Eastin, Darryl

From: Carolyn Wurdeman <cwurdema@shorelinewa.gov>
Sent: Friday, February 28, 2014 8:07 AM
To: Eastin, Darryl
Cc: Rachael Markle
Subject: Pt. Wells EIS Comments
Attachments: 20140221 EIS Comments to Sno Co.pdf

Attached is a letter addressing EIS comments for the Pt. Wells development. A hard copy was mailed to you as well.

Carolyn Wurdeman
Executive Assistant
City of Shoreline
17500 Midvale Avenue North
Shoreline, WA 98133
206.801.2213

H-3 City of Shoreline, Planning Director Rachael Markle -- February 28, 2014
PFN: 11-101457-LU, et. al

CITY OF SHORELINE

Planning & Community Development

17500 Midvale Avenue North
Shoreline, WA 98133-4905
(206) 801-2500 ♦ Fax (206) 801-2788

PC

February 21, 2014
Snohomish County Planning and Development Services
Attn: Mr. Darryl Eastin, Project Manager
3000 Rockefeller Avenue, 2nd Floor East
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 at 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 and contains both traditional scoping comments and more detailed comments to guide the County's analysis of issues in the DEIS. 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 are based on the City of Shoreline GIS data.
- 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 as warranted.
    - Liquefaction and lateral spreading are significant hazards at the site based on the subsurface information presented in "Preliminary Geotechnical Engineering Study, Point Wells Development, Richmond Beach, Washington," prepared for Paramount Petroleum Corporation, dated November 16, 2010 by Hart Crowser. http://www.co.snohomish.wa.us/documents/Departments/PDS/Commerical_Land_Use/Pt_Wells/Geotechnical%20Study.pdf
    - One of the borings (B-09-02) close to the shoreline contained layers of liquefiable and nonliquefiable soils, with liquefiable soils at a depth of about 43 feet. The report indicates (on p.15) that the "perimeter of the lower bench is currently constructed of retaining walls and shoring...the depth of these elements is understood to extend up to

25 feet below the ground surface." Please address the significant potential for lateral spreading, given that the existing walls along the shoreline do not extend deep enough to prevent movement of the soil towards the water during design level of earthquake shaking.

- In addition to significant geotechnical analysis needed to address slope stability as it relates to transportation, please address how land sliding might affect proposed buildings. The slope is 150 to 200 feet high with two drainage channels (Figure 2) - one of which points right at the upper bench area where they would like to develop. The report contains a series of aerial photos (starting at page 85, year 1936) including the old road that connected the area up the hill to Woodway, which is clearly visible. The 1969 photo (page 88) shows what looks like a large disturbed area due to land sliding. The geology described in the report, the colluvium (landslide debris) found in a boring in the upper bench, the slope reconnaissance that found leaning trees, significant water coming from the slope, soil bulging from behind a wood retaining wall at the toe of the slope, and geologic contacts of Advance Outwash over Lawton Clay that are known to be conducive to sliding, please address static and seismic slope stability relative to future residential and retail development at the site.
- Please address historical sliding at the site in more detail. Confirm the cause of the landslide that destroyed Heberon Road.

Noise

- The geotechnical report by Hart Crowser recommends a number of types of deep foundations (e.g. augercast piles) or ground improvement (e.g. rammed aggregate piers) that would result in soil cuttings from the drilling process to be removed off site. Some of this soil is likely to be contaminated (petroleum odors were noted in some of the soil borings). The report recommends against the use of driven pile foundations because of the noise issue. Please address noise and vibrations that may be generated by ground improvement for liquefaction mitigation or installation of deep foundations (driven or augured).
- Please address the process if other types of disruptive ground improvement not mentioned in the geotechnical report (e.g. deep dynamic compaction) are selected.
- 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 from construction should be included in the EIS.

Shorelines

- It will be important to fully understand the impacts to both the 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.

- Please address how the proposed development complies with the Shoreline Management Act and Shoreline Management Program.
- 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 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 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

- 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 Snohomish

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 zone west of Point Wells that extends 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. 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. 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.
- The soil remediation should be completed prior to beginning construction of the development. Will soil remediation be fully completed in advance of construction for the development? 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 from heavy equipment and 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.

<u>Built Environment</u>

Transportation Including Non-motorized Transportation

- Sound Transit light rail service and two stations at I-5 and 185th and 145th Streets are expected to be in operation in Shoreline by 2023. In addition, the City is currently

creating a redevelopment plan for a subarea that includes the entire walkshed within a ½ mile of the proposed station at 185th Street and I-5. This subarea plan and associated implementing zoning is expected to be adopted in 2014 and represents a significant change in projected density for this area. These changing conditions need to be factored into the traffic analysis for the Point Wells EIS.

- The developer and City are 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 Avenue. 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.
- The 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.
- The 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.
- 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, and cyclists and motorists during construction.
- A special study is requested 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.
- Sound Transit is bringing light rail service north to Shoreline by the 2023. There will be a station at 145th and I-5 and 185th and I-5. The scope of the transportation analysis conducted for the Point Wells development needs to factor in this addition to Shoreline's regional transportation network to fully understand the future traffic conditions and

patterns especially related to the 185th Street corridor between Point Wells and the future light rail station.

- Transit solutions should be analyzed and realistically developed to mitigate the projects impacts to transportation networks in Shoreline. The analysis should also include the identification of impacts caused by the development to existing and planned transit services in Shoreline.

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 include: 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?
- 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. The EIS should analyze these issues to determine the impacts and appropriate mitigations.

Recreation

- Residents of the Point Wells development will be using Shoreline's parks and recreation services. Address how the addition of these residents will 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. Currently, Shoreline's residents are served by 7.75 acres of city owned park property per 1,000 residents. Creating access and developing the Brightwater site for public open space would be a way for the Point Wells project to increase its percentage of public open space.
- What guarantees will be in place to ensure that the open space, recreation areas and shoreline access remain open all members of the public? Will these areas be dedicated to Snohomish County? Will public access easements be required?

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

- It is assumed that the site contains 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. 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.
- 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. Will the soil remediation be completed prior to the installation of foundations? If no, there are concerns related to immediate and long term release of contaminates into the air and into the structures.

Finally, the City of Shoreline is committed to critically reviewing the Draft Environmental Impact Statement to ensure that the health, safety and welfare of our residents and the environment are protected. However, some of the analysis contained in the forthcoming DEIS

may exceed the technical expertise or resources available to allow for such a review. Snohomish County has received funding from the developer as part of the permitting process to select, hire and scope the work of a team of consultants and peer reviewers to ensure that both the built and natural environments are spared significant impacts in accordance with Snohomish County's standards.

The City of Shoreline contends that the majority of the impacts identified will have complete or partial bearing on our community, yet the City is not afforded the same resources as the County to protect these interests as we are not the permitting agency. The accuracy and objectivity of the analysis is of great importance to the City.

The City, with the exception of perhaps the Transportation Element, has not been provided with adequate resources to perform a review of such a large development, nor has the City been asked to participate in the selection or scope for the third party review team hired to further verify the analysis prepared by the lead consultant for the Point Wells Development EIS. The Point Wells project is creating a huge burden on the City's staff resources. As such, the City of Shoreline is requesting funding to hire technical experts for review of the DEIS as mitigation. This type of mitigation was provided to the City by King County for the Brightwater Project. **Specifically, the City anticipates needing technical assistance reviewing the following elements of the DEIS: Geology and Soils; Air Quality; Noise; and Public Services and Utilities.** Due to the timing of the DEIS and typically when mitigation is implemented this may have to be negotiated separately. As an alternative, the City and County staff could work together to utilize the peer review team assembled in a way that meets both the City and County's needs. I will be following up with you regarding these concepts in advance of the DEIS.

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