

From: [Tracy M Tallman](#)
To: [agenda comments](#); [City Council](#)
Subject: [EXTERNAL] Richmond Beach Access Along 27th NW
Date: Monday, June 6, 2022 7:06:08 AM
Attachments: [image.png](#)
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[image.png](#)

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Hello,

Please make this part of the public record

Thank you to Tom McCormick, all the people who support the opening of Apple Tree Lane (27th Ave NW) in perpetuity, and also the people who live on 27th NW.

In the 1980's I lived in a little beach house that my parents owned. 27th NW (Apple Tree Lane) was our playground. The substation was there for roaming, there was a boat launch – where my father and I launched our little sailboat/rowboat and nearly killed ourselves and the road ran into Puget Sound below Kayu Kayu Ac Park. Daily I would walk over the old bridge, along the water at the south end of Apple Tree Lane and through Saltwater Park, and back down the hill to my house.

Just before Shoreline became a city, the residents at the north end of 27th NW/Apple Tree Lane, blocked off the roadway. The City of Seattle's roadway department approved the vacation of the roadway. They told me this was a common practice at the time. As is generally the case, the then-existing roadway was not split between the two property owners – one of which was Burlington Northern, but instead was given to the people who owned the property at that end of Apple Tree Lane.

As Dick Deal was becoming Parks Director for the new City of Shoreline, I toured Apple Tree Lane with him and a representative from Burlington Northern. The railroad was interested in keeping people accessing the beach safe – so they agreed to make the south end a permanent access roadway. The proposal floundered and I never followed up.

The beach house my parents owned was removed and my parents built a house near the south side of the bridge to Apple Tree Lane, which I still own and is now a rental.

I'm sorry that the person who owns the beach at the end of today's 27th Ave NW is reluctant to sell. I understand that the people who own the properties along that road (some 40 or so lots), don't want people walking in front of their houses. They would like to have the road become totally private. But they bought those properties knowing that the road was public (the actual road is owned by Burlington Northern as it approaches the south end of 27th NW with a small slice owned privately). They have intimidated people from walking along the southern end of 27th NW with signs on the roadway and encouraged the city to discourage access. Many people have

been caught at the north end by the incoming tide and been forced to walk over the rocks placed by the property owners.

Thankfully Tom McCormick came along and this matter has now been brought to the attention of the council and the public. Beach access should not be curtailed. It just encourages people to gain access illegally. So many people have been killed or injured crossing the Burlington Northern tracks.

The "Town of Richmond Beach" was platted on June 13, 1890 by Charles Wesley Smith. It had to be replatted in 1891 because the railroad came through. Because it was platted as a town, many of the lots in Richmond Beach do not meet the minimum 7200 square foot requirement as in the rest of the City of Shoreline. In the original plat there were 44 lots along 27th NW. The road did not go past lot 11 on the south end, but it ran into Puget Sound on the north end. I've attached a copy of this original plat and also a copy of a Kroll Plat Book from an unknown date, and a screen shot from IMAP of the area.

The "Beach" in Richmond Beach did not mean Saltwater Park. Saltwater Park was then a sand and gravel pit, or became one soon after the town was platted. The "Beach" meant that people would have access to the beach – along 27th NW, across the tracks in front of the current Cabin Tavern, through many places over time, but ALWAYS along today's 27th NW.

Most of the people who access the beach over 27th NW park in front of my house, or along Richmond Beach Road somewhere near the PUBLIC bridge. They usually do not try to park on 27th NW which is hard to navigate. The people who live there should get leases from Burlington Northern to park anywhere but in their driveways, the property along the train tracks is owned by Burlington Northern, not the people who live on 27th NW.

Please approve the purchase of property to allow perpetual beach access to the residents of Richmond Beach as was historically free to everyone. Thank you for your consideration of this issue.

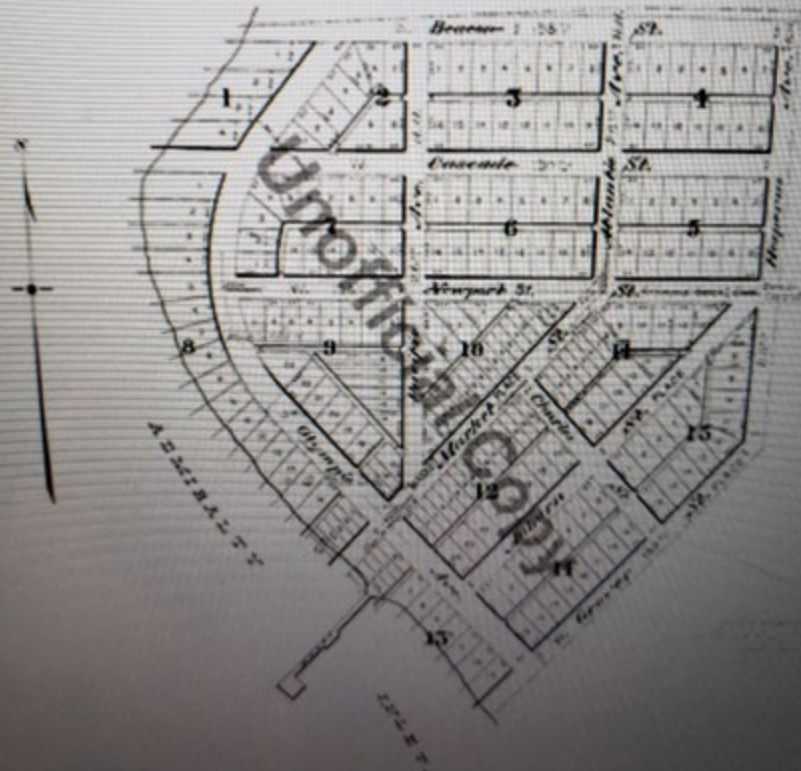
— PLAT OF —

RICHMOND BEACH

KING CO.
WASH.

Scale 1 inch = 100 ft.
Scale of record 1 inch = 200 ft.

George E. Greenle,
Civil Engineer, Seattle, Wash.
1900



Description.

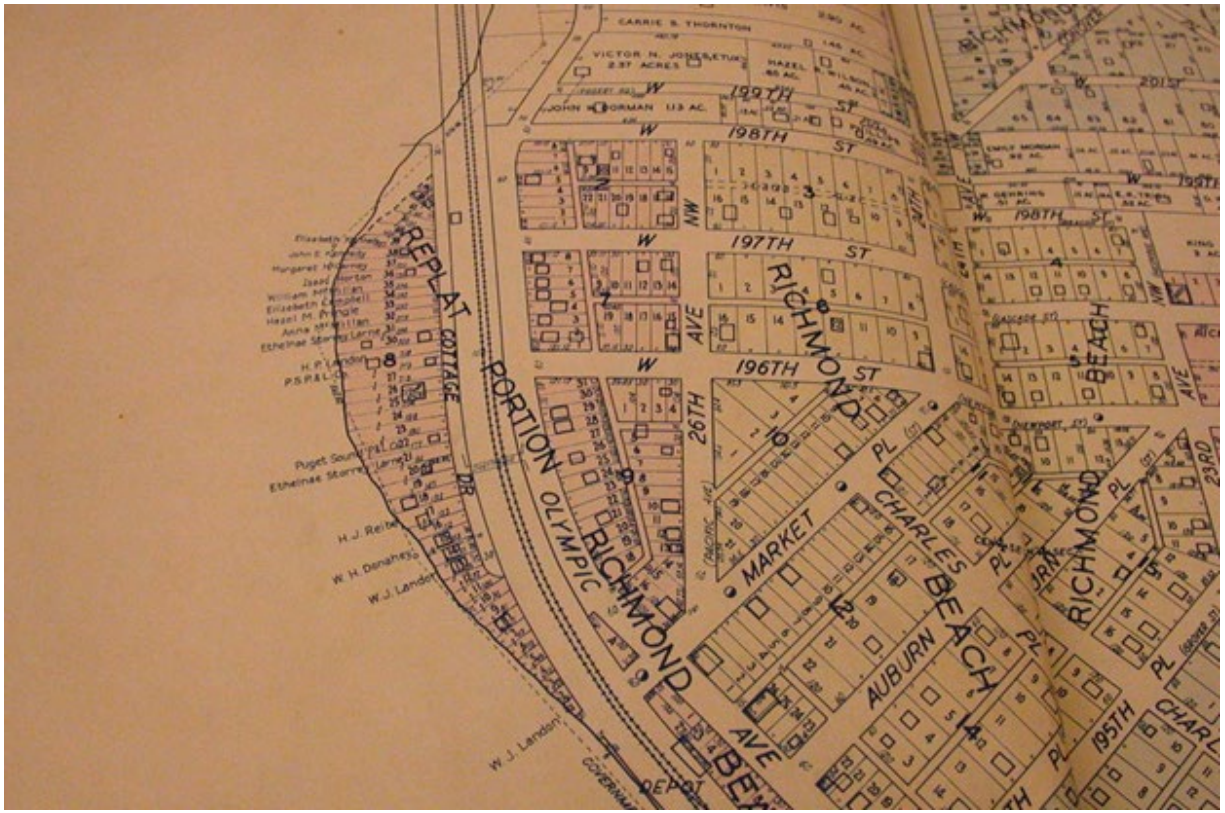
This plat is returned upon file & will be used for the purpose of recording & for all other purposes in accordance with the provisions of the laws of the State of Washington.

Dedication.

The streets shown by these provisions shall be dedicated to the public use of the people of the State of Washington.

Acknowledgment.

I, the undersigned, being duly sworn, depose and say that the facts herein stated are true and correct to the best of my knowledge and belief.



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