



Eastin, Darryl

From: Glenn Davis <glenn@fcsseattle.org>
Sent: Monday, February 24, 2014 5:42 PM
To: Eastin, Darryl
Cc: Eastin, Darryl
Subject: Point Wells Mixed-Use Redevelopment Project
Attachments: Point Wells Scoping Comments Glenn A Davis.pdf

Attached are my scoping comments.

Glenn Davis
1550 NW 195th St Apt 109
Shoreline, WA 98177-2857

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February 24, 2014

Attention Darryl Eastin
Snohomish County Planning and Development Services
3000 Rockefeller Avenue M/S #604
Everett, WA 98201-4046

RE: Scoping Comments
Point Wells Mixed-Use Redevelopment Project
File number 11-101457 LU

Thank you for your consideration of these scoping comments.

Land and shoreline use:

Approximately how much property by acre and number of parcels may be required for mitigation? I am primarily concerned about the Right-of-Way needed for street improvements.

Housing:

This project will have indirect impacts to existing housing in close vicinity of the project so the EIS should address in general the impacts such as increase or decrease in value and the ability to sell, particularly those houses in close proximity of the project.

Aesthetics:

The EIS should include before and after views from representative existing houses and what can be done to improve aesthetics of the structures in the project.

Transportation:

Existing streets and roads impacted by the project need to include the Town of Woodway. Traffic between the project and the City of Edmonds will go through the Town of Woodway whether or not a new road accessing the project directly from the east is built.

A new road and improvements to existing streets and roads between the project and SR 104 through the Town of Woodway should be addressed in the EIS. At a minimum the EIS should address why direct access from the east is not being considered and is not a reasonable mitigation measure for the impacts to the Richmond Beach Community. Mitigation is in itself an impact.

The EIS should address the indirect and cumulative impacts on the surrounding areas from the project resulting in additional development in the areas not limited to the intersection of 20th Ave NW and NW 195th St, the intersection of 15th Ave NW and NW Richmond Beach Road and the strip mall on both sides of NW Richmond Beach Road east of 8th Ave NW.

The project has suggested possible additional bus service. The EIS should include the estimated additional cost of operation.

The project has suggested a possible Sounder station. The EIS should include the estimated cost of a station.

There has been a fatality recently on NW Richmond Beach just east of 8th Ave. The EIS should identify pedestrian safety measures on all streets and roads impacted by the project where traffic will significantly increase. Elderly people and Middle School students will not stop crossing the street between intersections. Don't ignore this.

There are a significant amount of left turns entering and exiting NW Richmond Beach Road and NW 195th St. The EIS should identify mitigation to provide safe ingress and egress at driveways comparable to what's existing. The EIS should identify impacts of various traffic intersection treatments such as traffic circles and controlled signals not only at the intersection but the impacts they will have between intersections as well.

Permits:

Because this is in such a unique location the EIS should describe, if possible, similar projects to help the decision makers decide conditions for approval or denial of this project. A similar project would be of a new community with 2,700 residential units plus commercial/office, retail and park in undeveloped land whose sole access is through another community that is well established and mostly developed up to current code. Also, if possible identify similar types of projects located in one jurisdiction while a significant amount of its impacts are located in another. What was the mitigation or what was the percentage of the cost of mitigation that was constructed for this project? What were the major conditions in Inter-Local agreements for such similar projects? Identify if a similar project could not be found.

The EIS needs to identify what permits are anticipated to be required from outside the jurisdiction of Snohomish County for this project including permits for mitigation work. Under current law, what permits would be required from the City of Shoreline? Would any law or code have to be changed in order for the project or probable mitigation work to proceed?

Coordination with other Agencies and Jurisdictions:

The EIS should document communication with other Agencies, Towns, Cities, Communities, and Tribes or identify if no communication has been made. Identify any resulting commitments or if no commitments have been made. Specifically include King County METRO, Sound Transit.

The EIS should address the benefits and /or disadvantages of annexation into the Town of Woodway before, during and after construction of the project.

The EIS should address the impact benefits and /or disadvantages of annexation into the City of Shoreline before, during and after construction of the project.

Sincerely,



Glenn A. Davis