



February 13, 2014

RE: An alternative to local vehicle and pedestrian traffic improvements in Shoreline relating to the BSRE development at Point Wells is a tunnel from the Firdale Village area on the King/ Snohomish County line to Point Wells.

To whom it may concern,

BSRE's estimate of daily vehicle trips captured by their development is absurdly high. Every unit in the development will have at least one car.

Design for multi use parking is already at an absurdly low 1.2 stalls per unit.

Perkins+Wills list of comparable ROW traffic flows are all through streets not dead ends.

It seems that BSRE's and Perkins+Will's transportation strategy is to evade scrutiny with calls for mass transit over a twenty year time line.

The final environmental impact statement for Everett to Seattle commuter light rail project had locations for a terminal in Richmond Beach. They were explored and discarded.

Peak daily trips of 12,000+ negotiated by the City of Shoreline with BSRE is ridiculously high and Shoreline's City manager cannot say definitely if it is even enforceable.

Transportation Scoping meetings by the City of Shoreline and BSRE consultants are doomed by ignoring nearby SR104 and 205/ 244 traversing the King/ Snohomish County and imagining all Point Wells traffic will traverse Shoreline on Richmond Beach Drive/ 185th/ SR99 and I-5.

BSRE's assumption that Sound Transit will eventually provide a station at Point Wells is unbelievable. No station is planned.

Metro Transit is entering their tenth year of budget cuts and has consistently been cutting service to Richmond Beach.

Let us assume for a moment that BSRE/ Alon are serious in their stated goal of rail service for Point Wells. Passenger rail service on the existing line has repeatedly been disrupted by mudslides near Boeing Creek, Woodway, Meadowdale and Mukilteo. What would it take for uninterrupted rail service between Seattle and Everett? A third rail on pilings offshore. Make it so.

The City of Shoreline consistently says that it cannot legally deny access to Point Wells. The Snohomish County Council has shown that it can cynically change its Land Use Code creating havoc on Shoreline's budget and infrastructure. Snohomish County is damaging Shoreline at BSRE's behest.

Speed bumps, traffic circles and curb bulbs are not going to mitigate the BSRE proposal.

BSRE/ Point Wells development that can only exist because of the jurisdictional phantom zone it occupies. If BSRE/ Point Wells is as good an idea as Snohomish County has determined, let BSRE/ Snohomish County bear the burden of its development with a real transportation and infrastructure investment, a tunnel from Firdale to Point Wells.

TRANSPORTATION ALTERNATIVE: All transportation/ infrastructure improvements to service the proposed BSRE Point Wells urban center are within and the responsibility of Snohomish County.

Residential property adjacent Firdale Avenue between the 23800 and 24400 blocks will be bought and redeveloped by BSRE to accommodate a tunnel connecting the BSRE Point Wells development to SW 244th St./ N 205th St. via Firdale Avenue and SR 104 via Firdale Ave. and 100th Ave W.

Upon completion the property and improvements will be dedicated to Snohomish County as a utility and access easement.

- A: A westbound flyover of Firdale Avenue to Point Wells.
- B: An eastbound connector to Firdale Avenue.
- C: A northbound fly over to Firdale Avenue.
- D: A southbound Firdale Avenue exit to Point Wells.
- E: An entrance/ exit to an appropriately sized tunnel to and from Point Wells.
- F: All supporting infrastructure for BSRE Point Wells will be routed through said tunnel.

Sincerely,

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