

CITY COUNCIL AGENDA ITEM
CITY OF SHORELINE, WASHINGTON

AGENDA TITLE:	Review of Draft Scoping Comment Letter to Snohomish County Regarding Proposed Development at Point Wells		
DEPARTMENT:	Planning and Community Development		
PRESENTED BY:	Rachael Markle, Director		
ACTION:	<input type="checkbox"/> Ordinance	<input type="checkbox"/> Resolution	<input type="checkbox"/> Motion
	<input checked="" type="checkbox"/> Discussion	<input type="checkbox"/> Public Hearing	

PROBLEM/ISSUE STATEMENT:

Snohomish County is expected to issue a Scoping Notice to initiate the beginning of the public process for Snohomish County’s development of an Environmental Impact Statement (EIS) for the proposed project at Point Wells. Once the notice is issued, the public, including the City of Shoreline, will have a minimum of 21 days (up to a maximum of 30 days) to provide comments to Snohomish County on the proposed scope of the Environmental Impact Study. It is important that the City identify the areas of both the built and natural environment we anticipate could be significantly impacted as a result of the proposed project at Point Wells and provide that information to Snohomish County. This is the City’s opportunity to ensure that the scope of the County’s environmental review includes the analysis of all significant impacts and meaningful alternatives and mitigation measures. If the scope is not adequately defined, then the City as well as the County will miss an opportunity to protect the environment and improve the project. Attached to this staff report (Attachment A) is the City’s Draft Scoping Comment letter for Council’s review.

RESOURCE/FINANCIAL IMPACT:

There is no financial impact to providing a Scoping Comment letter to Snohomish County regarding the EIS for the proposed development at Point Wells. As well, the City does not have funds budgeted to conduct independent environmental studies for the Point Wells EIS and must rely on Snohomish County’s environmental review. An exception to this is that the City has budgeted and negotiated directly with the project developer (Blue Square Real Estate – BSRE) to fund a Transportation Corridor Study specific to identifying and mitigating significant impacts to Shoreline’s motorized and non-motorized transportation networks anticipated to result from the proposed development at Point Wells.

RECOMMENDATION

No formal action is required. Council is being asked to provide direction to staff to finalize the City’s comments to Snohomish County regarding the proposed scope of the County’s Environmental Impact Statement.

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

BACKGROUND

As Council is aware, Point Wells is an unincorporated portion of southwest Snohomish County, of which approximately 61 acres is owned by Blue Square Real Estate (BSRE) Point Wells, LP. The BSRE property has been used as an industrial site for over fifty years, and the property currently serves as an asphalt plant. In mid-2007, the owner of the property announced an intention to redevelop the site. The proposal required a change to the Snohomish County Comprehensive Plan Designation for the 61 acres from Urban Industrial to "Urban Center", and a zoning change from Heavy Industrial to Planned Community Business and then to Urban Center.

On March 4, 2011, BSRE submitted a project application to Snohomish County for a mixed-use community in accordance with the Snohomish County Urban Center Development Code. The application was accepted by Snohomish County planning officials as being a "complete" application. Given that BSRE's proposed project is likely to result in significant adverse impacts to the environment, the lead agency (Snohomish County) must prepare an Environmental Impact Statement (EIS) in order to define the impacts of the project and the mitigation requirements.

The Washington State Environmental Policy Act (SEPA) requires that notice and opportunity to comment be afforded to interested persons and agencies on possible significant impacts to the natural and built environment that may result from governmental decisions. If those decisions will likely result in significant adverse impacts to the environment, SEPA requires that the lead agency prepare an EIS to identify the significant adverse impacts, analyze the impacts, identify reasonable alternatives, and develop mitigation to avoid, minimize, restore, reduce over time, or compensate for the impact. Snohomish County as the lead agency will be issuing a Determination of Significance for the proposed development at Point Wells based on the fact that significant adverse environmental impacts are likely to occur.

The next step in the EIS process is for Snohomish County to issue a Scoping Notice. Once the notice is issued, the public, including the City of Shoreline, will have a minimum of 21 days (up to a maximum of 30 days) to provide comments to Snohomish County on the proposed scope of the EIS. Tonight's discussion will be the first time the Council has had an opportunity to discuss the Draft Scoping Comments letter to Snohomish County regarding the proposed development at Point Wells.

Scoping is designed to occur within a specified comment period. As of the writing of this staff report, Snohomish County had not yet issued the Scoping Notice for the Point Well EIS. However, Snohomish County staff indicated that they would likely be issuing the notice by early February 2014 and had tentatively scheduled two public scoping meetings on February 18th. One of the scoping meetings would occur during the day at the Snohomish County Administrative Offices in Everett, and a second meeting would occur in the evening at the Shoreline Center.

DISCUSSION

SEPA rules for an EIS, specifically WAC 197-11-444 (which is attached to this staff report as Attachment B), lists the elements of both the natural and built environment that

may be significantly impacted by governmental decisions on policies, regulations and permits. SEPA also requires that the lead agency narrow the scope of the EIS to address just the elements of the environment that may suffer probable significant adverse impacts as a result of the approval of the proposal by the government decision maker(s). This is in essence “the scoping process”. Scoping also serves as notice to the public that an EIS will be prepared and when to comment.

The Draft Scoping Comment letter (Attachment A) has narrowed the list of elements of the environment found in WAC 197-11-444 to just those elements that may suffer significant adverse impacts if the Point Wells project were to be approved by Snohomish County without further study, consideration of alternatives and development of mitigation measures to eliminate or reduce impacts.

The City’s scoping comments are designed to focus on:

- 1) Identifying the adverse environmental impacts of the project;
- 2) Development of possible mitigation measures to reduce or eliminate impacts;
- 3) Reasonable alternatives to the proposed project that would avoid or minimize adverse impacts; and
- 4) Identifying the need for additional studies.

The Draft Scoping letter relays to Snohomish County that the City expects that there will be significant adverse impacts to the following elements of the environment:

- . Natural Environment
 - Geology & Soil
 - Shorelines
 - Wetlands & Streams
 - Floodplains
 - Wildlife, Fish & Vegetation
 - Air Quality
- . Transportation – all modes
- . Public Service and Utilities
- . Economics
- . Recreation
- . Neighborhoods
- . Visual Quality
- . Cultural Resources
- . Hazardous Waste
- . Noise

Therefore, the City is requesting that these elements of the environment be included in the scope of the EIS. The Draft Scoping Comment letter provides more detail regarding the specific impacts, additional studies that may be required, alternatives that should be considered and potential mitigation measures.

STAKEHOLDER OUTREACH

On January 15th, the City hosted a pre-scoping meeting at City Hall. The purpose of the meeting was to:

- Prepare Shoreline residents for the upcoming Snohomish County scoping process by sharing information about when we anticipate the scoping process to begin;
- Explain what scoping entails and how to provide the County with effective scoping comments;
- Hear more from our residents about what concerns they have regarding the proposed development at Point Wells and the potential impacts to the environment that should be studied and mitigated as part of Snohomish County's environmental review of this project; and
- Share with our community the City's initial thoughts on what elements of the natural and built environment should be included in Snohomish County's EIS.

The City sent postcard invitations to six Shoreline neighborhoods (Richmond Beach, Innis Arden, Hillwood, Richmond Highlands, Echo Lake and Meridian Park), which totaled almost 11,000 homes. The meeting was also advertised on the City's website. Approximately 75 people attended. Attachment C to this staff report contains a compilation of the public comments received at the meeting. Staff have incorporated many of these ideas into the Draft Scoping Comment letter.

RESOURCE/FINANCIAL IMPACT

There is no financial impact to providing a Scoping Comment letter to Snohomish County regarding the EIS for the proposed development at Point Wells. As well, the City does not have funds budgeted to conduct independent environmental studies for the Point Wells EIS and must rely on Snohomish County's environmental review. An exception to this is that the City has budgeted and negotiated directly with the project developer (BSRE) to fund a Transportation Corridor Study specific to identifying and mitigating significant impacts to Shoreline's motorized and non-motorized transportation networks anticipated to result from the proposed development at Point Wells.

RECOMMENDATION

No formal action is required. Council is being asked to provide direction to staff to finalize the City's comments to Snohomish County regarding the proposed scope of the County's Environmental Impact Statement.

ATTACHMENTS

- Attachment A: Draft Scoping Comment Letter
Attachment B: List of Elements of the Built and Natural Environment (WAC 197-11-444)
Attachment C: Comments from Shoreline's 1/15/14 Pre-Scoping Meeting

Attachment A

February XX, 2014

Snohomish County Planning and Development Services
Attn: Mr. Darryl Eastin, Project Manager
3000 Rockefeller Avenue M/S XXX
Everett, WA 98201-4046

Dear Mr. Eastin:

The City of Shoreline would like to take this opportunity to provide Snohomish County with our comments on the scope of the Environmental Impact Statement (EIS) for the development of Point Wells. This letter identifies those elements of the environment that are likely to sustain significant adverse impacts as a result of the proposed Point Wells project. The City is requesting that Snohomish County study and address these elements in the EIS:

- **Natural Environment**
 - **Geology and Soils**
 - § The City of Shoreline records indicate that there are slide prone areas located along Richmond Beach Drive, the only identified ingress and egress to this development. Significant geotechnical analysis is warranted to verify that the transportation mitigation ultimately selected can be safely constructed and maintained. A geotechnical report specific to the preferred offsite transportation mitigation measures selected should be prepared. Maps illustrating the known areas of concern based on the City of Shoreline GIS.
 - § In addition, Snohomish County should also study the geologic conditions specific to slides, liquefaction and erosion on the Point Wells development site and develop appropriate mitigations is warranted.
 - **Shorelines**
 - § It will be important to fully understand the impacts associated with the development in relation to the both near shore and off shore environments. This project represents the potential to improve the health of the Puget Sound with the transition from the historic petroleum based industry to residential and commercial development if the impacts of development are fully identified and best management practices and appropriate mitigation are employed. There are however specific concerns related to soil remediation and

the City would expect to see the alternative methods compared and contrasted regarding impacts to Puget Sound water quality, functions and values and habitat. These methods should also be compared to the impacts associated with the “do nothing” alternative.

§ Creation of public access to shorelines as mitigation for significant impacts to Recreation and Neighborhoods in Shoreline should be considered.

§ In relation to shorelines, an additional study should be required to analyze the effects of sea level rise on the Point Wells site to understand how this could impact the proposed development in the future and modify the proposal if warranted.

§ Risks to the proposed development and future population of Point Wells related to tsunamis should also be studied.

○ **Wetlands**

§ A number of wetlands exist adjacent to the railroad running along the shoreline including one just south of the project area in Kayu Kayu Ac Park. These wetlands are subject to the classification and protection regulations in the City’s Shoreline Master Plan. One wetland area is identified in the WA Department of Fish & Wildlife Priority Habitat and Species List database immediately north of the Point Wells property. Additional wetland areas may be present along the railroad or on the shoreline within the proposed project area. Shoreline would like to see an investigation of whether any wetlands do exist in the project area and an analysis of potential on and off site impacts to the wetlands in the area to ensure that the functions and values of the wetland(s) are not further degraded.

○ **Streams**

§ Point Wells connects to the north with the City of Shoreline Middle Puget Sound Basin Area. An open water stream labeled as “USNN1”. The last channelized open water course section mapped along the BNSF Railroad (USNN1) begins in Snohomish County and flows south to a culvert just north of NW 204th Street. Most of the tributary area for this I open watercourse appears to be in Snohomish County. Shoreline would like to see analysis of downstream impacts to ensure that the functions and values of this stream are not further degraded.

○ **Floodplains**

§ In regards to the regulatory floodplain, Snohomish County should consider the re-delineation of coastal flood hazards using the FEMA

coastal hazard methodology used in the recent King County Coastal Flood Hazard Study that was used to update the Flood Insurance Rate Map for the 60+ miles of Puget Sound shoreline in King County. Because the King County study ends at the border, if Point Wells in Snohomish County would be annexed into Shoreline or King County, the City would want to make sure that the coastal flood elevations across the county line are consistent in methodology and corresponding flood zone elevations as in Shoreline and King County.

- **Wildlife, Fish and Vegetation**

- § The Washington Department of Fish & Wildlife (WA DFW) Priority Habitat and Species (PHS) list indicates that the intertidal area west of Point Wells (extending north and south) is a priority estuarine intertidal habitat area (attached to this letter as Exhibit A). The upslope forested area of the Point Wells property is identified as a priority biodiversity area and corridor for terrestrial habitat, in particular for lowland tree nesting bird species. Breeding areas (also a type of priority habitat) for Pacific Sand Lance and Surf Smelt are identified within and adjacent to the Point Wells property. Wetland (palustrine) aquatic habitat is also mapped in the PHS database immediately north of this property. Therefore, Shoreline requests that Snohomish further study these resources, identify impacts to these resources, and develop mitigation measures if needed to adequately address the identified impacts.

- **Threatened and Endangered Species**

- § No state or federally listed threatened or endangered species are specifically identified in the WA DFW PHS database in this area. An assessment to verify whether this is accurate is recommended given the priority habitat areas identified on and around this property.

- **Air Quality**

- § A special study needs to be conducted to compare and contrast alternative methods for the soil remediation phase of the project to fully identify the significant impacts and to determine which method would have the least impacts on the environment. Specifically, the City is concerned about impacts to air quality. It is anticipated that as the soils are disturbed, hazardous substances related to the contaminated soil such as heavy metals and hydrocarbons will become airborne and could represent a threat to public health.

- § What measures will be imposed by Snohomish County to ensure that the soil remediation project is fully funded; or at least funded to the extent necessary to safeguard public health if the site is left unfinished? How will air quality be monitored on the site during remediation and construction?
- § What will the impacts be to air quality caused by years of construction? Use of heavy equipment? Additional vehicle trips?
- § The DEIS should also study the potential for fugitive emissions related to the historic contamination at Point Wells entering new structures through deep foundations.

- **Built Environment**

- **Transportation Including Non-motorized Transportation**

- § The Developer and City will be undertaking a Transportation Corridor Study (TCS) to model and quantify the transportation impacts, develop mitigation, and through an inclusive community process identify impacts and develop mitigation of impacts of the proposed project. The TCS will be submitted to Snohomish County as the transportation analysis, and constitute the required transportation mitigation for the project. The scope of the TCS is outlined in the attached Memorandum of Understanding Regarding Richmond Beach Corridor Study By and Between the City of Shoreline and BSRE Point Wells, LP, dated April 1, 2013 (Exhibit B).
- § Impacts from this development are different based on the existing transportation corridor as it exists today. The lower portion (to be called Segment A) includes Richmond Beach Drive from Point Wells to 195th, 195th from Richmond Beach Drive to 24th NE, and 196th from Richmond Beach Drive to 24th NE. Segment A is an unimproved street, without sidewalks, curbs or gutters, has intermittent shoulders, and lacks a complete storm drainage system. Segment B is the remainder of the Richmond Beach corridor, from 24th NE to Aurora. This section typically has curb, gutter and sidewalk (curbside), and substandard curb ramps. Segment B is lacking sidewalks along a portion of the south side of NE 196th between 20th NE and 24th NE.
- § Currently, Richmond Beach Drive, immediately south of the proposed development has 400 – 500 vehicles per day. An additional 10,000 – 12,000 vehicle trips per day will significantly affect the transportation

system, the land uses and residences abutting or near to the affected roadways, and pedestrians and bicyclist safety and mobility. The closer to the project, the greater the level of change for those facilities and homes.

- § Transportation modeling should include existing and future AM and PM peak hour impacts on Shoreline's transportation system, evaluate LOS using Shoreline's 2030 TMP growth assumptions on all affected streets, distribute and track trips throughout the system, and identify mitigation to maintain LOS requirements. Trips east of Aurora should be analyzed to I-5 on 185th, 175th, and Meridian at a minimum. Noting that the developer has stated that the project will be constructed in phases, the modeling should also evaluate impacts per phase.
- § Richmond Beach Drive from Point Wells to NE 195th does not have sidewalks, curbs or gutters, or wheelchair ramps. NE 195th from Richmond Beach Drive to 24th NE, and NE 196th from Richmond Beach Drive to 20th NE has some intermittent sidewalks, curb ramps, gutters, but those that exist are not up to city standards. The environmental analysis should address pedestrian safety and continuity in light of the increased traffic.
- § Segment A and B do not have bicycle lanes or other markings such as sharrows or signage. The City of Shoreline Transportation Master Plan (TMP) calls for bike lanes from Richmond Beach Drive to Aurora, and a signed route on Richmond Beach Drive from NE 195th to Point Wells.
- § Segment A and parts of Segment B have driveways directly accessing the roadway. The increased traffic will impact the ability for safe egress/ingress to parcels. The DEIS should address this and consider street or driveway design changes to maintain safe access.
- § TCS needs to study cut-through traffic impacts and identify mitigation. It should also consider speeding potential and through appropriate street design minimize the opportunity for speeding.
- § TCS shall study on-street parking needs.
- § The roadway design shall address existing mature landscaping, fencing, driveways, stairs, or rockeries installed by private parties in the right-of-way, and consider mitigation to replace as needed in kind at the request of impacted properties.

- § The TCS should analyze the impacts on Emergency Services from the increased volumes and for alternative designs, particularly on Segment A.
- § Safe pedestrian access to Kayu Kayu Ac Park is a concern.
- § The neighborhood has indicated that there is increased traffic in the summertime on Richmond Beach Drive with people going to the beach. This is also a higher on-street parking demand season.
- § TCS shall consider bus access, garbage truck impacts, and mail delivery/mail boxes.
- § During construction, the construction vehicle impacts on the existing pavement, segments A and B, need to be addressed and mitigated.
- § Construction needs to also consider safe pedestrian access along and across the roadways.
- § Shoreline has not included the Point Wells development traffic in its concurrency planning, growth projects, or impact fee analysis. These impacts will need to be considered and incorporated/amended as appropriate.
- § During construction and site remediation, identify the impacts associated with both remediation of the site and on and off site construction on the City of Shoreline's motorized and non-motorized transportation network. Develop measures to mitigate the remediation and construction related impacts. The City of Shoreline will be most interested in mitigation measures that utilize avoidance of the impact. Address such concerns as: haul routes; reducing deliveries; construction worker trips to site; construction parking; and safety of pedestrians, cyclists and motorists during construction.
- § A special study should be conducted to analyze the feasibility of constructing an alternative access on the east side of the Point Wells development to the Town of Woodway. There historically was access from the site up this slope. This would help to reduce the impacts on Richmond Beach Drive, Richmond Beach Road and other Shoreline streets.

- **Neighborhoods**

- § During Construction: Shoreline's Richmond Beach neighborhood will be significantly impacted by the development of Point Wells. This neighborhood, especially the western most portion, will suffer significant adverse impacts related to multiple years of construction and soil remediation related traffic, noise, dust and visual blight.

Mitigation measures to avoid, reduce and minimize these impacts need to be identified in the DEIS.

§ Post Construction: the increased traffic and population in this area will change the character of this neighborhood. Snohomish County and the developer should work with Shoreline residents to identify mitigation to reduce the significance of these impacts on this neighborhood. Mitigation ideas have included: additional sidewalks in Richmond Beach that fully connect future Point Wells residents to Shoreline amenities like the parks, schools, library and commercial areas along Richmond Beach Road; undergrounding utility lines along the Richmond Beach Drive and Road; and developing community meeting space.

○ **Public Services and Utilities (Police, Fire, School District, Emergency Medical, Water, Sewer, Recreation, Streets, Electricity, Gas, Library and Other Municipal Services)**

§ Specifically, it will be helpful for the decision makers to understand the complicated structure of service provision to a redeveloped area that is geographically isolated from much of Snohomish County. This section would address questions such as:

§ What agency will be responsible for providing the service? What infrastructure improvements will be needed for the service or utility provider to serve Point Wells? When and how will the provision of these services and utilities be secured? What will the Level of Service standard be for each of these utilities and services? How will the service, infrastructure, utility be maintained? How will ongoing costs related to these service, infrastructure and utilities be funded?

§ What types of interlocal agreements will be needed?

§ What agency's building standards should be met in determining whether or not to issue the permit (i.e., if the County is issuing the building permit and the Shoreline Fire Department is responsible for serving the area, how is the Fire Department's involved in the building review process)?

§ How does having only one access point in and out of the development effect public safety, evacuation plans and response time if especially if the access is compromised?

○ **Recreation**

§ Residents of the Point Wells development will be using Shoreline's parks and recreation services. How will the addition of these residents impact Shoreline's parks and recreation services? Also, the

Point Wells development may create new opportunities for recreation on-site this should be explained.

§ Snohomish County's EIS needs to consider City of Shoreline's standards for recreation as found in the City's Parks, Recreation and Cultural Services Plan.

○ **Economics**

§ Point Wells is designated as a Future Annexation and Service Area in both the City of Shoreline and the Town of Woodway in addition to currently being under the jurisdiction of Snohomish County. This creates many issues related to future annexation, cost allocation, revenue sharing to fund long term service and infrastructure needs to serve Point Wells residents.

§ How will the Point Wells development effect property values in Richmond Beach?

○ **Cultural Resources**

§ A special study should be conducted as part of the DEIS to determine if there are archeological and historic resources on the Point Wells site. King County Historic Preservation Program and the Shoreline Historical Museum are local resources that should be consulted.

○ **Visual Quality**

§ View blockage: Prepare visualization models from the perspective of Richmond Beach Residents to assess potential impacts on views of the Puget Sound.

§ Light pollution: How will outdoor lighting at Point Wells impact Shoreline residents?

○ **Hazardous Waste**

§ Soil remediation

§ It is assumed that the site contains potentially significant amounts of soil contaminated with petroleum and related products including heavy metals. The method of treatment is of great concern to the residents of Shoreline. Various methods should be studied as part of the EIS. Shoreline is interested in having one of the alternatives studied to include onsite treatment of soils instead of excavation and removal. Specifically, we are concerned about public health risks related to airborne contamination; heavy equipment and truck traffic if the dirt is to be hauled off site; and accidental spills of contaminated soils.

- **Noise**

- § Truck and heavy equipment traffic during construction can be very disruptive to a neighborhood. This project is expected to be under construction for multiple years. Mitigation measures to reduce noise impacts should be included in the EIS.

Thank you for this opportunity to provide comments on the scope of the Environmental Impact Statement.

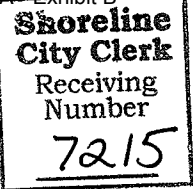
Sincerely,

Rachael E. Markle
City of Shoreline
SEPA Responsible Official

Attachments:

Exhibit A: Washington Department of Fish and Wildlife Priority Habitats and Species Report – Point Wells area of interest, created 12/30/2013, <http://wdfw.wa.gov/mapping/phs/>.

Exhibit B: Memorandum of Understanding Regarding Richmond Beach Corridor Study By and Between the City of Shoreline and BSRE Point Wells, LP, dated April 1, 2013



MEMORANDUM OF UNDERSTANDING
REGARDING RICHMOND BEACH CORRIDOR STUDY
BY AND BETWEEN THE CITY OF SHORELINE
AND BSRE POINT WELLS, LP

THIS MEMORANDUM OF UNDERSTANDING ("MOU") is made and entered into this 1 day of April, 2013, by and between the City of Shoreline, a noncharter, optional code Washington municipal corporation, hereinafter the "City," and BSRE Point Wells, LP ("BSRE"), a limited partnership organized under the laws of the State of Delaware.

RECITALS:

WHEREAS, BSRE owns development property of approximately 61 acres ("Point Wells") located in Snohomish County and within the City of Shoreline's future service area and adopted Point Wells Subarea Plan, which provides in part: "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;" and

WHEREAS, BSRE has submitted permit applications to Snohomish County for urban center development and related approvals for Point Wells to construct a phased project of mixed use development under Snohomish County regulations (the "Project"); and

WHEREAS, the only road serving Point Wells is Richmond Beach Drive and connecting arterials located in Shoreline, which in its current configuration and without mitigation is likely inadequate to accommodate the anticipated number of trips from the proposed Point Wells Project; and

WHEREAS, the City has issued a Letter of Intent regarding the Point Wells Urban Center permits currently pending before Snohomish County outlining guiding principles for a negotiated agreement for municipal services to Point Wells to avoid the cost, uncertainty, and risk inherent in litigating Point Wells permit approvals including the vested status of pending permit applications; and

WHEREAS, the parties wish to enter into this Memorandum of Understanding Regarding Richmond Beach Corridor Study to (i) establish a mechanism for the citizens of Shoreline to participate in a public process regarding the analysis of transportation issues and acceptable mitigation alternatives associated with the proposed development; and (ii) establish the terms and methodology by which the transportation impacts of a development at Point Wells would be analyzed, mitigated and eventually incorporated into Snohomish County's environmental analysis for BSRE's development applications;

NOW THEREFORE, the parties, in consideration of the matters described above and the mutual benefits set forth in this Agreement, the parties memorialize this expression of their mutual intent as follows:

Section 1. The Project.

The Project is the anticipated development by BSRE of Point Wells, consisting of approximately 61 acres located in unincorporated Snohomish County immediately north of the City of Shoreline. The Project site is legally described in Exhibit A, attached hereto and incorporated herein by this reference. It is agreed among the parties that the Project is a private development and that the City has no interest therein except as authorized in the exercise of its governmental functions. The Project is more particularly described in the development applications submitted by BSRE to Snohomish County which are hereby incorporated herein by this reference. The parties agree, for the purposes of this study, that net new trips on Segment A generated from the proposed development at Point Wells shall be assumed not to exceed 11,587 average daily trips ("ADT") at the Project access point into Shoreline. This assumption will serve as the basis for the Corridor Study.

The parties have discussed coordination of the Corridor Study with the Snohomish County SEPA review on pending Project applications and understand that the County will incorporate the results of the study in its project environmental impact statement but results of its comments and analysis make it impossible for Snohomish County to commit to adopting the mitigation projects recommended in the Corridor Study in advance of their SEPA review. The parties agree to proceed with the Corridor Study, coordinate the Study with the Snohomish County environmental review and make the reconciliation of mitigation projects, if necessary, as detailed in Section 3B. The workshop meetings schedule in Exhibit B-2 shall be set by mutual agreement as soon as practicable following the Snohomish County EIS scoping process.

Section 2. Public Participation Process.

A. In order to involve the residents most affected by BSRE's proposal in decisions regarding the selection among final road design options, the City shall sponsor and conduct a public participation planning and consultation process (the "Corridor Study") as more particularly described in Exhibit B attached hereto. BSRE shall provide technical and traffic engineering support as further identified in Exhibit B.

B. The traffic modeling to be used in assessing the impacts of the Project, both in the Corridor Study and in future traffic analyses, shall incorporate and be based upon the assumptions and standards set forth in Exhibits B and B-1 hereto.

Section 3. SEPA Actions.

A. The parties intend that the traffic analyses, mitigation projects and supporting studies and documentation shall be conducted in a manner acceptable to Snohomish County and

shall, upon completion, be submitted to the County to assist in the preparation of the project Environmental Impact Statement. The parties further contemplate that the Corridor Study and supporting studies and analysis shall undergo peer review by an independent traffic consultant affiliated with the project SEPA consultant.

B. The City agrees not to oppose any non-construction traffic-related elements of Snohomish County's SEPA process, its permits review or required traffic-related mitigation so long as (i) BSRE complies with the terms of this MOU; and (ii) the results of the Corridor Study are adopted and incorporated by Snohomish County into its permit review and analyses and in any conditions to its permit and development agreement approvals, or, if not, BSRE nonetheless enters into a binding agreement with Shoreline to construct, or have constructed, the agreed traffic mitigation projects.

If the traffic mitigation conditions imposed by Snohomish County preclude construction or duplicates the intended benefits of a mitigation project agreed to by the parties, the parties agree to make reasonable amendments to their mitigation project agreement if the amendment results in equal or greater reduction of impacts identified in the Corridor Study.

C. The City agrees to submit amendments to its Point Wells Subarea and other Elements of the Shoreline Comprehensive Plan which will allow road capacities associated with mitigation measures in the corridor, consistent with recommendations of the Corridor Study, for consideration in the 2013 Shoreline Comprehensive Plan Docket. Amendments proposed as part of the docket should be further amended if necessary to be consistent with recommendations of the Corridor Study and any further agreement between the parties. If approved for the Docket, the amendments will be processed for final action without further cost or expense to BSRE, including necessary SEPA review.

Section 4. Notices.

Notices, demands, correspondence to the City and BSRE shall be sufficiently given by pre-paid first-class mail to the addresses of the parties as follows:

City of Shoreline
City Manager
17500 Midvale Ave. N.
Shoreline, WA 98133-4905

BSRE Point Wells, LP
c/o Doug Luetjen and Gary Huff
Karr Tuttle Campbell
701 Fifth Avenue Suite 3300
Seattle, WA 98104

Notices to subsequent landowners shall be forwarded to the owners of record according to the then current Snohomish County property tax records. The parties hereto may, from time to time, advise the other of new addresses for such notices, demands or correspondence.

Section 5. Exhibits.

Exhibits to this Agreement are as follows:

- A. Exhibit A – Legal description of BSRE property designated herein as Point Wells.
- B. Exhibits B and B-1 – Scope of Work Regarding Public Participation Process and the assumptions to be incorporated therein.
- C. Exhibit B-2 – Schedule of Public Meetings for Corridor Study.

IN WITNESS WHEREOF, the parties hereto have caused this Memorandum of Understanding to be executed as of the dates set forth below:

BSRE POINT WELLS, LP,
a Delaware limited partnership

By: BSRE (USA), Inc.,
a Delaware corporation,
its General Partner

By: [Signature]
Title: CEO BSRE

Dated: 3.28.13

CITY OF SHORELINE

[Signature]
Julie Underwood, City Manager

Dated: 4-1-2013

APPROVED AS TO FORM:
[Signature]
Ian R. Sievers, City Attorney

Exhibit A

Legal Description of Point Wells

See attached.

CHICAGO TITLE INSURANCE COMPANY

Order No.: 5305283C

SHORT PLAT CERTIFICATE
SCHEDULE A

(Continued)

LEGAL DESCRIPTION

THE FOLLOWING DESCRIBED PARCELS A, D, E, F AND G, EXCLUDING (A) ALL BUILDINGS, STRUCTURES, FIXTURES, PIPELINES, TANKS, EQUIPMENT, FENCING, DOCKS, PIERS AND OTHER IMPROVEMENTS OR REPLACEMENTS THEREOF NOW OR HEREAFTER LOCATED ON SUCH REAL PROPERTY, (B) ANY PERSONAL PROPERTY SITUATED THEREON, AND (C) THE AQUATIC LANDS LEASE NO. 20-013465, BETWEEN THE STATE OF WASHINGTON, ACTING THROUGH THE DEPARTMENT OF NATURAL RESOURCES, AND PARAMOUNT OF WASHINGTON, LLC (AS ASSIGNEE OF CHEVRON, U.S.A., INC.):

PARCEL A:

ALL THAT PORTION OF GOVERNMENT LOT 3, LYING WESTERLY OF THE WESTERLY RIGHT OF WAY MARGIN OF THAT CERTAIN STRIP OF LAND CONVEYED TO SEATTLE AND MONTANA RAILWAY COMPANY (NOW KNOWN AS BURLINGTON NORTHERN, INC., A DELAWARE CORPORATION) BY DEED RECORDED UNDER AUDITOR'S FILE NUMBER 6220 AND OF TIDE LAND LOT 3, ACCORDING TO THE MAP ON FILE IN OLYMPIA, WASHINGTON, ENTITLED "PLAT OF TIDE LANDS OF THE FIRST CLASS AT THE TOWN OF EDMONDS," SECTION 35, TOWNSHIP 27 NORTH, RANGE 3 EAST, W.M., IN SNOHOMISH COUNTY, WASHINGTON, LYING NORTHERLY OF A LINE DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WESTERLY LINE OF THAT CERTAIN STRIP OF LAND CONVEYED TO SEATTLE AND MONTANA RAILWAY COMPANY NOW KNOWN AS BURLINGTON NORTHERN, INC., A DELAWARE CORPORATION BY DEED RECORDED UNDER AUDITOR'S FILE NUMBER 6220, A DISTANCE OF 1708.20 FEET NORTH OF THE SOUTH BOUNDARY OF SAID SECTION 35 AS PRODUCED FROM THE SOUTHEAST CORNER OF SAID SECTION THROUGH THE SOUTH QUARTER CORNER OF THE SOUTH LINE OF SAID SECTION;
THENCE SOUTH 22° 54'45" WEST ALONG THE WESTERLY LINE OF SAID RIGHT OF WAY A DISTANCE OF 272.27 FEET TO THE TRUE POINT OF BEGINNING OF THE LINE HEREIN DESCRIBED;
THENCE NORTH 76° 34'18" WEST 657.50 FEET;
THENCE SOUTH 0° 12'17" WEST, 193.15 FEET;
THENCE NORTH 87° 02'52" WEST, 381.34 FEET;
THENCE NORTH 75° 41'33" WEST TO WEST LINE OF SAID TIDELAND LOT 3 AND THE TERMINUS OF THE LINE HEREIN DESCRIBED.

SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

PARCEL D:

THAT CERTAIN PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND OF GOVERNMENT LOTS 3 AND 4, SECTION 35, TOWNSHIP 27 NORTH, RANGE 3 EAST, W.M., AND OF LOTS 3 AND 4, EDMONDS TIDE LANDS, ACCORDING TO THE MAP ON FILE IN OLYMPIA, WASHINGTON ENTITLED 'PLAT OF TIDE LANDS OF THE FIRST CLASS AT THE TOWN OF EDMONDS, DESCRIBED AS FOLLOWS:

SEE NEXT PAGE

CHICAGO TITLE COMPANY

Policy No.: 5305283C

EXTENDED MORTGAGEE LEASEHOLD POLICY
SCHEDULE A

(Continued)

LEGAL DESCRIPTION

BEGINNING AT A POINT ON THE WEST LINE OF THAT CERTAIN STRIP OF LAND CONVEYED TO SEATTLE & MONTANA RAILWAY COMPANY NOW KNOWN AS BURLINGTON NORTHERN, INC., A DELAWARE CORPORATION BY DEED RECORDED UNDER AUDITOR'S FILE NUMBER 5277 WHICH IS 748 FEET NORTH OF THE SOUTH LINE OF SAID SECTION, SAID POINT HAVING BEEN LOCATED BY GARDNER, GARDNER AND FISCHER, INC., CIVIL ENGINEERS, AS BEARING NORTH 0°02'39" EAST ALONG THE NORTH AND SOUTH QUARTER SECTION LINE, 748.00 FEET AND NORTH 89°30'46" WEST, PARALLEL WITH THE SOUTH LINE OF SAID SECTION 1381.93 FEET FROM THE QUARTER SECTION CORNER IN THE SOUTH LINE OF SAID SECTION;

THENCE SOUTHERLY ALONG SAID WESTERLY LINE OF SAID BURLINGTON NORTHERN RAILWAY RIGHT OF WAY 200 FEET, TO A POINT WHICH IS 560.46 FEET NORTH AND 1393.68 FEET WEST OF SAID QUARTER SECTION CORNER;

THENCE NORTH 89°30'46" WEST PARALLEL WITH THE SOUTH LINE OF SAID SECTION 695.97 FEET TO THE GOVERNMENT MEANDER LINE OF PUGET SOUND, SAID MEANDER LINE BEING THE EASTERLY LINE OF SAID LOT 4 SAID EDMONDS TIDE LANDS;

THENCE NORTH 46°58'20" WEST ALONG SAID MEANDER LINE 147.44 FEET;

THENCE NORTH 89°30'46" WEST 163.21 FEET TO THE WESTERLY LINE OF SAID LOT 4, EDMONDS TIDE LANDS;

THENCE NORTH 41°17'17" WEST ALONG SAID WESTERLY LINE, 86.16 FEET TO AN ANGLE POINT IN SAID LINE;

THENCE NORTH 11°48'43" EAST ALONG SAID WESTERLY LINE OF LOT 4, AND ALONG THE WESTERLY LINE OF LOT 3 OF SAID EDMONDS TIDE LANDS, 990.54 FEET TO AN ANGLE POINT IN SAID LINE;

THENCE NORTHEASTERLY ALONG THE SAID WESTERLY LINE OF SAID LOT 3, EDMONDS TIDE LANDS, 359.62 FEET, MORE OR LESS, TO THE MOST WESTERLY CORNER OF THE J. C. VAN ECK TRACT, AS ESTABLISHED BY DECREE ENTERED IN SNOHOMISH COUNTY TITLE REGISTRATION CAUSE NO. 5, ENTITLED J. C. VAN ECK, PLAINTIFF VS. DANIEL HINES (ET AL) DEFENDANTS;

THENCE SOUTH 67°05'15" EAST ALONG THE SOUTHWESTERLY LINE OF THE SAID VAN ECK TRACT, AS ESTABLISHED IN SAID CAUSE NO. 5, 986.73 FEET, TO A POINT IN THE SAID WESTERLY LINE OF SAID SEATTLE & MONTANA RAILWAY COMPANY'S RIGHT OF WAY;

THENCE SOUTHWESTERLY ALONG THE SAID WESTERLY RIGHT OF WAY LINE TO THE POINT OF BEGINNING;

TOGETHER WITH TIDELANDS OF THE SECOND CLASS SITUATE IN FRONT OF, ADJACENT TO, OR ABUTTING UPON THE ABOVE DESCRIBED PORTION OF GOVERNMENT LOT 4, AS CONVEYED BY THE STATE OF WASHINGTON BY DEED RECORDED UNDER AUDITOR'S FILE NUMBER 758480.

EXCEPT THAT PORTION OF GOVERNMENT LOT 3 AND SAID TIDE LAND LOT 3, LYING NORTHERLY OF A LINE DESCRIBED AS FOLLOWS:

COMMENCING AT A POINT ON THE WESTERLY RIGHT OF WAY LINE OF THE BURLINGTON NORTHERN RAILROAD DISTANT 1708.2 FEET NORTH OF THE SOUTH BOUNDARY OF SAID SECTION 35 AS PRODUCED FROM THE SOUTHEAST CORNER OF SAID SECTION THROUGH THE SOUTH QUARTER CORNER ON THE SOUTH LINE OF SAID SECTION;

THENCE SOUTH 22° 54'45" WEST ALONG THE WESTERLY RIGHT OF WAY LINE 272.27 FEET TO THE TRUE POINT OF BEGINNING OF THE LINE HEREIN DESCRIBED;

THENCE NORTH 76° 34'18" WEST 657.50 FEET;

THENCE SOUTH 0° 12'17" WEST, 193.15 FEET;

THENCE NORTH 87° 02'52" WEST, 381.34 FEET;

THENCE NORTH 75° 41'33" WEST TO WEST LINE OF SAID TIDELAND LOT 3 AND THE TERMINUS OF THE LINE HEREIN DESCRIBED.

CHICAGO TITLE COMPANY

Policy No.: 5305283C

EXTENDED MORTGAGEE LEASEHOLD POLICY
SCHEDULE A

(Continued)

LEGAL DESCRIPTION

SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

PARCEL E:

PARCEL 2 OF SNOHOMISH COUNTY BOUNDARY LINE ADJUSTMENT RECORDED UNDER AUDITOR'S FILE NUMBER 200405180215, BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THAT PORTION OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER AND OF GOVERNMENT LOT 4 AND OF VACATED HEBERLEIN ROAD, ACCORDING TO VOLUME 44 OF COMMISSIONER'S RECORDS, PAGE 44 AND OF A PORTION OF LOT 4, EDMONDS TIDE LANDS, ACCORDING TO THE MAP ON FILE IN OLYMPIA, WASHINGTON ENTITLED "PLAT OF TIDE LANDS OF THE FIRST CLASS AT THE TOWN OF EDMONDS", ALL IN SECTION 35, TOWNSHIP 27, RANGE 3 EAST, W.M., SAID PARCEL MORE PARTICULARLY DESCRIBED AS FOLLOWS: (THE BEARINGS OF THIS PARCEL DESCRIPTION ARE BASED ON THE WASHINGTON COORDINATE SYSTEM, NORTH ZONE, NAD 83-91)

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 35;
 THENCE NORTH 01°11'56" EAST ALONG THE NORTH-SOUTH CENTERLINE OF SAID SECTION A DISTANCE OF 991.97 FEET (60 RODS BY DEED);
 THENCE NORTH 88°33'35" WEST A DISTANCE OF 943.19 FEET TO THE POINT OF BEGINNING OF THIS PARCEL DESCRIPTION;
 THENCE SOUTH 01°11'56" WEST A DISTANCE OF 455.24 FEET;
 THENCE SOUTH 88°33'35" EAST A DISTANCE OF 422.92 FEET;
 THENCE SOUTH 01°11'56" WEST A DISTANCE OF 20.00 FEET;
 THENCE SOUTH 88°33'35" EAST A DISTANCE OF 490.27 FEET TO THE WEST MARGIN OF 116TH AVENUE SW;
 THENCE SOUTH 01°11'56" WEST ALONG SAID MARGIN A DISTANCE OF 34.70 FEET;
 THENCE NORTH 88°33'35" WEST A DISTANCE OF 616.67 FEET;
 THENCE NORTH 01°11'56" EAST A DISTANCE OF 34.70 FEET;
 THENCE NORTH 88°33'35" WEST A DISTANCE OF 453.60 FEET;
 THENCE SOUTH 01°11'56" WEST A DISTANCE OF 259.23 FEET;
 THENCE NORTH 88°33'35" WEST A DISTANCE OF 153.56 FEET, MORE OR LESS, TO THE EASTERLY RIGHT OF WAY LINE OF THE SEATTLE AND MONTANA RAILWAY COMPANY, NOW KNOWN AS THE BURLINGTON NORTHERN SANTA FE RAILWAY AND A POINT HEREINAFTER KNOWN AS POINT "A";
 THENCE ALONG SAID EASTERLY RIGHT OF WAY LINE THE FOLLOWING COURSES AND DISTANCES:
 NORTH 05°29'24" WEST A DISTANCE OF 153.31 FEET;
 THENCE NORTH 01°36'06" WEST A DISTANCE OF 65.00 FEET TO THE BEGINNING OF A 1382.70 FOOT RADIUS TANGENT CURVE TO THE RIGHT;
 THENCE NORTHERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 21°46'17" AN ARC DISTANCE OF 525.40 FEET;
 THENCE NORTH 88°33'35" WEST A DISTANCE OF 1.50 FEET;
 THENCE NORTH 24°02'46" EAST A DISTANCE OF 265.00 FEET;
 THENCE SOUTH 31°23'34" EAST A DISTANCE OF 291.15 FEET TO THE POINT OF BEGINNING;

TOGETHER WITH A PARCEL LYING WESTERLY OF SAID RAILWAY AND COMMENCING AT AFORESAID POINT "A";
 THENCE NORTH 88°33'35" WEST A DISTANCE OF 107.79 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY LINE OF SAID RAILWAY AND THE POINT OF BEGINNING;

CHICAGO TITLE COMPANY

Policy No.: 5305283C

EXTENDED MORTGAGEE LEASEHOLD POLICY
SCHEDULE A

(Continued)

LEGAL DESCRIPTION

THENCE CONTINUING NORTH 88°33'35" WEST A DISTANCE OF 414.54 FEET, MORE OR LESS, TO THE GOVERNMENT MEANDER LINE;
 THENCE SOUTH 45°57'35" EAST ALONG SAID LINE A DISTANCE OF 14.77 FEET;
 THENCE NORTH 88°33'35" WEST A DISTANCE OF 240.88 FEET TO THE WESTERLY LINE OF SAID LOT 4 OF EDMONDS TIDE LANDS;
 THENCE NORTH 40°07'35" WEST ALONG SAID LINE A DISTANCE OF 551.68 FEET;
 THENCE SOUTH 88°33'35" EAST A DISTANCE OF 158.05 FEET TO SAID MEANDER LINE;
 THENCE SOUTH 45°57'35" EAST ALONG SAID LINE A DISTANCE OF 147.44 FEET;
 THENCE SOUTH 88°33'35" EAST A DISTANCE OF 710.85 FEET, MORE OR LESS TO SAID WESTERLY RIGHT OF WAY LINE AND THE BEGINNING OF A 1004.93 FOOT RADIUS NON-TANGENT CURVE TO THE LEFT;
 THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE THROUGH A CENTRAL ANGLE OF 04°52'56" AN ARC DISTANCE OF 85.63 FEET;
 THENCE SOUTH 05°29'24" EAST A DISTANCE OF 219.22 FEET TO SAID POINT "A" AND THE POINT OF BEGINNING.

SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

PARCEL F:

ALL THAT PORTION OF GOVERNMENT LOT 4, SECTION 35, TOWNSHIP 27 NORTH, RANGE 3 EAST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTH QUARTER CORNER OF SAID SECTION 35;
 THENCE NORTH 0°21'27" EAST 247.50 FEET;
 THENCE NORTH 89°00' WEST ALONG THE NORTH LINE OF PROPERTY CONVEYED TO ELIZABETH JANE SPENCER BY DEED RECORDED IN VOLUME 5 OF DEEDS, PAGE 264, 1100.27 FEET TO THE TRUE POINT OF BEGINNING OF THIS DESCRIPTION;
 THENCE NORTH 10 FEET TO A POINT ON THE SOUTH LINE OF PROPERTY CONVEYED TO NORTH AMERICAN TERRA COTTA TILE BY DEED RECORDED UNDER AUDITOR'S FILE NUMBER 81850;
 THENCE NORTH 89°00' WEST ALONG THE SOUTH LINE OF SAID NORTH AMERICAN TERRA COTTA TILE PARCEL TO THE MEANDER LINE OF SAID SECTION 35;
 THENCE SOUTH 44°57'35" EAST, ALONG THE SAID MEANDER LINE 14.77 FEET TO A POINT WHICH IS 10 FEET SOUTH OF AND PARALLEL TO THE LINE LAST ABOVE DESCRIBED;
 THENCE SOUTH 89°00' EAST TO THE POINT OF BEGINNING;

EXCEPT THAT PORTION OF SAID PREMISES LYING EASTERLY OF THE WESTERLY LINE OF THE SEATTLE & MONTANA RAILWAY COMPANY'S RIGHT OF WAY, NOW KNOWN AS BURLINGTON NORTHERN, INC., A DELAWARE CORPORATION, AS CONVEYED BY DEEDS RECORDED UNDER AUDITOR'S FILE NUMBERS 5277 AND 120070;

TOGETHER WITH TIDELANDS OF THE SECOND CLASS SITUATE IN FRONT OF, ADJACENT TO, OR ABUTTING UPON THE ABOVE DESCRIBED PARCEL F, AS CONVEYED BY THE STATE OF WASHINGTON RECORDED UNDER AUDITOR'S FILE NUMBER 758480.

SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

CHICAGO TITLE COMPANY

Policy No.: 5305283C

EXTENDED MORTGAGEE LEASEHOLD POLICY
SCHEDULE A

(Continued)

LEGAL DESCRIPTION

PARCEL G:

ALL THAT PORTION OF GOVERNMENT LOT 4, SECTION 35, TOWNSHIP 27 NORTH, RANGE 3 EAST, W.M., AND OF LOT 4 EDMONDS TIDELANDS ACCORDING TO THE MAP ON FILE IN OLYMPIA, WASHINGTON ENTITLED "PLAT OF TIDE LANDS OF THE FIRST CLASS AT THE TOWN OF EDMONDS, LYING WESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO SEATTLE & MONTANA RAILWAY COMPANY, NOW KNOWN AS BURLINGTON NORTHERN, INC., A DELAWARE CORPORATION BY DEED RECORDED UNDER AUDITOR'S FILE NUMBER 5662 AND SOUTH OF A LINE WHICH IS PARALLEL TO AND DISTANT 247.5 FEET NORTH OF THE SOUTH LINE OF SECTION 35 AS PRODUCED FROM THE SOUTHEAST CORNER OF SECTION 35 THROUGH THE QUARTER CORNER ON THE SOUTH LINE OF SAID SECTION;

EXCEPT THAT PORTION CONTAINED IN ORDER ADJUDICATING PUBLIC USE AND NECESSITY UNDER SNOHOMISH COUNTY SUPERIOR COURT CAUSE NO. 05-2-13678-1, AS FOLLOWS:
COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION 35;
THENCE ALONG THE SOUTH LINE OF SAID SECTION, NORTH 88°33'35" WEST 1306.22 FEET TO THE WESTERLY RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN SANTE FE RAILWAY AND THE TRUE POINT OF BEGINNING;
THENCE ALONG SAID WESTERLY RIGHT-OF-WAY LINE, NORTH 05°29'24" WEST 221.33 FEET;
THENCE NORTH 88°33'35" WEST 64.24 FEET;
THENCE SOUTH 83°44'46" WEST 150.85 FEET;
THENCE SOUTH 55°49'32" WEST 62.29 FEET;
THENCE SOUTH 40°13'07" EAST 218.50 FEET TO SAID SOUTH LINE;
THENCE ALONG SAID SOUTH LINE, SOUTH 88°33'35" EAST 145.84 FEET TO THE TRUE POINT OF BEGINNING.

SITUATE IN THE COUNTY OF SNOHOMISH, STATE OF WASHINGTON.

EXHIBIT B

Richmond Beach Neighborhood Corridor Study For Point Wells Traffic Impacts

I. General:

- a. The objective of this study is to designate mitigation for traffic impacts of the BSRE Point Wells, LLP ("BSRE") Point Wells development which will create or improve multimodal mobility for pedestrians, bicyclists, transit riders, trucks and vehicles using the Richmond Beach Road Corridor which will maintain and improve safety for all users and compliance with ADA regulations.
- b. Deliverables will be a mitigation list linked to traffic trip benchmarks for phased development during the AM or PM peak hour, whichever is greater and to mitigate impacts to current pavement conditions due to construction.
- c. The City of Shoreline shall sponsor and facilitate a series of workshops with the neighborhood directly impacted by traffic volume increases resulting from the Point Wells project. BSRE's traffic engineers shall provide technical support. The objective is in part to conduct a public participation program to inform the consideration of amendments to the City's Point Wells subarea plan and capital facilities plans including traffic levels of service and road projects needed to mitigate these traffic volumes. Public participation in the Corridor Study should develop consensus with respect to the preferred improvements to address issues identified in the Corridor and adjoining streets, including necessary traffic controls, sidewalks, and roadway modifications.
- d. The Corridor Study assumptions to be utilized in the Public Participation Process are set forth in Exhibit B-1.

II. Public Participation Process:

- a. The public participation program will be completed in two segments (collectively "Corridor"). The Richmond Beach Drive NW component of this public participation effort is intended to focus on Richmond Beach Drive NW from the site access to the intersection of Richmond Beach Drive NW and NW 195th Place, NW 195th Place, and also NW 196th St between Richmond Beach Dr NW and 24th Ave NW (Segment A).
- b. The second component will address the balance of the Corridor including NW 196th Street east of 24th Ave NW, NW Richmond Beach Road, N 185th Street to Aurora Ave. N. (Segment B).

- c. Any of the public participation workshops or meetings for the two segments could be conducted at the same location and time, but would have to be agreed upon by both BSRE and the City.
- d. Meetings are anticipated to occur at a location provided by the City. Workshop durations are expected to be between 90 and 120 minutes long. No public agency elected officials shall have workshop responsibilities, although they may observe. The tentative schedule of workshops and topics is attached as Exhibit B-2.
- e. BSRE will provide traffic data, maps, and conceptual plans it has already developed to support this effort. The City shall retain an independent third party to act as facilitator.
- f. Workshops for both segments should evaluate:
 - Alternative traffic controls at intersections including new signals and roundabouts
 - Sidewalks and walkability improvement elements, including completion of sidewalk system where missing
 - On-street parking alternatives
 - Landscaping alternatives
 - ADA access plan elements, including intersection, midblock and driveway features
 - Any transit elements related to corridor design
- g. It is anticipated that Segment A is more sensitive to traffic impacts and mitigation for additional traffic on this segment should be developed first. Traffic mitigation proposals for Corridor safety, driveway access, pedestrian use, transit availability and right-of-way expansion should be based upon the following criteria. The level of service shall be calculated with the delay method described in the Transportation Research Boards Highway Capacity Manual 2010 or its updated versions; provided however, that for the purposes of this study, the net new trips on Segment A generated from the proposed development at Point Wells shall be assumed not to exceed 11,587 ADT:

- Segment A:
- 1) No increase in existing right-of-way width except to accommodate bus stops and intersection improvements.
 - 2) A gap analysis and sight distance analysis should be performed on "problem" driveways in Segment A and modeled with VISSIM for public demonstration. The following assumptions shall apply in evaluating the changed circumstance:
 - a) For left and right turns into driveways -- use the HCM LOS without modification for segment delays.
 - b) For "forward" moving exiting driveway turns use HCM.

c) For driveways that require “backing out” -- use the HCM methodology, but increase the acceptable gap to reflect the additional time needed to back out and then move forward (HCM gap plus 3 seconds).

Mitigation/design features to assist in driveway ingress/egress where gap improvement is needed:

- i. Design to a 25mph speed limit – include physical features to manage speed.
- ii. Center left turn lanes, parking lanes, bike lane.
- iii. Turnaround/roundabout at north city limit line vicinity.
- iv. Modify “problem” driveways to allow forward out movements.
- v. Signal installation or modifications to create gaps.
- vi. Or other modification mutually agreed between City and BSRE.

3) LOS D for intersections with no through movement less than E and a street segment V/C ratio no greater than 0.9. The V/C ratio for segments will be based upon a functional classification consistent with the mitigated roadway section.

4) A continuous ADA compliant non-motorized facility will be located on at least one side of Richmond Beach Drive NW of sufficient width to accommodate anticipated non-motorized demand with a buffer between the facility and the travel lane that could be a landscape strip, parking strip shoulder/bike lane or widened sidewalk.

5) Regularly spaced bus stops.

6) Conceptual design of traffic calming measures to limit cut-through traffic on neighborhood streets including NW 197th St, NW 198th St, and NW 199th St.

7) Sufficient design of Segment A to show roadway layout, driveway reconfigurations, location of rockeries or retaining walls, alternative properties access and modifications to landscaping in the right-of-way.

Segment B:

1) Increases in right-of-way at intersections only as needed to meet the preferred alternative or concurrency.

2) Residential and commercial driveway access will be preserved and traffic controls established to allow reasonable access into and out of driveways consistent with similarly classified streets in Shoreline.

3) LOS D for intersections with no through movement less than E and a street segment V/C ratio no greater than 0.9. The V/C ratio for segments will be based upon a functional classification consistent with the mitigated roadway section.

4) ADA compliant non-motorized facilities will be provided to fill any gaps in non-motorized connectivity.

5) Regularly spaced bus stops.

1. Segment A Workshop 1 – Neighborhood Concerns.

- a. The objective of this meeting is to ensure that BSRE and the City come away with a complete understanding of neighborhood concerns relative to the increased traffic and the widened roadway design on Richmond Beach Drive NW and on NW 196th St to 24th Ave NW.
- b. The Richmond Beach Drive meetings will include facilitated work groups of 6-10 people each with the objective of establishing key neighborhood concerns. Maps will be used to allow identification of existing problems and locations of concerns.
- c. The facilitators will help the groups to focus on major areas of concern including safety, transit access, driveway operations, intersection LOS, non-motorized accommodation, parking, noise, and landscaping. Each group will report its concerns to the others and a combined list of concerns will be generated. The assembly will then be asked to prioritize the listed concerns as a group exercise.

2. Segment A Workshop 2 – Potential Solutions

- a. DEA will develop a range of solutions to address the prioritized concerns developed in Meeting 1. The solutions will be in the form of generic cross sections showing various methods of addressing neighborhood concerns. Cross-sections will include various combinations of travel lanes, shoulders, parking lanes, sidewalks, medians and landscaping to address the concerns. DEA will also present an aerial photo (or plan view) showing the impacts of potential improvements relative to existing ROW and topography to help establish the feasibility of various options.
- b. The meeting will include facilitated work groups of 6-10 people each with the objective of identifying the preferred cross-section(s) to address the prioritized concerns. The facilitators will help the groups explore the impacts of various options within the corridor.
- c. Each group will develop a potential improvement plan for Richmond Beach Drive NW and will present its plan to the others. The assembly will then be asked to rate each plan relative to the prioritized concerns from the initial meeting. The assembly will then be asked to choose a preferred concept, or combination of concepts for further development.

3. Segment A Workshop 3 – Present Proposed Improvement Concept

- a. DEA will prepare a conceptual drawing of the preferred plan developed in Meeting 2. The plan will show the roadway alignment within the ROW, lane widths, shoulder widths, sidewalk locations and widths, potential wall locations, driveways, mailbox locations, transit stops, crosswalks, medians, intersection controls and landscaping.
- b. The meeting will take the form of facilitated work groups of 6-10 people each with the objective of reviewing the proposed preferred improvement concept, confirming that it addresses the prioritized concerns, and offering suggestions and refinements to improve the concept. The facilitators will help the groups evaluate the concept by answering questions about alignment, ROW or other technical issues.
- c. Each group will present its evaluation of the proposed improvement concept. The assembly will then be asked to choose a preferred concept, or combination of concepts.

4. Segment B- Meetings 1 and 2.

- a. The objective of these meetings is to ensure that BSRE and the City come away with a complete understanding of neighborhood concerns relative to the increased traffic on this segment of the Corridor and adjoining streets.
- b. The meetings will focus on improvements in principal arterial segments and adjoining streets which meet metrics listed above as traffic limiting factors.
- c. The format in soliciting and finalizing a preferred concept for Corridor improvements and other traffic controls or modifications of adjoining streets shall follow the Workshops format for Segment A.
- d. Combined Corridor Outcome Presentation. The City will hold an open house where citizens can view and comment on the final recommendations for the Corridor Study Area. BSRE need not participate in this meeting. This open house will be held prior to the Final Presentation to Council.

5. Final Presentation – Present Final Improvement Concept

- a. DEA will prepare a conceptual drawing of the final Corridor plan based on feedback from final meetings on both segments. DEA will assist City staff in making a presentation summarizing the workshop process. The presentation will recap the outcome of each meeting and how the information and feedback from each meeting was incorporated into the final improvement concept. This presentation will be made to City Council at a regular scheduled meeting to provide a broader public presentation of the workshop outcome, given that acceptance of the study will be a prerequisite to actions on Comprehensive Plan changes and a Municipal Services Agreement that will affect the entire City.

- b. The Traffic study and modeling will establish AM and PM peak hour demands, plus the corresponding mitigation required for the maximum trips permitted for the final build out of the project. The modeling output will be required to include for each phase the following; 1) base traffic without the project, 2) base plus project without mitigation, 3) base plus project traffic with mitigation. Once BSRE finalizes its proposed phasing and construction timetable, the results of such modeling will be used to assign a maximum peak hour trip count for each phase of the project.

- c. Council shall have Comprehensive Plan amendments for the Point Wells Subarea Plan, Capital Facilities Plan and Capital Improvement Plan docketed for 2013. If the Corridor Plan is acceptable it shall be considered in amendments to these Comprehensive Plan elements and the Municipal Services Agreement for the BSRE Point Wells project.

EXHIBIT B-1

Corridor Study General Scope and Assumptions

I. Study Assumptions:

- Acceptance of intersections and significant routes listed in Section IV below as the study area for the traffic model.
- Background traffic growth rate of ¼ percent per year.
- Use City of Shoreline's regional trip distribution per DKS model for existing and future modeling (2010 version).
- AM and PM peak hours will be modeled.
- As left turn gap analysis is evaluated for Segment A, it should include graphic simulation with Sim Traffic or VISSIM models.
- All improvements will be in accordance with the City of Shoreline adopted Codes and or other mutually acceptable Engineering Standards to the extent they do not conflict with the assumptions and objectives set herein.

II. Documentation of Existing Conditions.

- Use 2010 or newer traffic volume data, and peak-hour turning movements.
- Use most recent complete five year accident history.
- Complete a reconciliation of existing plats and surveys or conduct additional survey, through a Licensed Surveyor, to create an aerial map from NW 197th north to the King County/Snohomish County Line that has the same level of accuracy as the aerial maps for the rest of the Corridor. Develop a base map using aerial photography for the corridor, updated with the reconciliation above, that includes: existing right-of-way widths, topography (where needed), pavement width and edge of pavement, additional right-of-way infrastructure including sidewalks, drainage facilities, driveway access, etc.; locations and details of traffic control devices (signs, striping, guardrails, etc.).

III. Intersections and Roadways Identified for Analysis

<u>Intersections identified for analysis</u>
Meridian Ave N and N 185th St
Meridian Ave N and N 175th St
SR99 and N 205th St (244th St SW)

SR99 and N 200th St
SR99 and N 192nd St
SR99 and N 185th St
SR99 and N 175th St
SR99 and N 165th St
Fremont Ave N and N 205th St (244th St SW)
Fremont Ave N and N 200th St
Fremont Ave N and N 185th St
Fremont Ave N and N 175th St
Fremont Ave N and N 165th St
Dayton Ave N and N Richmond Beach Rd
Dayton Ave N and N 172nd St
Dayton Ave N and Carlyle Hall Rd NW
3rd Ave NW and NW 205th St (244th St SW)
3rd Ave NW and NW 200th St
3rd Ave NW and NW 195th St
3rd Ave NW and NW Richmond Beach Rd
100th Ave W and SR 104
8th Ave NW and NW 205th St (244th St SW)
8th Ave NW and NW 200th St
8th Ave NW and NW 195th St
8th Ave NW and NW Richmond Beach Rd
15th Ave NW and NW Richmond Beach Rd
Woodway Park Rd and Algonquin Rd
Woodway Park Rd and 238th St SW
Timber Ln and 238th St SW
20th Ave NW and NW 195th St
24th Ave NW and NW 196th St
Richmond Beach Dr NW and NW 196th St
<u>Routes identified for analysis</u>
Richmond Beach Drive NW: Woodway City Limits to NW 196th Street
NW 196th St: NW Richmond Beach Dr to 20th Ave NW
NW 195th St/NW Richmond Beach Rd: 20th Ave NW to 8th Ave NW
NW Richmond Beach Rd: 8th Ave NW to SR 99
8th Ave NW/NW 180th St/6th Ave NW: Richmond Beach Rd to N 175th Street
Dayton Ave N: N Richmond Beach Road to Carlyle Hall Rd NW

Fremont Ave N: N 175th St to N 185th St
Fremont Ave N: N 185th St to 244th St SW
20th Ave NW/Timber Lane/238th St SW: NW 196th St to Woodway Park Road
Woodway Park Road: 238th Street SW to Algonquin Road
244th Street SW: 100th Avenue W to SR 99
8th Avenue NW: Richmond Beach Road to 244th Street SW
3rd Avenue NW : Richmond Beach Road to 244th Street SW
100th Avenue W: 244th Street SW to SR 104
SR 99: 224th Street SW to N 185th Street
SR 99: N 165th Street to N 185th Street

EXHIBIT B-2***Public Meeting Schedule for Corridor Study***

Meeting #	Date	Segment	Goal/Purpose	Location/Time
1		B (A is also invited)	<p>Overall Introduction on process.</p> <p>Overview of data on the corridor – accidents, volumes, LOS, etc.</p> <p>Small group facilitated breakouts to identify corridor issues, challenges, opportunities, neighborhood concerns, and criteria for evaluating concepts.</p>	
2		A	<p>Overall introduction.</p> <p>Overview of data, maps with ROW.</p> <p>Small group facilitated breakouts to identify specific issues including driveways, access, parking, landscaping, noise, etc. Many of the comments will be site specific. Concerns will be prioritized.</p>	
3		A	<p>Consultant will provide potential improvements addressing findings from Meeting #2.</p> <p>Small groups discuss potential solutions considering priorities identified last meeting.</p> <p>Each group will develop improvement plan. Report back. Full group will choose preferred concept(s) for further development.</p>	

4		B	<p>Consultant will present proposed concepts for improvements.</p> <p>Small groups will review and comment, identifying suggestions for improvements. Small group will select preferred concept.</p> <p>Report back.</p> <p>Large group recommends preferred concept. Selects spokesperson (s).</p>	
5		A	<p>Consultant will present a conceptual drawing(s) of preferred plan developed at Meeting #4.</p> <p>Small groups will evaluate and comment, and identify suggestions to improve.</p> <p>Report back.</p> <p>Large group recommends preferred concept. Selects spokesperson (s).</p>	
6		A + B	<p>Spokespersons from A and B will present their recommendations and preferred concept to the full group.</p> <p>Full group will discuss, comment and suggest any modifications.</p>	

Segment A = Richmond Beach Drive from 205th to 195th/196th, and 195th/196th from Richmond Beach Drive to 24th NW

Segment B = NW Richmond Beach Road (all other segment names) from 24th Ave NW to Aurora Ave N

Meeting Times: all meetings will be open at 6:30 with 30 minutes to mingle, settle in and speak one-on-one with staff/consultants. Agenda will begin at 7 pm, and conclude promptly at 9 PM.

Attachment B

List of Elements of the built and natural environment: WAC 197-11-444

(1) Natural environment

(a) Earth

- (i) Geology
- (ii) Soils
- (iii) Topography
- (iv) Unique physical features
- (v) Erosion/enlargement of land area (accretion)

(b) Air

- (i) Air quality
- (ii) Odor
- (iii) Climate

(c) Water

- (i) Surface water movement/quantity/quality
- (ii) Runoff/absorption
- (iii) Floods
- (iv) Groundwater movement/quantity/quality
- (v) Public water supplies

(d) Plants and animals

- (i) Habitat for and numbers or diversity of species of plants, fish, or other wildlife
- (ii) Unique species
- (iii) Fish or wildlife migration routes

(e) Energy and natural resources

- (i) Amount required/rate of use/efficiency
- (ii) Source/availability
- (iii) Nonrenewable resources
- (iv) Conservation and renewable resources
- (v) Scenic resources

(2) Built environment

(a) Environmental health

- (i) Noise
- (ii) Risk of explosion
- (iii) Releases or potential releases to the environment affecting public health, such as toxic or hazardous materials

- (b) Land and shoreline use
 - (i) Relationship to existing land use plans and to estimated population
 - (ii) Housing
 - (iii) Light and glare
 - (iv) Aesthetics
 - (v) Recreation
 - (vi) Historic and cultural preservation
 - (vii) Agricultural crops

- (c) Transportation
 - (i) Transportation systems
 - (ii) Vehicular traffic
 - (iii) Waterborne, rail, and air traffic
 - (iv) Parking
 - (v) Movement/circulation of people or goods
 - (vi) Traffic hazards

- (d) Public services and utilities
 - (i) Fire
 - (ii) Police
 - (iii) Schools
 - (iv) Parks or other recreational facilities
 - (v) Maintenance
 - (vi) Communications
 - (vii) Water/storm water
 - (viii) Sewer/solid waste
 - (ix) Other governmental services or utilities

Attachment C

Point Wells Meeting – January 15, 2013 Citizen Comments / Concerns

Post it notes:

- Why doesn't the study consider traffic all the way to I-5?
- How is 199th Street going to be protected from being a shortcut back to Edmonds?
- Cut-through path through Innis Arden needs to be considered as part of the traffic study
- Please down grade Fremont Avenue from semi-arterial and put in speed bumps
- Has there been any discussion with Burlington Northern re: right-of-way changes on their part?
- Is there no additional ingress and egress possible from Pt. Wells?
- Can the water district handle 3,100 new residential units plus 100,000 sq. ft. commercial?
- Public utilities, police, fire, and school impacts from Pt. Wells development should be paid for by whatever county Pt. Wells ultimately ends up in; or a transitional agreement if annexation to Shoreline eventually occurs
- Public services – electric, wastewater, police, fire, schools
- Impacts to and ability to provide emergency services
- Understand who provides electricity. Can they handle capacity? Would it impact Shoreline ratepayers?
- We live on Richmond Beach Drive near Pt. Wells. How are we going to get out of our driveway with 11,000 cars going by each day in front of our house? It is already a trial on some days.
- Impact: schools, libraries, parks. Emergency services: police, fire
- Impact on schools and libraries
- How will sewer needs be met? By what agency?
- What impact does this project affect the railroad?
- Is Pt. Wells going to decrease my property value? 20304 12th Avenue NW, Shoreline
- Sewage treatment, police, fire – how does a development as big as Pt. Wells get these services?
- A number of easement encroaching homes are historic Richmond Beach homes – worth getting historic designation to choke road.
- Re-grade all driveways on Richmond Beach Drive so residents can get out.
- Maximize use of barges / deep water pier during construction
- Need safe, easy access to Shoreline parks on the other side of segment A
- Traffic impact must be considered with Pt. Wells on the east end of Richmond Beach Drive / 185th and light rail on the east end of the freeway
- Traffic study MUST include access impacts from Pt. Wells all the way to I-5
- TCS area should include Aurora to freeway and study cut-through streets for north bound traffic
- Study alternative / second access to development – safety issue
- Get \$10M in escrow to hold Snohomish to limit traffic
- Degradation of property values

- Richmond Beach Road should not be the access road to the project. Snohomish County needs to build a road to the site first. Shoreline residents should not accept Richmond Beach Road as the only access. I expect Shoreline City Council to stand firm on this point.
- How is traffic split between 195th and 196th (the triangle) and what are proposed benefits / impacts to surrounding neighborhoods
- Mitigation for Richmond Beach Road – bike lanes, wider sidewalks, turn lanes
- A scoping idea: alternative access through Snohomish County.
 - Was the entire Standard property offered for sale?
 - If it was not, why?
 - Why did BSRE not want to purchase the gorgeous view hillside?
 - Syre Hill in Richmond Beach has ~ topo lines and no slides since its development
 - The Standard Oil Co. access road of the 30s washed out; however, great advances in road construction have improved in 80 years!
 - How has Woodway and / or Snohomish County zoned this hillside that was withheld from the sale?
- Cost of maintaining road access to Pt. Wells
- Trans. Cord. Study Area: what about small feeder street i.e. A) 199th Street though to 20th Avenue; B) 20th Avenue to Woodway
- Count cars! Count traffic delays
- Benefits to Richmond Beach?
- Timeline – be prepared for a 5 year build out up to a 30 year build out
- I request that studies be done for alternative access roads that could be constructed from the Snohomish County side of Pt. Wells in order to keep the entire project and its impacts in the same county
- A road to Pt. Wells in Snohomish County
- Study traffic to I-5 northbound and southbound
- Snohomish County should be required to build a bridge or other access to develop their land. Not leave it to Shoreline.
- Parking is grossly inadequate
- Retail space will be overpriced and fail
- NW 197th to 199th should be made one-way downhill or closed off at Richmond Beach Drive
- Pedestrian safety
- Traffic impacts
- Traffic impact on surface streets in Richmond Beach!
- How many homes will need to be torn down to widen the road
- Between 15th NW and 23rd NW quality of pedestrian access, sidewalk quality and size, and safety. School walkway to library
- Intersection at 20th NW and Richmond Beach Road. Impact of a stop light on neighborhood that uses that as only access
- No roundabouts on Richmond Beach Road!
- Between 8th NW and 3rd NW there are no crosswalks for the bus stops and businesses on both sides of the road. We have already had a recent fatality on that stretch of road. How do you mitigate the pedestrian safety situation?

- Please add Linden Avenue and Fremont Avenue between 175th and 185th to corridor study areas
- Builder / developer should assume the costs to build an alternate road than using roads in King County. Why isn't this more a part of the strategy?
- Count cars!
- When in an area meeting, it was stated that there were many people walking in the area, so sidewalks should be on the streets. Reply was "Sidewalks cost a lot of money." They probably do! So why isn't that a requirement for the developer to provide?
- How in the world could Shoreline agree to let Snohomish County collect the taxes? Does the City Council people have so much money that they think Shoreline citizens have enough to share with Snohomish County?
- There is no agreement from developer to annex to Shoreline? No teeth without incorporation.
- Will the impact on the back-up to get on the freeway during peak times be part of the study?
- Alternates to traffic routed on NW 195th Place
- Speed bumps
- Please look at how alternate side streets will be affected e.g. NW 199th to 20th Avenue NW
- How will cuts to Metro affect traffic projections and patterns?
- Perhaps a Metro-Community Transit combination effort will be useful to mitigate the flood of cars traveling up and down Richmond Beach Road
- Construction impacts
- Who will oversee toxic cleanup and removal?
- Where are the teeth to this agreement? How are we enforcing the agreement?
- Be sure to consider the light rail on the east end of 185th
- Will Pt. Wells reduce my property value? Has a study been done – during different phases of development?
- Traffic is currently bad on 12th Avenue. We're concerned about cut-through traffic of Pt. Wells. 12th Avenue had a city planning meeting last week to discuss traffic
- Why annex? If annexed the existing residences will be expected to bear the financial impact by being taxed more. Developer gets Shoreline to fund many new expenses.
- Minimize construction traffic! Use barges / deep water pier.
- Timeline – issues change based on the project timeline e.g. 5 year build out vs. 20-30 years
- If Shoreline does not annex Pt. Wells property what impact will this have on Shoreline property taxes?
- Zoning inequality in Richmond Beach
- Public spaces / parks
- If there is a light rail station at Pt. Wells, how would that affect traffic from other parts of Shoreline / North Seattle coming into the neighborhood?
- The City of Shoreline needs to step up to the plate to force a road through Snohomish County. This is a huge issue for Shoreline residents and the City needs to take care of their residents. Determine how to setup and criteria to bring this solution to the forefront.
- Size and scale of development

- Effect of Metro cuts on Urban Village / Urban Center designation
- Concurrency
- Whose taxes will pay for the roads to Pt. Wells?
- Combined impact of Pt. Wells and light rail on 185th corridor
- Is this scoping for an Urban Center or Urban Village?
- Pt. Wells should preserve public beach access all along the entire shoreline from Kayu Kayu Ach Park to north side of point
- Alternative road from area through Snohomish County, e.g. Woodway
- DOE study
- Stop light or sign at 20th and Richmond Beach Road – impact adverse
- Construction traffic impacts during construction
- Where will stormwater be routed?
- Will liquefaction issues be reviewed by geo technical engineers on County staff?
- This area has high hazard for liquefaction, deep foundations will be necessary for structure support. How will the issue of lateral spreading be mitigated?
- Health hazards to nearby residents from cleanup
- Consideration of sea level rise
- Tsunami due to earthquake on South Whidbey Island fault or Seattle fault
- Budget expense to cover entire cleanup; how to protect budget for cleanup
- Richmond Beach Road – 8th NW to 3rd NW
 - Crosswalk
 - Pedestrians at bus stops to go to QFC – jaywalking
 - Pedestrian safety in bus structure
- Access from 15th Avenue NW to Richmond Beach Road (east bound) – currently stop sign in an awkward intersection.
- Sewerage – where does it go?
- With rising sea levels, what will be done to protect the development?
- Indian tribe artifacts / burial ground
- Who will oversee toxic cleanup and removal
- Issues regarding foundations and vapor infusion in occupied structures
- Any development needs to accommodate and protect existing species and population sizes so that they are maintained or increased (bald eagles, osprey, other indigenous water fowl, harbor seals, etc.)
- Site cleanup
- Air quality
- Air quality
- Fugitive emissions - lead, mercury, arsenic, hydrocarbons – 25 years of emissions.
- Air quality – dust from hazardous soils during construction, contaminants released to air if there is on site remediation
- Nexus between 11,500 – 19,000 trip for SEPA
- History of refinery
- Study the impacts of the site clean-up process to prevent accidental contamination during contaminated soil excavation and removal (and storage). Examples: spills on beaches and roads, heavy equipment fuel leaks / spills

- 11,000 more cars equals air quality concerns!
- Seismic hazards – seismic slope stability, liquefaction, lateral spreading settlement (e.g. Christchurch)
- Water table issues. Study prior to annexation.
- Is groundwater contaminated?
- Evacuation in event such as tsunami
- Request additional study on sea level rise.
- Wastewater pumps – what will happen if these break down?

Q&A:

- Police access via Shoreline to Pt. Wells? – If served by Snohomish County
- Easements require homes to be torn down? 12? More accurate estimate?
- Encroachments?
- Hesitation re: air quality as an impact?
- What pressure can we put on Snohomish County to listen to us?
- What studies have been done to find access through Edmonds or Woodway?
- At property sale – why separated hillside and waterside? Access road on uphill to access Pt. Wells.
- Who will keep tabs on Snohomish County during this process?
- City / developer agreement includes annexing the property?
- Plans for public transit?
- TCS – what about traffic beyond Richmond Beach Road, to Aurora, and to I-5?
- Why has City put a limit on the number of trips to be studied?
- Why should Shoreline partner with Snohomish County?

Written comments:

- In this over-budget building – where are the elevators for disabled people? There is no parking on ground level and otherwise we have to struggle with 150 feet of stairs.
- Alternate routes – Woodway, Edmonds. Annexation.
- Snohomish County must consider building alternate access to Pt. Wells.
- Shoreline must be very careful in any agreement to provide police or fire protection. Is it an option to refuse this?
- Pursue annexation.
- What about the seismic stability of the site? It is on sandy, unstable soil and vulnerable to earthquake damage. Snohomish County could be putting lives at risk by allowing any extensive building at Pt. Wells.
- What if traffic use actually exceed 11,000? Can the property owners be penalized?
- City of Shoreline should make it upfront and clear that we will NOT ever provide emergency services to Pt. Wells. Let the developers find a way to explain to prospective buyers that their luxury condos don't come with adequate police, fire, and medical services and that there is no prospect buyers that there is no prospect of improving response time (because Shoreline has the sense to not aid and abet an abusive development).
- Very concerned about air quality impact.

- Very concerned about cut-through traffic, we live off 6th Avenue NW and already get streams of ferry and other cut-through vehicles taking 8th to 6th down to 175th (and vice-versa).
- Please stand firm!
- Traffic in Shoreline is a major concern. I want to be sure that there is a study on Richmond Beach Drive / 185th with regard to the Pt. Wells development on the west side and the light rail station at 185th and I-5 on the east side. There will be other traffic impacts in Shoreline as well, including Aurora Avenue, Meridian Avenue, 175th, and 205th / highway 104.