

**From:** DDing  
**To:** [Davis, Kris](#)  
**Subject:** Comments for Point Wells hearing  
**Date:** Saturday, May 5, 2018 3:03:43 PM

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To the Hearing Examiner:

I (Donald Ding) am a resident of Shoreline living at 110 NW 171<sup>st</sup> St. Shoreline 98177. My concern is the added traffic from the Pt. Wells (PW) proposal and traffic mitigation.

1. Traffic impacts- must be realistic and as accurate as possible. Past traffic studies performed by City of Shoreline for Aurora Corridor and early PW assessments showed a very limited capacity system for the future. Concerns for intersection capacities, especially at SR-99 and N 185thSt. How can all the PW traffic get through this intersection (4 lanes into 2 lanes)? And if traffic diverts to side streets, how can this be accommodated and impacts on pedestrians/bicyclists and safety? In past reports, the PW consultants really stretched the capacity analysis with trip reduction/diversion myths to try to reduce impacts (light rail, rail, transit and internalized trips-really hard to believe.) Traffic impacts need to be accurate and mitigated.
2. Diversionary traffic- Only one access is proposed for PW using Richmond Beach Rd. In the past, PW has used strategies such as transit service, rail service, demand management, internalizing trips for commercial to reduce trip generation. Many of these strategies are unrealistic and not funded. Diversion of trips from Richmond Beach Rd./185<sup>th</sup> has also been used to reduce traffic impacts. This impact of traffic diversion to side streets must be addressed and mitigation must be included.
3. Traffic mitigation- PW development will destroy the character of our neighborhoods. If they are allowed to proceed, traffic mitigation should be required. One idea is to institute a "traffic mitigation escrow account (TMEA)." Many actual traffic impacts will not be known immediately. When the actual development occurs, unaccounted for traffic impacts pop up which usually can't be addressed or funded by affected jurisdictions. So the neighborhoods get left with no solution to problems. The TMEA would create a pot of money paid by PW and held by jurisdictions to use for unanticipated traffic/safety mitigations for a prescribed time. A time limit could be set for use of the funds and could revert back to PW if not needed/used. I am very concerned about diversion traffic to neighborhood streets such as Carlyle-Hall Rd. PW has a history of minimizing traffic impacts and inadequate mitigation.

Thank you for the opportunity to comment. I hope the PW development is denied but if not, a fair mitigation package is required that addresses the full range of impacts. Our homes and lives and the character of Shoreline neighborhoods are at stake. This is not the right place to put in the residential densities proposed by PW.

**I-319 Ding, Donald -- May 5, 2018**  
**PFN: 11 101457 LU**

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