

1613 NW 191<sup>st</sup> Street  
Shoreline, WA 98177

Peter Camp, Hearing Examiner  
Snohomish County  
3000 Rockefeller Avenue, M/S 405  
Everett, WA 98201

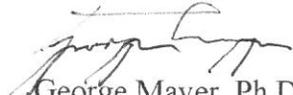
May 6, 2018

**RE: Hearing of 17-18 May 2018 on Proposed Point Wells Development**

Dear Mr. Camp,

I wish to submit the attached Memorandum on the Proposed Point Wells Urban Center for your consideration. I may be unable to attend the hearing because of physical limitations.

Yours sincerely,



George Mayer, Ph.D.

Atch.

Memorandum for Hearing on Point Wells, 17-18 May 2018

HEARING EXAMINER  
RECEIVED

MAY 09 2018

CASE \_\_\_\_\_

EXHIBIT \_\_\_\_\_

I-342 Mayer, George -- May 6, 2018  
PFN: 11 101457 LU

**For: Proposed Point Wells Urban Center, Hearing of May 17-18, 2018**

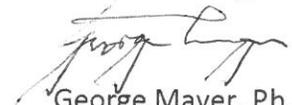
**From: Dr. George Mayer, 1613 NW 191<sup>st</sup> Street, Richmond Beach, WA. 98177**

I had written earlier, on several occasions to Snohomish County all dealing with a number of points against the development of an Urban Center at Point Wells. That Urban Center was, and is, intended to be a high-density population area of Snohomish County. Today, I summarize what I consider to be the key points:

1. The proposed high-density population development has been under consideration by Snohomish County for probably the past eight years. Yet, the developer has been unable, or unwilling, to answer major questions posed by Snohomish County and the nearby residents that would be impacted by such a development. In particular:
2. **Land Instability-** Snohomish County had published a map of the hazard zones for potential landslides (copy attached) in the area of the bluffs behind Point Wells. In fact, a number of slides have occurred in that region after heavy rains, stopping AMTRAK train traffic from passing between Seattle and points north, and consequent rail traffic delays. An alternate access and egress road, contemplated by BSRE, runs up the questionably (unstable) slope through Woodway, a very chancy scheme for an emergency exit or entry of fire and EMS vehicles to and from Point Wells. As I had mentioned before, if a secondary road could be built (in Snohomish County), why should that not be the main access to Point Wells?
3. **Environmental Impact Assessment-** Despite some years in the planning of this development, BSRE has yet to provide an EIS (Environmental Impact Statement) for examination and response. There is no rational reason or excuse to extend the time for the EIS by Snohomish County or by a Court. To add an unanticipated environmental set of problems to an endangered Puget Sound is unconscionable.
4. **Disaster Factor-** As noted earlier, the issues of fires, or natural disasters, and evacuation of Point Wells, has not been addressed. Would the responsibility for response to such events fall to Snohomish County, the Town of Woodway, or the City of Shoreline? One can only cringe at the prospects!
5. **Availability of Public Transportation-** There is no high-capacity transit route or station near to Point Wells...the AMTRAK line runs through Point Wells, and is mainly freight traffic, and commuter transit is infrequent. Convincing AMTRAK to add a commuter service, using existing lines, that begins and ends at Point Wells, is a very far reach!
6. **Major Added Traffic to an Already busy Corridor-** The on-going rechannelization of Richmond Beach Road is intended to address an existing high traffic corridor. The addition of thousands of residents at Point Wells would create overwhelming and unacceptable traffic jams, increased noise levels, hazards for school-children and other residents, especially the handicapped, crossing streets, and added air pollution.

7. **The Availability of Parking** for private automobiles at the proposed Point Wells Urban center is unclear, and has been obfuscated in the BSRE planning documents that have been submitted.
8. The stance of BSRE for the development of Point Wells appears to be to maximize the population density of the buildings (not to mention the uncertainty of planning towers of up to 180 feet in height on land that may be unstable).....and to take the money and run! Never mind the potential and very real hazards that loom in the near future....and that may make the OSO disaster seem like a much lesser and distant memory!

Yours sincerely,

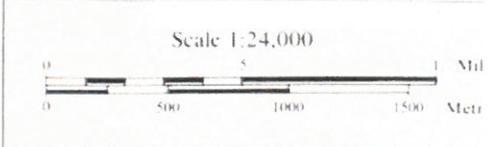
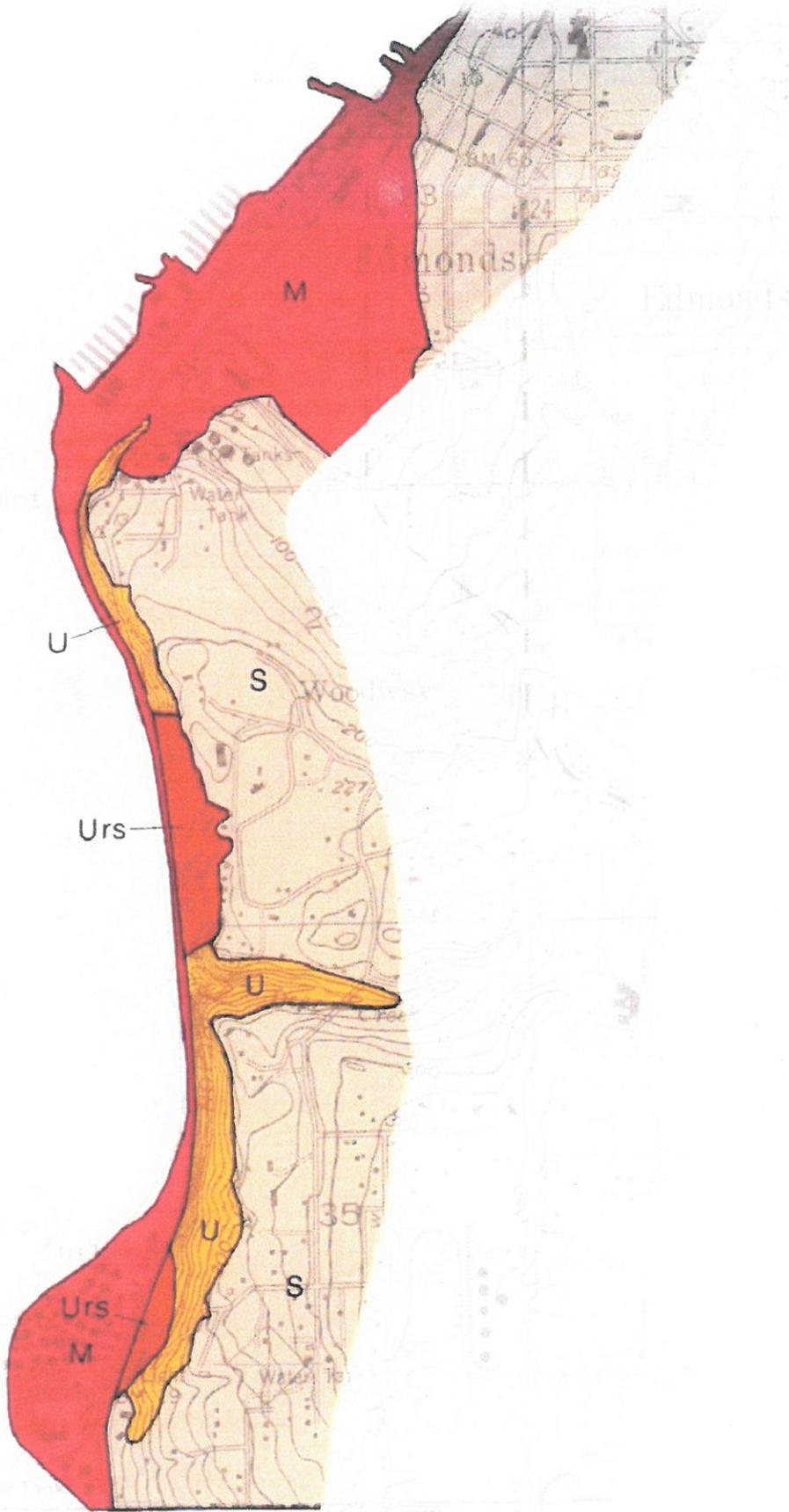


George Mayer, Ph.D.

May 6, 2018

Atch.

Geological map of Pt. Wells area



SOIL UNITS	
M	Medicine Hat
U	Ugavik
Urs	Ursula
S	Saskatoon

**NOTES:**  
 These maps were prepared by the Geological Survey of Canada under the supervision of the Director, Geological Survey, Ottawa. The maps are published as a part of the Geological Survey of Canada's program of research and mapping. The maps are published as a part of the Geological Survey of Canada's program of research and mapping. The maps are published as a part of the Geological Survey of Canada's program of research and mapping.