

From: Tom Delaney <tomdelaney48@gmail.com>
Sent: Tuesday, February 27, 2018 1:16 PM
To: MacCready, Paul
Subject: Point Wells File 11 101457 LU et.al.
Attachments: Point.Wells.letter.2.pdf

Mr. MacCready:

I am attaching my comment on this project (pdf file) and have also mailed them.

Thanks you for listening.

Tom Delaney
206-335-4245

February 27, 2018

Paul MacCready, Project Manager
Point Wells Development
Snohomish County PDS
Mail Stop 604
3000 Rockefeller Avenue
Everett, WA. 98201-4064

Dear Mr. MacCready:

I have previously written regarding the proposed Point Wells development. I previously requested to become a party of record and receive notices regarding this development. Thank you for responding to this request by soliciting input.

My family and I have lived along Richmond Beach Road, in the area of Shoreline affected by the Point Wells project, for over forty years. Each new housing development along the border with King County has resulted in stresses to local infrastructure, especially roads and parks, with no apparent effort by Snohomish County to provide for it. I am alarmed at the apparent acceptance of higher traffic volumes for this area included for this project, since I regard the current traffic problems as substantial.

The volume and speed of traffic, especially on Richmond Beach Road, has risen steadily without any substantial improvements. We have to turn left when westbound on Richmond Beach Road, in order to enter our driveway. This is becoming increasingly dangerous. Drivers in the left lane are traveling at excessive speeds and are intolerant of anyone turning left. There is no protection, such as a left turn lane. Drivers behind us are attempting to travel at 35 to 50 mph, well in excess of the posted 30mph limit. It is a residential area, but drivers are treating it like a freeway. Some type of meaningful speed controls and protection for residents turning left need to be taken. Increased traffic volumes over the past decades have only served to make drivers along this route behave in a more frantic and dangerous manner.

I understand the City of Shoreline has altered development plans for Richmond Beach Road. The City has done so in recognition of the establish fact that this road is among the top three accident areas in the City of Shoreline. I have reviewed these new plans and believe they are appropriate, but they will be overwhelmed by the scale and type of development projected for Snohomish County's Point Wells as it has been projected to date. The prospect of over three thousand units and potentially six thousand vehicles, or more, is clearly unreasonable and dangerous.

Also, the developer and Snohomish County have, so far, failed to address the issue of an adequate secondary, emergency access route to the site.

The newly improved intersections through Shoreline, (185th Street and 175th Street, also Aurora Avenue North) have been improved at substantial local and state expense, are already filled with traffic during the day. They could be overwhelmed with the projected traffic volumes coming out of the new Point Wells, representing a substantial loss of infrastructure development.

The original rationale for this project was as an 'urban village' under the state management plan.

Urban villages were supposed to be an alternative to sprawl. They allegedly offered dense living along with improved transportation corridors and alternative transportation links. This developer has chosen a site with no enhanced traffic outlet, poor connections of any kind, a 'rail' alternative he has done nothing to develop, and suggests people will ride bicycles. Where will they ride them? Up a major hill with a five-hundred-foot elevation gain, on a crowded road? Everyone can tell the residents of this site will simply flood the existing infrastructure with more cars. Snohomish County has accommodated the developer's irresponsibility by redefining the concept of 'Urban Village' to accommodate this development, despite its failures.

Finally, this entire development is a major liability in any Cascadia Fault Zone or subduction zone earthquake event. It consists entirely of a sand spit deposited over time by tidal action and currents. Such low-lying areas are vulnerable to tsunamis and liquefaction under any of these conditions. I have friends in low-lying areas of West Seattle who have been required by mortgage issuers to retain tsunami insurance and have been told their chances of such an event are one in three over fifty years. Nothing in this project has ever communicated any engineering or other studies of these concerns.

The number of potential occupants must be severely limited to match the poorly planned transportation corridor, lack of tax contributions to the affected areas and inadequate disaster planning. I would suggest no more than 500 persons, max. Even a potential of 1,000 cars is too much and unsupported by the developer's plans.

Sincerely,

Thomas C. Delaney
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