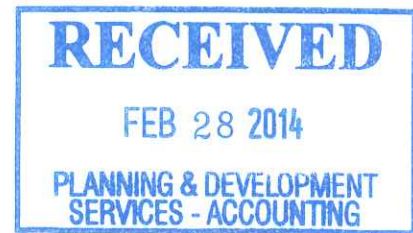


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RE: Point Wells Mixed-Use Redevelopment Project EIS (PW EIS)

Thank you for the opportunity to comment on the PW EIS. Following are EIS questions or comments I would like to have addressed and answered.

1. Importance of joint Transportation Corridor Study with Shoreline. The Study will provide new and more accurate information to the process. The previous study by DEA had significant errors creating credibility problems. The Study should be a foundation for the transportation element of the EIS. The same should apply for Shoreline's plans and policies.
2. Role of the State Department of Transportation. Since a significant part of traffic will end up on State highways such as SR-104, SR-99 and I-5 the Washington State Department of Transportation should be involved early in the process to assess impacts and mitigation for State facilities. The same should apply for Metro Transit and Sound Transit.
3. Trip distribution. The previous study by DEA for Snohomish County was significantly flawed such as ending traffic analysis at N 185th St and SR-99 and not factoring in traffic cut-through/diversion to nearby neighborhoods. Traffic impacts, especially on lesser arterial streets were severely underestimated. At the initial Transportation Corridor Study meeting in Shoreline on Feb. 12, 2014, the PW traffic consultant used a recognized erroneous trip distribution chart in the presentation (without admitting it was dated or in error until he was questioned.) Such errors and denials endanger the credibility of the consultant's work and objectivity. Can they be trusted to be objective and fair or do they only produce what their client wants to hear?
4. Traffic analysis area should be expanded to I-5 at N 205th and N 175th. There are no trip attractors of significance where the PW originating trips will end. Therefore, traffic impacts will continue on other facilities, rather than disappearing.
5. Cut-through traffic and diversion. The previous DEA traffic study erroneously ignored consideration of cut-through/diversion traffic in neighborhoods. It is factual that traffic seeks the path of least resistance, thus resulting in cut-through traffic in neighborhoods. I am especially concerned about cut-through traffic to the south on streets such as 8th Ave NW/Carlyle Hall Rd., Dayton Ave. and

Fremont Ave. Each are characterized by a density of driveway access and pedestrian/bicycle use to schools. These impacts need to be studied and mitigated.

6. Due to the significant increase of PW traffic, driveway access will be significantly affected. Existing traffic already uses cut-through routes diverting from Richmond Beach Rd./185th Street. Whereas traffic gaps now exist to reasonably get out of driveways without endangerment, this will worsen with increased traffic from PW. Individual driveways and alternative/cut-through routes should be considered. How will this be analyzed? How will this be mitigated?
7. Parking requirements for PW. Adequate parking needs to be provided in the development and any parking standard reductions need to be clearly demonstrated and implemented for the occupancy of the development.
8. Relationship of PW project to existing Shoreline plans and policies, including existing neighborhood transportation plans. How will PW address and be consistent with adopted Shoreline plans and policies? These plans and policies have been adopted and implemented by the City and neighborhoods and should not be circumvented or ignored by PW.
9. Bikeway and pedestrian plans and corridors. Shoreline's bicycle and pedestrian plans and corridors should be followed by PW. They should not be ignored.
10. Transit and Transportation Demand Management (TDM) discounts and credits. Given the current financial instability of transit funding, transit and TDM trip discounts from PW should only be allowed if there is clear financial commitment and plans from the transit provider to provide service. This should not be a shuttle service that can disappear in 1 or 2 years because of poor usage or because the development cannot afford the cost. It must be a firm financial commitment of sustainability. Same for TDM conditions. No "here today, gone tomorrow."
11. Internalized trips/traffic within the new PW must be held to the same level of reality scrutiny, not just because the developer says it will happen, but how with clear enforceable directives and sustainable actions. Just because the developer says there will be fewer trips due to internalized travel doesn't mean it will happen.
12. Establish a "traffic safety escrow account (TSEA)" to mitigate unaddressed traffic concerns during and after the development. A hypothetical example of a TSEA would be the developer sets aside \$10million in an escrow account for a period of time that the City could draw from to pay for unanticipated/unaddressed traffic safety needs resulting from the development. That way, the City would have a resource to fall back on to mitigate impacts. In normal situations, the response would be "sorry we didn't expect this", "it's too late" or "we don't have funding to do anything." Bottom line being, existing residents are stuck with the problems without any recourse for improvement; leading to another failure of our elected leaders to protect our communities. After a set period of time following the completion of the development, unused monies could be returned to the developer.
13. The EIS should build on the Transportation Corridor Study and other major transportation projects that have been recently completed. This includes

specifically traffic studies from the recent Aurora Corridor study. The Aurora Corridor project costs \$100+ million and represents a significant investment to the City and State. If the Aurora Corridor Study work is correct, it should be a foundation for the EIS analysis. Note: The Aurora Corridor Study showed a number of intersections over, at or near traffic capacity even without PW.

14. The a) increased traffic volumes and congestion that will be brought on by PW, b) substandard arterials and residential streets, c) direct driveway access for many residences and d) the lack of transportation funding to meet needs will create an impending dangerous situation waiting to happen. Objective and protective (for the existing community) actions need to be assured.

Thank you for the opportunity to address the EIS. I look forward to seeing your response.

Sincerely,



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cc:

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