

**CITY COUNCIL AGENDA ITEM**  
CITY OF SHORELINE, WASHINGTON

<b>AGENDA TITLE:</b>	Adoption of the 2013 Comprehensive Plan Amendment Docket		
<b>DEPARTMENT:</b>	Planning and Community Development		
<b>PRESENTED BY:</b>	Rachael Markle, AICP, Director		
<b>ACTION:</b>	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input checked="" type="checkbox"/> Motion
	<input type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

**PROBLEM/ISSUE STATEMENT:**

The City is limited by state law and the City's adopted procedures, to processing Comprehensive Plan amendments once a year. Proposed amendments are collected throughout a given year with a deadline of the last business day in December for amendments to be considered in the following year. The "Docket" establishes the amendments that will be reviewed and studied during the year by staff and the Planning Commission prior to a recommendation to the City Council on amending the Comprehensive Plan. The only proposed amendments submitted for the 2013 Docket relate to the Point Wells development. The Planning Commission recommended approval of the 2013 Docket on February 7, 2013 with a vote of 6-0.

On January 7, 2013 the Court of Appeals ruled that BSRE's, the developer of the Point Wells site, permits are vested as an Urban Center in Snohomish County. Snohomish County is proceeding with processing these permits as an Urban Center development of 3,081 residential units, 100,000+ square feet of commercial/retail space, and public recreational uses.

The Snohomish County environmental review process requires that BSRE complete a traffic study which will identify mitigation to address anticipated impacts from the development, but the City of Shoreline has determined that a more comprehensive analysis that includes extensive public participation is warranted. To obtain this detailed analysis and public involvement the City reached an agreement with the developer to fund and participate in a Transportation Corridor Study (TCS) in coordination with the Snohomish County permitting process. The anticipated completion of the TCS in 2013 is driving the need to potentially amend the Comprehensive Plan later this year.

The TCS is one of several items that the City is seeking from BSRE. In addition to the TCS the City is seeking that BSRE agree to the following in the form of a Municipal Services Agreement:

- A specific level of mitigation improvements.
- Developer funding for the specific mitigation within a specific timeframe to ensure mitigation is in place prior to the impacts occurring.

- A maximum traffic volume or “cap” for the development, and the ability to assure the traffic projections for each phase of development are accurate over time.
- Future annexation as a tool to insure the development’s residents pay their share of long-term maintenance costs. This also requires an Interlocal Agreement (ILA) with Snohomish County.

If the TCS process is successful, and the City is able to negotiate a Municipal Services Agreement with BSRE then the City’s Comprehensive Plan will need to be amended to reflect the agreement. Proposed action to amend the City’s Comprehensive Plan will only occur following the satisfactory completion of the TCS and execution of a Municipal Services Agreement.

**RESOURCE/FINANCIAL IMPACT:**

The 2013 Comprehensive Plan Docket does not require additional financial resources. The City will hire a neutral facilitator for the TCS process and the cost for that service is projected to be \$34,000. This will be paid from contingency funds in the adopted 2013 budget. Also Environmental Review will need to be performed on the Comprehensive Plan amendments at an estimated cost of \$7,600.

**RECOMMENDATION**

Staff recommends that the Council approve the 2013 Comprehensive Plan Amendment Docket (Attachment C) as recommended by the Planning Commission and updated by staff.

Approved By:            City Manager **JU**    City Attorney **IS**

## **INTRODUCTION**

The State Growth Management Act limits review of proposed Comprehensive Plan amendments to no more than once a year. To ensure that the public can view the proposals within a citywide context, the Growth Management Act directs cities to create a docket that lists the amendments to be considered in this “once a year” review process.

## **BACKGROUND**

Comprehensive plan amendments usually take two forms: Privately-initiated amendments and City-initiated amendments. Anyone can propose an amendment to the Comprehensive Plan. Comprehensive Plan amendments must be submitted by the last business day of the year to be considered in the following year and there is no fee for general text amendments. The process for accepting and reviewing Comprehensive Plan amendments for the annual docket is prescribed in SMC 20.30.340(C). Please see Attachment A: SMC 20.30.340(C). This year there were no privately-initiated amendments and one City-initiated amendment application. The City Council will review the proposed amendments as a package in order to consider the combined impacts of the proposals.

If you have questions about the docket process or any item on the proposed docket, please contact Rachael Markle, AICP, at [rmarkle@shorelinewa.gov](mailto:rmarkle@shorelinewa.gov) or 206-801-2531.

## **DISCUSSION**

This year there was one City-initiated comprehensive plan amendment application (Attachment B).

### **Point Wells Subarea Plan:**

As of April 2, 2013, the City has reached agreement with Blue Square Real Estate-Point Wells, LP (BSRE) to fund and participate in a Transportation Corridor Study (TCS). Following the successful completion of the TCS, the City will work on the execution of a Municipal Services Agreement (MSA) designed to obligate BSRE to fund the mitigation identified in the TCS. In anticipation of the TCS and the MSA, City staff submitted a proposal to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan for consideration in 2013. These amendments may be needed to reflect the outcomes of the Traffic Corridor Study as described in Policy PW-9.

*Policy PW-9 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 175<sup>th</sup> Street, and I-5 with*

*particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20<sup>th</sup> Avenue NW, 23<sup>rd</sup> Place NW and NW 204<sup>th</sup> Street. 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.*

The Snohomish County environmental review process requires that BSRE complete a traffic study which will identify mitigation to address anticipated impacts from the development, but the City of Shoreline determined that a more comprehensive analysis that includes extensive public participation is warranted. This will be accomplished through the TCS. The City's memorandum of understanding with BSRE states that BSRE will fund and participate in a TCS in coordination with the Snohomish County permitting and environmental review process. Staff anticipates that the TCS will occur between June and August of 2013, but the timing is dependent on the Snohomish County environmental review process.

The intent of the TCS is to further determine the impacts of future development at Point Wells and the level of improvements or mitigation required to reduce the impacts while staying within the City's established traffic flow standards. The TCS will include establishing a traffic "cap" (e.g. Average Daily Traffic – ADT, or peak hour volume) of vehicles exiting and entering the development creating a mechanism where each phase of the project would be evaluated and required to remain within the traffic cap.

It is anticipated that the Point Wells Subarea Plan will need to be amended to allow for an increase above the current 4,000 maximum vehicle trips per day (traffic cap) on Richmond Beach Drive between NW 199<sup>th</sup> and NW 205<sup>th</sup>. Policy PW-12 anticipated that a higher vehicle trip per day would be considered with the completion of a TCS and mitigation plan.

*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.*

The TCS will include a combination of workshops, meetings and a final presentation totaling six (6) public events over approximately two months. The workshops will be focused on the lower section of Richmond Beach Drive where individual property owners will be encouraged to participate in a process of deciding the level of improvements necessary along the right-of-way. Some examples are whether or not to include on-street parking, bike lanes, sidewalks or pathways and on which side of the street these facilities should be located and transit access. Other issues to assess

include the ease of left turning movements in relation to the traffic projections, driveway access and minimizing cut through traffic in the surrounding neighborhoods.

The meetings are intended to provide more general information and participation for the much larger area anticipated to be impacted from the development. This includes an area from Point Wells, up Richmond Beach Drive all the way through Aurora Avenue. More site specific improvements are anticipated to be required as the traffic impact is disbursed through the roadway network and could include such examples as widened and signalized intersection improvements along Richmond Beach Road at 20<sup>th</sup>, 15<sup>th</sup>, 8<sup>th</sup> and 3rd.

Based on the outcome of the TCS it is expected proposed Comprehensive Plan amendments would include text and policy changes to the Point Wells Subarea Plan; and possibly amendments to incorporate mitigation projects in the Capital Facilities Element.

**Staff Updates to the 2013 Docket Recommended by the Planning Commission**

Staff has had time to further consider the possible changes needed to document and implement the anticipated outcomes of the TCS. In an effort to identify all possible elements of the Comprehensive Plan that might be amended as a result of the TCS, staff originally included amending the Transportation Element. Upon further consideration, the Transportation Element of the Comprehensive Plan would not need to be amended to implement the outcomes of the TCS. Instead the **Transportation Master Plan** would need to be amended. There is no requirement to docket amendments to the Transportation Master Plan (TMP) and Council can update the TMP at anytime. Therefore, staff is recommending that the 2013 Docket be updated by Council to reflect this as shown in Attachment C - Updated Proposed 2013 Docket.

Upon completion of the TCS and agreement by BSRE to fund the City approved mitigation measures, the Transportation Master Plan would need to be updated to reflect the increased traffic volumes on the following street segments: Richmond Beach Drive NW from NW 205<sup>th</sup> Street to NW 199<sup>th</sup> Street; Richmond Beach Drive NW from NW 196<sup>th</sup> Street to NW 195<sup>th</sup> Street; and NW 195<sup>th</sup> Street from Richmond Beach Drive NW to 24<sup>th</sup> Avenue NW. These street segments may need to be reclassified from local primary streets to a collector arterials. These reclassifications would be consistent with the rest of Richmond Beach Drive NW to the north, and with the corridor up to 20<sup>th</sup> Avenue NW.

Also, there may be a need to consider amendments to the Comprehensive Plan that could result from the development of Interlocal agreements as described in Policy PW-13.

*Policy PW-13 The City should work with the Town of Woodway, City of 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. A joint SEPA lead-agency or other interlocal agreement with the County could assign to the City the responsibility for determining the scope, parameters, and technical review for the transportation*

*component of the County's Environmental Impact Statement prepared for a future project at Point Wells. Under such agreement, this environmental analysis, funded by the permit applicant, could satisfy the policy objectives of the Transportation Corridor Study and Implementation Plan referenced at PW-10.*

In summary, these amendments would be done concurrently with a Municipal Services Agreement with the owner(s) of the Point Wells property. This will establish a maximum trip count for new development within the subarea consistent with the City's level of service and will provide financing for mitigation projects needed to support the level of service.

The Planning Commission recommended approval of the 2013 Docket on February 7, 2013 with a vote of 6-0. Twelve (12) people provided public comment at the Planning Commission meeting. Attachment D includes written public comments and Attachment E contains the February 7, Planning Commission minutes.

It is important to remember that by approving the 2013 Docket, the Council is simply agreeing that the amendments be included on the 2013 Docket. The amendments would then be studied, analyzed and considered for potential adoption at a later date in 2013.

### **STAKEHOLDER OUTREACH**

**November 8, 2012:** Press release and web notice announcing the City's deadline for submitting Comprehensive Plan Amendments

**January 18, 2013:** Press release and web notice summarizing the draft Docket

**February 7, 2013:** Planning Commission Meeting

**February 11, 2013:** City Council update on the Point Wells development

**February 12, 2013:** Staff presentation at Richmond Beach Community Association regarding Point Wells

**April 2, 2013:** Press release on Transportation Corridor Study MOU

**April 21, 2013:** Staff met with residents along the Richmond Beach Drive corridor to discuss the TCS.

### **RESOURCE/FINANCIAL IMPACT**

The 2013 Comprehensive Plan Docket does not require additional financial resources. The City will hire a neutral facilitator for the TCS process and the cost for that service is projected to be \$34,000. This will be paid from contingency funds in the adopted 2013 budget. Also Environmental Review will need to be performed on the Comprehensive Plan Amendments at an estimated cost of \$7,600.

## **RECOMMENDATION**

Staff recommends that the Council approve the 2013 Comprehensive Plan Amendment Docket (Attachment C) as recommended by the Planning Commission and updated by staff.

## **ATTACHMENTS**

- Attachment A SMC 20.30.340(C) Process for Accepting and Reviewing Comprehensive Plan Amendments
- Attachment B Comprehensive Plan Amendment Application
- Attachment C Updated Proposed 2013 Docket
  - Exhibit 1 – Subarea Plan 2 – Point Wells proposed amendments
- Attachment D: Written public comments
- Attachment E: Planning Commission Minutes 2/7/13

**20.30.340 Amendment and review of the Comprehensive Plan (legislative action).**

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C. The City of Shoreline's process for accepting and reviewing Comprehensive Plan amendments for the annual docket shall be as follows:

1. Amendment proposals will be accepted throughout the year. The closing date for the current year's docket is the last business day in December.
2. Anyone can propose an amendment to the Comprehensive Plan.
  - There is no fee for submitting a general text amendment to the Comprehensive Plan.
  - An amendment to change the land use designation, also referred to as a site specific Comprehensive Plan amendment, requires the applicant to apply for a rezone application to be processed in conjunction with the Comprehensive Plan amendment. There are separate fees for a site specific CPA request and a rezone application.
3. At least three weeks prior to the closing date, there will be general public dissemination of the deadline for proposals for the current year's docket. Information will include a staff contact, a re-statement of the deadline for accepting proposed amendments, and a general description of the amendment process. At a minimum, this information will be available on the City's website and through a press release.
4. Amendment proposals will be posted on the City's website and available at the Department of Planning and Development Services.
5. The draft docket will be comprised of all Comprehensive Plan amendment applications received prior to the deadline.
6. The Planning Commission will review the draft docket and forward recommendations to the City Council.
7. A summary of the amendment proposals will be made available, at a minimum, on the City website, in Currents, and through a press release.
8. The City Council will establish the final docket at a public meeting.
9. The City will be responsible for developing an environmental review of combined impacts of the proposals on the final docket. Applicants for site specific Comprehensive Plan amendments will be responsible for providing current accurate analysis of the impacts from their proposal.
10. The final docketed amendments will be reviewed by the Planning Commission in publicly noticed meetings.
11. The Commission's recommendations will be forwarded to the City Council for adoption. (Ord. 591 § 1 (Exh. A), 2010; Ord. 238 Ch. III § 7(f), 2000).



Attachment B  
**COMPREHENSIVE PLAN – GENERAL  
AMENDMENT APPLICATION**

**Planning & Community Development**

**Amendment proposals may be submitted at any time, however if it is not submitted prior to the deadline for consideration during that annual amendment cycle, ending the last business day in December, the amendment proposal will not be considered until the next annual amendment cycle.**

Please attach additional pages to this form, as needed.

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**A. Contact Information**

If the proposal is from a group please provide a contact name.

**Applicant:** City of Shoreline

**Mailing Address** 17500 Midvale Avenue North, Shoreline, WA 98133

**Telephone:** ( 206) 801-2531 **Fax:** (     ) \_\_\_\_\_ **E-mail:** rmarkle@shorelinewa.gov

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**B. Proposed General Amendment** – This can be either conceptual: a thought or idea; or specific changes to wording in the Comprehensive Plan, but please be as specific as possible so that your proposal can be adequately considered. If specific wording changes are proposed please use underline to indicate proposed additions and ~~strikethrough~~ to indicate proposed deletions. **Please note that each proposed amendment requires a separate application.**

1) Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study and updated information, it is expected proposed amendments would include text and policy changes to the Point Wells Subarea Plan; amendments to applicable adopted levels of service and mitigation projects in the Capital Facilities Element; and reclassification of roads in the Transportation Element. Also, to consider amendments to the Comprehensive Plan that could result from the development of Interlocal agreements as described in Policy PW-13.

2) Amend the Point Wells Subarea Plan to increase the maximum vehicle trips per day as the level of service on Richmond Beach Drive between NW 199<sup>th</sup> and NW 205<sup>th</sup> from 4000 max vehicles trips per day concurrently with a Developer Agreement with the owner(s) of the Point Wells subarea property that will establish a maximum trip generation from new development within the subarea consistent with that level of service, and that will provide financing for mitigation projects needed to support the new level of service. In the alternative, the level of service for this road segment shall be amended upon the adoption of preannexation zoning to take effect upon annexation of the subarea to Shoreline.

Proposed text changes are shown using legislative formatting in the attached Point Wells subarea plan.

**17500 Midvale Avenue North, Shoreline, Washington 98133-4905**

Telephone (206) 801-2500 Fax (206) 801-2788 pcd@shorelinewa.gov

The Development Code (Title 20) is located at mrrsc.org

- C. **Reference Element of the Shoreline Comprehensive Plan (required) and page number (if applicable) –** (e.g. Land Use, Transportation, Capital Facilities, Housing, etc.)  
Subarea Plan 2 - Point Wells text and policies; Policy PW-12; Transportation Element - Supporting Analysis Figure T-18: Street Classifications; Table T-15 Roadway Projects Recommended for Funding; Figure T-19 Roadway Improvements Recommended for Funding; Table T-16 Pedestrian Projects Recommended for Funding; Figure T-20: Pedestrian Projects Recommended for Funding; Table T-17: Bicycle Projects Recommended for Funding; Figure T-21: Bicycle Facility Improvements Recommended for Funding.



## Planning & Community Development

**Support for the Amendment** – Explain the need for the amendment. Why is it being proposed? How does the amendment address changing circumstances or values in Shoreline? Describe how the amendment is consistent with the current Shoreline Comprehensive Plan, if inconsistent, explain why. How will this amendment benefit the citizens of Shoreline? Include any data, research, or reasoning that supports the proposed amendment. *(A copy of the Shoreline Comprehensive Plan is available for use at the Planning and Development Services Department, Shoreline Neighborhood Police Centers, and the Shoreline and Richmond Beach libraries).*

These amendments are being proposed to address changing circumstances and are consistent with the timing for review of level of service standards set forth in the subarea plan for Richmond Beach Drive. Policy PW-12, limits the maximum number of vehicles trips per day on the segment of Richmond Beach Drive between NW 199th Street and NW 205th Street to 4,000 trips until the owner of Point Wells and/or Snohomish County can provide to the City a Transportation Corridor Study and Mitigation Plan including financing for the mitigation. The owner has negotiated substance and procedure for this study, including limits on permitted right of way changes and a maximum trip count for build out of the subarea. The docketed changes anticipate the mitigation measures and projects to be determined in the study. The Developer has agreed to complete the Transportation Corridor Study in early 2013. Therefore, the City Council would need to amend both the Point Wells Subarea Plan and applicable sections of the Transportation Element of the Comprehensive Plan to change the street classification for Richmond Beach Drive between NW 199th Street and NW 205th Street, amending the 4000 trips per day level of service for Richmond Beach Drive and establishing mitigation projects in the Capital Facilities Plan determined by the Corridor Study as necessary to support the new level of service.

- D. **Signature** – An amendment application can not be accepted unless the signature block below has been completed. The applicant certifies that all of the aforementioned statements in this application, any exhibits and/or maps transmitted herewith are true and the applicant acknowledges that any amendment granted based on this application may be revoked if any such statement is false.

*Pauline Munkle*

Applicant Signature

*12/27/12*

Date

**PROPOSED AMENDMENTS WITHOUT THE REQUIRED APPLICATION INFORMATION MAY BE REJECTED OR RETURNED FOR ADDITIONAL INFORMATION.**

**17500 Midvale Avenue North, Shoreline, Washington 98133-4905**

Telephone (206) 801-2500 Fax (206) 801-2788 [pcd@shorelinewa.gov](mailto:pcd@shorelinewa.gov)

The Development Code (Title 20) is located at [mrsc.org](http://mrsc.org)





## **2013 DRAFT COMPREHENSIVE PLAN AMENDMENT DOCKET**

The State Growth Management Act generally limits the City to amending its Comprehensive Plan once a year and requires that it create a Docket (or list) of the amendments to be reviewed.

**The following item has been requested to be on the work plan for the Planning Commission's review in 2013:**

1. Consider amendments to the Point Wells Subarea Plan and other elements of the Comprehensive Plan that may have applicability to reflect the outcomes of the Richmond Beach Traffic Corridor Study as described in Policy PW-9. Based on the outcome of the corridor study, it is expected that proposed amendments would include text changes to the Subarea Plan discussing the study, increasing the vehicle trips per day from a 4,000 trip maximum as described in Policy PW-12 and adding identified mitigation projects and associated funding needed to raise the maximum daily trip count while maintaining adopted Levels of Service to the Capital Facilities Element, ~~and reclassification of roads in the Transportation Element.~~ Also, consider amendments to the Comprehensive Plan that could result from the development of Interlocal Agreements as described in Policy PW-13.
  
2. ~~Change the Street Classification Map in the Transportation Master Plan. The request will reclassify Richmond Beach Drive from Local Streets to Collector Arterial.~~

*Estimated timeframe for Council review/adoption: ~~June~~ September 2013.*

# Subarea Plan 2 – Point Wells

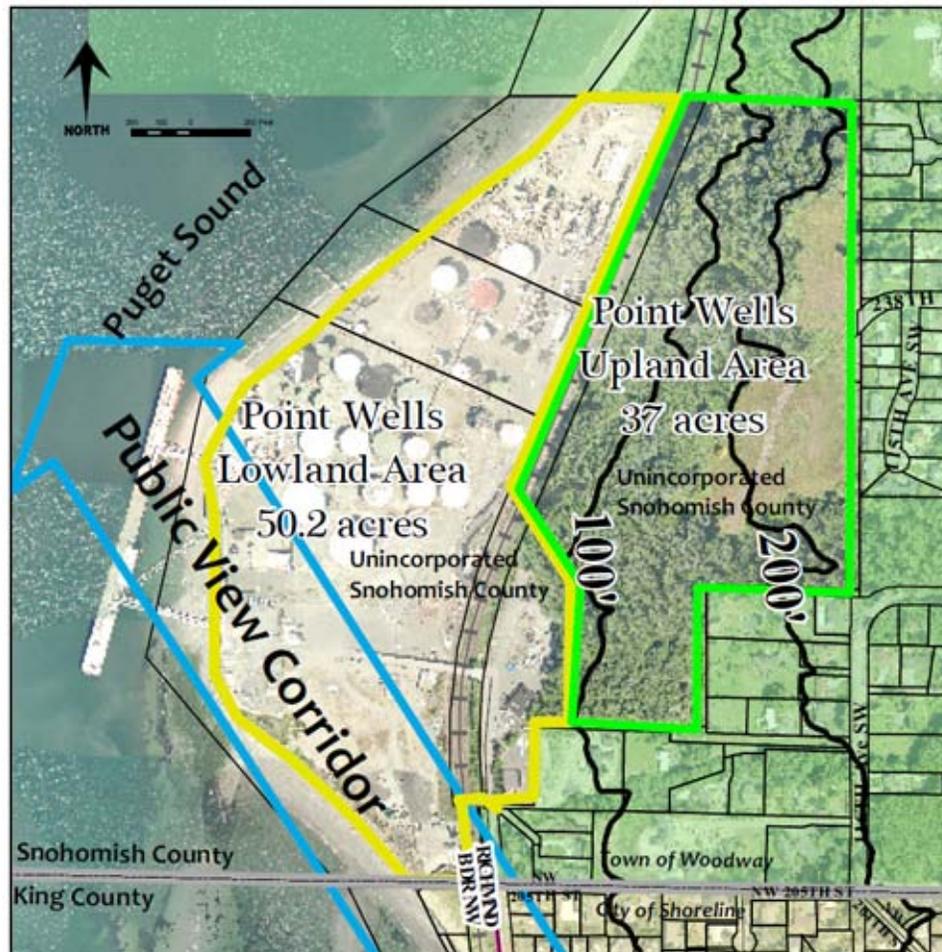
## *Geographic and Historical Context*

Point Wells is an unincorporated island of approximately 100 acres in the southwesternmost corner of Snohomish County. It is bordered on the west by Puget Sound, on the east by the Town of Woodway, and on the south by the town of Woodway and the City of Shoreline (see Fig. 1). It is an “island” of unincorporated Snohomish County because this land is not contiguous with any other portion of unincorporated Snohomish County. The island is bisected roughly north-south by the Burlington Northern Railroad (B.N.R.R.) right-of-way.



Figure 1 – Point Wells unincorporated island

The lowland area of this unincorporated island (see Fig. 2) is approximately 50 acres in size. The only vehicular access to the lowland portion is to Richmond Beach Road and the regional road network via the City of Shoreline.



**Figure 2 – Upland and Lowland Areas at Point Wells**

The upland area of the Point Wells Island (see Fig. 2) is approximately 37 acres in size. The upland does not have access to Richmond Beach Drive due to very steep environmentally sensitive slopes that separate the upland portion from the lowland portion. However, the upland portion does have potential easterly access through the Town of Woodway via 238<sup>th</sup> St. SW.

All of the Point Wells Island was previously designated by the City of Shoreline as a "Potential Annexation Area" (PAA). The Town of Woodway, and Snohomish County, have previously identified all of the Point Wells unincorporated island as within the Woodway "Municipal Urban Growth Area" (MUGA). The Washington State Court of Appeals, in a 2004 decision, determined that the overlap of Shoreline's PAA and Woodway's MUGA does not violate the provisions of the Growth Management Act.

## **~~Snohomish County's designation of Point Wells as an "Urban Center"~~**

~~In April of 2009, the Shoreline City Council adopted Resolution 285 which opposed the pending Snohomish County designation of Point Wells as an "Urban Center." The resolution cited the likely excessive impacts of up to 3,500 dwelling units on Shoreline streets, parks, schools, and libraries. The City submitted several comment letters to the County Council detailing the reasons for the City's opposition, reiterating the City's support for a mixed use development of a more reasonable scale at Point Wells, and pointed out that an "Urban Center" designation would be inconsistent with provisions of the County's plan as well as the Growth Management Act.~~

## **Designation of a Future Service and Annexation Area (FSAA) at Point Wells**

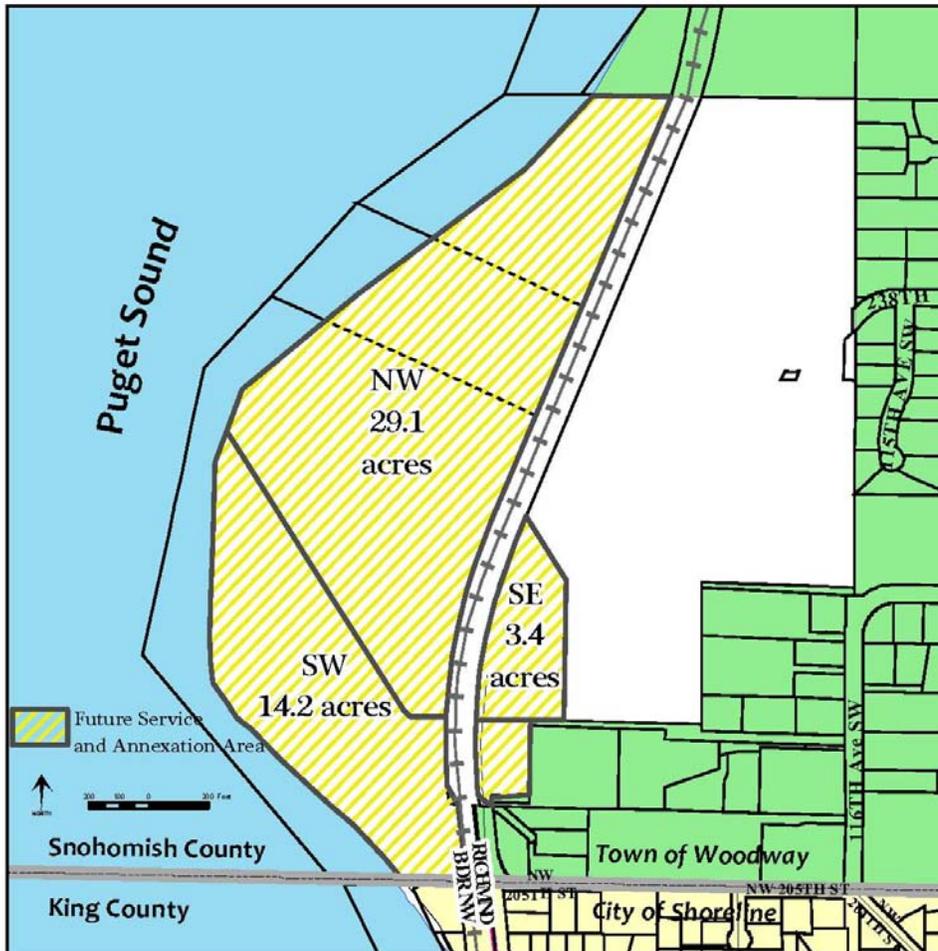
After a review of the topography and access options for Point Wells, the City of Shoreline no longer wishes to include the upland portion of this unincorporated island within its designated urban growth area. Because of the upland portion's geographic proximity and potential for direct vehicular access to the Town of Woodway, the City of Shoreline concludes that the upland portion should be exclusively within the Town of Woodway's future urban growth area. Any people living in future developments in the upland portion of the Point Wells Island would feel a part of the Woodway community because they would share parks, schools, and other associations facilitated by a shared street grid.

Applying the same rationale to the lowland portion of the Point Wells Island, the City of Shoreline wishes to reiterate and clarify its policies. These lands all presently connect to the regional road network only via Richmond Beach Drive and Richmond Beach Road in the City of Shoreline. Therefore future re-development of the lowland area would be most efficiently, effectively, and equitably provided by the City of Shoreline and its public safety partners, the Shoreline Fire Department and Shoreline Police Department.

At such future time that the lowland portion of the Point Wells Island annexes to the City of Shoreline, the urban services and facilities necessary to support mixed use urban development would be provided in an efficient and equitable manner. These would include police from the Shoreline police department and emergency medical services and fire protection from the Shoreline Fire Department. In addition, the City would be responsible for development permit processing, code enforcement, parks, recreation and cultural services, and public works roads maintenance.

Future residents of the lowland portion of Point Wells would become a part of the Richmond Beach community by virtue of the shared parks, schools, libraries, shopping districts and road grid. As citizens of the City of Shoreline, they would be able to participate in the civic life of this "community of shared interests," including the City's Parks Board, Library Board, Planning Commission, or other advisory committees, and City Council.

*Policy PW-1 The Lowland Portion of the Point Wells Island, as shown on Figure 3, is designated as the City of Shoreline's proposed future service and annexation area (FSAA)*



**Fig. 3 – City of Shoreline Future Service and Annexation Area**

## 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.

The City's vision for Point Wells is a world class environmentally sustainable community, both in site development and architecture. The redevelopment of the site should be predicated on remediation of the contaminated soil, and the restoration of streams and native plant regimes appropriate to the shoreline setting. New site design and improvements should incorporate low impact and climate friendly practices such as

alternative energy sources, vegetated roofs, rainwater harvesting, rain gardens, bioswales, solar and wind technologies. Development at Point Wells should exhibit the highest quality of sustainable architecture, striving for gold or platinum LEED (Leadership in Energy and Environmental Design) certification.

*Policy PW-2 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.*

Point Wells also represents a major opportunity to create a new subarea consistent with City objectives for economic development, housing choice, and waterfront public access and recreation. With almost 3,000 linear feet of waterfront, and sweeping 180 degree public views from Admiralty Inlet off Whidbey Island to Rolling Bay on Bainbridge Island, this site has unparalleled opportunity for public access, environmental restoration, education, and recreation oriented to Puget Sound.

The City's vision for Point Wells includes a mix of land uses, including residential, commercial, and recreational. The City recognizes that the site may be suited to a wide range of residential uses (e.g., market rate housing, senior housing, special needs housing, hotels, extended stay, etc.) as well as a range of commercial uses (e.g., office, retail, restaurant). Rather than proscribe the number or type of residential units, or the floor area of various types of commercial uses, the City prefers that flexibility be left to the developer to respond to market realities. However, whatever use mix is proposed must demonstrate that it conforms to adopted parking requirements, site design and building form policies cited below.

There are at least three distinct sub-areas within the FSAA, identified on Fig. 3 with the notations NW, SW, and SE. Because of their proximity to the single family neighborhoods to the east and south, maximum building heights in the SW and SE areas should be lower than in the NW subarea. Because of the large difference in elevation between the NW subarea and lands east of the railroad tracks, much taller buildings could be placed in this area without significantly impairing public views. Building placement in this area should avoid obstruction of the public view corridor shown on Fig. 2. The appropriate number, placement and size of taller buildings in NW subarea should be determined through the development permit and environmental review process.

The portion of the Puget Sound shoreline in the SW subarea is the most environmentally sensitive area and a candidate for habitat restoration. This area has sandy substrate, supports some beach grass and other herbaceous vegetation, and contains a fair amount of driftwood. This area should be a priority for open space and restoration including elimination of invasive plants, re-establishing native riparian and backshore vegetation.

*Policy PW-3 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.*

Any improvements in the westernmost 200 feet (within the jurisdiction of the Shoreline Management Act) of the NW and SW subareas should be limited to walkways and public use or park areas. Outside that shoreline area, buildings should be located and configured to maintain as much openness and public views across the site as possible, with taller structures limited to the central and easterly portions.

*Policy PW-4 A public access trail should be provided and appropriate signage installed along the entire Puget Sound shoreline of the NW and SW subareas and secured with an appropriate public access easement document.*

The relatively lowland area west of the tracks (between 10 and 20 feet above sea level) is abutted east of the tracks by a heavily forested slope. See Fig. 1. The slope rises steeply (15% to 25% grades) from the railroad tracks to the top of the slope, which is at approximately elevation 200. See Figure 2. The tree line at the top of the slope consists of mature trees from 50 to 100 feet in height, which further obscures public views of Point Wells from the portions of Woodway above elevation 200.

*Policy PW-5 New structures in the NW subarea should rise no higher than elevation 200.*

New buildings east of the railroad tracks would be much closer to existing single family homes in Woodway and Richmond Beach. To reflect this proximity, buildings of a smaller scale are appropriate.

*Policy PW-6 New structures in the SE Subarea should rise no higher than six stories.*

In order to promote maximum openness on the site and prevent bulky buildings, the City should consider innovative regulations such as design standards and guidelines, building floor plate maxima, requiring a minimum separation between taller structures and the protection of public view corridors. Public views from city rights-of-way in the Richmond Beach neighborhood are a major part of the area's character, and provide a sense of place, openness, beauty and orientation. A prominent public view corridor across the lowland area, shown in Fig. 2, affords a public view from Richmond Beach Drive northwest to Admiralty Inlet and Whidbey Island. Placement and size of structures at Point Wells should be located and configured so as not obstruct this important public view corridor.

*Policy PW-7 The public view from Richmond Beach Drive in Shoreline to Admiralty Inlet should be protected by a public view corridor across the southwest portion of the NW and SW subareas.*

*Policy PW-8 New structures in the NW subarea should be developed in a series of slender towers separated by public view corridors.*

## **Transportation Corridor Study and Mitigation**

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.

### **Corridor Study**

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. If a potential alternative access scenario is identified, it should be added to the corridor study. 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 and other routes such as 20<sup>th</sup> Ave. NW, 23<sup>rd</sup> Place NW, NW 204<sup>th</sup> Street and other streets that may be impacted if a secondary road is opened through Woodway.

### **Implementation Plan**

The corridor study would be a step in the development of such a plan. The scope of the implementation 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. 205<sup>th</sup> and N. 175<sup>th</sup> , 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.

*Policy PW-9 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 175<sup>th</sup> Street, and I-5 that may result in traffic impacts as a result of proposed development at Point Wells with particular attention focused on Richmond Beach Drive and Richmond Beach Road. Road segments that would be impacted by an alternate secondary access through Woodway should also be analyzed, which would include 20<sup>th</sup> Avenue NW, 23<sup>rd</sup> Place NW and NW 204<sup>th</sup> Street. 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-10 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.*

Richmond Beach Road and Richmond Beach Drive provide the only vehicular access to Point Wells at this time. Therefore, it is critical that identified impacts be effectively mitigated as a condition of development approval. It is also vital that the traffic generated from Point Wells be limited to preserve safety and the quality of residential neighborhoods along this road corridor. In the event that secondary vehicular access is obtained through Woodway to the Point Wells site, the mitigation and improvements of the impacts to those additional road segments must also occur concurrent with the phased development.

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 limited Metro bus service and is beyond a reasonable walking distance from potential development within Point Wells. 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. 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 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. In December 2011, the City increased the level of service from "E" to "D" which means more intersections will fail to meet the adopted level of service as result of increased trips related to development at Point Wells. 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 Management Plan. The City should also work with neighboring jurisdictions Woodway and Edmonds to improve north-south mobility. These opportunities should be pursued in a manner that reduces existing single occupancy vehicle trips in the corridor.*

*Policy PW-12 ~~In view of the fact that Richmond Beach Drive between NW 199th St. and NW 205th St. is a local secondary street with no opportunities for alternative access to dozens of homes in Shoreline and the Town of Woodway.~~ ~~The City continues to designate this as a local secondary street road 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, the City authorizes a development agreement between the owner(s) of property within the Point Wells subarea and the City of Shoreline that permits City enforcement of a maximum vehicle trip count on Richmond Beach Drive NW with financing of mitigation necessary to support the increased trip limits as determined by a Traffic Corridor Study.~~ ~~sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment. In the event a development agreement is not authorized, the City should use the policies in this Subarea Plan as~~*

a basis for approving, denying or conditioning Shoreline right-of-way permits proposed for mitigation projects under substantive SEPA authority.

## Interjurisdictional Coordination

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.

*Policy PW-13 The City should work with the Town of Woodway, ~~City of 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. A joint SEPA lead-agency or other interlocal agreement with the County could assign to the City the responsibility for determining the scope, parameters, and technical review for the transportation component of the County's Environmental Impact Statement prepared for a future project at Point Wells. Under such agreement, this environmental analysis, funded by the permit applicant, could satisfy the policy objectives of the Transportation Corridor Study and Implementation Plan referenced at PW-10.*

*Policy PW-14 In the event that development permit applications are processed by Snohomish County, the City should use the policies in this Subarea Plan as guidance for identifying required mitigations through the SEPA process and for recommending changes or additional permit conditions to achieve greater consistency with the City's adopted policies.*

**Jessica Simulcik Smith**

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**From:** Rachael Markle  
**Sent:** Monday, January 28, 2013 10:38 AM  
**To:** Plancom; Jessica Simulcik Smith; Michelle Linders Wagner; Cynthia Esselman; Donna Moss; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen  
**Subject:** RE: Proposed change to Richmond Beach Drive at September 7th meeting

Hi Tracy,

Thank you so much for asking this question. The changes to the Comprehensive Plan are not being made at the February 7<sup>th</sup> Planning Commission Meeting or the subsequent February 25<sup>th</sup> City Council Meeting. We agree that the actual changes to the Comprehensive Plan should come after the completion of the Transportation Corridor Study.

On February 7<sup>th</sup> (Planning Commission) and February 25<sup>th</sup> (City Council), staff will be asking the Commission and Council to confirm that the City will be analyzing changes to these sections (Point Wells Subarea Plan, Transportation Element and Capital Facilities Element) of the Comprehensive Plan in 2013. The City is required by the State's Growth Management Act and the City's own regulations to create a list at the beginning of each year of potential amendments to the Comprehensive Plan. The changes (specific road improvements needed to maintain safety and adopted service levels for Richmond Beach Drive) will be based on what we learn through the Transportation Corridor Study.

Please call or email me if you have any additional questions.

Sincerely,  
 Rachael Markle  
 City of Shoreline  
 Director, Planning and Community Development  
 206-801-2531

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**From:** Plancom [<mailto:plancom@shorelinewa.gov>]  
**Sent:** Sunday, January 27, 2013 12:13 PM  
**To:** Jessica Simulcik Smith; Michelle Linders Wagner; Cynthia Esselman; Donna Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen  
**Subject:** FW: Proposed change to Richmond Beach Drive at September 7th meeting

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**From:** Tracy Tallman[SMTP:[LACQUER@COMCAST.NET](mailto:LACQUER@COMCAST.NET)]  
**Sent:** Sunday, January 27, 2013 12:13:04 PM  
**To:** Plancom  
**Subject:** Proposed change to Richmond Beach Drive at September 7th meeting  
**Auto forwarded by a Rule**

Why does this change to the Comprehensive Master Plan need to be made now? Let's wait and see what the developer comes up with in his "Transportation Corridor Study" before making any changes.

Is there a reason this change should be made now? Certainly this section of Richmond Beach Drive cannot withstand this type of traffic as it is configured.

Thanks for listening.

Tracy Tallman

**Jessica Simulcik Smith**

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**From:** Robert Hauck [r.c.hauck@gmail.com]  
**Sent:** Friday, February 01, 2013 8:46 PM  
**To:** Plancom  
**Cc:** Save Richmond Beach; Shoreline Area News  
**Subject:** Development of Point Wells

To: Planning Commission, City of Shoreline

From: Robert Hauck, MD  
Forty-plus year Resident of Richmond Beach Community, Shoreline  
1321 NW 198th St, Shoreline WA 98177; 206-542-2303

Topic: proposed development of Point Wells property in Snohomish County

So quickly we forget! In the recent past when residential neighborhoods were developed at Woodway Meadows in Snohomish County, most of their vehicle traffic was "dumped" across the county line through the quiet community of Richmond Beach. Local residents had virtually no voice in preserving their quality of life as it was changed by actions of a neighboring municipality in adjacent Snohomish County.

On a daily basis the residents of Richmond Beach cope with increased traffic congestion and little has been done to mitigate the effects (witness the continuing dysfunctional intersection at 15th Ave. NW and Richmond Beach Road as an example). The changes are permanent and also felt by the entire City of Shoreline.

And now we're facing the prospect of making the same error again! Only this time the potential impact dwarfs the effects of an earlier decade. Diverting the traffic of the vast Point Wells project through Shoreline --- and specifically through Richmond Beach --- will deteriorate quality of life to a degree that we can only imagine in our dreams, in our nightmares.

Does it make sense to develop one new community at the cost of irreversibly damaging another???

Richmond Beach is one of the treasured neighborhoods in our City of Shoreline and one of the established jewel communities of the Puget Sound metro area. Can we abide deliberate and sanctioned degradation?

We residents of Richmond Beach are realistic and recognize that we don't live in a museum-community that will remain static forever. We want progress and we will change. Yes, the Point Wells property will eventually be developed and we expect that harmonious development next door to us will some day benefit our neighborhood, too.

We need strong, assertive advocates and appeal to Shoreline City Government to protect the entire city and this valuable neighborhood from an absentee developer and a callous neighboring county. The advocacy shouldn't stop there because so many other jurisdictions have a stake in what happens to little old Richmond Beach. Let's also hear from King County, State of Washington, state Shoreline development agencies, and others.

**Jessica Simulcik Smith**

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**From:** Allison Taylor [ms.allisontaylor@gmail.com]  
**Sent:** Saturday, February 02, 2013 4:16 PM  
**To:** Plancom  
**Subject:** Save Richmond Beach

We are new to Washington and love our Richmond Beach community - please don't allow it to be ruined. I don't want any additional traffic or construction.

--  
Allison Taylor  
2325 NW 199th Street  
Shoreline, WA

**Jessica Simulcik Smith**

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**From:** dick craig [richard\_23623@msn.com]  
**Sent:** Saturday, February 02, 2013 6:36 PM  
**To:** Plancom  
**Subject:** The URBAN CENTER

Shoreline Planning Commission,  
Good afternoon,

I am Richard Craig , I live at 1255 NW Richmond Bch. Rd.

At times during the day, we can not get a break in traffic to enter Richmond Bch. Rd., especially at rush hour WEST BOUND, East Bound is easier to enter, no crossing the center line is necessary.

If additional traffic, that of URBAN CENTER 3500 added trips per, is allowed to traverse Richmond Bch Rd. Entering the 4 lane road, either East or West Bound, would be, greatly reduced, at times during the rush hours of the day.

My question is, if Snohomish County wants this URBAN CENTER so bad, why don't they force Edmonds to accept an EGRESS and REGRESS through their area?

The only Emergency Response Members, close by, would be Shoreline, would that mean we would have to make the Station at 20th and Richmond Beach Road, now a non-member station, a \*\* LIVE \*\* STATION? This would also put a burden on Shoreline Residence, in the form of more Emergency Response Members.

Where does the responsibility STOP ?

Would it be better, if we Shoreline, would ANNEX that URBAN CENTER area, into Shoreline? Thereby, Shoreline would have the Taxing ability for that area.

Thank you for listening,

Have a Very Happy NEW YEAR

May God be with you in all that you do,

In GOD We DO Trust.

Dick

**Jessica Simulcik Smith**

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**From:** Jim O'Hanlon [JOHanlon@touchstonecorp.com]  
**Sent:** Monday, February 04, 2013 10:32 AM  
**To:** Plancom  
**Subject:** Point Wells

Dear Planning Commission,

The development at Point Wells will have a substantial impact on virtually every road in Shoreline west of the freeway.

It will convert a quiet, residential area into a series of much busier through streets.

All the roads will have to be upgraded to handle the traffic and maintain safety standards.

And what will Shoreline receive in return?

Point Wells is in a different city and county so no funding will come to Shoreline from regular channels.

And even if the Point Wells residents were required to pay something to Shoreline, would it be worth it?

I don't think so. I think property values in Richmond Beach, Innis Arden, and all of Shoreline west of I-5 will all be reduced by the increased traffic coming from Point Wells, and this loss will far outweigh any compensation that might come from Point Wells.

Please don't rush to accommodate Point Wells only to realize later that you've devalued your own city.

Jim O'Hanlon

1098 NW Innis Arden Drive

Shoreline, WA 98177

**Jim O'Hanlon**

 touchstone

**2025 1st Avenue, Suite 1212**

**Seattle, WA 98121**

**206-727-2712 Direct**

**206-727-2399 Fax**

**[www.touchstonecorp.com](http://www.touchstonecorp.com)**

**Jessica Simulcik Smith**

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**From:** Susan Guse [saukrivergal@yahoo.com]  
**Sent:** Monday, February 04, 2013 2:46 PM  
**To:** Plancom  
**Subject:** Point Wells comment

I live on 195th Place in Richmond Beach, which is sure to be one of the main access roads to or from Point Wells should the project proceed. I don't want to think of my relatively peaceful street becoming a heavy traffic street with the possibility that I might have to sacrifice my parking strip, sidewalk or part of my property so that people living in Snohomish County can get to their land-locked fancy condos. I feel strongly that since the project is entirely in Snohomish County, that access should be mainly in and through Snohomish County, which means finding a way to put in a road through Woodway or along the water from downtown Edmonds. We in King County, especially Richmond Beach, should not have to shoulder the burden of vastly increased traffic, auto exhaust and other headaches for the comfort of developers, Snohomish County residents and those in our local government who I feel must be having their palms greased or have no backbone if they won't support access roads primarily in and through Snohomish County. We must stop accepting this potentially disastrous, gigantic project as a fait accomplis. Thanks for letting me express my views.

Susan L. Guse  
2508 NW 195th Place  
Shoreline, WA 98177  
Tel: 206-542-6466 - home  
Tel 206-744-3251 - work

**Jessica Simulcik Smith**

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**From:** dding@comcast.net  
**Sent:** Wednesday, February 06, 2013 11:30 AM  
**To:** Plancom  
**Subject:** Amendment to Point Wells Subarea Plan

**Amendment to Policy PW-9 Requested Action**

Amend Policy PW-9 to extend the south study area boundary from N 175th St. to N 145th St.:

from Policy PW-9: "...The Study and Transportation Implementation Plan should identify....on all road segments and intersections between SR-104, N 175th St (**delete N 175th St and replace with N 145th St**), and I-5 with particular attention...."

**Rationale:**

The current language of Policy PW-9 does not require the BSRE traffic study to consider impacts and mitigation south of N 175th St.

Arterial capacity limitations on N. 185th St (east of Aurora), indirect connections to 175th St., existing traffic congestion and alternative routes will result in BSRE traffic using other arterials to travel south. This already happens with traffic today.

Setting the south boundary of the traffic study as N 175th St. does not provide a reasonable basis for evaluating the range of traffic impacts; especially for diversion of traffic from Richmond Beach Rd./N 185th St and N 175th St. Today during peak hours, traffic diverts to side arterials such as 8th NW/Carlyle Hall Rd./Greenwood, Dayton Ave./Aurora Ave/Meridian Ave. to travel south. Many job, school, cultural, shopping, medical opportunities are located in Seattle and south, so this travel pattern will continue and will apply to BSRE's development. Many of the side arterials have high numbers of direct driveway access, heavy pedestrian use and potential safety concerns. Extending the study area south will allow these considerations to be included in analyzing impacts from BSRE .

If this is not done, a large part of these affected communities will be left out of the process. Impacts will be ignored and mitigation will not be identified. As long standing tax payers, we will have development thrown into our frontyards and no consideration of our problem by our City representatives and staff.

If you are considering the BSRE proposal, give due diligence to considering the direct impacts the development will create.

**Jessica Simulcik Smith**

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**From:** Anina Sill [aninsill@gmail.com]  
**Sent:** Wednesday, February 06, 2013 8:10 PM  
**To:** City Council; Anina Sill; kevin sill  
**Subject:** collector arterial

We are opposed to redefining the status of our road in RB to a collector arterial. It would greatly negatively impact the RB traffic and community. It may be a monetary gain to our city, but would also create a deficit in the quality of life of Richmond Beach residents.

Sincerely,

Anina Coder Sill  
Kevin Sill

**Jessica Simulcik Smith**

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**From:** GMworking [gmayer@u.washington.edu]  
**Sent:** Wednesday, February 06, 2013 8:38 PM  
**To:** City Council  
**Subject:** Typo corrections

Please substitute the following for my earlier e-mail.

Thanks,

George Mayer

**From: George Mayer, 1613 NW 191<sup>st</sup> Street, Richmond Beach, 98177**

My wife, Jane, and I moved to Richmond Beach in August, 2000, having migrated from the East Coast. We had searched for some time for a quiet, small community that was away from high traffic, urban noise, and had a community "feel".

The proposed development of Point Wells, which is part of Snohomish County, now poses a threat to our quality of life; we feel threatened by forthcoming traffic problems if access is provided through Richmond Beach, and we think that, not only would our property value be negatively affected, but our way of life would be very adversely affected by a Point Wells Development that had an access from Richmond Beach. Furthermore, the safety and environmental impacts of such a large development that is almost entirely to the benefit of another county, seem absurd!

Proposals to prevent the above adverse effects:

1. Deny access to Point Wells by terminating road access to the facility. This would eliminate the massive traffic of trucks passing through during a construction phase, as well as eliminate the enormous traffic burden of thousands of vehicles during daily ingress and egress from the development.
2. To my knowledge, no comprehensive environmental impact studies of the Point Wells proposed development have been done, nor has a realistic traffic study been carried out. How a large development such as the proposed Point Wells project could proceed without these is beyond belief!
3. Deny services to Point Wells from the City of Shoreline, to include police and fire protection, EMS services, utilities, water, and trash service. Since Point Wells is in Snohomish County, they should both consider the plans for the development of the area, as well as address the access to the development (if approved) and provide the necessary services, both of those from and through Snohomish County.
4. Of great concern to me and my fellow Richmond Beach residents was House Bill 1265, which would have limited the residential density at Point Wells to a much smaller number than the developer had planned. This would have, at the start, resulted in smaller impact on traffic levels, whether in the Richmond Beach area, or in Snohomish county. The negative impact on quality of life of approving this measure would have been substantially diminished.

Failing to carry out steps 1, 2, 3, and 4, above, would negatively affect our quality of life, safety, city services, property values, taxes, etc. in Richmond Beach.

Sincerely yours,

George Mayer, Ph.D.

February 7, 2013

Dear City of Shoreline Planning Commission and Shoreline City Council Members,

First of all, thank you for the hours of dedicated service you provide to the citizens of Shoreline working to represent us and keep the quality of life we have come to expect in this suburban area. Thank you to those on the Shoreline City Council that took the time to attend this Planning Commission community meeting on Thursday, February 7th. Thank you to Council Members Shari Winstead<sup>1</sup> and Will Hall, as well as City of Shoreline City Manager's Office staffer Heidi Costello<sup>2</sup> for communicating with me personally about my concerns put forward earlier this week<sup>3</sup>.

**My admonishment is that it is your responsibility to represent the citizens of Shoreline, including Richmond Beach, not to further the goals of Blue Square Real Estate. I have yet to be convinced that the ongoing efforts of the City of Shoreline to collaborate with BSRE has had or will have a positive outcome for your citizens. In August of 2011 Joe Tovar's e-mail to me stated<sup>4</sup>, "*We are pursuing a potential settlement agreement with the developer as one way to protect the City's and our citizens in the event that the (Snohomish) County zoning permit keeps moving forward.*" Could someone please explain how we, the citizens, have been protected through this collaboration?**

I am attending the City of Shoreline Planning Commission Meeting on February 7, 2013 because of an ongoing concern that the City of Shoreline's IS LITERALLY PAVING THE STREETS for BSRE's urban development at Point Wells. I adamantly oppose the proposed reversal on classification of Richmond Beach Drive. It is currently designated as Local Street. It is a Local Street and there is absolutely no advantage to the residents of Richmond Beach/Citizens of Shoreline to increase capacity of the road to a collector arterial. Again, how has the City of Shoreline's ongoing negotiation with the developer maintained or protected our quality of life in Richmond Beach?

My concerns with the City of Shoreline's position on Point Wells are not new, as I stated in my comments, e-mails and letter in August 2011:

- 1) It is unconscionable that there is only one entrance/exit road to Point Wells especially in light of its waterfront location where tsunami or high tides could impact access. Further, instability of the hillside with slide issues that plague train travel along that route would also impact egress as well. There must be another road built either through Woodway or Edmonds in order to support an Urban Center of this magnitude.
- 2) Which brings me to my second objection as the proposed scope of the project is larger than the current population of Richmond Beach and Woodway combined. This would have a negative impact on the quiet quality of life which is our expectation in residing in the area. At that time Joe Tovar's e-mail response<sup>5</sup> was, "*The City agrees that 3,000 units and 100,000 square feet of commercial floor area is too large in scope.*"
- 3) The build out of Point Wells as an Urban Center with the number of residences and businesses would have a detrimental impact on traffic into and through Richmond Beach. Again to quote Joe Tovar's

<sup>1</sup> Winstead, Shari. Phone call from her City Council phone. 02/05/13 between approximately 4:45 and 5:20pm.

<sup>2</sup> Costello, Heidi. "RE: OPPOSE RE-CLASSIFICATION OF RICHMOND BEACH ROAD!" 02/05/2013 12:42 PM

<sup>3</sup> Bannister, Mary E. "OPPOSE RE-CLASSIFICATION OF RICHMOND BEACH ROAD" 02/05/2013 07:00 AM

<sup>4</sup> Tovar, Joe. "RE: Your message regarding Point Wells. "08/26/2011 02:58 PM jtovar@shorelinewa.gov;

<sup>5</sup> Tovar, Joe. "RE: Your message regarding Point Wells. "08/26/2011 02:58 PM jtovar@shorelinewa.gov;

written response<sup>6</sup>, "We share your concern about the potential traffic impacts and are working hard in our negotiations, and potentially in a future proposed agreement, to reduce those impacts to a tolerable level. I understand that "tolerable" is a subjective term, but the City Council would ultimately decide, after giving the public a chance to express your views, what level of impact would be acceptable.

I wish to reaffirm here that in February of 2013, any increase in traffic generated by BSRE's development and use of their property at Point Wells would be unacceptable. I maintain that if Snohomish County wants to allow BSRE to build 3000 units in 18 story high-rises, then it is THEIR obligation to build the roads and other infrastructure in SNOHOMISH COUNTY! I am aware that traffic studies are to take place in the City of Shoreline, but I maintain that where traffic studies need to be implemented are in Snohomish County as it is after all, THEIR zoning & development. The burden of the traffic situation thus created must be THEIR problem. How has the City of Shoreline been convinced that it is up to us to make it easier for them?

Time has passed, so I will reaffirm the issues in my comments and letter in September 2011:

- I find it totally unacceptable that the City of Shoreline would accept an "urban center" designation at Point Wells.
- I do not find fault with annexation of Point Wells with the understanding that we could then limit traffic on the existing Richmond Beach Drive as it is the only current egress to the area.
- I do not want neighbors properties condemned or taken over (whatever the legal terminology) in order to provide any expansion of the current almost two lane drive.

The conclusion to my September 2, 2011 letter<sup>7</sup> to Shoreline City Council Members in regards to their Letter of Intent with BSRE stated,

**My very emotional response to this letter of intent is it feels as if we are consorting with, aiding and abetting the enemy. His property is not in Richmond Beach, the City of Shoreline, nor King County, yet we are those that would have to adversely change the quality of our lives in order for him to prosperously build his oversized development at Point Wells. It feels as if we have a bully in the sandbox of Richmond Beach; let's ask him politely to leave. If that is not his choice, then the City of Shoreline needs to prepare for immediate and aggressive litigation in order for us to maintain the small town atmosphere of Richmond Beach community.**

Again, my question to the City of Shoreline and the City of Shoreline Planning Commission is why are you LITERALLY PAVING THE STREETS for BSRE's Urban Center at Point Wells?

Thank you for taking the time to reflect on the best interests of your citizens of Shoreline, particularly those of us currently residing in Richmond Beach.

Mary E. Bannister

Richmond Beach, 20217 23<sup>rd</sup> Pl NW, Shoreline, WA 98177 [info@booksforbeginners.org](mailto:info@booksforbeginners.org) 206 542-4053

<sup>6</sup> Tovar, Joe. "RE: Your message regarding Point Wells. "08/26/2011 02:58 PM jtovar@shorelinewa.gov;

<sup>7</sup> Bannister, Mary E. "Shoreline City Council Letter re Point Wells Sept 2, 2011" 2 September 2011.

# Thomas Delaney

1021 NW Richmond Beach Road • Shoreline, WA. 98177-3220 • Phone: 206-542-1589 •  
E-Mail: tomdelaney48@gmail.com

Date: February 5, 2013

RECEIVED  
FEB 07 2013  
PCD

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

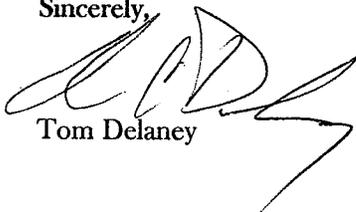
Dear City Planning Commission:

I am writing regarding the traffic study for the proposed Point Wells development. I am alarmed at the apparent acceptance of higher traffic volumes for this area, since I regard the current traffic problems as substantial.

My family and I have lived along Richmond Beach Road for over thirty-six years. The level of traffic has risen steadily without any substantial improvements. We have to turn left when westbound on Richmond Beach Road, in order to enter our driveway. This is becoming increasingly dangerous. Drivers in the left lane are traveling at excessive speeds and are intolerant of anyone turning left. There is no protection, such as a left turn lane. Drivers behind us are attempting to travel at 35 to 50 mph, well in excess of the posted 30mph limit. It is a residential area, but drivers are treating it like a freeway. Some type of meaningful speed controls and protection for residents turning left need to be taken.

I hope this will be taken into consideration for improvements along this street.

Sincerely,



Tom Delaney

**Jessica Simulcik Smith**

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**From:** Jonelle Kemmerling [jonellekemmerling@gmail.com]  
**Sent:** Thursday, February 07, 2013 9:45 AM  
**To:** Rachael Markle  
**Cc:** City Council; Plancom; Editor@RichmondBeachWa.org  
**Subject:** Re: Comments for Planning Commission re: Point Wells/Road Access

Thank you for your response, Rachael. I was hoping this is the plan and that the increase in allowed vehicle trips per day will be studied and decided stringently as opposed to simply going along with the developer based on their promises.

The purpose of much desired growth development, whether it be in housing, mines, or coal, is corporate monetary profit. In the process, it is the individuals and the community as a whole that pay the high price in dollars and health costs but reap none of the profit. The people of Richmond Beach and Shoreline must not pay an amount higher than the developer/owner.

Jonelle Kemmerling

On 2/7/2013 9:12 AM, Rachael Markle wrote:

Good morning Jonelle,

Thank you for taking the time to share your concerns with the Planning Commission and Council. I hope to add some clarity. City Staff are in complete agreement with your urging to wait to amend the Comprehensive Plan until BSRE has fulfilled their obligation to provide the Traffic Corridor Study and Mitigation Plan, with the required financing and legal guarantees in place. This is what City staff is recommending too.

City staff proposed draft amendments to the Comprehensive Plan relating to Point Wells for consideration by the Commission and City Council later in 2013. The City is required by State law to create a list of potential amendments at the beginning of each year, referred to as the Annual Docket. On February 7 (Planning Commission) and February 25 (City Council), City staff will be asking for the Docket, the list to be confirmed.

For 2013, there was only one Comprehensive Plan amendment application submitted. It proposes changes to the Point Wells Subarea Plan and the Transportation and Capital Facilities Elements. The changes (specific road improvements needed to maintain safety and adopted service levels for Richmond Beach Drive) will be based on what is learned through the Transportation Corridor Study that is tentatively set for late Winter to early Spring 2013.

**It is important to remember that by recommending/approving this item on the Docket, the Commission/Council is simply establishing the 2013 Docket and the amendments would then be studied, analyzed and considered for potential adoption at a later date in 2013.**

I hope this response helps. If you have any other questions or concerns, please don't hesitate to ask.

Sincerely,

Rachael Markle

City of Shoreline

Director, Planning and Community Development

206-801-2531

**From:** Plancom [<mailto:plancom@shorelinewa.gov>]

**Sent:** Thursday, February 07, 2013 12:33 AM

**To:** Jessica Simulcik Smith; Michelle Linders Wagner; Cynthia Esselman; Donna Moss; Rachael Markle; Steve Szafran; Easton Craft; David Maul; William Montero; Keith Scully; Paul Cohen

**Subject:** FW: Comments for Planning Commission re: Point Wells/Road Access

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**From:** Jonelle Kemmerling[SMTP:[JONELLEKEMMERLING@GMAIL.COM](mailto:JONELLEKEMMERLING@GMAIL.COM)]

**Sent:** Thursday, February 07, 2013 12:32:54 AM

**To:** Plancom

**Cc:** City Council

**Subject:** Comments for Planning Commission re: Point Wells/Road Access

**Auto forwarded by a Rule**

Dear Members of the Planning Commission:

You have been asked by the staff of the City of Shoreline to increase the maximum number of vehicle trips allowed on Richmond Beach Drive from 4,000 per day to an undetermined number. I see that this or any requested amendment to the Comprehensive Plan had to be submitted before the end of 2012 OR once per year.

The fact that the Planning Commission could open the door wide to an unspecified number of trips per day on that road is frightening, when we do not even know what the Traffic Corridor Study and Mitigation Plan will set forth and when it will be completed.

Of the Planning Commission members who voted to specify a limit of 4,000 trips per day, only three remain on the commission. That group had good reason to make the decision they made. The definition of an arterial is: "being or constituting a **main route**, channel, or other course of flow or access, **often with many branches**: an arterial highway; an arterial drainage system. [Emphasis supplied.] An arterial is NOT "a dead-end local access road with no opportunities for alternative access to dozens of homes."

I urge the Planning Commission to accept the requested amendment but **delay a vote on it** until such time as the Developer has fulfilled their obligation to provide the Traffic Corridor Study and Mitigation Plan, with the required financing approved and legal guarantees in place.

One cannot help but wonder what talks have taken place between City staff and BSRE, and what has been suggested during those talks -- whether between groups or individuals -- that have not been made public. What incentives have been offered that are bringing about changes of course on the part of the City's staff, and, are being offered before we are even given the required Transportation Study and Mitigation Plan.

Thank you for the time you give.

Sincerely,

Jonelle Kemmerling  
1607 NW 197th Street  
Shoreline, WA 98177



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

This letter is in response to agenda item 7A for the City of Shoreline Planning Commission meeting on February 7th, adoption of the Comprehensive Plan Amendment Docket for 2013.

The only item under consideration for the docket is amendments to various parts of the Comprehensive Plan to support changes needed by proposed development at Point Wells.

There are still many unknowns about the Point Wells development; unknowns in the legal arena, with the Growth Management Hearings Board, and in understanding the impact of increased traffic. While Save Richmond Beach believes that scheduling Comprehensive Plan amendments this year with all those unknowns does not seem advisable we also recognize that the current agenda item is essentially a procedural motion that does not change the Comprehensive Plan. Since this is a procedural motion, SRB is does not oppose adoption of the agenda item.

Adoption of the motion and completion of the promised Point Wells corridor traffic study will eventually result in Planning Commission hearings to consider proposed changes to the Comprehensive Plan. SRB requests that we be notified when these hearings are scheduled so we can provide our input on the proposed changes.

Sincerely,

Tom Mailhot  
Board Member  
Saverichmondbeach.org  
206.356.5356

**Jessica Simulcik Smith**

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**From:** jbakken7@comcast.net  
**Sent:** Thursday, February 07, 2013 12:12 PM  
**To:** Plancom  
**Subject:** Point Wells

Dear Commissioners,

I respectfully ask that you reject any proposals to change Richmond Beach Road to a Collector Arterial.

This is one of the major controls Shoreline has to make sure the size of Point Wells remains responsibly scaled for the safety and well-being of the surrounding community. Shoreline shouldn't be wielding to the developer and Snohomish County so quickly.

Why should Shoreline make any changes in *anticipation* of an agreement? Before any changes are made, the developer needs to provide a legitimate example of an equally scaled development with the same traffic levels with a similar roadway infrastructure. They need to prove this will work before Shoreline makes any changes.

Don't let Richmond Beach Drive become the private driveway of Point Wells.

Sincerely,

Jan Bakken

516 Homeland Drive

Edmonds, WA 98020

**Jessica Simulcik Smith**

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**From:** oabakken@comcast.net  
**Sent:** Thursday, February 07, 2013 12:17 PM  
**To:** Plancom  
**Subject:** Point Wells Traffic  
**Attachments:** Attachment1.pdf; attachment2.pdf

Dear Commissioners,

I ask that you reject the proposal to change Richmond Beach Drive to a Collector Arterial.

It is mandatory that our city government makes it clear to Snohomish County and the developer of Point Wells that we will not be part of this development, and will not accept the projected massive traffic flow on our roads. We know the traffic history from and to Point Wells (e.g. number of trucks and vehicles for past operations and maintenance). We should only accept an equivalent traffic flow in the future. It should be around 500 car trips per day which is similar to the surrounding communities of single family homes in Richmond Beach, Innis Arden, and Shoreline residents up this hillside. Please see attachment 1 for further reference.

The City of Shoreline government must do its best to ensure the best quality of life for citizens of the current generation and generations to come. Excess traffic on residential road's impacts on quality of life as shown in Attachment 2.

I appreciate this opportunity to express my thoughts on actions to take to protect ourselves from this massive Point Wells project.

Regards,

O. A. Bakken

2636 NW 202<sup>nd</sup> Place

Shoreline, WA 98177

**Building homes on Point Wells with existing density of Richmond Beach community:**

- **5 acres = 330ft x 660 ft = 217,800 sq. ft.**
- **1 acre = 217,800 / 5 = 43,560 sq. ft.**
- **Avg. lot size = roughly 8000 sq. feet**
- **With roads, assume 10,000 sq. feet per home.**
- **Homes per acre = 43560/10000 = 4.356**
- **Point Wells is 60 acres:**
- **60 x 4.356 = 261 homes**
- **261 x 2 cars per home = 522 cars**
- **Acceptable traffic for RB drive.**

**Attachment 2**  
**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

**Solution:**

- State government to pass laws and regulations developed and strictly enforced by growth management with inputs from department of transportation, homeland security and other state and federal agencies as appropriate.

**Jessica Simulcik Smith**

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**From:** Julie Williams [personalresults@msn.com]  
**Sent:** Thursday, February 07, 2013 12:54 PM  
**To:** Plancom; City Council; board@richmondbeachwa.org  
**Cc:** Doris McConnell; Julie Williams; Brian Shearer  
**Subject:** Point Wells

As a 24 year resident/taxpayer/homeowner in Richmond Beach, I am very much against the proposed Point Wells project for a myriad of reasons. Paramount are these:

1. **The size of the project.** *Three thousand units? Richmond Beach and Woodway are residential communities. Thousands of more cars and people does will do nothing more than devalue our property.*
2. **The proposed project does not ecologically befit our community.** *Eighteen story high rises? Where on our sensitive coastline north of Seattle does this even make sense? We are better than this! What about a two or three story "green" community that blends in with our beach and trees?*
3. **The access to the project is unacceptable.** *Richmond Beach Road could perhaps handle additional traffic to access a project with 100 units, but not 3,000!!!!*

There are many many more reasons that this project does not make sense. Suffice to say that the current project proposal is an affront to our eyes and and embarrassment to our ability to produce green architecture. The traffic danger is horrific.

I am writing today because I want my voice to be heard and I cannot make it to the Shoreline City Hall meeting tonight. I will however be present at the Richmond Beach general meeting on February 12.

Signed,

Julie Williams  
206.954.4348

**Jessica Simulcik Smith**

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**From:** beachbitch@comcast.net  
**Sent:** Thursday, February 07, 2013 4:01 PM  
**To:** Plancom  
**Subject:** Planning Commission Hearing, Feb 7th

There are some real sticky issues regarding local municipalities exercising the authority delegated to them especially when it comes to eminent domain and "public-use". Point Wells is private property and somehow an "Urban Center" and or "Urban Village" with facilities to be leased for private use as retail establishments, restaurants, theaters or whatever, does not follow within state guidelines of "PUBLIC-USE".

By allowing City Staff to amend elements in the comprehensive plan, will only expedite statutory authority given to them.

We do not want this to happen.

**Jessica Simulcik Smith**

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**From:** Nancy Morris [morriscode@w-link.net]  
**Sent:** Thursday, February 07, 2013 4:17 PM  
**To:** Plancom  
**Subject:** Attn: Keith Scully please read this letter sent last fall to the Snohomish County Council

As you may know, last fall 2012, the Snohomish County Council ruled in favor of BSRE and against responsible development by changing the rules of an Urban Village to be located on a minor arterial street. Ever since the Point Wells area was purchased, one might view the public record and of many of the decisions that favored requests by BSRE to only wonder about possible malfeasance, or if not that, certainly serious bad judgement by elected governmental officials.

=====

October 10, 2012

Dear Snohomish County Council members:

I urgently implore you to stop these egregious amendments put forth by Blue Square Real Estate (BSRE) company and the proposed changes for the Urban Village designation requirement.

My husband and I have lived now over 14 years in the Richmond Beach community of Shoreline. It is a beautiful area. It is very alarming to us that the Snohomish County Council is granting so much leniency toward BSRE regarding their development at Point Wells and new amendments to change the standards of an Urban Village; you are allowing the developer the density they are asking without taking into the consideration the damaging effects this Urban Village development will have on surrounding towns and neighborhoods.

Do you ever stop to think how this will truly impact our Richmond Beach community? Would you if you lived near the one access road into Point Wells and how this would affect your neighborhood and home life? Would you allow the standards of an Urban Village to change just to suit one developer if you lived near the area in question? No, I think you would be forced to spend your time, as many folks have to, at hearings like the one on Wednesday, October 10th, defending responsible development and the right to have a livable community, because there are certain development companies continuing to try and manipulate our growth management laws beyond all responsible accounts.

Do you really plan to remove any size restrictions on Urban Villages, by allowing the number of dwelling units allowed per acre to be increased from 22 to 44? And doing this while reducing the transportation requirement for even the largest Urban Village to the single requirement that it be located on a **minor arterial street**? Are

you really going to rule out that there are no transit requirements at all? Your possible actions suggest a high order of malfeasance and it is obvious to all who are keeping track of what you are doing. So I hope your better judgment will be in place on Wednesday.

For the greater good for all parties involved, I hope you keep the reduced transportation requirements as they are for small Urban Villages while imposing increased transportation requirements for larger Urban Villages. This will not only help future development in Snohomish County, but will help all of the towns and neighborhoods involved workout reasonable solutions to the development of Point Wells.

Finally to reiterate please reject BSRE's amendment to ordinance 12-069 to allow higher buildings and more density per acre.

Again I encourage to adopt amendments to ordinances 12-058 and 12-069 offered by the city of Woodway, city of Shoreline, and Save Richmond Beach, which as determined by them will allow the reduced transportation requirements for small Urban Villages, but impose more reasonable transportation requirements on larger Urban Villages.

It all comes down to you the council actually having the foresight to truly care about wise development in all our areas, including your county. So please honor the integrity of the Growth Management Board decisions. One developer should not have the right to change these important and well-considered development requirements. This not only affects all of us, but the entire development requirements and policies of our state.

Regards,

Nancy Morris

PO Box 60096

Shoreline, WA 98160

206-533-6155

**William Willard  
1805 NW 198<sup>th</sup> Street  
Shoreline, Washington, 98177**

Via hand and email: [plancom@shorelinewa.gov](mailto:plancom@shorelinewa.gov)

February 7, 2013

Dear City of Shoreline Planning Commission Members;

I am writing to comment on the proposal to amend the Point Wells Subarea Plan and the Capital Facilities and Transportation Elements of the Comprehensive Plan for consideration in 2013.

I understand and appreciate that you are dealing with some very difficult issues. The decisions you are or will be making will have significant long term implications for the City of Shoreline.

On Thursday, January 20, 2011, the Shoreline Planning Commission had only one agenda item: to consider the proposal from the City Planning department to change the designation of Richmond Beach Drive from an "arterial" to a "local access" ... The Commission voted 7-0 to recommend the change in designation of Richmond Beach Drive from an "arterial" to a "local access".

From that came: "Policy PW-12 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 1) either 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, as well as financial and legal guarantees that the necessary mitigations will be provided and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment.**"

None of the above conditions have been met.

This year --- "In **anticipation of** the City reaching an agreement with BSRE Point Wells, ..., City staff have submitted a proposal to amend the Point Wells Subarea Plan ... for consideration in 2013. Proposed amendments include increasing the total vehicle trips per day allowed on NW Richmond Beach Drive in conjunction with mitigation projects and funding needed to maintain adopted levels of service for this road, and reclassification of NW Richmond Beach Drive from a local street to a collector arterial." (Shoreline Area News January 26, 2013.)

Planning Commission  
Page - 2

I believe that the City is putting the cart before the horse to use an old expression.

There is no reason for Planning Commission to act now. The City should negotiate for the best agreement possible. If and when the City and BSRE reach a deal --- and the citizens of Shoreline are giving the opportunity to review and give their input -- and if the agreement contains the necessary safeguards and meets all the requirements of the community, then and only then should this commission consider approving the proposed change.

The Point Wells project is, according to the developer, years away from being built. There is no need for the proposed action at this time. Doing so undermines negotiations and the public's confidence in the City's actions.

A handwritten signature in black ink, consisting of several loops and a long horizontal stroke at the end, positioned in the lower-left quadrant of the page.

**Jessica Simulcik Smith**

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**From:** Sheri Ashleman [sashleman@comcast.net]  
**Sent:** Thursday, February 07, 2013 6:17 PM  
**To:** Plancom; City Council  
**Subject:** Point Wells

February 7, 2013

City of Shoreline Planning Commission

City of Shoreline Council Members

Re: Amendments to Comprehensive Plan and Point Wells Subarea Plan

Dear Planning Commission and City Council Members:

I am writing in regards to the proposal to amend the Point Wells Subarea Plan. While I understand and appreciate the delicate position the City finds itself in—negotiating with the developer in hopes of a future annexation which would bring tax dollars into the City’s coffers to the benefit of all while trying to protect the interests of its citizens who will have to live with the impacts from the development—the decisions made today will have long-term implications for the City of Shoreline and should not be rushed. It appears to me that the City is giving up some of its negotiating power by paving the road to change the designation of Richmond Beach Drive from an “arterial” to a “local access” before an agreement with the developer has even been reached. Shouldn’t the City hang onto this leverage to negotiate for needed mitigation to lessen the impacts of the Point Wells development?

On the topic of mitigation, I don’t understand how the City can be negotiating an agreement that is in the best interests of its citizens when it has never asked them what improvements they would like to see made to lessen the impacts from Point Wells other than widening roads to accommodate more traffic. It appears the mitigation only benefits the developer. I have heard that the City doesn’t think they have any “legal” right to ask for more than traffic mitigation, but then again, does the City have any “legal” obligation to change their roads to accommodate Point Wells’ traffic? Without the City’s cooperation, BSRE can’t build as many units as it would like at Point Wells. That’s where your leverage comes into play.

Please do not leave citizens out of the process. Give us ample notice through multiple media when you are planning to make changes, such as the one referenced above. (Otherwise, it appears calculated to bypass public input, which I assume is not your intent.) Do not negotiate behind closed doors while we wonder what our fate holds. Do not wait to ask our opinion before an agreement is reached with the developer. Ask us what mitigation might be done to make this project less of a burden on our communities. It might be easier to swallow if our communities gained some improvements to offset the diminishing property values caused by this development. Give us a sign that you care more about Shoreline's neighborhoods than about the developer's interests. The scales appear to be tipping in the developer's favor. Unfortunately, many people share this perception.

Thank you for your consideration.

Sincerely,

Sheri Ashleman

19803 15<sup>th</sup> Avenue NW

Shoreline, WA 98177

**Jessica Simulcik Smith**

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**From:** Richard Gaevert [rsgaevert@gmail.com]  
**Sent:** Thursday, February 07, 2013 7:53 PM  
**To:** City Council  
**Cc:** Plancom  
**Subject:** Public Comment on Point Wells

Shoreline Planning Commission,

This message is in response to a request for public comment on the Point Wells development (as reported in the "Richmond Beach Community News, February 2013). As a resident of Shoreline and Richmond Beach, I would like to express my opinion. The Point Wells property is a beautiful location worthy of investment and development. I believe the owner of the site has a right to this and, if done properly, the project has the potential to augment an already vibrant and beautiful community. The much publicized objections are:

1. The project is ridiculously large for its location since the only access is through a tiny, dead end residential street, Richmond Beach Drive. This road has minimal potential for expansion without radical and permanent disruption to both the immediate neighborhood and everyone in the vicinity of Richmond Beach Road. This is painfully obvious to anyone that has driven this route to the gates of Point Wells. Have you done this?
2. Per the current city/county jurisdiction, the tremendous number of new residents of Point Wells will clog Shoreline/Richmond Beach streets without bearing any tax burden or provide meaningful tax benefit for Shoreline; and
3. Per current jurisdiction, emergency services will come from Snohomish County via a circuitous and convoluted drive through residential roads. A bad situation for Shoreline and the new residents of Point Wells.

These complaints are monstrously obvious, legitimate, and worthy of the City of Shoreline's full effort and attention. At this time, this is the number one issue for me and many of my Richmond Beach neighbors. My vote at the next election will depend on how you handle this issue. I believe the reasonable action for the City of Shoreline is to pursue annexation in addition to a dramatic decrease in the number of proposed units. The city should use all possible leverage to accomplish this while not sacrificing the citizens of Richmond Beach. Obviously, the balance between number of units and traffic mitigation is critical. Growth and development is inevitable, but it must be logical, equitable, and not at the expense of a few citizens. Please act as if you lived in the neighborhood.

Thanks for receiving my comment.

Richard Gaevert

19844 15<sup>th</sup> Ave NW

Shoreline, WA 98177



Jerry and Janice Patterson  
20420 Richmond Beach Drive  
Shoreline WA 98177

To: Members of the Planning Commission

From: Jerry and Janice Patterson

Date: February 7, 2013

Subject: Proposed Amendments to the Point Wells Subarea Plan

.....

My name is Jerry Patterson. My wife and I reside at 20420 Richmond Beach Drive in Shoreline. My comments this evening reflect the views of Janice and me as residents of Richmond Beach. First I want to express my deep respect and appreciation for your service to the Council and our community. As a former school district superintendent for many years, I know first-hand the countless hours you devote volunteering your time and energy to make Shoreline even better than we ever imagined.

Now my comments. After careful study of the proposed actions before you this evening, I am very clear on some things and confused on other points.

I am clear that:

- At some point in late December or early January, 2013, the Planning Commission received from City Staff an Application to Amend the Comprehensive Plan that the City Council recently approved on December 10, 2012
- Before that time, during November and December, 2012, both the Planning Commission and the City Council independently discussed Amendments to the Comprehensive Plan. This process culminated in the City Council adopting, on December 10, a revised Comprehensive Plan.

I am sure virtually all of us at this hearing are clear on the fact that in 2011 the Planning Commission unanimously recommended and City Council adopted the following recommendation:

*"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 1) either 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, as well as financial and legal guarantees that the*

Jerry and Janice Patterson  
20420 Richmond Beach Drive  
Shoreline WA 98177

*necessary mitigations will be provided and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment."*

And now you have before you tonight is a staff recommendation to place on the 2013 Docket consideration to reverse the recommendation you made just several months ago.

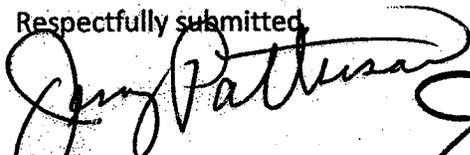
This is the point where much of my confusion sets in.

Since consideration for amendments to the Comprehensive Plan Docket can be submitted at any time during the calendar year:

- Why was this not discussed and recommended during the many deliberations by the City Council and Planning Commission throughout November and December?
- What happened between the December 10 Council action and the last day in December to warrant the Application before you tonight being submitted at the very last minute possible, if indeed it was actually received by the Planning Commission by the last business day in December?
- What is the date it was received by the Planning Commission?
- What is the rationale for consideration to reclassify Richmond Beach Drive as a "corridor arterial" that has an approved maximum allowable right of way at 80 feet, instead of the current maximum of 60 feet at the south portion of Richmond Beach Drive and 45 feet at the North segment?
- What are the implications for condemnation of property if the proposed changes you consider tonight are indeed enacted by the City Council during 2013?

I have many other questions for the Staff and the Planning Commission related to your agenda item tonight, but for now I thank you for allowing public comment and I trust you will give serious consideration to the concerns expressed by residents as you prepare to vote on the staff recommendations.

Respectfully submitted,

  
Jerry Patterson

  
Janice Patterson

Dear Shoreline City Council and Planning Commission,

Two years ago, I wrote a letter asking you to change the designation of Richmond Beach Drive:

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.

And in fact, that change was made.

Now, two years later, you are considering a change again. Nothing about the road has changed. Nothing about the proposed development has changed. Nothing in Richmond Beach has changed. And most importantly, nothing has changed regarding the impacts of this proposed development on our community.

This development is still grossly out of proportion with anything in the surrounding neighborhoods. The development would still have nothing but negative consequences for Richmond Beach. Your job as planning commissioners, or city council members, is to do what is best for the residents of our city, not for some out of county developer.

Please understand: **there is no amount of mitigation that could in any way mitigate this development.**

You can't mitigate a freeway through a residential community. You can't mitigate doubling the population of a neighborhood. You can't mitigate calling something an urban village that is neither urban nor village. You can't mitigate a complete lack of planning for transportation, emergency services, water, sewage, schools, parks and effects on neighboring communities.

Instead of seeing how you can accommodate this developer, please use your position to stop him. Please use your position to help change zoning to prevent this type of development from being built on ANY county line. Please use your position to make our city better for its residents, not for nonresident developers.

As I said (and you agreed) in 2011, Richmond Beach Drive should be 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 keep the traffic limits on this street to a level befitting its residential location.

Sincerely,

Michelle Hillyer  
1719 NW 192<sup>nd</sup>  
Shoreline, WA 98177

**Jessica Simulcik Smith**

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**From:** Domenick Dellino [domdellino@comcast.net]  
**Sent:** Thursday, February 07, 2013 6:50 PM  
**To:** City Council  
**Cc:** Domenick J. Dellino; Marcy Bloom  
**Subject:** Please Stop Point Wells Development

Dear Council,

I am a resident who lives on NW Richmond Beach Road near 8th Avenue NW.

Two points that I feel suggest strong evidence for limiting the proposed Point Wells development:

- All residents who live on Richmond Beach road will have to cross on-coming traffic either coming into or leaving their property.
  - Currently, especially where there is limited sight visibility--such as where we live at the top of the hill and one of the more curved parts of the road--it is considerably difficult to navigate the traffic and turn into the driveway.
  - To reclassify the road as a "collector distributor" seems inappropriate because:
    - Drivers will need to stop traffic behind them while waiting to cross a double yellow line to turn Left into and out of their homes
    - and
    - Drivers will have to wait for an even greater flow of on-coming traffic
  -
- There is already no shoulder or accommodation for bicycles on Richmond Beach Road
  - The sidewalks are already too narrow and dangerous in several places and can barely accommodate foot traffic safely, let alone bicycles
  - Bicycles, of course, should use the street. No shoulder whatsoever, makes the uphill climb very dangerous--especially where the road curves and bicycles cannot be seen ahead
  - This is a primary corridor for bicycles

Please represent this perspective at the meeting tonight, which i regret i am unable to attend in person.

Domenick J Dellino, PhD  
 Marcy L, Bloom, MHA  
 905 NW Richmond Beach Road  
 Shoreline, WA 98177  
 206-406-7140

Respectfully Submitted,  
 —*domenick*

**Favorite Quote #7:** "The real price of freedom is eternal vigilance." --**Thomas Jefferson**

*domenick j. dellino, phd.*

*director of user experience research; jpmorgan chase*  
*206.406.7140 cell*  
**domdellino@comcast.net**

**Jessica Simulcik Smith**

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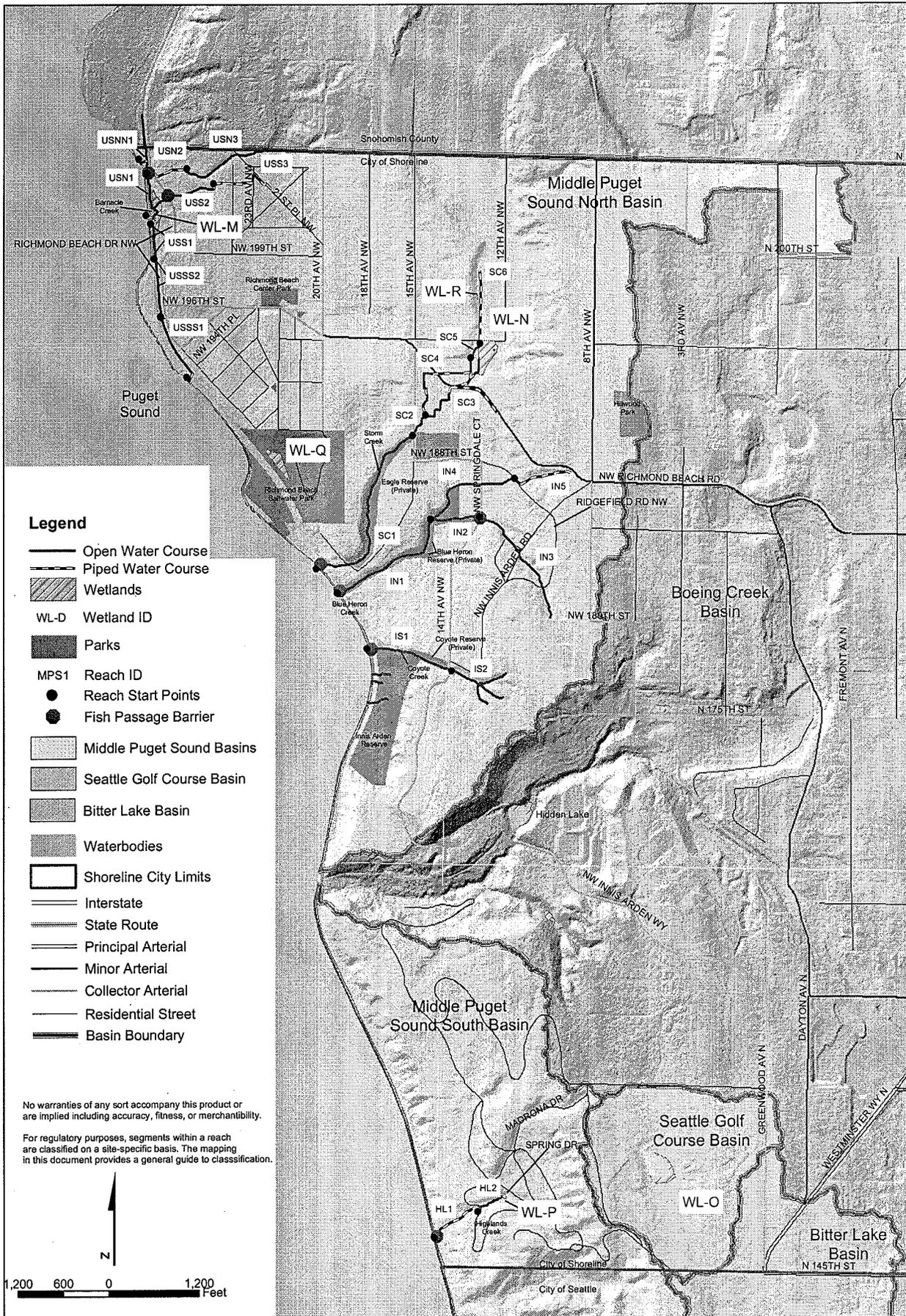
**From:** Chris Spencer [chris@natraining.net]  
**Sent:** Thursday, February 07, 2013 5:51 PM  
**To:** City Council  
**Subject:** Point Wells

Dear Council Member,

We moved to Richmond Beach as a young couple in 1973 and have lived in the same house since that time. We have raised a family and have operated a business in Shoreline for many years. Richmond Beach has been a peaceful and picturesque community that has offered a wonderful quality of life.

In the past forty years there has never been such a profound threat to the quality of life in our beautiful community. The potential of thousands of housing units at Point Wells is absolutely astounding . The impact to Richmond Beach will be devastating! This is not an "urban" area, it is and should remain a quiet community. Please do everything in your power to block a large development that is totally out of scale and proportion for our neighborhood. The noise, pollution, crowding, traffic bottlenecks and congestion etc., will adversely affect every resident. The time is now to fight for Richmond Beach! We are looking to our elected officials to help in this effort.

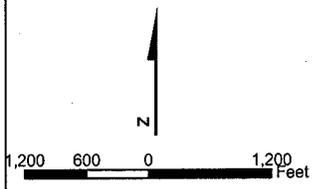
Brad and Christina Spencer



- Legend**
- Open Water Course
  - Piped Water Course
  - Wetlands
  - WL-D Wetland ID
  - Parks
  - MPS1 Reach ID
  - Reach Start Points
  - Fish Passage Barrier
  - Middle Puget Sound Basins
  - Seattle Golf Course Basin
  - Bitter Lake Basin
  - Waterbodies
  - Shoreline City Limits
  - Interstate
  - State Route
  - Principal Arterial
  - Minor Arterial
  - Collector Arterial
  - Residential Street
  - Basin Boundary

No warranties of any sort accompany this product or are implied including accuracy, fitness, or merchantability.

For regulatory purposes, segments within a reach are classified on a site-specific basis. The mapping in this document provides a general guide to classification.



**Jessica Simulcik Smith**

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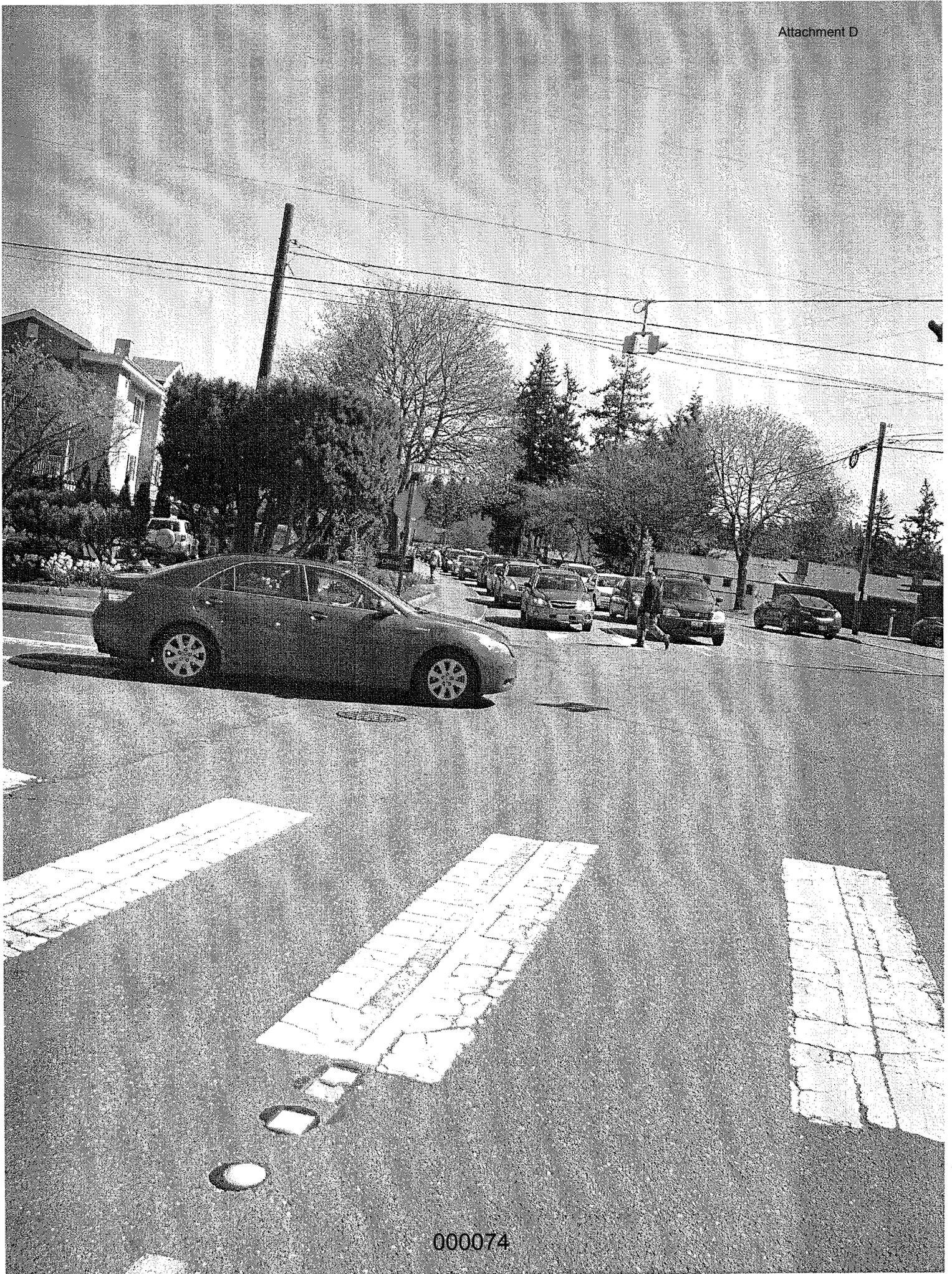
**From:** Nancy Morris [morriscode@w-link.net]  
**Sent:** Friday, February 08, 2013 9:56 AM  
**To:** Plancom  
**Subject:** Attn: Keith Scully Easter Egg Hunt April 7, 2012 Richmond Beach Salt Water park  
**Attachments:** Easter Egg Hunt RB Saltwater Park April 7 12.JPG

Dear Keith and all;

Attached is the JPEG I mentioned to you at last night's Planning Commission hearing. This is a neighborhood event, the annual Easter egg hunt at the Richmond Beach Saltwater Park, but could be visited by residents throughout Shoreline, beyond the Richmond Beach area.

As one can see, there is quite a bit of traffic backup going east up Richmond Beach Road from the intersection of RB Road and 20th AVE NW.

Regards,  
Nancy Morris  
Shoreline resident



000074

**Jessica Simulcik Smith**

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**From:** Nancy Morris [morriscode@w-link.net]  
**Sent:** Monday, February 11, 2013 11:00 AM  
**To:** Plancom  
**Subject:** Attn: Keith Scully note sent last October to two Sno County Council members Thank you for voting against the proposed ordinance changes as written in 12-069 and 12-068

Dear Keith:

This was the followup note I sent to two Snohomish County Council members who are trying to move through responsible development. Please read the brief letter below.

Regards,  
Nancy Morris  
Shoreline resident

----- Original Message -----

**Subject:** Thank you for voting against the proposed ordinance changes as written in 12-069 and 12-068  
**Date:** Sat, 20 Oct 2012 14:58:52 -0700  
**From:** Nancy Morris <morriscode@w-link.net>  
**Reply-To:** [morriscode@w-link.net](mailto:morriscode@w-link.net)  
**To:** [Stephanie.Wright@snoco.org](mailto:Stephanie.Wright@snoco.org), [Brian.Sullivan@snoco.org](mailto:Brian.Sullivan@snoco.org)

Dear Council-member Wright and Sullivan:

As a resident of Richmond Beach, Shoreline, I wanted to thank you for taking a stand for responsible development and caring about what happens to surrounding neighborhoods with regards to the proposed development of Point Wells. This will be a long standing project over a number of years. I hope that both ethical and legal solutions can be worked out for the betterment of all municipalities and neighborhoods involved.

Kind regards,  
Nancy Morris  
Shoreline, WA

**Jessica Simulcik Smith**

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**From:** Mary Bannister [info@booksforbeginners.org]  
**Sent:** Saturday, February 09, 2013 9:04 AM  
**To:** City Council; dbannister56@hotmail.com; dorismccon@comcast.net; kamatjas@mac.com; Board@RichmondBeachWA.org; Editor@RichmondBeachWA.org; PointWells@RichmondBeachWA.org; Chris Roberts; Chris Eggen; Doris McConnell; Keith McGlashan; Shari Winstead; Terry Scott; Will Hall; City Council; CMO; Brian Breeden; jmalek@windermere.com; info@booksforbeginners.org  
**Subject:** Call to Action RE: Point Wells  
**Attachments:** BSRE Causes of Conflict.docx; 2-9-13 Letter to Shoreline City Council & City of Shoreline.docx; Point Wells - You Decide.docx; Richmond Beach Needs & Wants.docx  
**Importance:** High

February 9, 2013

Dear Shoreline City Council and City of Shoreline Staff,

Thank you very much for providing the opportunity for community input at the City of Shoreline Planning Commission meeting this past Thursday, February 7th at Shoreline City Hall. I left the meeting with the feeling that City Commissioners and Staff care very much for our predicament with the BSRE Point Wells Development. The dilemma is quite complicated and it appears that no one fully understands the competing conflicts of the situation as all parties are looking out from their individual perspectives. It is quite challenging to grasp "the whole" due to the multiple parts. If only there were some neutral party that could lay out the arguments and legalities for the various interest groups.

In trying to further my own understanding, I went to what I know and that is teaching. In Washington State students at various levels are expected to complete some classroom based assessments in order to demonstrate their Social Studies knowledge applying it to various scenarios. Through the lens of several of those assessments, I tried to lay out the Point Wells Development Project with the graphic organizers for You Decide (civics), Causes of Conflict (history) and Meeting Needs and Wants (economics). Please see attachments. I will admit to strong bias in the comments as a resident of Richmond Beach. Were I actually teaching this topic and utilizing these assessments, I would of course be taking a neutral stance. What I learned from this academic exercise is how much I still need to know about what the various stakeholders hope to gain and or protect in the legal negotiations of the Point Wells Development.

In the meantime, my personal "Call to Action" would be to:  
 Request that City of Shoreline resist and refrain from collaborating with the developer, BSRE, and either:

1) Take an aggressive stance against the BSRE and Snohomish County through all legal means necessary and if that is financially impossible for our city, then

2) Take a passive-aggressive stance against BSRE and Snohomish County by refusing any concessions in coding or zoning that would PAVE THE WAY for this unacceptable development utilizing our roads and services and more importantly negatively impacting our quality of life in Richmond Beach.

Thank you for your ongoing public service.

Mary E. Bannister  
 20217 23rd Pl NW, Shoreline, WA 98177 h 206 542-4053 c 206 406-8058  
[info@booksforbeginners.org](mailto:info@booksforbeginners.org)

000076

# Graphic Organizer for Causes of Conflict CBA<sup>1</sup>

## Conflict: Urban Village at Point Wells

### Who is in the conflict?

BSRE, City of Shoreline, Richmond Beach Residents, Save Richmond Beach, Snohomish County, Town Of Woodway

**What is the conflict?** BSRE worked with Snohomish County to get permitting for an Urban Village of 3,000 units in 18 story highrises at Point Wells in Snohomish County, but only accessible through Richmond Beach in the City of Shoreline in King County.

**When is the conflict taking place?** This conflict has been ongoing since the BSRE Point Wells project was proposed and approved in backroom deals with Snohomish County. The project is mired in the court system and is proceeding through reversals and appeal processes. Currently the City of Shoreline is trying to negotiate with BSRE for mitigations that they find acceptable. BSRE is going through the legal processes for the development in Snohomish County.

**Where is the conflict taking place?** In the neighborhood of Richmond Beach, the Town of Woodway, the City of Shoreline and Snohomish County.

## Causes of Conflict:

### Issues from Civics

Individual Rights vs Common Good; Fair Representation; Safety, Pursuit of Happiness, Way of Life, Community, inter-jurisdictional relationships, ideals & principals, structures & functions of government, relationships, civic involvement

### Issues from Economics

Revenue, Taxation, jobs, trade, property values,

### Issues from Geography

Environmental Concerns, Roads, Landslides, Earthquakes, Tsunami, the physical shoreline, migration of people

### Issues from History

Timeline of the project, Can't protect our present, doesn't fit our vision for the future of our community

<sup>1</sup> adapted from Office of Superintendent of Public Instruction. "OSPI-Developed Assessments for Social Studies: Causes of Conflict."  
<http://www.k12.wa.us/SocialStudies/Assessments/Elementary/ElemHistory-CausesofConflict-SupportMaterials.pdf> accessed 8 February 2013.

February 9, 2013

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Thank you very much for providing the opportunity for community input at the City of Shoreline Planning Commission meeting this past Thursday, February 7<sup>th</sup> at Shoreline City Hall. I left the meeting with the feeling that City Commissioners and Staff care very much for our predicament with the BSRE Point Wells Development. The dilemma is quite complicated and it appears that no one fully understands the competing conflicts of the situation as all parties are looking out from their individual perspectives. It is quite challenging to grasp "the whole" due to the multiple parts. If only there were some neutral party that could lay out the arguments and legalities for the various interest groups.

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In the meantime, my personal "Call to Action" would be to:

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- 1) Take an aggressive stance against the BSRE and Snohomish County through all legal means necessary and if that is financially impossible for our city, then
- 2) Take a passive-aggressive stance against BSRE and Snohomish County by refusing any concessions in coding or zoning that would PAVE THE WAY for this unacceptable development utilizing our roads and services and more importantly negatively impacting our quality of life in Richmond Beach.

Thank you for your ongoing public service.

Mary E. Bannister

20217 23<sup>rd</sup> PI NW, Shoreline, WA 98177 h 206 542-4053 c 206 406-8058 [info@booksforbeginners.org](mailto:info@booksforbeginners.org)

# Graphic Organizer for **You Decide** CBA<sup>1</sup>

## Public Issue: Point Wells Development by BSRE

**Position:** Richmond Beach Residents don't want the development as it will negatively impact our way of life, view properties, property value, size of our community, safety and environment.

## Background:

Stakeholder	Position of Stakeholder on the Issue
Blue Square Real Estate, Ltd., ALON - Israel	It is our property and we have the right to fully develop it, will take all means necessary to get what we want
City of Shoreline, Washington	BSRE has us over a barrel and we have no option but to cave to them if we want traffic mitigation and future annexation for financial benefit.
Richmond Beach Residents, Shoreline Washington	Our quality and way of life is under attack. We are seeking all means available to resist this development's multiple negative impacts on our neighborhood. Our city is not working to defend us from this attack, but rather collaborating with our opponent.
Snohomish County, Washington	This project supports the economic development of our County without adverse consequences or responsibility to provide any roads or services.

	Position
Blue Square Real Estate, Ltd., ALON - Israel	Fully steam ahead with our project so we get the return on the financial investment as soon as possible.
City of Shoreline, Washington	The developer tells us our best option is to collaborate with them ...or else
Richmond Beach Residents, Shoreline Washington	We don't want this development, our city should protect our interests and do everything within their power to prevent and resist this project. We should not be conceding ANYTHING to the developer and we should DEMAND that Snohomish County take on the burdens of the project as they will reap the financial rewards.
Snohomish County, Washington	Do whatever we can to support the coding, permitting and zoning on this project to reap the financial rewards, without adverse consequences to our citizens.
	<b>Rights</b> (incomplete)
Blue Square Real Estate, Ltd., ALON - Israel	<b>Right: To develop our property</b> <b>Relation to the Issue:</b> <b>Supporting Details:</b>
City of Shoreline, Washington	<b>Right: To protect our community</b> <b>Relation to the Issue:</b> <b>Supporting Details:</b>
Richmond Beach Residents, Shoreline Washington	<b>Right: To our current way of life, pursuit of happiness</b> <b>Relation to the Issue:</b> <b>Supporting Details:</b>
Snohomish County, Washington	<b>Right: To economic development of our County</b> <b>Relation to the Issue:</b> <b>Supporting Details:</b>

<sup>1</sup> adapted from Office of Superintendent of Public Instruction. "OSPI-Developed Assessments for Social Studies: You Decide <http://www.k12.wa.us/SocialStudies/Assessments/Elementary/ElemCivics-YouDecide-SupportMaterials.pdf> 8 February 2013.

	<b>Common Good</b> (incomplete)
Blue Square Real Estate, Ltd., ALON - Israel	<b>Common Good: Protecting our investment</b> <b>Does the law or policy promote this ideal? – Through backdoor channels, infringement on the common good of other communities</b> <b>Supporting Details:</b>
City of Shoreline, Washington	<b>Common Good:</b> <b>Does the law or policy promote this ideal?</b> <b>Supporting Details:</b>
Richmond Beach Residents, Shoreline Washington	<b>Common Good: Protecting our way of life in Richmond Beach</b> <b>Does the law or policy promote this ideal?</b> <b>Supporting Details:</b>
Snohomish County, Washington	<b>Common Good: Protecting our tax base with no negative impacts on our Community</b> <b>Does the law or policy promote this ideal? It is yet to be determined</b> <b>Supporting Details:</b>

### Call to Action

Demand that that City of Shoreline resist and refrain from collaborating with the developer, BSRE, and either:

- 1) Take an aggressive stance against the BSRE and Snohomish County through all legal means necessary
- 2) Take a passive-aggressive stance against BSRE and Snohomish County by refusing any concessions in coding or zoning that would PAVE THE WAY for this unacceptable development utilizing our roads and services.

A **need** is something you *have* to have, something you can't do without.

A **want** is something you *would like* to have. It is not absolutely necessary, but it would be a good thing to have. A good example is music. Now, some people might argue that music is a *need* because they think they can't do without it. But you don't need music to survive. You do need to eat. <sup>1</sup>

### Graphic Organizer for Meeting Needs and Wants CBA<sup>2</sup>

<b>Group 1: Blue Square Real Estate, Ltd., ALON - Israel</b>
<b>Group 2: City of Shoreline, Washington</b>
<b>Group 3: Richmond Beach Residents, Shoreline Washington</b>
<b>Group 4: Snohomish County, Washington</b>

Description of Group's of desired community.	Example of how Group met their needs and wants:
BSRE Values high density Urban Center or Village with 3,000 units in 18 story high rises with mixed use residential and commercial in 13 acres.	BSRE – Backdoor lobbying with the local jurisdictions for approvals, permits, etc... using their vast financial resources and teams of lawyers.
CoS Supports a suburban community of 50,000 in _____ square miles.	CoS – Cowers to BSRE in an attempt to "protect" their citizens, but with the hope of eventual financial gain by annexing the development at Point Wells in the future.
RBR Choice to live in single family homes or low level apartments/condos in a small community away from the metropolitan area.	RBR – Vary from unaware to outrages, developed an organization "Save Richmond Beach" and joined forces with the Town of Woodway to sue Snohomish County for violations of zoning and Growth Management Act compliance.
SC Varies from farmland, suburbs and metropolitan areas in _____ square miles.	SC – has a "Vested" financial interest in the successful Point Wells development for tax revenue without need of providing services or access.

**I realized that I don't have enough information to be able to fully complete this chart.**

Similarities of Groups Meeting Wants/Needs	Differences of Groups Meeting Wants/Needs
Looking to codes and zoning in problem-solving	The residents of Richmond Beach don't have the expertise or financial resources to protect their way of life.
Using the legal system to try to benefit each point of view.	

**Conclusion: The development at Point Wells is inevitable, the City of Shoreline hopes that by working with the developer that they can get mitigations for traffic which may or may not ultimately control the build out. Many residents of Richmond Beach feel that the city in changing codes/zoning is sacrificing our quality of life to the benefit of the developer and WE GAIN NOTHING! A passive-aggressive stance of leaving our roads status quo would better suit OUR needs.**

<sup>1</sup> Social Studies for Kids. "Want vs. Need: Basic Economics " <http://www.socialstudiesforkids.com/articles/economics/wantsandneeds1.htm> accessed 8 February 2013

<sup>2</sup> adapted from Office of Superintendent of Public Instruction. "OSPI-Developed Assessments for Social Studies: Meeting Needs and WantsSupport Materials." <http://www.k12.wa.us/SocialStudies/Assessments/Elementary/ElemEconomics-MeetingNeedsandWants-SupportMaterials.pdf> accessed 8 February 2013.

**Jessica Simulcik Smith**

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**From:** webmaster  
**Sent:** Saturday, February 09, 2013 11:15 PM  
**To:** City Council  
**Subject:** Website Contact Form

Submission information

-----  
Submitter DB ID : 2977  
Submitter's language : Default language  
IP address : 76.121.158.36  
Time to take the survey : 7 min. , 25 sec.  
Submission recorded on : 2/9/2013 11:15:12 PM

Survey answers

-----  
Your Neighborhood  
Ballinger   
Briarcrest   
Echo Lake   
Highlands   
Highland Terrace   
Hillwood   
Innis Arden   
Meridian Park   
North City   
Parkwood   
Richmond Beach   
Richmond Highlands   
Ridgecrest   
Westminster Triangle   
Don't Know   
Not applicable

How Should We Contact You? (Please provide the necessary contact information below.)

Email   
Phone   
Mail   
No Response Needed

Name:  
Michael Friedline

Address:  
17707 14th Ave. NW

Phone:

Email:

[mfriedline@non-profitadvantage.com](mailto:mfriedline@non-profitadvantage.com)

Comments:

I am very concerned that the Shoreline Council is NOT considering the will of its westside residents with regard to Point Wells development. It is obvious that restraint from increasing traffic flow of Richmond Beach road will choke down the limits of development. Three thousand units is still way too many to preserve quality of life for Richmond Beach and Innis Arden. It looks as though the seduction of increased tax revenue is clouding your judgment. Snohomish county has acted irresponsibly. Please don't do the same. Join with Save Richmond Beach and the Town of Woodway to limit development to something truly reasonable. Michael Friedline

**Jessica Simulcik Smith**

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**From:** Jerry Patterson [jerrypat08@gmail.com]  
**Sent:** Monday, February 11, 2013 9:18 AM  
**To:** City Council; Julie Underwood  
**Subject:** Time Sensitive Document for Feb 12 Meeting  
**Attachments:** COS letterfinal.doc

Dear Council and Staff:

Please find attachment a document that relates directly to the Feb 11 City Council Meeting.

I encourage you, if possible, to become familiar with the document in advance of the meeting. I will have copies available for the City Council, Staff and community members in attendance.

Sincerely,

Jerry Patterson  
20420 Richmond Beach Drive  
Shoreline, WA 98177

To: Shoreline City Council and City Staff  
From: Jerry Patterson  
Subject: Staff Update on Point Wells, February 11, 2013  
Date: February 10, 2013

.....  
On February 11, 2013, The City Staff present an update on the Point Wells Project. The Staff has provided, in advance, a copy of their report.

Your session on February 12 will be critical in helping Shoreline residents understand more clearly the many activities since the September 6, 2011 meeting which, according to the Staff report tonight, was the last time you have discussed the "avenues to pursue to protect the City's interests." That is a long time.

In anticipation of this evening's meeting, I personally have spent a lot of time trying to better understand both the content and the implications growing out of tonight's Report.

To help me 'frame my own understanding' and to gain added clarification, I have posed in this document a series of questions, by section in the Report, that I urge the City Staff to address tonight in their comments to the Council. I trust that tonight's meeting will bring added clarity for the residents, as well as the Council, about where the City of Shoreline has been, where we are now, and where the Council and Staff intend to take us over these next crucial months.

None of the requests for clarification should require additional work or research by Staff. They are merely asking the Council and Staff to clarify points they already will be addressing in their report.

Respectfully submitted,

Jerry Patterson  
20420 Richmond Beach Drive  
Shoreline WA 98177

**Point Wells Update  
Questions and Requests for Clarification**

**Problem/Issue Statement**

Par #2

- Please clarify *how long* the City has continued to negotiate an Agreement with BSRE, Save Richmond Beach and Snohomish County.
- Without revealing confidential decisions, what are the *topics* you are negotiating?
- *Who*, specifically, is negotiating with these parties?
- Are you negotiating with these parties separately, jointly, or a combination?
- Realizing you may not be able to provide specific numbers, *how many confidential/private meetings* have you held with the Developer, e.g., 5 -10, 10-20, 20- 30, more than 30?
- Approximately how many Executive Sessions has the Staff held with the City Council to discuss negotiations?

Par #5 and #6

- Under Snohomish County Code, are you saying that Snohomish County makes the final decision on what should be considered for mitigation and that decision becomes the basis by which the Developer satisfies the SEPA process?

**Resource/Financial Impact**

Par #1

- You state that you are negotiating an Agreement with BSRE to include their commitment to finance their share of the improvements. Does this mean that, absent an Agreement with the City, the Developer is not responsible by law to pay for their share of improvements?

**Introduction**

Par #2

- You state that the last time you have discussed the “avenues to pursue to protect the City’s interests” was September 6, 2011? If so, why has the Council not been involved in discussions for the past 18 months?
- You reference “protecting the City’s interests.” Please clarify who determines what the City’s interests are and what the priorities are, e.g., legal interests, staff’s interests, quality of life interests for our residents.

## Background

### Par #5

- You comment that you have been in discussions with the City Council the past several months, reviewing additional legal options. After this, “the Council directed staff to continue to explore the possibility of an Agreement with the Developer.”
- Since you apparently were already negotiating with the Developer, when did this new “directive” by the Council occur?

### Par #7

- You comment that “Since the August 2011 public meeting, negotiations with the developer have been largely set aside....”
- Please explain the apparent contradiction in this statement and related comments in tonight’s staff report.

## Discussion

### Par #3

- You state, “For the City to delay action until a Supreme Court decision would likely *eliminate* the opportunity to negotiate with BSRE,... “
- Please explain the apparent discrepancy with earlier statements that you are already negotiating with BSRE.
- You refer to the possibility of a “Snohomish County SEPA process.” Please explain what latitude the laws governing the SEPA process grants to Snohomish County and what controls or safeguards, if any, are built into any entities’ SEPA process to protect the public interests.
- Will the ultimate Agreement between the City and BSRE contain language that nullifies the Agreement if BSRE loses, at the Supreme Court level, the vesting rights to an Urban Center model?

### Par #4

- Again, you comment that Snohomish County has total control over “what mitigation is necessary, the timing of installation and funding for mitigation, how many trips are appropriate for our roads, and what other services are impacted.”
  - Is this, in fact, what the laws governing SEPA allow?

**Traffic Corridor Study [note: in Attachment A I attempt to summarize in outline form the Traffic Study contained in the Staff Report]**

- In case the Staff's stated Purposes for the series of Workshops are not able to be accomplished during the time period allotted, what are your plans to make sure these Purposes eventually get accomplished, and who decides whether or not the Purposes have been accomplished?
- It appears that failure to fulfill all of the objectives in any given segment will have a 'domino' effect on time to achieve objectives in subsequent workshops that are scheduled.
- What percent of the total Corridor Study is represented by the Workshops?
- What percent of the Mitigation Improvements will be represented by recommendations from the Workshops and whose recommendations will they be?
- What are the plans for involving participation for a much larger area anticipated to be impacted from the development, including "Up Richmond Beach Drive through Aurora Avenue and on to 175<sup>th</sup> Street?"
- What percent of the Mitigation Improvements will be represented by involvement from participation by the "much larger area" referred to above?
- What percent of the Mitigation improvements will be represented by involvement from Citizens on the east side of the freeway?
- Is the outside facilitator primarily a group facilitator or a "traffic expert" who will be charged with bringing final recommendations based on his or her expert status? If it is the latter scenario, what weight will the Citizen voice have in the final recommendations?
- Who determines the choice of facilitator and has that choice already been made?

#### **Interim Agreement**

- This entire section is extremely unclear.
- It is not clear why BSRE is asking for assurances that the Public Participation Process could be used to satisfy the Snohomish County Project EIS.
- Why would the City of Shoreline agree to not oppose any traffic related elements of the Snohomish County SEPA process? And what does this mean?
- What are the specific elements of the Interim Agreement?
- What are the steps that have to be taken and the timeline established to finalize the Interim Agreement?

#### **2013 Draft Amendments**

By way of review, in 2011 the Shoreline City Council adopted the following Planning Commission recommendation:

"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 1) either 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, as well as financial and legal guarantees that the necessary mitigations will be provided and 2) sources of financing for necessary mitigation are committed, the City should not consider reclassifying this road segment."*

On February 7, 2013, the City Staff submitted to the Planning Commission and, in turn, will bring to the City Council a recommendation to *consider* an amendment to reverse the 2011 decision and to reclassify Richmond Beach Drive up to a "collector arterial" with a maximum allowable Right of Way of 80 feet.

- What is the rationale for possibly reversing the 2011 decision at this time? What is the rationale for consideration to reclassify Richmond Beach Drive as a "corridor arterial" that has an approved maximum allowable right of way at 80 feet, instead of the current maximum of 60 feet at the south portion of Richmond Beach Drive and 45 feet at the North segment?
  - What legal assurances do the residents of Richmond Beach Drive have that the City will never exercise the Right of Way allowance beyond the current 60 feet?
- .....

**ATTACHMENT A**  
**Summary of Traffic Corridor Study**

In this section, I attempt to summarize the key points in your packet tonight. Any misrepresentation of facts is unintentional and I welcome corrections to my understanding of the facts presented.

**Purpose**

- To provide public participation opportunities to identify problems
- To propose alternative solutions
- To make a recommendation on a preferred alternative

**Rationale**

If the staff does not do this corridor study at this time, the "City may lose the opportunity as BSRE proceeds in the coming weeks with a Snohomish County permit application."

**Intent of the Traffic Corridor Study**

Determine the impacts of the proposed development, including:

- Maximum number of vehicles exiting and entering the development
- Level of improvements or mitigation required to accommodate the impacts while conforming to Level of Service standards already established

Directly involve the public to help establish the cap

**Advantages of the Traffic Corridor Study**

One advantage of this study is to achieve consensus with BSRE at the beginning of the process on the assumptions to be used in the study, including issues such as:

- Which streets and intersections to evaluate
- Background or existing traffic data
- Distribution of traffic as it moves through the corridor

**Traffic Corridor Study Workshops**

**Focus**

- Lower section of Richmond Beach Drive

**Purpose**

- Participate in a process of deciding the level of improvements necessary along the right of way
- Examples
- Whether or not to include on-street parking

- Bike lanes
- Sidewalks or pathways
- Which side of the street these facilities should be located
- Transit access

### **Traffic Corridor Open Houses**

#### **Purpose**

- More general information and participation for a much larger area anticipated to be impacted from the development

#### **Area includes**

- Up Richmond Beach Drive through Aurora Avenue and on to 175<sup>th</sup> Street

#### **Site specific improvements**

- Could include examples such as widened, signalized intersection improvements along Richmond Beach Road at 20<sup>th</sup>, 15<sup>th</sup>, 8<sup>th</sup> and 3<sup>rd</sup>.

### **Tentative Workshop Format**

#### **Segment A and B Overview; Feb 26, 6:30 – 9 pm**

##### **Purpose**

- Overall introduction on process
- Overview of data on the corridor—accidents, volumes, level of service
- Small group facilitated breakouts to identify:
  - Corridor issues
  - Challenges
  - Opportunities
  - Neighborhood concerns
  - Criteria for evaluating concepts

### **Segment A Workshops**

#### **Feb 28, 6:30 – 9 pm**

##### **Purpose**

- Overall introduction
- Overview of data
- Maps with Right of Way
- Small group facilitated breakouts to identify specific issues including:
  - Driveways
  - Access
  - Parking
  - Landscaping
  - Noise
  - Other

- Many of the comments will be site specific and concerns will be prioritized

**Thursday, March 14, 6:30- 9 pm**

**Purpose**

- Consultant will provide potential improvements addressing findings from Feb 28 workshop
- Small groups will discuss potential solutions considering prioritized identified from last meeting
- Each group will develop improvement plan and report out
- Full group will choose preferred concepts for further development

**Thursday, March 28, 6:30 – 9 pm**

**Purpose**

- Consultant will present proposed concepts for improvements
- Small groups will evaluate and comment
- Identify suggestions to improve
- Large group will recommend preferred concept

**Segment B Workshops**

**Tuesday, March 19, 6:30 – 9 pm**

**Purpose**

- Consultant will present proposed concepts for improvement
- Small groups will:
  - Review and comment
  - Identify suggestions for improvements
  - Select preferred concept
  - Report back to large group
- Large group will recommend preferred concept

**Segment A and B Final Meeting**

**Thursday, April 4, 6:30 – 9 pm**

**Purpose**

- Spokespersons from A and B will present their recommendations and preferred concept to the full group
- Full group will:
  - Discuss
  - Comment and suggest any modifications

February 11, 2013

Shoreline City Council

Re: Point Wells

We don't understand why you are considering an agreement with BSRE Point Wells LP (BSRE) to increase the maximum traffic allowed on Richmond Beach Drive. In 2011, the Shoreline Planning Commission voted UNANIMOUSLY: "In view of the fact that Richmond Beach Drive between NW 199<sup>th</sup> St and NW 205<sup>th</sup> St. is a dead-end 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 4000 vehicle trips per day." (From Richmond Beach Community News 2/13) Now the city council wants to change all this assuming that Snohomish County and/or the owner of the Point Wells Urban Center will provide a mitigation plan that satisfies the council and some financial and legal guarantees. Does this mean that the Shoreline City Council is being bought off? Why is the council even working with BSRE when the property still is in Snohomish County? All the expenses for fire, police, roads and utilities will fall on Shoreline taxpayers with none of the tax benefits from these new residents as long as it remains part of Snohomish County. Also, all the headaches of coming and leaving this area will be the problem of Richmond Beach and Western part of Shoreline residents. Maybe you should really listen to what we are saying along with the Save Richmond Beach group!

Another question we have is: Why are you allowing BSRE to still build 3000 condos? What happened to your negotiating department? A couple of years ago, when we first started hearing about this project, there was no way the Shoreline City Council was going to allow more than 1500 condos. What happened to this promise?

Ginny and Roy Scantlebury  
19625 – 27<sup>th</sup> Ave NW  
Shoreline, WA 98177  
206-546-5627

**Jessica Simulcik Smith**

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**From:** Rachael Markle  
**Sent:** Tuesday, February 12, 2013 3:56 PM  
**To:** Diane Bowers  
**Cc:** Jessica Simulcik Smith  
**Subject:** RE: Pt Wells project

Hi Diane,  
 Good questions.

The developer may be interested in annexing to Shoreline due to the fact that services (ex. police, fire, parks/recreation) and infrastructure (roads including things such as snow plowing) will logically be provided to Shoreline since the only access in and out of the site is Shoreline. Even if Point Wells is not annexed, the City of Shoreline will seek through an Interlocal Agreement with Snohomish County ongoing financial support to fund road maintenance, parks, police and other costs as identified and attributed to development of Point Wells. Follow ups and new questions are welcomed.

> Sincerely,  
 > Rachael Markle  
 > City of Shoreline  
 > Director, Planning and Community Development  
 > 206-801-2531  
 >

-----Original Message-----

**From:** Diane Bowers [<mailto:dianebill@comcast.net>]  
**Sent:** Tuesday, February 12, 2013 3:36 PM  
**To:** Rachael Markle  
**Subject:** Re: Pt Wells project

Thank you for replying to my questions.

I do have a further question based on your answer as to financial gain to Shoreline. Since the project is in Snohomish County, how will taxes paid there go to Shoreline if the city is unable to annex the project?  
 My understanding has been that the developer would have to agree to the annexation. Is there an incentive for him? Sorry, I guess that is two questions.

Thank you,  
 Diane Bowers

On 2/12/2013 2:56 PM, Rachael Markle wrote:

> Hi Diane,  
 > I was forwarded your inquiry. Below are responses to your questions:  
 >  
 > Question: Will the City of Shoreline see any financial gain from this project?  
 >  
 > Answer: The City is not expecting to see financial gains from this project. The City does expect for the residents of a future development at Point Wells to contribute to Shoreline's tax base to pay for the services and infrastructure that the City of Shoreline will inevitably be providing. The City Council will be pursuing annexation of Point Wells to fund the ongoing usage of Shoreline's services and infrastructure.  
 >  
 > Question: Why can't the city simply close off Richmond Beach Drive at

> Point Wells and force Snohomish County to build it's own road out? Old maps do show a road going up the hill at one time, so obviously it could be done again with modern technology.

>  
> Answer: City staff have explored options associated with closing or restricting access on Richmond Beach Drive to Point Wells. These courses of actions are not legally defensible based on a review of Washington State case law. The City of Shoreline cannot require the developer to do anything in Snohomish County, Woodway or Edmonds. There are also concerns about the stability of the slope on which the existing road going up the hill traverses.

>  
> Thank you for taking the time to contact us. Please let me know if you have any additional questions or comments.

> Sincerely,  
> Rachael Markle  
> City of Shoreline  
> Director, Planning and Community Development  
> 206-801-2531

>  
>  
> -----Original Message-----

> From: PCD  
> Sent: Monday, February 11, 2013 7:50 AM  
> To: Steve Szafran  
> Cc: Rachael Markle  
> Subject: FW: Pt Wells project

>  
>  
>  
> Kim Sullivan, Administrative Assistant II Planning & Community  
> Development City of Shoreline 17500 Midvale Avenue North Shoreline, WA  
> 98133-4905  
> P: (206) 801-2526 F: (206) 801-2788

>  
> -----Original Message-----

> From: Diane Bowers [<mailto:dianebill@comcast.net>]  
> Sent: Saturday, February 09, 2013 12:29 PM  
> To: PCD  
> Subject: Pt Wells project

>  
> Hello,

>  
> I have just listened to the Planning Committee meeting of last  
> Thursday night concerning the Point Wells project. It was very  
> informative, but I have two questions that were not addressed, and I  
> am hoping you have time to fill me in.

>  
> Will the City of Shoreline see any financial gain from this project?  
> Why can't the city simply close off Richmond Beach Drive at Point  
> Wells and force Snohomish County to build it's own road out? Old maps  
> do show a road going up the hill at one time, so obviously it could be  
> done again with modern technology.

>  
> While I'm sure these have been addressed at some meeting, I have not  
> attended all of them and therefore do not have the answers.

>  
> Thank you,  
> Diane Bowers  
> 19116 17th Ave NW

- > Shoreline
- > 206-542-3004
- >

**Jessica Simulcik Smith**

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**From:** Rachael Markle  
**Sent:** Tuesday, February 05, 2013 4:33 PM  
**To:** Tracy Tallman  
**Subject:** RE: Point Wells Transportation Corridor Study

Hi Tracy,

The City's interest in the mitigation is to hopefully minimize the impacts resulting from whatever level of development is permitted by Snohomish County at Pt. Wells. Also the City wants to ensure that the developer pays for addressing the impacts they create and not the citizens of Shoreline. The City is interested in annexing the Pt. Wells development for the same reasons. The residents of a development at Pt. Wells should be responsible for funding their ongoing fair share to use Shoreline's infrastructure and services.

I'm glad you asked why the draft Comprehensive Plan amendments are proposing to reclassify Richmond Beach Drive from 199th to 205th as an arterial before the Transportation Corridor Study has been completed. We are not asking to reclassify Richmond Beach Drive from 199<sup>th</sup> to 205<sup>th</sup> prior to the completion of the Transportation Corridor Study. It is confusing. State law requires City Council's to create a Docket (a list) no more than once a year of potential amendments to the Comprehensive Plan. The proposed Comprehensive Plan amendments regarding Point Wells are being considered first by the Planning Commission and then by the City Council for inclusion on the 2013 Docket. If the amendments are confirmed by Council to be on the 2013 Docket, that just means that staff can begin to analyze the amendments and bring back a recommendation to the Planning Commission and then Council for adoption. The analysis for these amendments will be the Transportation Corridor Study. The Transportation Corridor Study must happen before the amendments can be approved, approved as modified or denied by City Council.

Sincerely,

Rachael

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**From:** Tracy Tallman [mailto:[lacquer@comcast.net](mailto:lacquer@comcast.net)]  
**Sent:** Tuesday, February 05, 2013 10:35 AM  
**To:** Rachael Markle  
**Subject:** RE: Point Wells Transportation Corridor Study

Thanks Rachael. I know this is all progress of a sort. Richmond Beach is very dear to me as a community although I don't currently live there. I'm trying to wrap my brain around how bad it could be to have all those additional people and cars in the community and what it would mean to the way of life there. I'll probably be dead by the time it really hits, but I can't imagine Woodway allowing the old Heberlein Road recreated, so that leaves Richmond Beach to take the brunt. I can't think of another area of Seattle or Snohomish County where there was a sudden influx of traffic such as is being proposed here. This proposal threatens all the things that make Richmond Beach the wonderful place it is today.

I guess it all just seems wrong to me and while I know that the City of Shoreline has to plan, it seems as though there is a bit of a gleam in the eye of Shoreline hoping to reap the benefit of mitigation dollars at the expense of the Richmond Beach residents.

000097

I'm also puzzled as to why you asked to have Richmond Beach Drive from 199th to 205th reclassified as an arterial before the traffic study has even begun and before the road has been reconfigured to handle such traffic.

Thanks again for taking the time to address my concerns.

Tracy

**From:** Rachael Markle [mailto:rmarkle@shorelinewa.gov]  
**Sent:** Tuesday, February 05, 2013 9:55 AM  
**To:** Tracy Tallman  
**Subject:** RE: Point Wells Transportation Corridor Study

Hi Tracy,

I have inserted answers to your questions below. I welcome any more questions, thoughts , concerns you may have.

Thanks again for the opportunity to help provide clarity.

Sincerely,

Rachael Markle

**From:** Tracy Tallman [mailto:lacquer@comcast.net]  
**Sent:** Monday, February 04, 2013 1:48 PM  
**To:** Rachael Markle  
**Subject:** RE: Point Wells Transportation Corridor Study

Hello Rachel,

Thank you for your answers.

So just three more:

1) So you are planning to route the traffic down to the foot of 195th NW and then right onto Richmond Beach Drive into the development? So then the only way a vehicle could leave a property from block 195 (such as 19514 Richmond Beach Dr) up the hill would be to go up 196th?

Right now it is dangerous to head east on 195th from Richmond Beach Drive and try to see if there is any traffic coming up the hill, providing you aren't in a semi (can't see over the parked cars). Plus the intersection is wide, so if you manage to pull out in front of someone heading east up the hill on 195th you have to really scoot to avoid an accident.

There are no predetermined solutions or conclusions at this time. The Transportation Corridor Study is intended to study these streets and look for potential problems or issues. These issues will then be analyzed and the idea is for interested residents, the City and the transportation engineers to develop possible solutions. The process is ultimately intended to generate a preferred alternative.

I know it is probably too early to start worrying about these things, but I can't help it.

2) If you are thinking about increased traffic in lower Richmond Beach through Woodway into the development, all the lower streets should be considered. People will try to cut through off 20th on any street that goes through to Richmond Beach Drive.

Right now the best route to Edmonds from Richmond Beach is through the lower road to Woodway, I use it myself all the time - mostly up 198th off of RB Drive and along 24th to 23rd Avenue NW, not 23rd Place.

We agree. This process fully intends to estimate or model all of the surrounding streets in order to understand the potential for cut through traffic. This particular route you have identified will be part of the study. Identifying ways to reduce and manage increased usage of these streets (mitigation) is part of the outcome for the study.

I've attached one photo I took along today's RB Drive headed south, and one from IMAP showing how at least one house is currently in the right of way.

3) So, the if the IMAP right of way is 60 feet, you are saying that three traffic lanes, sidewalks and a bike lane will fit within 60 feet?

Yes, we are saying two lanes of through traffic with a center turning lane; sidewalk on at least one side and a bike lane all can fit within 60 feet of right of way. In some locations, the center turn lane may be replaced with other features such as on-street parking or access to mailbox clusters, but this will depend upon the needs of the

residents. It's hard to visualize and this is something we want to demonstrate as part of the Transportation Corridor Study, but there are currently other such 60 foot right-of-way examples in the City; Meridian and 15<sup>th</sup> NE as two examples. The house on the IMAP may or may not be in the right of way. This area is one of the oldest mapped areas in the City with the map having a level of accuracy of approximately 10 to 20 feet. A survey would be required to confirm the exact location of the structure and the right of way.

Thanks for your time.

Tracy Tallman

**From:** Rachael Markle [<mailto:rmarkle@shorelinewa.gov>]

**Sent:** Monday, February 04, 2013 10:15 AM

**To:** Tracy Tallman

**Subject:** RE: Point Wells Transportation Corridor Study

Hi Tracy,

Thanks for asking these questions. Below are your questions with answers:

1) Is the "Transportation Corridor Study" underway right now? Who is in charge of completing it? Who is paying for it? When will it be completed?

The Transportation Corridor Study is not underway yet. The City is trying to get the Study organized and obtain a commitment from the Developer to begin in late February. Ideally the Study would be completed in early April. This timing has not been confirmed. The City (Public Works Department, especially the Transportation Division) is working with a Transportation Engineering firm to complete the study. The property owner would pay for the traffic engineering portion of the study and the City would pay for facilitation of the public meeting and public outreach.

2) I notice that NW 204th St and 23rd Pl NW are two roads to be included in the study. I'm assuming these are the roads within the "X" development - Crawford & Conover addition in Richmond Beach west of 20th NW. Is a road to the Point Wells development being proposed off 20th NW, down 21st Pl NW (which becomes 23rd Pl NW as it enters Woodway)? In other words, is NW 204th NW west of 20th NW and its neighboring roads being considered as an entrance to the proposed development?

A road to the Point Wells development is not being proposed off 20<sup>th</sup> NW down to 21<sup>st</sup> Pl NW. NW 204<sup>th</sup> NW of 20<sup>th</sup> NW and neighboring roads are not being considered as an entrance to the proposed development. These roads are included in the study as potential streets that could see an increased number of trips as a result of redevelopment at Point Wells.

3) If 3,000 new homes are built, what are the number of estimated trips by car per day in/out of the development?

The estimate that has been used in the Snohomish County SEIS is approximately 11,000 additional trips per day in and out of the development for 3000 new units.

4) Could a two-lane winding road (Richmond Beach Drive) be considered adequate to handle the number of estimated trips or would it need to be increased to four lanes keeping in mind that most trips would be in the morning and evening as people commute to work?

The existing two-lane road (Richmond Beach Drive) is not considered to be adequate to safely handle the number of possible trips that could be created by an Urban Center level development at Point Wells. Through the Transportation Corridor Study, the City plans to establish a maximum a.m. and p.m. peak hour trip count in and out of the Point Wells Development. This trip cap would be established in such a way to preserve the City's adopted level of service "D". Currently the Developer is vested to level of service "E", which accepts more traffic/trips which would equate to more delays before mitigation would be required. The Traffic Corridor Study will identify mitigations necessary to accommodate the trips such as: install new bike & pedestrian facilities; widen and rechannel the existing road using only the existing right of way which is wider than the existing pavement (existing width is generally 60 feet within the Corridor); make intersections improvements (some additional right of way may need to be acquired) and add signalization and other traffic calming measures to manage traffic flow to allow for safe turns, ingress and egress to driveways, street crossings and to limit cut through traffic.

While four lanes may be an option, it is staff's preliminary opinion that three lanes will likely be sufficient to manage the volume of traffic. This is based upon staff's experience with similar roads in the city and within the region. However, as the traffic moves east up the corridor, it will disburse through the network but add to the existing volumes. At some point, four lanes will be necessary. This Study would determine at which point.

5) It seems to me that public comment regarding Richmond Beach Drive from 199th to 205th concerning amenities such as sidewalks is a moot point. Surely there would need to be sidewalks, but amenities are the least of the worries for the people of Richmond Beach. Is the public comment simply a required part of the process?

Public participation is not required, but will be very important in designing the mitigation. You are right, the Traffic Corridor Study Process would not be needed if all that was going to be discussed is sidewalks. The County is continuing to process the now vested permits for development of Point Wells as an Urban Center. A transportation corridor study will allow the community, City staff, and BSRE to more closely examine the effects of additional traffic on Richmond Beach Drive, Richmond Beach Road, surrounding side streets and other major intersections all the way up N. 185th Street to I-5. This includes looking at the time delay at intersections, ability for residents to safely access their driveways or intersections, and safety concerns for pedestrians and bicyclists. This will be a parcel by parcel discussion along Richmond Beach Drive NW between the county line and NW 195<sup>th</sup> Street.

Please let me know if you have any follow up or additional questions.

Sincerely,

Rachael Markle

City of Shoreline

Director, Planning and Community Development

206-801-2531

**From:** Tracy Tallman [<mailto:tlacquer@comcast.net>]  
**Sent:** Friday, February 01, 2013 10:02 AM  
**To:** Rachael Markle  
**Subject:** Point Wells Transportation Corridor Study

Hello Rachel,

I've been looking at your proposal to the Planning Commission to increase the trips per day along Richmond Beach Drive from 199th to 205th and I just have a couple of questions.

- 1) Is the "Transportation Corridor Study" underway right now? Who is in charge of completing it? Who is paying for it? When will it be completed?
  
- 2) I notice that NW 204th St and 23rd Pl NW are two roads to be included in the study. I'm assuming these are the roads within the "X" development - Crawford & Conover addition in Richmond Beach west of 20th NW. Is a road to the Point Wells development being proposed off 20th NW, down 21st Pl NW (which becomes 23rd Pl NW as it enters Woodway)? In other words, is NW 204th NW west of 20th NW and its neighboring roads being considered as an entrance to the proposed development?
  
- 3) If 3,000 new homes are built, what are the number of estimated trips by car per day in/out of the development?
  
- 4) Could a two-lane winding road (Richmond Beach Drive) be considered adequate to handle the number of estimated trips or would it need to be increased to four lanes keeping in mind that most trips would be in the morning and evening as people commute to work?
  
- 5) It seems to me that public comment regarding Richmond Beach Drive from 199th to 205th concerning amenities such as sidewalks is a moot point. Surely there would need to be sidewalks, but amenities are the least of the worries for the people of Richmond Beach. Is the public comment simply a required part of the process?

6) I notice there is a new house under construction on the most northerly lot 20235 NW Richmond Beach Dr? Why was construction so close to the roadway allowed? It doesn't look occupied and it seems that the permit was requested in 2008. What is going on with this property?

7) What is the proposal for the eastward traffic off of Richmond Beach Drive heading out of Richmond Beach? Will the main access point be at 195th or at 196th?

8) Will the public meeting dates/times be set once the Traffic Corridor Study is complete?

Thank you for taking the time to answer these questions?

Tracy Tallman

**Jessica Simulcik Smith**

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**From:** Rachael Markle  
**Sent:** Tuesday, February 12, 2013 3:45 PM  
**To:** tmailhot@frontier.com; Ian Sievers  
**Cc:** Jessica Simulcik Smith  
**Subject:** RE: Can the city refuse to work with BSRE?

Hi Tom,  
I hope this answers your question:

The only rule we are aware of that causes one jurisdiction to consider an adjacent jurisdiction's comprehensive plan is during the drafting of a comprehensive plan or amendments to the comprehensive plan. Each jurisdiction should be externally consistent per RCW 36.70B.100. The City successfully used this section in its Growth Management Hearings Board appeal with the Town of Woodway and Save Richmond Beach. We demonstrated that designating Point Wells as an Urban Center was not externally consistent with Shoreline's Comprehensive Plan adopted Level of Service (LOS E). Some intersections in the Richmond Beach corridor start to exceed the adopted standard with 8250 trips, fewer trips than would be created by the Urban Center density.

We did not challenge Snohomish County's Comprehensive Plan and Development Code amendments (redesignating Point Wells as an Urban Village) adopted in 2012 that were prepared in response to the GMHB findings. These amendments removed all doubt about external consistency by requiring the development to comply with our LOS supported by the City's Capital Facilities plan including binding funding from the developer for those capital facilities needed to accommodate the LOS.

Development is approved under the adopted regulations of the jurisdiction in which the development occurs. Application of regulations does not require a reassessment of compliance with Comprehensive Plan policies outside the permitting jurisdiction or even consistency with a jurisdiction's own Comprehensive Plan see *Citizens v Mt. Vernon*. I am not aware of any concurrency rules that cause that reassessment for consistency. The regulations that are vested for the BSRE applications might include Shoreline's concurrency regulation in SMC 20.60.140 which was LOS E at the time the Point Wells permits vested. However, regulations do not extend into neighboring jurisdictions to control land use approvals. *MT Dev. V. Renton*.

Please let us know if you have any additional or follow up questions.

Sincerely,  
Rachael Markle  
City of Shoreline  
Director, Planning and Community Development  
206-801-2531

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**From:** tmailhot@frontier.com [mailto:tmailhot@frontier.com]  
**Sent:** Wednesday, February 06, 2013 8:59 PM  
**To:** Rachael Markle; Ian Sievers  
**Subject:** Re: Can the city refuse to work with BSRE?

Thanks so much for the prompt reply.

If I'm reading this right, you are saying the City would be able to enforce the traffic LOS if the development was in Shoreline (enforce by denying a permit for a development that generated too much traffic), but since it's in Snohomish County our Comp Plan rules are not binding on the developer.

I thought there were some concurrency rules that prevented one jurisdiction from approving a development that resulted in changes that did not meet an adjacent jurisdiction's Comp Plan. I may very well have misunderstood that. Could you or Ian explain that aspect a bit more?

Thanks again!

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**From:** Rachael Markle <rmarkle@shorelinewa.gov>  
**To:** "tmailhot@frontier.com" <tmailhot@frontier.com>; Ian Sievers <isievers@shorelinewa.gov>  
**Sent:** Wednesday, February 6, 2013 4:37 PM  
**Subject:** RE: Can the city refuse to work with BSRE?

Hi Tom,

Good question and thanks for asking. The short answer is Snohomish County is not required to apply another jurisdiction's policies to development in Snohomish County. The City could use this policy as a basis for SEPA substantive authority to condition or deny a project in Shoreline. However, Snohomish County is the lead agency for the Urban Center permit that is being reviewed, and our SEPA policies are not Snohomish Counties' for use of SEPA substantive authority. Also, the City can't stop people from driving on a public road regardless of our policies and adopted level of service on a street.

Since the subarea policy is written with the "unless and until" clause that provides an avenue to raise the maximum trip count with the completion of the Transportation Corridor Study and Mitigation plan; we would end up at the same juncture of raising the ADT in response to the completion of the Transportation Corridor Study and Mitigation Plan by a project owner if the property were in Shoreline. A prerequisite of making these changes to the Comprehensive Plan will be to concurrently approve a Development Agreement with BSRE to legally bind the developer to the mutually agreed upon terms as determined by the Transportation Corridor Study.

Please let me know if you have any additional questions. I plan to share this question & response at the Planning Commission meeting tomorrow night too.

Sincerely,  
 Rachael Markle  
 City of Shoreline  
 Director, Planning and Community Development  
 206-801-2531

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**From:** tmailhot@frontier.com [mailto:tmailhot@frontier.com]  
**Sent:** Tuesday, February 05, 2013 9:48 PM  
**To:** Rachael Markle; Ian Sievers  
**Subject:** SRB: Can the city refuse to work with BSRE?

I'm Tom Mailhot, board member of Save Richmond Beach. Some of our members have been asking me whether the city can prevent an over sized development at Point Wells by refusing to cooperate with BSRE and leaving Richmond Beach Drive with a traffic limit of 4000 vehicles a day.

I don't have a good answer to that question because I don't understand all the legal implications of a refusal to cooperate, so I'm wondering if one of you can provide the city's response so I can relay it to our members when asked in the future.

Thanks!

Tom Mailhot  
Board Member  
Save Richmond Beach

**Jessica Simulcik Smith**

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**From:** N/A [chakorn@habitatwest.net]  
**Sent:** Thursday, February 14, 2013 1:26 PM  
**To:** City Council; gov.kmckinley@shorelinewa.gov  
**Cc:** will@electwillhall.com; board@richmondbeachwa.org  
**Subject:** Point Wells

February 13, 2012

**CITY OF SHORELINE CITY COUNCIL**

The City of Shoreline and the Richmond Beach Community are left with few points to negotiate with BSRE Point Wells since Snohomish County gets to set all planning and development standards controlling the proposed development.

BSRE 's early presentation of the proposal promised a Sustainable development where its residents will observe and uphold the "Green" standard of living. Residents will be limited to only one car per dwelling unit, rainwater harvest will provide most of its own water requirements. Point Wells will provide its own fire and emergency services and its own Sound Transit stop will also provide mass transit for its commuting residents.

These are great goals. Are they achievable? Maybe, but only time will tell. There are many buildings that set out and were rated LEED certified after completion, only to fall short of the original goals after occupancy. Some of the LEED certified buildings actually consume more energy than a comparable non-LEED structure.

Whatever criteria or standard the proposed Transportation Corridor Study will use to determine the traffic volume cap generated by the Point Wells development. This development may take over 20 years to implement and execute. Would the study use 1 car per household standard as promised by BSRE? How will the agreed upon standard be monitored, maintained and enforced throughout the development's multiple phases and years of incremental progress.

We have little leverage to negotiate with BSRE and Snohomish County to begin with. We must make sure that what we agree to during the proposed negotiation gets executed in a timely manner to protect and assure that development standards and density limit will be followed.

Respectfully Submitted.

Chakorn Phisuthikul

2618 NW. 198<sup>th</sup> Street Shoreline, WA. 98177

206-546-2785

[Chakorn@habitatwest.net](mailto:Chakorn@habitatwest.net)

**Jessica Simulcik Smith**

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**From:** John Yackshaw [jyackshaw@yahoo.com]  
**Sent:** Wednesday, February 13, 2013 2:59 PM  
**To:** City Council  
**Subject:** save richmond beach and woodway appeal to the wa. state supreme court

Council members, I'm urging council members to vote to allow the city of Shoreline to join Save Richmond Beach and the city of Woodway as a "friend of the court" in an appeal to the Wa. State Supreme Court to reverse the permitting of Point Wells as an "urban center". A reversal would change Point Wells from an "urban center" to an "urban village" and reduce the number of units from approx. 3,000 to approx. 2,600. I realize that negotiation is Shorelines main strategy. I think that joining this lawsuit as a "friend of the court" will complement, not undermine, that strategy. It presents a united front and at the very least will result in 400 fewer units. This is going to be a long, difficult process, so please "have the back" of those who elected you, and we will do the same for you.                      thanks, John Yackshaw

**Jessica Simulcik Smith**

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**From:** casperdenn@aol.com  
**Sent:** Tuesday, February 19, 2013 6:20 AM  
**To:** City Council  
**Cc:** Mark Relph; "Save Richmond Beach info"@saverichmondbeach.org  
**Subject:** Point Wells Transportation Alternatives

Dear City Council Members:

We urge the following:

- A). To file an Amicus Brief supporting Save Richmond Beach's application petition and argument/brief to the Washington State Supreme Court.
- B). In the event that the Point Wells project is permitted, to require in any negotiations a second outlet to the site:  
i). Through the City of Woodway road grid at 238th or similar access point. OR  
ii). Up the hill at 205th. (This alternative the City of Shoreline can control.  
Both of these alternatives would eliminate the "cut through" traffic volumes, an issue with Public Works and many Richmond Beach residents.
- C). A toll station collecting tolls as vehicles enter from Point Wells at Richmond Beach Dr. to the City of Shoreline road grid.  
(If the Tacoma Narrows bridge can use this system, and the 520 bridge can use this system, it can be applied to this project as well. Link the tolls to mitigation costs, to increasing City Staff to manage the mitigation and traffic issues, and to new road construction [205th from Richmond Beach Dr. easterly up the hill to a connection point at 20th or 15th or 12th or 8th.]).
- D). We would also support a permanent 10-15mph enforced speed limit on Richmond Beach Dr. from 205th to 195th place until such time as Richmond Beach Dr. could be cut off at 205th when the Point Wells traffic could be diverted on to 205th.
- E). We do not support raising the 4000k trips per day limit on Richmond Beach Dr. under any circumstances.
- F). We do not support widening Richmond Beach Dr in support of the Point Wells project traffic. We do not support adding any street amenities to Richmond Beach Dr. in support of the Point Wells project (i.e. sidewalks, bicycle lanes, etc.). We do not support any associated changes or enhancements to Richmond Beach Dr. Further, this means that we do not support any Planning discussions nor Public Works/Transportation discussions nor studies related to Richmond Beach Dr., as these are not necessary if there are to be no changes to Richmond Beach Dr.

Thank you.

Denis Casper  
Marjo Bru  
20235 Richmond Beach Dr.  
Shoreline, WA 98177

Church. She explained that this event is related to the community renewal area (Sears/Central Market site) effort and will be led by the City's Economic Development Manager.

### **APPROVAL OF MINUTES**

The minutes of January 17, 2013 were approved as submitted.

### **GENERAL PUBLIC COMMENT**

No one in the audience indicated a desire to participate in this portion of the agenda.

Chair Moss arrived at 7:04 p.m. and assumed leadership of the meeting.

### **NEW BUSINESS – 2013 COMPREHENSIVE PLAN AMENDMENT DOCKET**

#### **Staff Presentation and Commission Discussion**

Director Markle reminded the Commission that the Growth Management Act (GMA) limits amendments to the Comprehensive Plan to once per year. As per the City's adopted process for accepting and reviewing Comprehensive Plan amendments, applications are due by the last business day of the year to be processed in the following year. There is no application fee, and amendments can be either publicly or privately initiated. While no privately-initiated amendments were submitted, the City initiated amendments related to Point Wells. She emphasized that approval of the docket (list of amendments) does not approve the amendments; it merely provides direction from the City Council to the staff and public that a particular set of amendments will be analyzed during a given year and brought back later for consideration by the Commission and City Council.

Director Markle referred the Commission to the docket of Comprehensive Plan amendments for 2013 and explained that the Point Wells Subarea Plan calls for the developer to prepare a Transportation Corridor Study (TCS) under the direction of the City. Policy PW-12 specifically states that "Richmond Beach Drive between Northwest 199<sup>th</sup> Street and Northwest 205<sup>th</sup> Street is a local street with a maximum capacity of 4,000 vehicle trips per day, UNLESS AND UNTIL the City is provided with a TCS and Mitigation Plan that includes sources of financing for said mitigation." The City has been working with the developer (BSRE) to commit to funding a TCS and to agree upon the scope and timing of the study. In the event the TCS is completed in 2013, staff is recommending the following draft amendments be placed on the 2013 docket as "placeholders" for more specific amendments based on the analysis and outcomes derived from the TCS:

- The first paragraph on Page 37 of the Staff Report, which details a past step the City has taken during the long history with the Point Wells site, would be deleted. Because the Point Wells Subarea Plan does not detail other steps taken, staff is proposing that the language be deleted.
- A capitalization correction would be made at the bottom of Page 40 of the Staff Report. "Urban Center" was changed to "urban center."

- Policy PW9 on Page 41 of the Staff Report would be amended to clarify that not all road segments and intersections between State Route 104, North 175<sup>th</sup> Street and Interstate 5 will be studied, just those that may result in traffic impacts as a result of development proposed at Point Wells.
- An additional sentence would be added at the bottom of Paragraph 2 on Page 42 of the Staff Report to incorporate Shoreline's subsequent adoption of a citywide level of service (LOS) D instead of E.
- Policy PW-12 on Page 42 of the Staff Report would be amended by replacing "maximum 4,000 vehicle trips per day" with a development agreement between the City and BSRE that establishes a new maximum trip cap, specific mitigation to achieve the new trip cap, and a specific funding and phasing plan to be determined as part of the TCS.
- Staff anticipates that changes to the Capital Facilities Element may also be necessary to include the mitigation projects identified as part of the TCS.
- As a result of the TCS, amendments may be needed to the Transportation Element, specifically the street classification, pedestrian and bike facilities maps.

Director Markle said it is anticipated that the City Council will review the Planning Commission's recommendation and confirm the 2013 Comprehensive Plan Amendment Docket on February 25<sup>th</sup>. The TCS could begin in the spring of 2013. After the study has been completed, the Planning Commission will study the specific Comprehensive Plan amendments, hold public hearings, and forward a recommendation to the City Council in late 2013. The City Council will make the final decision.

Director Markle advised that a number of questions have been raised since the Staff Report was published. She reviewed each of the questions as follows:

- **Is staff recommending to change the road classification and remove the 4,000 average daily trip (ADT) count on Richmond Beach Drive before the TCS has been completed?** Director Markle clarified that no recommendation to amend the Comprehensive Plan will come forward until the TCS has been completed and an agreement has been negotiated to legally bind BSRE to the agreed upon outcomes of the TCS.
- **Why is staff recommending the amendments to the Comprehensive Plan this year?** Director Markle explained that BSRE's permits are vested as an Urban Center in Snohomish County following the January 7<sup>th</sup> ruling from the Court of Appeals. Snohomish County is processing the permits as an Urban Center development. The City's legal analysis and outside legal opinions have concluded that further litigation regarding the vesting status of the permits will not yield successful results. Even if further appeals are successful, the end result will be Urban Village development in place of the Urban Center. She advised that the City's ability to influence measures to reduce impacts on the City from the proposed development will soon be supplanted by Snohomish County's permitting and environmental review process. If a development agreement is finalized in advance of the permits being issued, the City will have more leverage via assurance to BSRE that the City concurs with the analysis prepared for the Environmental Impact Statement (EIS) related to identification and mitigation of transportation impacts. This assurance would be based on a completed TCS that includes specific design of the mitigation, an agreement that results in fewer trips impacting Shoreline, and better mitigation than can be achieved through the State Environmental Policy Act (SEPA) process alone. She pointed out that the Snohomish County process does not include or require a TCS, which would allow for a greatly enhanced public process. In the next few

months, Snohomish County will begin scoping for the EIS, so now is the time for the City to analyze the impacts and develop mitigation. She summarized that if the TCS process is successful and the City is able to negotiate an agreement with BSRE, the City's Comprehensive Plan will need to be amended to reflect the agreement.

- **Can the City prevent the proposed Urban Center development at Point Wells by refusing to cooperate with BSRE and leaving Richmond Beach Drive with a traffic limit of 4,000 vehicles a day?** Director Markle answered that Snohomish County is not required to apply another jurisdiction's policies to development in Snohomish County. As a practical matter, the City cannot stop people from driving on a public road just because the number of trips exceeds a defined street classification regardless of its policies and the adopted LOS for the street. The "unless and until" clause contained in the Point Wells Subarea Plan provides an avenue to raise the maximum trip count with the completion of a TCS and Mitigation Plan. The "4,000 trip maximum" was put in place to ensure the completion of a TCS. She explained that a prerequisite for making the changes to the Comprehensive Plan will be to concurrently approve a development agreement that legally binds the developer to the mutually agreed upon terms as determined by the TCS. Without the agreement, the City's ability to apply its policies and local standards is not reliable.

Director Markle summarized that everyone in the City is disappointed that the collective attempts thus far to reduce the size of the development at Point Wells have been unsuccessful, and she agreed that the impacts will be significant and unsafe without proper mitigation. Since the permits are now being processed in Snohomish County as an Urban Center, the City must move towards a strategy to fully understand the realities of the impacts and to productively identify the best solutions using the TCS as the tool. The solutions need to be accompanied by a legally-binding agreement to ensure they are carried out. The first step is to docket the amendments in anticipation of the TCS reaching a successful conclusion in 2013. She said staff is recommending that the Planning Commission forward a recommendation to the City Council to approve Attachment 3: Proposed 2013 Docket as the list of amendments to be analyzed and considered in 2013.

Commissioner Scully requested more information about the scope of the TCS, particularly who will do it and who decides what impacts are studied. Director Relph answered that the developer would perform the actual TCS, which is typical of most city requirements. However, the City has agreed it would facilitate the actual TCS discussion. He explained that the study would be done in two parts: Segment A for the lower portion of the corridor would include a more detailed and comprehensive approach of workshops, and the public would be invited to participate in the process. They would review each property foot-by-foot to identify the ultimate issues, problems and impacts; and then property owners would be invited to participate in a process to identify solutions. The impacts in Segment B (upper portion of the corridor) are more confined to the intersections, and the process would be broader to look at not only intersections, but other issues such as neighborhood cut-through traffic. He summarized that the TCS process is designed to be specific about the areas and the possible solutions that may come out of the discussion.

Director Relph emphasized that Snohomish County has started the scoping process, and it is critical for the City of Shoreline to reach an agreement with BSRE and Snohomish County as soon as possible to maximize its opportunities. He said the City is ultimately looking for a traffic cap, which would not be

possible via Snohomish County's SEPA process. Through the City staff's preliminary work, it is estimated that the street, with the existing 60-foot right-of-way, can exceed 17,000 cars per day with only modest improvements at some intersections. They are very concerned with this number, and the public should be, as well. This is the City's opportunity to establish a cap that is much more manageable rather than relying on Snohomish County.

Commissioner Wagner noted that Policy PW-9 was structured so that the City of Shoreline would be in the driver's seat for the TCS. Now both the developer and Snohomish County will be involved in the process. She asked Director Relph to clarify what is currently on the table and what the options are for moving forward. Director Relph answered that they are currently in the negotiation process with the developer. Typically, the developer would be required to complete the technical work for which the City would approve the assumptions. The TCS process would allow the City and the developer to negotiate the assumptions and criteria upfront so there is a very clear understanding of which model would be used, how the trips would be distributed, what is the scope, what is the LOS, how would pass-through traffic and turning movements be treated, etc. It is the City's hope that Snohomish County, who is ultimately responsible for the SEPA process, would accept the agreement. The TCS would be a much higher level of study than would ever be required in a SEPA process by Snohomish County.

Commissioner Wagner asked if BSRE has indicated an interest in working out an agreement with the City. Director Relph answered that, in his opinion, there has been some very sincere effort on the part of BSRE to strike a reasonable agreement with the City. The staff has been working hard to protect the interest of the City, while at the same time, recognizing the City's legal limitations and the ultimate goals that BSRE is trying to accomplish. He acknowledged that the negotiations would be very difficult.

Commissioner Scully asked what the impact on the TCS would be if the City fails to put the proposed Comprehensive Plan amendments on the 2013 docket. Director Markle explained that the City must have the ability to amend the Comprehensive Plan in order to implement an agreement that is consistent with the City's Comprehensive Plan. She explained that regardless of what the City does, Snohomish County will continue to process the permits. Without the TCS, the City will not have the technical expertise or appropriate level of public outreach to respond appropriately to the EIS.

Commissioner Scully said he understands the need for the TCS, but he is unclear on the causal link between the TCS and the 2013 Comprehensive Plan docket. If it is the case that they will not have a TCS or the same TCS, that's a different decision point than if the City is going to get the TCS no matter what. Director Markle explained that it is possible that BSRE would decide against an agreement if the City is not willing to entertain amendments to the Comprehensive Plan. Commissioner Scully summarized that having the TCS the City wants is dependent upon BSRE's cooperation.

Chair Moss referred to Director Relph's earlier statement that Richmond Beach Drive and its existing right-of-way could accommodate up to 17,000 trips per day with minimal improvements and upgrades. She asked if the upgrades would require condemnation or eminent domain of land or if there is unimproved right-of-way available for this expansion. Director Relph answered that the expansion would occur largely within existing rights-of-way, with the exception of the intersections where there would not be enough right-of-way to accommodate the required street improvements. The TCS will help them understand the ultimate level of improvements necessary.

Commissioner Wagner asked who would bear the cost of bringing the rights-of-way up to standard. She also asked if Snohomish County would identify which road segments would need improvements as part of their EIS. Director Relph said the developer would have the ultimate responsibility to mitigate the impacts of the additional traffic. Commissioner Wagner asked if a mitigation plan would be identified as part of the SEPA process, which is less rigorous than a comprehensive TCS would be. Director Relph answered that the normal SEPA process would be less than the proposed TCS. He emphasized that the City is trying to negotiate a much higher standard that involves greater public participation than what is required in a normal SEPA process.

Chair Moss asked how the property's development potential would change if the litigation prevails and the site is re-designated as an Urban Village. Director Markle answered that 2,640 units would be allowed instead of the 3,081 the developer has applied for. The maximum height would be substantially less, as well. In addition, Urban Village has a provision that development must be consistent with the City of Shoreline's adopted LOS for infrastructure and services, and that is not required under the current Urban Center designation.

### **Public Comment**

**Nancy Morris, Shoreline**, expressed concern that BSRE has not been bound by anything at this point and has been granted every request. She also expressed concern that the game seems to change frequently. She disagreed with the City Attorney's advice that litigation to the State Supreme Court would be fruitless. She expressed her belief that the proposed development is totally absurd and ignores the basic and obvious geophysical data that in the event of a major earthquake, the ground beneath the tall buildings would liquefy. She voiced concern that a significant amount of time and money is being wasted on a TCS while completely ignoring the very relevant dangers for redeveloping the property in the manner proposed. She also commented that while some Snohomish County Council Members have integrity, the majority of them seem to support changing the rules to suit BSRE. Anyone with a sense of ethics and common sense would think there has been malfeasance involved. Lastly, Ms. Morris pointed out that last spring, traffic was backed up from 20<sup>th</sup> Avenue all the way past 15<sup>th</sup> Avenue on Richmond Beach Drive just from a basic community Easter egg hunt. She summarized that if Snohomish County wants to approve this development, they should provide access from their side rather than forcing traffic into an area that is unable to handle it.

**Jerry Gernes, Shoreline**, referred to a seller disclosure form, which contains a list of things that must be disclosed when selling a house or condominium. While the environmental section only addresses such things as asbestos, radon, etc., it is also important to keep in mind the health hazards associated with the coal trains that run past the Point Wells site. He said he lives on 199<sup>th</sup>. Although it is the narrowest street in Shoreline, cars scream up and down it all the time. Because it is the closest road for getting from Point Wells to 20<sup>th</sup> Northwest, he anticipates that the problems will increase. He suggested he would put out a sign that points out the dangers of buying condominiums at Point Wells.

**Robert Flanigan, Shoreline**, said the neighbors are present to unite against BSRE and their plans for Point Wells; specifically their impact on the Richmond Beach and Shoreline community. He said that, like all the neighbors on his street (Richmond Beach Drive), he will be greatly impacted by the Point Wells project. If the 80-foot delineation is adopted, he will lose his house. He has lived on the street for

21 years, and he and his wife own their home and do not wish to sell it. He is a carpenter by trade, and he has had friends and neighbors refer to his house as a “little jewel box.” Rather than bulldozing the house, his plan has always been to leave it to his family as a legacy of a blue-collar worker. When his wife is gone it will go to his son so that he might be a middle-class person and be elevated above the working class as well. He said that two years ago, BSRE stated that they would pack up and leave if the community did not want their project. The neighbors all knew this was an idle promise, and he certainly doesn't underestimate BSRE's power and wealth. They have an entire team of lawyers working for them. If the 80-foot right-of-way happens, his home and many of his neighbors' homes would be significantly impacted. They see that a lot of greed and corruption might have been going on as they sat waiting. He expressed his belief that this is an ancient problem where a group of individuals have beautiful homes and a group of powerful and wealthy individuals decide to seek the properties for their own. He feels that if they don't stand up against these bullies, they are doomed to lose.

**Susan Chang, Shoreline**, said she does not live on Richmond Beach Road, but she does live in the community. She expressed her belief that the City is accommodating the developer every step of the way. The current capacity of Richmond Beach Road is about 4,000 vehicles per day, and the current traffic is only an order of magnitude less than that. They are now looking at potential improvements to take it to 17,000. This is asking to go from what is currently LOS A to LOS D, which equates to an Aurora Avenue through the neighborhood. She said she does not understand why the City is not putting up more of a fight to keep this from happening. Why doesn't the City join Save Richmond Beach and the City of Woodway in this effort? She clarified that she is not against development at Point Wells. It would be nice to have a beach and public access to the water and to remove the asphalt plant, but neither Urban Center nor Urban Village makes sense. The City should do more to keep the development from happening.

**Lynn-dee Schwarz, Shoreline**, said she is a long-time Richmond Beach resident. While she works for Sound Transit, she made it clear that she was present to speak as a resident of Shoreline and not as a representative of Sound Transit. She reminded the Commission that light rail service is coming north. Not that long ago, the Sound Transit Board was discussing its EIS and where stations would be placed along the North Corridor. One option was a possible station at North 175<sup>th</sup> Street and Interstate 5 and North 185<sup>th</sup> Street and Interstate 5. Representatives from the City of Shoreline attended the board meeting and provided documents, statements, and comments about why Shoreline did not want a station at North 175<sup>th</sup> Street and why a station at North 185<sup>th</sup> Street would be more viable. By the time the meeting was over, the possible station at 175<sup>th</sup> was removed from further consideration, and Sound Transit Board is continuing with its investigation of a possible station at North 185<sup>th</sup> Street. She asked the Planning Commission and City staff to take into account the very residents who would be impacted by the Point Wells development and do their due diligence in protecting the residents as they did in front of the Sound Transit Board. This is not about a five-year decision, this is a legacy decision that is important to them all.

**Garry Horvitz, Shoreline**, said he is a 26-year resident of Richmond Beach and a civil engineer. He said he has attended meetings for quite some time, and it seems that the white flag of surrender is up at every session. He said he understands that the City may not have a lot of legal leverage, but sometimes it is important to go down swinging. All he hears is strategies for accepting whatever crumbs BSRE is

willing to throw the City's direction. He would rather the City spend its energy fighting the proposed development as hard as it can as opposed to giving up.

**Jerry Patterson, Shoreline**, thanked the Commissioners for listening to the public's concerns. He also thanked the City Council, who has scheduled an update on Point Wells on February 11<sup>th</sup>. In addition, he thanked staff for scheduling an informal discussion with the community prior to the Richmond Beach Community Association's meeting on February 12<sup>th</sup>. He summarized that there will be several opportunities for the public to share their thoughts. He said he and his wife own a home on Richmond Beach Drive. Mr. Patterson said he has carefully studied the proposed amendments. He recalled that in November and December of 2012, both the Planning Commission and City Council independently discussed amendments to the Comprehensive Plan. This process culminated in the City Council approving an updated plan on December 10, 2012. He said he is virtually sure that all members of the public present are clear on the fact that in 2011 the Planning Commission and the City Council approved the following recommendation: *"In view of the fact that Richmond Beach Drive between Northwest 199<sup>th</sup> and Northwest 205<sup>th</sup> 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 vehicles per day. Unless and until either Snohomish County or the owner of Point Wells Urban Center can provide the City a Transportation Corridor Study and Mitigation Plan called for in Policy PW-9, as well as financial and other mitigation, the City should not consider reclassifying this project."* Now before the Commission is a staff recommendation to place on the 2013 Docket consideration to reverse the recommendation that was made several months ago.

Mr. Patterson asked why the amendments were not discussed and recommended during the many deliberations by the City Council and Planning Commission throughout November and December at which they talked about an updated plan. He questioned what happened between the December 10<sup>th</sup> Council action and the last day in December to warrant the application. He asked the date the application was received by the Planning Commission. He also invited the Commission to discuss the implications for condemnation of property. He noted that one proposal is to reclassify Richmond Beach Drive to a corridor arterial, with a maximum width of 80 feet. He encouraged the Commission and staff to answer the questions posed by the public. *(Note: Mr. Patterson submitted a copy of his remarks for the record.)*

**Janet Way, Shoreline**, also thanked the Commission and staff for their hard work and service. She said she sympathizes with the difficult position the City is in. However, she also sympathizes with the public's position. They are counting on the City, as they must, to make the situation tolerable for everyone. She referred to the 2004 Stream and Wetland Inventory and Appendices, and noted that a new inventory was prepared for the recently approved Surface Water Master Plan. She said the inventory shows four creeks along Richmond Beach Road. Although they are not ideal in their current condition, they could be considered salmon habitat given their proximity to Puget Sound. These creeks should be considered as part of any EIS associated with Point Wells and she asked that the map be entered into the record.

Ms. Way asked what criteria the City would put in place for the TCS. For example, what criteria would the consultants be required to analyze, and what qualifications would consultants have to meet. She asked what checks the City would put in place to ensure the study is unbiased. Because the developer is

paying for the study, there must be some assurance the study is done quickly and correctly. Perhaps an independent consultant could be hired by Save Richmond Beach, the City, etc. to ensure the study contains accurate information.

**Dave Wight, Shoreline**, said he has lived in Richmond Beach for 31 years. He pointed out that the Shoreline Municipal Code outlines criteria for reviewing Comprehensive Plan amendments. He noted that the Commission specifically referred to the criteria in their meeting of November 15, 2012. He reviewed the criteria as follows:

1. *The amendment is consistent with the Growth Management Act (GMA) and not inconsistent with the Countywide Planning Policies, and the other provisions of the Comprehensive Plan and City policies.*
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.*
3. *The amendment will benefit the community as a whole, will not adversely affect community facilities, the public health, safety or general welfare.*

Mr. Wight specifically referred to Criteria 3 and asked the Commission to carefully listen to the community.

**Carolyn Marian, Shoreline**, said she also lives on Richmond Beach Drive and has spent the last three days reviewing laws and information from the City. It has made her sick and dizzy, and she is totally fed up. She read the following email, which she sent to the City prior to the meeting:

*“There are some sticky issues regarding municipalities exercising the authority delegated to them, especially when it comes to imminent domain and public use. Point Wells is a private property, and somehow an Urban Center and/or Urban Village with facilities to be used for private use as retail establishments, restaurants, theaters, or whatever does not fall within the State guidelines of public use. Allowing the City staff to amend elements of the Comprehensive Plan will only expedite statutory authority to give them the power to imminent domain. We do not want this.”*

**Denis Casper, Seattle**, said he owns a home on Richmond Beach Drive and it is his opinion that the City will never have any leverage over the development. While he respects the sincerity of the efforts of the Public Works Director and the Planning and Community Development staff, they appear to be wasting time and resources. They do not have, and will not ever have, any leverage. He questioned why they don't resist more. He suggested the City could use ramp meters, toll stations and other options to limit the use of Richmond Beach Drive and make the Point Wells property less valuable. He summarized there are ways for the City to resist if it has the will and the interest to do so. Another option would be to route traffic up North 205<sup>th</sup> Street rather than Richmond Beach Drive, but he recognized this could be considered a selfish option.

**Tom Jamieson, Shoreline**, said he lives on Richmond Beach Drive. He commented that if the Point Wells development moves forward as proposed, the traffic in front of his home would increase by about

40 fold. He said the issue is not so much about traffic, but about how the whole City would fundamentally change. He pointed out that the City of Shoreline has not objected to the fact that BSRE has a sustainable dream to bring this new development about. In fact, the City has a set of goals to achieve economic development for the City and the proposed Point Wells development is a god send. However, they won't admit this to the public. Instead, they say it is inevitable and they will try to mitigate the traffic. But that has nothing to do with it, and the City staff and Commission know it. He recalled that people were mad about the Point Wells proposal on August 31, 2011 and they are still mad for good reason. He said that over the past 18 months he has attended about 70 City Council meetings in an attempt to connect the dots. He said he has finally connected the dots to Proposition 1, the Community Renewal Area, and coal trains. He noted that the public was recently notified that there were only a few more days to comment on the coal train issue. However, they did not inform the public that the City Council decided at an August dinner meeting to not do anything about coal trains until they hear from the public. He suggested that the City Council orchestrated a plan of deception. He recalled that he attended meetings regarding Proposition 1, and the issue of Point Wells was never brought up by the staff-appointed advisory committee, and it was not included on the maps. He said he has raised this concern to the Commission and City Council repeatedly, but has been ignored and marginalized. He said this needs to stop, and the Commissioners and City Council all need to resign and get out.

The Commission discussed Ms. Way's comment that they should consider creeks when they discuss the proposed Comprehensive Plan amendments. They also discussed her request that the Commission incorporate a specific document into the record. Ms. Simulcik Smith clarified that the document Ms. Way referred to is identified as Figure 3 in the Stream and Wetlands Inventory and Assessment Appendices. This map is a City document. She advised that the public comments and the map referred to by Ms. Way will be numbered as part of the record and will come back to the Commission if and when the amendments are presented for consideration later in the year. Commissioner Scully said he also spoke to a citizen who shared some photographs that he would like included in the record. Chair Moss explained that the purpose of this meeting is to determine whether or not the proposed amendments will be docketed. Additional information can be submitted for the Commission consideration if and when the amendments are docketed and placed on the Commission's 2013 Work Plan.

Director Markle answered the following questions put forth by Mr. Patterson:

- *Why were the amendments not discussed and recommended by the City Council and Planning Commission throughout November and December as part of the major Comprehensive Plan update?* She explained that amendments to the Comprehensive Plan must be submitted by the last business day of the prior year in order to be included on the next year's docket. While staff worked on the specifics of the TCS concept in 2012, they were not far enough along at the end of 2011 to include the amendments on the 2012 docket.
- *When did the Planning Commission receive the proposed amendments?* She said the Commission received the proposed amendments in their packet two weeks ago.
- *What is the rationale for consideration of reclassification of Richmond Beach Drive as a corridor arterial that has an approved maximum allowable right-of-way of 80 feet instead of the current maximum 60 feet at the south portion of Richmond Beach Drive and 45 feet in the north segment?* The City's intent is to maintain a 60-foot maximum right-of-way, which is what currently exists.

- *What are the implications for condemnation of property if the proposed changes you consider tonight are enacted by the City Council?* Again, she clarified that the City's intent is to work within the existing 60-foot right-of-way, and not acquire additional right-of-way. However, she acknowledged that small amounts of right-of-way at intersections may be required.

Again, Chair Moss reminded the Commission that the purpose of their discussion is to decide whether or not to move the proposed amendments to the City Council with a recommendation that they be on the 2013 Comprehensive Plan Amendment Docket. The Commission will discuss the merits of the proposed amendments if and when they are docketed.

Commissioner Wagner asked if it would be within the City's purview to use creative approaches for limiting the access on Richmond Beach Drive, as suggested earlier by a citizen. Director Markle answered that the City has considered possible options for limiting access, but case law prohibits the City from closing down the road or denying access to properties. Director Relph added that staff has done an enormous amount of work trying to understand and pursue various alternatives, such as ramp meters, toll stations, etc. They will provide a more detailed report to the City Council on February 11<sup>th</sup>.

Commissioner Montero asked what would happen if the City does nothing and Snohomish County approves the permits and the development moves forward. Ms. Markle said the development would occur without the City having the ability to craft mitigation and require road improvements. The City would be left with whatever Snohomish County decides is appropriate. Staff feels this mitigation will be inferior to what the City and developer could collectively come up with via a TCS. Director Relph reminded the Commission that the ultimate capacity of a 60-foot right-of-way is tremendous, so it is important to negotiate a cap on the number of vehicles allowed on the roadway. If they rely on Snohomish County, there would be no cap. The developer would simply have to meet the City's current LOS standard, which can likely accommodate over 17,000 vehicles per day.

Vice Chair Esselman asked if the size of the development would be limited if the analysis that is done as part of the TCS indicates that the existing street cannot handle the increased level of vehicular traffic. Director Relph explained that not only is the proposed unit count and the amount of square footage for retail and commercial problematic, the internal capture rates suggested by the proposal were different than the City has ever seen before and staff is extremely uncomfortable. Internal capture rate refers to the tendency for trips to stay in place because the services are there. Staff is recommending the City move away from the number of units to a limitation on the average daily traffic. The TCS could identify a maximum cap that could be distributed to the different phases. The actual progress of each phase could be measured to determine if projections are being met. If not, the developer would be required to change a future phase. The only way they can get this type of requirement is through negotiation, and not the standard SEPA review. Vice Chair Esselman summarized that the TCS process would afford the City more leverage.

Commissioner Scully said he is not convinced that cooperation is the only or even the right path forward. However, at this phase of the process, the City would not be giving up any rights going forward by putting the amendments on the docket. The proposed amendments would allow the City to collect more information. Whether it results in more mitigation or the City decides to be a party to a lawsuit to overturn Snohomish County's permit, the City will be better off with more data.

Commissioner Montero noted that words are only one part of the issue. The City must also be concerned about the rest of the infrastructure required for the development. Director Markle responded that the City would review the infrastructure needs through the EIS process. Staff will follow the permit process closely and work with their utility and service providers. They are starting to learn about the Interlocal agreement process with Snohomish County, which provides an avenue for ironing out these issues.

**COMMISSIONER WAGNER MOVED THAT THE COMMISSION FORWARD A RECOMMENDATION TO THE CITY COUNCIL THAT THEY DOCKET THE PROPOSED COMPREHENSIVE PLAN AMENDMENTS AS DRAFTED BY STAFF AND PLACE THEM ON THE COMMISSION'S 2013 WORK PLAN. COMMISSIONER SCULLY SECONDED THE MOTION. THE MOTION CARRIED UNANIMOUSLY.**

The Commission recessed the meeting at 8:25 p.m. to allow members of the audience to leave if desired. The meeting was reconvened at 8:34 p.m.

### **NEW BUSINESS – UPDATE ON LIGHT RAIL STATION AREA PLANNING**

Commissioner Maul reported that the Light Rail Station Area Planning Subcommittee met to put together a plan for their tasks. It was determined that the Subcommittee would meet monthly with the staff to keep the project moving forward. They have started working to develop criteria for identifying the station area boundaries. Because the Subcommittee is scheduled to provide reports at regular Planning Commission meetings, there will be opportunities for the public to provide input as to what criteria should be included. Commissioner Scully added that several boundary discussions will take place, the first being the study area boundaries. He suggested that the process for eliciting comments on the study area boundaries will likely be less formal, but they are hoping for public input on how broad to draw the area of consideration.

Commissioner Maul said the Subcommittee's goal is to coordinate efforts with Sound Transit, the City's consultant, and citizen groups. He reported that the City has already received proposals for the consultant work, and the scope of the Request for Proposals is available as public information.

Commissioner Maul advised that potential criteria for determining station area boundaries could include a ½ to ¼ mile radius and direction from the Comprehensive Plan such as examining the corridors that connect different parts of the City to the potential stop locations. The criteria could also include topography, walk/bike sheds and homeowner preferences. The Subcommittee will work with the consultant and City staff to develop an appropriate process for soliciting public comments regarding the station area boundaries. They anticipate a full Commission discussion on April 18<sup>th</sup>, and the Subcommittee and staff will facilitate the discussion at the first City-hosted community meeting in May. It was noted that the community meeting would need to be advertised as an open meeting so that all interested Commissioners could attend.

Commissioner Scully pointed out that a timeline for the Station Area Planning Process has been posted on the City's website. He advised that the ball is currently in Sound Transit's court as to what the next major step will be. The draft Environmental Impact Statement (EIS) will identify a preferred