needed investments in services, but it does not commit anyone to provide financing. He suggested that Policy PW-12 should be considered on its own merits.

Vice Chair Perkowski suggested that in the second sentence, the word "or" should be replaced with "and/or." He said the City should not eliminate the opportunity for the County and property owner to jointly provide the necessary financing. Commissioners Moss and Kaje agreed to this friendly amendment.

Commissioner Esselman suggested that the proposed number (4,000) more accurately reflects the existing context and conditions of this street segment, which is what the proposed development must respond to. Commissioner Kaje added that this is a unique road circumstance, and the proposed classification would allow up to 4,000 additional trips per day, which is a significant change for this particular street segment. While he will likely support the amendment, he emphasized that he does not believe it would be appropriate or reasonable to expect the City to deny projects simply because they add traffic to streets that historically have been quiet. There are streets in many communities that have experienced significant changes in their traffic patterns because of both private and public developments. However, because of the odd circumstance at this site and it really is a bottleneck section, the proposed amendment would be the prudent thing to do until they have the necessary information to make wiser decisions about allowing a higher capacity.

Commissioner Behrens clarified that he was not suggesting that Policy PW-12 be eliminated. He noted that, as per Policy PW-9 the owner is required to provide the study, but Policy PW-12 states that the study could be done by either Snohomish County or the property owner. Chair Wagner expressed her belief that the City would not have a problem with either Snohomish County or the property owner paying for the required study.

Commissioner Moss referred to Policy PW-11, which talks about the potential for a Level of Service "F" or worse at a number of City intersections. While the Commission has discussed that the traffic volume through this road segment is currently low, even ramping up the existing use to full capacity could result in intersection failure. Mr. Tovar explained that until the traffic volume reaches 8,250, the proposed policy would not differentiate between the types of vehicles and uses. Issues such as large trucks could be dealt with through the SEPA process. Chair Wagner explained that even if the industrial use is ramped up and the traffic volume exceeds the 8,250 limit, the trips would not likely be during commuter rush hour. The impact to the level of service would be largely during off-peak hours. Mr. Cohn noted that only portions of intersections failed. There is a big peak of traffic volume in the morning and evening in residential areas, and an industrial use would result in traffic throughout the day. He does not anticipate that an industrial use would result in intersection failure.

Vote by Commission to Recommend Approval or Denial or Modification

THE COMMISSION UNANIMOUSLY APPROVED THE MOTION TO FORWARD A RECOMMENDATION OF APPROVAL TO THE CITY COUNCIL FOR AMENDMENTS TO THE POINT WELLS SUBAREA PLAN TEXT AS PROPOSED ON PAGE 8 OF THE 1/20/11

MEETING PACKET AND TO POLICY PW-12 AMENDED BY THE COMMISSION TO READ AS FOLLOWS:

“Policy PW-12 – In view of the fact that Richmond Beach Drive between NW 199th Street and NW 205th Street is a local road with no opportunities for alternative access to dozens of homes in Shoreline and Woodway, the City designates this as a local street with a maximum capacity of 4,000 vehicle trips per day. Unless and until 1) Snohomish County and/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, and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment.”

COMMISSIONER KAJE MOVED TO FORWARD TO THE CITY COUNCIL WITH A RECOMMENDATION OF APPROVAL THE PROPOSED AMENDMENT TO TABLE T-18 OF THE TRANSPORTATION ELEMENT OF THE COMPREHENSIVE PLAN TO IMPLEMENT THE POLICY CHANGE AND SHOW THE SEGMENT OF RICHMOND BEACH DRIVE RECLASSIFIED AS A LOCAL STREET. COMMISSIONER ESSELMAN SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.

Closure of Public Hearing

Chair Wagner closed the public hearing and thanked the audience for the thoughtful comments they provided.

DIRECTOR'S REPORT

Mr. Tovar did not provide a report during this portion of the meeting.

UNFINISHED BUSINESS

There was no unfinished business scheduled on the agenda.

NEW BUSINESS

No new business we scheduled on the agenda.

REPORTS OF COMMITTEES AND COMMISSIONERS/ANNOUNCEMENTS

None of the Commissioners provided reports during this portion of the meeting.

AGENDA FOR NEXT MEETING

Mr. Cohn reviewed that the February 3rd agenda would include a study session on a Development Code amendment that would permanently transfer all quasi-judicial hearings to the Hearing Examiner, who

would become both the hearing body and the decision maker. In addition, the Commission would have a study session on the Aldercrest Comprehensive Plan and zoning code amendments.

Chair Wagner asked if the Aldercrest Comprehensive Plan and zoning code amendments would be a legislative action. Mr. Tovar answered that the City Council directed that the amendments be added to the Planning Commission's work program, and he construes them to be a legislative action. However, staff will conduct the process as if it were quasi-judicial. Notices would be mailed to all property owners within 500 feet and not simply a notice in the newspaper. He cautioned the Commissioners to also conduct themselves as though the action is quasi-judicial.

Commissioner Broili recalled that the Commission previously requested feedback from staff about the quasi-judicial items that have gone before the Hearing Examiner over the past year. This would give them a better idea of how the current process works. Mr. Tovar reported that the Hearing Examiner has not conducted any hearings over the past year that would have previously come before the Commission for review. Mr. Cohn added that the Hearing Examiner heard one application for a street vacation, which would not have come before the Commission anyway.

ADJOURNMENT

The meeting was adjourned at 9:54 P.M.

Michelle Linders Wagner
Chair, Planning Commission

Jessica Simulcik Smith
Clerk, Planning Commission

Public Hearing – Audio 1 3:03

Staff Report – Audio 1 12:00

Questions by the Commission – Audio 1 15:20

Public Comment – Audio 1 20:37

Final Questions by the Commission – Audio 1 45:08

Recess – Audio 1 1:30:20

Continued Commission Questions – Audio 2 0:00

Motion – Audio 2 18:56

Deliberations Audio 2 – 19:50

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Planning and Development Services

STATE ENVIRONMENTAL POLICY ACT (SEPA) ENVIRONMENTAL CHECKLIST

Purpose of Checklist:

The State Environmental Policy Act (SEPA), chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An environmental impact statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this checklist is to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS is required.

Instructions for Applicants:

This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Public notice is required for all projects reviewed under SEPA. Please submit current Assessor's Maps/Mailing Labels showing:

- Subject property outlined in red.
- Adjoining properties under the same ownership outlined in yellow.
- All properties within 500' of the subject property, with mailing labels for each owner.

NOTE: King County no longer provides mailing label services. Planning and Development Services can provide this for a fee or provide you instructions on how to obtain this information and create a mail merge document to produce two sets of mailing labels for your application.

Use of Checklist for nonproject proposals:

Complete this checklist for nonproject proposals, even though questions may be answered "does not apply". IN ADDITION complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "propose," and "affected geographic area," respectively.

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

A. BACKGROUND

1. Name of proposed project, if applicable:
Richmond Beach Road Reclassification
2. Name of applicant:
City of Shoreline
3. Address and phone number of applicant and contact person:
Steven Szafran, AICP
206-801-2512
sszafran@shorelinewa.gov
4. Date checklist prepared:
December 14, 2010
5. Agency requesting checklist:
City of Shoreline
6. Proposed timing or schedule (including phasing, if applicable):
Planning Commission Study Session-January 6
Planning Commission Public Hearing-January 20
City Council Action-February 2011
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
See Point Wells Subarea Plan
8. List any environmental information you know about that has been prepared or will be prepared, directly related to this proposal.
Point Wells EIS

1/2010

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.
Future development of Point Wells
10. List any government approvals or permits that will be needed for your proposal, if known.
does not apply
11. Give a brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description).
The City of Shoreline proposes to change the street classification of Richmond Beach Road between approximately NW 199th Street and the county line from Collector Arterial to Local Street.
12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed project, including a street address, if any, and section, township, and range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.
Richmond Beach Road between NW 199th Street and the county line.

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

B. ENVIRONMENTAL ELEMENTS

1. Earth:

- a. General description of the site (circle one): Flat, rolling, hilly, steep slopes, mountainous, other: _____
- b. What is the steepest slope on the site (approximate percent of slope).
does not apply
- c. What general types of soils are found on the site (for example clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any prime farmland.
does not apply
- d. Are there surface indications or history of unstable soils in the immediate vicinity? If so describe.
does not apply
- e. Describe the purpose, type and approximate quantities of any filling or grading proposed. Indicate source of fill.
does not apply
- f. Could erosion occur as a result of clearing construction or use? If so generally describe.
does not apply
- g. About what percent of the site will be covered with hardscape after project construction (for example asphalt or buildings)?
does not apply
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

2. Air:

- a. What types of emissions to the air would result from the proposal (i.e. dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.

Air emissions will not change from their current levels. Since Local Streets are designed to carry less cars than Collector Arterial streets, future air emissions will be less.

- b. Are there any off site sources of emissions or odor that may affect your proposal? If so, generally describe.

does not apply

- c. Proposed measures to reduce or control emissions or other impacts to air if any:

does not apply

3. Water:

a. Surface:

1. Is there any surface water body on or in the immediate vicinity of the site (including year round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into.

This portion of Richmond Beach Road runs parallel to the Puget Sound. This street itself will not be changed

2. Will the project require any work over, in, or adjacent to (within 200') of the described waters? If yes, please describe and attach available plans.

does not apply

3. Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

4. Will the proposal require surface water withdrawals or diversions?
Give general description, purpose, and approximate quantities, if known.
does not apply
5. Does the proposal lie within a 100 year floodplain? If so, note location on the site plan.
does not apply
6. Does the proposal involve any discharges of waste materials to surface waters? If so describe the type of waste and anticipated volume of discharge.
does not apply
- b. **Ground:**
 1. Will ground water be withdrawn or will water be discharged to ground water? Give general description, purpose and approximate quantities if known.
does not apply
 2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals ...; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.
does not apply

TO BE COMPLETED
BY APPLICANT

c. Water Runoff (including storm water):

1. Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.
does not apply
2. Could waste materials enter ground or surface waters? If so, generally describe.
does not apply
3. Proposed measures to reduce or control surface ground and runoff water impacts, if any:
does not apply

4. Plants:

a. Check or circle types of vegetation found on the site:

- ☐ deciduous tree: alder, maple, aspen, other
☐ evergreen tree: fir, cedar, pine, other
☐ shrubs
☐ grass
☐ pasture
☐ crop or grain
☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
☐ water plants: water lily, eelgrass, milfoil, other
☐ other types of vegetation

Does NOT
Apply

- b. What kind and amount of vegetation will be removed or altered?
does not apply
- c. List threatened or endangered species known to be on or near the site.
does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

- d. Proposed landscaping use of native plants or other measures to preserve or enhance vegetation on the site if any:
does not apply

5. Animals:

- a. Mark all boxes of any birds and animals which have been observed on or near the site or are known to be on or near the site:

Birds: ☐ hawk, ☐ heron, ☐ eagle, ☐ songbirds, other: Does not
Mammals: ☐ deer, ☐ bear, ☐ elk, ☐ beaver, other: Apply
Fish: ☐ bass, ☐ salmon, ☐ trout, ☐ herring, ☐ shellfish, other: _____

- b. List any threatened or endangered species known to be on or near the site.

does not apply

- c. Is the site part of a migration route? If so explain.
does not apply

- d. Proposed measures to preserve or enhance wildlife if any:
does not apply

6. Energy and Natural Resources:

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc
does not apply

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.
does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

- c. What kinds of energy conservation features are included in the plans of this proposal? List other proposed measures to reduce or control energy impacts if any:
does not apply

7. Environmental Health:

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur a result of this proposal? If so describe.
does not apply

1. Describe special emergency services that might be required.
does not apply

2. Proposed measures to reduce or control environmental health hazards, if any:
does not apply

b. Noise:

1. What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)?
does not apply
2. What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site.
does not apply
3. Proposed measures to reduce or control noise impacts, if any:
does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

8. Land and Shoreline Use:

- a. What is the current use of the site and adjacent properties?
This section of Richmond Beach Road serves as access to a number of residential properties in the northwestern portion of the city. The road past the northern boundary of the city passes through the town of Woodway then to Point Wells within unincorporated Snohomish County.
- b. Has the site been used for agriculture? If so, describe
does not apply
- c. Describe any structures on the site.
does not apply
- d. Will any structures be demolished? If so, what?
does not apply
- e. What is the current zoning classification of the site?
does not apply
- f. What is the current comprehensive plan designation of the site?
Collector Arterial Street
- g. If applicable, what is the current shoreline master program designation of the site?
does not apply
- h. Has any part of the site been classified as an "environmentally sensitive" area? If so, please specify.
does not apply
- i. Approximately how many people would reside or work in the completed project?
does not apply
- j. Approximately how many people would the completed project displace?
does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

- k. Proposed measures to avoid or reduce displacement impacts, if any:
does not apply
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:
The Local Street designation is more compatible with the Comprehensive Plan (rather than Collector Arterial) as vehicle trips assigned to this section of roadway are in the local street numbers (up to 4000 trips per day).
9. **Housing:**
- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low income housing.
does not apply
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low income housing.
does not apply
- c. Proposed measures to reduce or control housing impacts if any:
does not apply
10. **Aesthetics:**
- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?
does not apply
- b. What views in the immediate vicinity would be altered or obstructed?
does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

- c. Proposed measures to reduce or control aesthetic impacts, if any:
does not apply

11. Light and Glare:

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur?
does not apply
- b. Could light or glare from the finished project be a safety hazard or interfere with views?
does not apply
- c. What existing off site sources of light or glare may affect your proposal?
does not apply
- d. Proposed measures to reduce or control light and glare impacts if any:
does not apply

12. Recreation:

- a. What designated and informal recreational opportunities are in the immediate vicinity?
does not apply
- b. Would the proposed project displace any existing recreational uses? If so, please describe.
does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

- c. Proposed measures to reduce or control impacts on recreation including recreation opportunities to be provided by the project or applicant if any:
does not apply

13. Historic and Cultural Preservation:

- a. Are there any places or objects listed on or proposed for national, state or local preservation registers known to be on or next to the site? If so, generally describe.
does not apply
- b. Generally describe any landmarks or evidence of historic, archaeological, scientific or cultural importance known to be on or next to the site.
does not apply
- c. Proposed measures to reduce or control impacts, if any:
does not apply

14. Transportation:

- a. Identify public streets and highways serving the site and describe proposed access to the existing street system. Show on site plans, if any:
does not apply
- b. Is site currently served by public transit? If not what is the approximate distance to the nearest transit stop?
This portion of Richmond Beach Road is not served by public transportation.
- c. How many parking spaces would the completed project have? How many would the project eliminate?
does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

- d. Will the proposal require any new roads, streets or improvements to existing roads or streets not including driveways? If so, generally describe (indicate whether public or private).
does not apply
- e. Will the project use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.
does not apply
- f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak volumes would occur.
does not apply
- g. Proposed measures to reduce or control transportation impacts if any:
does not apply
- 15. Public Services:**
- a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe.
does not apply
- b. Proposed measures to reduce or control direct impacts on public services, if any.
does not apply
- 16. Utilities:**
- a. Mark all boxes of utilities currently available at the site: *Does Not Apply*
☐ electricity, ☐ natural gas, ☐ water, ☐ refuse service,
☐ telephone, ☐ sanitary sewer, ☐ septic system, other: _____

TO BE COMPLETED
BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

- b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity that might be needed.

— Does not Apply

c. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make its decision.

Signature: _____

Printed Name: _____

Address _____

Telephone Number: _____

(206) 801 2512

Date Submitted

December 13, 2010

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TO BE COMPLETED
BY APPLICANT

EVALUATION FOR
AGENCY USE ONLY

**D. SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS
(DO NOT USE THIS SHEET FOR PROJECT ACTIONS)**

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent of the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water/emissions to air/production, storage, or release of toxic or hazardous substances; or production of noise?
The reclassification of Richmond Beach Road would likely decrease impacts to the surrounding community. The Local Street designation is the least significant street designation in the City of Shoreline. Total vehicle trips are less than currently allowed under the Collector Arterial designation.

Proposed measures to avoid or reduce such increases are:
does not apply

2. How would the proposal be likely to affect plants, animals, fish, or marine life?
The proposal would not be likely to affect plants, animals, fish or marine life. The Amendment is reclassifying a street on the City's Comprehensive Plan Land Use Map and will not be physically changing in any way.

Proposed measures to protect or conserve plants, animals, fish, or marine life are:
does not apply

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

3. How would the proposal be likely to deplete energy or natural resources?

This amendment will not deplete energy or natural resources.

Proposed measures to protect or conserve energy and natural resources are:

does not apply

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

This amendment will not affect environmentally sensitive areas, parks, wilderness, wild and scenic rivers, threatened or endangered species, habitat, historic or cultural sites, wetlands, floodplains, or farmland.

Proposed measures to protect such resources or to avoid or reduce impacts are:

does not apply

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

This amendment will not affect land and shoreline use.

**TO BE COMPLETED
BY APPLICANT**

**EVALUATION FOR
AGENCY USE ONLY**

Proposed measures to avoid or reduce shoreline and land use impacts are:
does not apply

6. How would the proposal be likely to increase demands on transportation or public services and utilities?
The amendment will likely lesson demands on the transportation infrastructure in this area of the City. The Local Street designation is designed to move less cars than the current designation of Collector Arterial.

Proposed measures to reduce or respond to such demands(s) are:
does not apply

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.
This amendment does not conflict with local, state, or federal laws or requirements for the protection of the environment.

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

--
Bill Rothman
VES Company, Inc.
[REDACTED]
[REDACTED]
Shoreline, WA 98177
[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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Forward this email to a friend
Update your profile

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 Hail; 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

10.19

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 [d.bowers@cityofrichmond.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.*

Moss Adams Circular 230 Disclaimer

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taxpayer under the Internal Revenue Code or applicable state or local tax law or (ii) promoting, marketing or recommending to another party any tax-related matter(s) addressed herein.

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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 its 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:

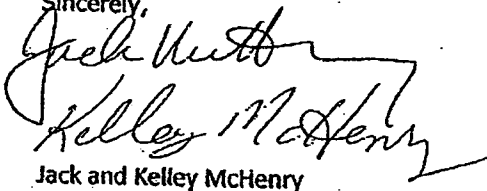
We support the amendment to reclassify Richmond Beach Drive to residential neighborhood access. Given the nature of this thoroughfare and its location at the bottom of the Richmond Beach hill in a distinctly residential area, it only makes sense.

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 [t
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.

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,

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@comcast.net~~]
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.

~~XXXXXXXXXX~~
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/incure 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; Duval 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.

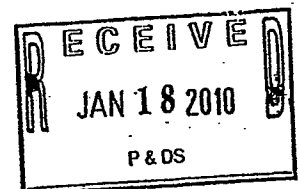
Without a substantive and realistic solution (i.e. another primary road), Richmond Beach Drive should remain classified as neighborhood residential access with no more than 4000 vehicle trips per day. For the safety of the residents of our community, I ask that you support this amendment and keep the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

Sincerely,

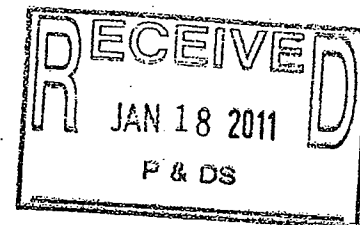
Helge Byrce

~~Shoreline City Council~~

Shoreline, WA 98177



[REDACTED]
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

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

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.

Sincerely,

~~CONFIDENTIAL~~

10.64

Jessica Simulcik Smith

From: Kim McKisson [k.mckisson@jessicasmith.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 development 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 [mailto:ryan.hurley@plancom.org]
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@shoreline.wa.gov]
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
[REDACTED] 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.

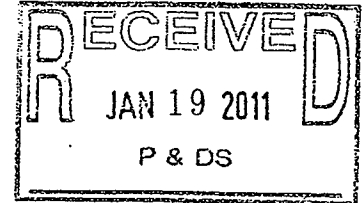
We are located just south of The Little Store on 21st and Richmond Beach Road, and are quite familiar with the western section of the road. This section of road is a dead-end street, has no sidewalks, and would not support large volumes of traffic.

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 rezone 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!

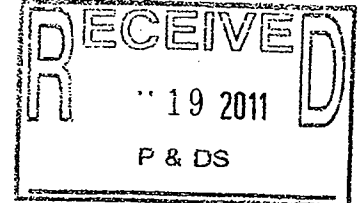
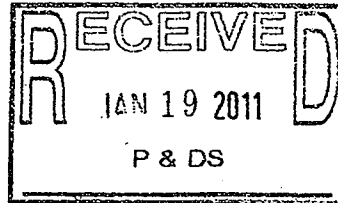
The real question regarding annexation of Point Wells is "WHO WANTS TO ANNEX POINT WELLS?" Evidently, the City of Shoreline feels it can make the annexation decision without voter input from any Shoreline residents. The process is currently in control of the City of Shoreline and the Planning Department. 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.

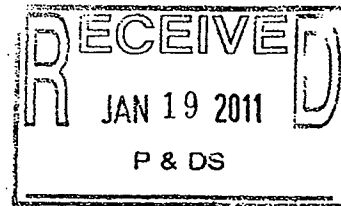
Frederic Laffitte

[REDACTED]

Woodway, WA 98020

A handwritten signature in dark ink, appearing to be "Frederic Laffitte", written over the printed name and address.

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

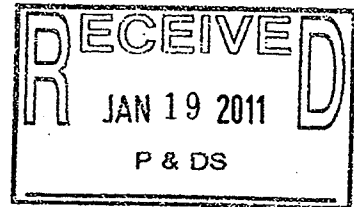
23rd Pl NW, Shoreline, WA 98177
206-542-4053

David R. Bannister

Jack and Kelley McHenry

■ 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."

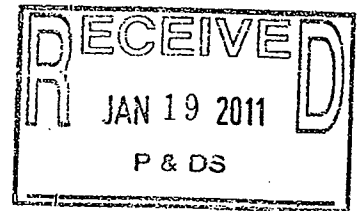
In truth, the current road and traffic patterns in Richmond Beach already present traffic and safety issues – as revealed in the recent neighborhood traffic mediation work undertaken since last spring by the city. For this reason, as well, it is critical that the status of Richmond Beach Drive be reclassified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

Jack and Kelley McHenry
■ 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,

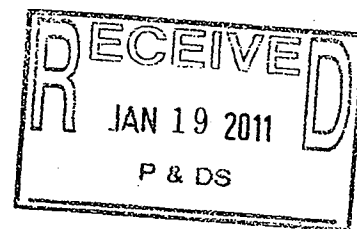
Kellie Fagan

Resident for 16 years

Attn: Mayor McGlashan

Steven Szafran

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

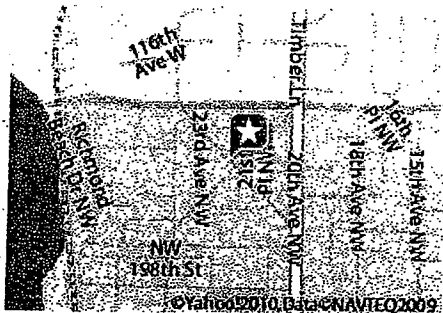


January 16, 2011

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 Pl 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.

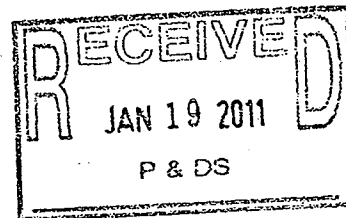
A grateful constituent,

Mary E. Bannister

Mary E. Bannister

23rd Pl 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 ([REDACTED])
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.

Check out my new website! www.CoriWhitakerHomes.com

* 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
~~2152 NW 204th Place~~

Steve Szafran

From: Steve Poole [steve@shoreline.wa.gov]
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,

10.90

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 ([REDACTED])
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. Of 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 road 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 (206-444-1111)

[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]

[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.; [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.



SAVE
RICHMOND
BEACH

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

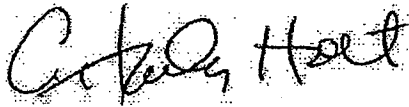
On behalf of its members and other affected citizens, SaveRichmondBeach.org respectfully submits these comments to express its support and concerns for Policy PW-13. We urge the planning commission to pass the first half of the amendment reclassifying Richmond Beach Drive to neighborhood local access.

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, somewhat stylized font.

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.



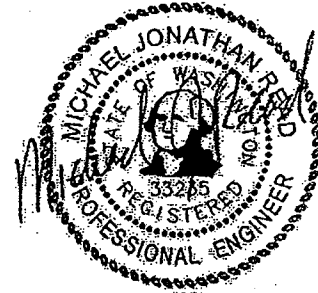
With homes abutting the road on one side and steep slopes over the railroad tracks on the West side, this road should remain *neighborhood local access*.

Attachment B - Transportation Engineering Report



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!

Babeaux Family

Thank You The

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
(206) 310-XXXX

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 Northbound 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

202-512-2008

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@sho.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

King County Courthouse, 516 Third Avenue Room 1200, Seattle, WA 98104
206-296-1001 bob.ferguson@kingcounty.gov www.kingcounty.gov/ferguson

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]

10.106

Steve Szafran

From: Wendy Smith [redacted]
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]

Jessica Simulcik Smith

From: Richard Gammon [gammmon@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
gammmon@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

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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]

10.121

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1201 Third Avenue, Suite 2900, Seattle, Washington 98101
Telephone (206) 223-1313, Facsimile (206) 682-7100

Portland Office
Pioneer Tower, Suite 660, 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

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

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 BIS 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

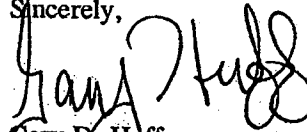
Shoreline Planning Commission
January 20, 2011
Page 5

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.

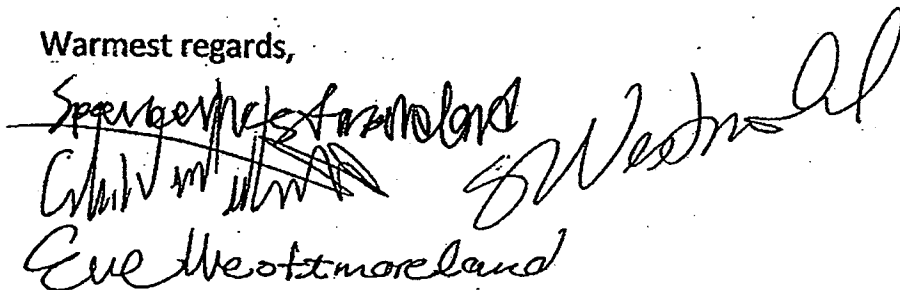
We avoided Seattle proper and the eastside communities of Bellevue and Kirkland to avoid the blight and sprawl those communities regret today. The thought that Richmond Beach may suffer the same plight is untenable to my family and me.

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,


Spencer Westmoreland
Clark Westmoreland
Eve Westmoreland

Clark, Suzanne, Spencer and Eve Westmoreland

Jessica Simulcik Smith

From: Greg McCall [gmccall57@gmail.com]
Sent: Wednesday, January 26, 2011 11:06 AM
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; info@saverichmondbeach.org
Subject: Wells Point

In connction with Snohomish County's pre-application neighborhood meeting related to the ill-advised proposed development, I have submitted the question and comment copied below through the wellspoint.com website. As I do not trust them either to address my concerns or acknowledge receipt of my question and putting it in the public record, I am copying you. I urge you as my elected representative to be actively invloved not just in monitoring the situation, but in taking action to make sure that the proposal is not implemented.

Sincerely,

Greg McCall
19015 11th Ave. NW
Shoreline, WA 98177

I live off of 190th between Richmond Beach Road and 8th Avenue NW and my property abuts Richmond Beach Road. Already during commuting hours it is frequently a long wait to turn left onto Richmond Beach Road and onto 8th Ave NW from 190th. What will you do to mitigate these already congested intersections. Additionally, are you planning on compensating land owners for the diminution of property values directly resulting from the increased traffic congestion and other results of this construction.

I am copying my elected government leaders on this and expect this to be in the public record.

A Protest

WE/IAM AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING
195TH STREET AS THE GATEWAY TO THE PROJECT.

SIGNATURES ATTACHED:

ATTENTION BALBOA OWNERS

IT'S TIME WE GET PRO-ACTIVE ON THE PORT WELLS ISSUE.

ACCORDING TO ALL THE PRESS AND PLANS FOR THE POINT WELLS COMMUNITY, THERE WILL BE ONLY ONE ROUTE TO GET TO IT. I'M SURE YOU REALIZE THAT 195TH STREET IS THE WAY.

THINK ABOUT IT, WE CAN HARDLY GET OUT OF OUR DRIVEWAYS NOW.

WE NEED TO MAKE OUR PROTEST KNOWN. PLEASE SIGN THE SPACE BELOW AND WE WILL GET THIS MESSAGE TO THE POINT WELLS PEOPLE

WE/I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT #1

SIGNED: Melissa Hansen

ADDRESS: 1532 NW 195th St. #1, Shoreline 98177

DATED 1/21/11

Please sign and return to Patricia (Unit #9) asap. The Point Wells Project people are meeting soon

Unit #1

ATTENTION BALBOA OWNERS

IT'S TIME WE GET PRO-ACTIVE ON THE PORT WELLS ISSUE.

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WE NEED TO MAKE OUR PROTEST KNOWN. PLEASE SIGN THE SPACE BELOW AND WE WILL GET THIS MESSAGE TO THE POINT WELLS PEOPLE

WE/I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT #2

SIGNED: Genevieve Watson

ADDRESS: 1532 N.W. 195th St. #2 Shoreline 28177

DATED Jan 20, 2011

Please sign and return to Patricia (Unit #9) asap. The Point Wells Project people are meeting soon

ATTENTION BALBOA OWNERS

IT'S TIME WE GET PRO-ACTIVE ON THE PORT WELLS ISSUE.

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WE/ I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT #3

SIGNED: Mary J. Gunt

ADDRESS: 1532 NW 195 St #3 Shoreline 98177

DATED 1-20-11

Please sign and return to Patricia (Unit #9) asap. The Point Wells Project people are meeting soon

ATTENTION BALBOA OWNERS

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WE/I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT # 4 AND UNIT # 6

SIGNED: Mercedes Styke = unit 6

ADDRESS: 1532 NW 195th ST - Shoreline wa
98177

DATED January 19-2011

Please sign and return to Patricia (Unit #9) asap. The Point Wells Project people are meeting soon

and:

Mike & Jena Manson # unit 4

3 signatures

ATTENTION BALBOA OWNERS

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WE/I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT #5

SIGNED:

Margaret Duncan

ADDRESS:

1532 N.W. 195TH ST. #5

DATED

January 21st 2011

Please sign and return to Patricia (Unit #9) asap. The Point Wells Project people are meeting soon

ATTENTION BALBOA OWNERS

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WE/I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT #7

SIGNED: Ann Hyde

ADDRESS: 1532 N. W. 195 #4

DATED Shawnee, Fla. 98177

Please sign and return to Patricia (Unit #9) asap. The Point Wells Project people are meeting soon

ATTENTION BALBOA OWNERS

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WE/I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT #8
SIGNED: Diana A. Green
ADDRESS: 1532 NW 195th St #8
DATED 1-20-2011

Please sign and return to Patricia (Unit #9) asap. The Point Wells Project people are meeting soon

ATTENTION BALBOA OWNERS

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WE/I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT #9

SIGNED: Patricia B. Malkson

ADDRESS: 1532 NW 195th #9

DATED 1-19-2011

Please sign and return to Patricia (Unite #9) asap. I believe the meeting is next Tuesday

ATTENTION BALBOA OWNERS

IT'S TIME WE GET PRO-ACTIVE ON THE PORT WELLS ISSUE.

ACCORDING TO ALL THE PRESS AND PLANS FOR THE POINT WELLS COMMUNITY, THERE WILL BE ONLY ONE ROUTE TO GET TO IT. I'M SURE YOU REALIZE THAT 195TH STREET IS THE WAY.

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WE/I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT
~~UNIT~~ #10

SIGNED: Katherine (Mau) + ~~Katherine~~ (Mau)

ADDRESS: 1532 NW 195th St #10 Sparkline, WA 98177

DATED 1/22/11

Please sign and return to Patricia (Unit #9) asap. The Point Wells Project people are meeting soon

Two persons

ATTENTION BALBOA OWNERS

IT'S TIME WE GET PRO-ACTIVE ON THE PORT WELLS ISSUE.

ACCORDING TO ALL THE PRESS AND PLANS FOR THE POINT WELLS COMMUNITY, THERE WILL BE ONLY ONE ROUTE TO GET TO IT. I'M SURE YOU REALIZE THAT 195TH STREET IS THE WAY.

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WE/I ARE AGAINST THE POINT WELLS PROJECT WITH REFERENCE TO USING 195TH AS THE GATEWAY TO THE PROJECT:

UNIT #51

SIGNED: Gladys M. Stanger

ADDRESS: 1532 NW 195th ST. # 11

DATED 1-19-2011

Please sign and return to Patricia (Unit #9) asap. The Point Wells Project people are meeting soon