

Countryman, Ryan

From: Tom McCormick <tommccormick@mac.com>
Sent: Friday, December 15, 2017 3:34 PM
To: MacCready, Paul; Countryman, Ryan
Cc: Rowe, Tom; McCrary, Mike; Mock, Barb; Klein, Ken; Jack Molver, P.E.; Debbie Tarry
Subject: Outdated information - assumed completion dates
Attachments: I-MacCready.pdf.pdf

Paul and Ryan,

Mr. Huff's Oct. 27 letter to you (copy attached) complains that "the County on occasion reviewed outdated reports and information." Similar complaints were expressed by Mr. Luetjen in his May 11, 2017, email to Ryan Countryman.

Those who live in glass houses shouldn't throw stones.

The August 2016 Expanded Traffic Impact Analysis that BSRE submitted to the County assumes that Phases I through IV of the Point Wells project will be completed in 2020, 2025, 2030, and 2035. Everyone knows that Phase I will not be completed by 2020. The project likely will not even be submitted to the Hearing Examiner by then.

2020 is an outdated and unachievable Phase I completion date. And 2035 is an outdated and unachievable Phase IV completion date.

I respectfully request that the County require BSRE to revise its assumed completion dates, adding 15 years so that the assumed completion dates become 2035, 2040, 2045, and 2050 for Phases I through IV, respectively.

A 2035 (not 2020) assumed completion date for Phase I seems reasonable, given that the project is years away from being submitted to the Hearing Examiner, appeals of the Hearing Examiner's decision will likely take several years, and cleanup could add another 5 - 15 years after Ecology approves a cleanup plan (a cleanup plan has not been submitted to Ecology yet). Then construction can start, perhaps sometime between 2030 - 2035?

Why all the fuss about BSRE using unachievable completion dates of 2020, 2025, 2030, and 2035 in its Traffic Impact Analysis? By using outdated and unachievable completion dates, the Traffic Impact Analysis greatly underestimates traffic volumes and level of service failures (traffic congestion) attributable to the Point Wells project, especially level of service failures on roads within the City of Shoreline.

To make things right, BSRE needs to add 15 years to its assumed completion dates, and otherwise revise the Traffic Impact Analysis, to reflect the substantial growth in non-Point Wells traffic that is expected to occur during the added years. There will be 15 more years of background traffic growth, plus added traffic growth from unique projects such as the 185th Street light rail station and rezone. Only by employing realistic completion dates can we get a realistic picture of the severe adverse traffic and other environmental impacts of the Point Wells project.

Again, I respectfully request that the County require BSRE to revise its assumed completion dates, adding 15 years so that the assumed completion dates become 2035, 2040, 2045, and 2050 for Phases I through IV, respectively. Also, I request that the county require BSRE to revise its Traffic Impact Analysis to reflect the substantial growth in non-Point Wells traffic that is expected to occur during the added years.

Thank you.

Tom McCormick