

From: Tom McCormick <tomccormick@mac.com>
Sent: Friday, January 05, 2018 4:26 PM
To: MacCready, Paul; Countryman, Ryan
Cc: McCrary, Mike; Rowe, Tom
Subject: Traffic monitoring to/from Point Wells
Attachments: 2017-07-11-13-33-02.pdf

Paul & Ryan,

Notes from a Sept. 13, 2017 meeting at the County indicate that G Huff "has been working with Shoreline on monitoring plan language."

I figured that if there has been some recent work on traffic monitoring language involving the City of Shoreline, surely the City would have some public records about the work. So I submitted a public records request to the City of Shoreline, asking for any records pertaining to the monitoring of vehicle trips to or from Point Wells. Per the City Clerk, "there are no responsive records related to traffic monitoring" for the period July 1, 2016 - December 19, 2017. The most recent item is a June 15, 2016 email from G Huff to the City's Scott MacColl (copy attached).

Do you have any additional information about the extent to which G Huff has been working with Shoreline on monitoring plan language?

Thank you.

Tom McCormick

From: [Gary Huff](#)
To: [Scott MacColl](#)
Cc: [Douglas A. Luetjen](#); [Steve Ohlenkamp \(steveo@tcgnet.net\)](#); [Jacque St. Romain](#)
Subject: 2015 supplement to application
Date: Wednesday, June 15, 2016 9:14:15 AM
Attachments: [2015 Supplement to UC Application.pdf](#)

Scott—Here's the draft supplement to our urban center development application which was forwarded to Snohomish County late last year. The supplement is being updated now and the expectation is that this will be completed soon and that an executed original will be submitted to the County prior to the publication of the DEIS.

Gary

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Supplement to Urban Center Development Application

Submitted by BSRE Point Wells, LP

December 9, 2015

BSRE Point Wells, LP, ("BSRE") is fully aware of the desirability of minimizing and establishing limits upon the number and timing of vehicle trips generated by the development of the proposed Point Wells Urban Center. So as to ensure that its intended mechanisms for limiting vehicle trips are incorporated into its development application and that these commitments are reflected in the review of its Urban Center Development Application (the "Application") and the analyses of the environmental impacts likely to result therefrom, BSRE hereby supplements its April __, 201__ Urban Center Development Application, as follows:

1) Vehicle Trip Limit and Traffic Mitigation.

In a Memorandum of Understanding ("MOU") dated April 1, 2013 between BSRE and the City of Shoreline, attached hereto as Exhibit A, the parties thereto agreed to jointly sponsor and conduct a Richmond Beach Corridor Study (the "TCS"). The study, now substantially complete but awaiting City Council review and approval, was intended (i) to 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 Point Wells development; and (ii) establish the terms and methodology by which the transportation impacts of the development would be analyzed, mitigated and eventually incorporated into Snohomish County's environmental analysis for BSRE's development applications.

At Section 1 of the MOU, the parties agreed "for the purposes of this study, that the net new trips (along Richmond Beach Drive NW) 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."

At Section 3 of the MOU, Shoreline agreed 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 in the Corridor Study" for consideration in an upcoming Comprehensive Plan docket.

Given delays in the finalization and approval of the TCS, the Point Wells DEIS is likely to be published prior to final review and approval by the Shoreline City Council of the results of the Corridor Study and of the adoption of amendments to its Comprehensive Plan. It is anticipated that should this occur, the Council may so act prior to the publication of the final environmental impact statement.

Contingent on the City of Shoreline complying with its commitments outlined in the MOU, BSRE supplements its Application by incorporating a limit the number of net new vehicle trips generated from its proposed development at Point Wells ("Project Trips") to not more than 11,587 average daily trips (the "Trip Cap") at the Project access point into Shoreline. Should the Shoreline Council fail to comply with the MOU, then BSRE shall not be bound by the above Project Trip Cap.

2) Monitoring of Vehicle Trips and Reporting of Compliance.

A. Commencing upon the issuance of Certificates of Occupancy for three hundred fifty (350) dwelling units (representing approximately one half of the number of dwelling units in project Phase 1), BSRE shall at its cost install and maintain a mechanical vehicle trip counting device at or within ___ feet on the main Project entrance. Nothing herein shall preclude BSRE, upon not less than thirty (30) days advance written notice to Shoreline and Snohomish County, from utilizing alternative and equally accurate trip counting devices or means.

B. Commencing upon the issuance of Certificates of Occupancy for six hundred fifty-three (653) dwelling units (representing the number of dwelling units in project Phase 1), BSRE shall provide a trip generation report (a "Report") to the City and County, at intervals of not less than every six (6) months, of the average number of Project Trips per month during that reporting period.

C. The average of said previous twelve monthly trip counts shall be the number Project Trips used to determine compliance with the Trip Cap.

D. Shoreline and/or Snohomish County shall have the right, upon 24 hours advance notice, to inspect or otherwise monitor the Trip Counting Device so as to ensure that the trip numbers produced thereby are accurate and reliable.

E. BSRE shall continue to monitor the number of Project Trips until such time as the Project shall have received Certificates of Occupancy for the number of dwelling units authorized in the project permit approvals or until such time as the number of Project Trips exceeds the Trip Cap for two consecutive reporting periods. In the event that the Trip Cap shall have been so exceeded for two consecutive reporting periods, BSRE may attempt to reduce the number of Project Trips by implementing such additional trip mitigation measures as it deems appropriate and/or imposing such limitations or restrictions as may be necessary for the number of Project Trips to remain within the Trip Cap.

F. BSRE shall ensure, by way of binding agreements with transit providers, through covenants recorded against the project site or through other means approved by Snohomish County, that the obligation to conduct such monitoring and provide such Trip Reports, shall be conducted as set forth herein during the full term of the monitoring requirement.

3) Senior Housing.

Of the 3,081 dwelling units proposed in the Application, not less than 1,100 units are planned to be designated for occupancy by families or individuals where at least one adult shall have attained the age of fifty-five years (hereinafter "seniors"). By phase, the senior units are planned to be constructed as follows:

Phase 1	53
Phase 2	0
Phase 3	508
Phase 4	539
<u>Total</u>	<u>1,100</u>

The projected number of Project Trips by phase is set forth in Exhibit B. Prior to the application for a building permit for any unit in Phase 3, BSRE shall submit to Shoreline and the County a report comparing the actual number of Project Trips to date to the projected number of trips for the corresponding phase of development. If, based on ITE methodologies, the number of Project Trips exceeds projected number of trips, then the number of senior units in Phase 3 and/or 4 shall be increased until the number of Project Trips no longer exceeds the Trip Cap for the given level of development.

If the report demonstrates that the actual number of Project Trips is less than the projected number, then BSRE may, at its election, decrease the number of senior units in subsequent phase(s) until the projected number matches the Trip Limit.

4) Supplemental Transit Service.

Snohomish County Code (SCC) 30.34A.085 requires that access to public transportation must be provided to the businesses and residents of the future Point Wells urban center development. SCC 30.34A.085(3) provides that at a minimum, the development "shall provide a mechanism such as van pools or other similar means of transporting people on a regular schedule in high occupancy vehicles to operational stops or stations for high occupancy transit."

BSRE recognizes that currently available public transit cannot by itself provide the level of service necessary to meet the above requirement. While it will attempt to work with the various transit agencies to bring about an increase in available public transit service, BSRE commits to itself provide or contract with others for such additional transit service as is necessary to achieve compliance with the above standard. The type and extent of such supplemental transit service currently contemplated is more fully identified in Exhibit C hereto.

5) Elimination of Beach Groins.

A number of early plan drawings depict the construction of a number of "beach groins" along the shoreline. Those groins are no longer part of the development plan and are hereby eliminated from the Application.

EXHIBIT A

Shoreline/BSRE Memorandum of Understanding

DRAFT -- For Discussion Purposes Only

EXHIBIT B

Projected Trips By Phase

DRAFT--For Discussion Purposes Only

EXHIBIT C

Supplemental Transit Service

BSRE shall ensure the availability of supplemental transit service serving the Project as follows:

Section 1. Alternative Means of Providing Supplemental Transit Service.

Supplemental service shall, at BSRE's election, be provided under contract with a public transit provider (for example, contracted service provided by Metro Transit), under contract with a private transit service, or by a transit service owned and operated by BSRE or its concessionaire.

Section 2. Transit Route.

Transit service shall at a minimum be provided between the Project site and the Metro Park & Ride stop at N. 192nd and Aurora Avenue North. At such time as the Sound Transit light rail station at 185th and Aurora Avenue becomes operational, the route shall be extended to such light rail station.

Section 3. Frequency of Service.

Supplemental transit service shall commence no later than the date upon which certificates of occupancy have been issued for six hundred fifty-three (653) units within the Project which corresponds with project Phase 1. The frequency of service shall be determined in part by the demand therefor from Point Wells' residents. In addition, sufficient service shall be provided on weekday mornings between 6:00 and 9:00 (the "AM Peak Hours") and on weekday evenings between 4:00 and 7:00 (the "PM Peak Hours") so as to ensure the availability of sufficient seating capacity that the number of Project Trips shall remain within the limits established in the Memorandum of Understanding included as Exhibit A hereto. At full buildout, it is assumed during the AM and PM Peak Hours that four (4) transit vehicles with a seating capacity of not less than forty (40) seats shall depart Point Wells at least every fifteen (15) minutes.

Section 4. Priority Use by Residents of Point Wells and Service for the General Public.

Supplemental service is primarily intended for the use and convenience of the residents of Point Wells. To the extent that seating remains available, and to the extent permitted by King County Metro, Point Wells' buses may stop along Richmond Beach Road to provide service to the Richmond Beach community. Subject to the advance approval of King County Metro, nothing herein shall prohibit BSRE or other operator of the supplemental transit service from collecting reasonable fares, either from such Point Wells residents or from members of the Richmond Beach community.

Section 5. Termination of Service.

Supplemental transit service may be terminated at such time as a Sound Transit Commuter Rail station at the project site becomes operational or when Snohomish County and the City of Shoreline deem such service to no longer be necessary.

Section 6. Successors and Assigns.

BSRE shall ensure, either by way of binding agreements with other parties or through Point Wells Master Homeowners Association, that the obligation to provide such supplemental transit service shall be perpetual unless and until service may be terminated as provided in Section 5 hereto.

DRAFT -- For Discussion Purposes Only