

**From:** domdellino@comcast.net  
**To:** [Davis, Kris](#)  
**Cc:** [Tom Mailhot](#)  
**Subject:** Comment for Point Wells Hearing  
**Date:** Thursday, May 17, 2018 1:05:36 PM

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As a homeowner who now owns three properties *on* NW Richmond Beach Rd. I would like to restate two of my favorite keys points made by Tom Mailhot.

Although I consider myself a progressive who generally embraces change and progress, I am personally in opposition to any further development at Point Wells because of the way it will negatively impact the area for seemingly everyone except the developer.

In addition to the points listed below, **I strongly believe that ANY development at Point Wells MUST support and require a provision for a second access road.**

Please consider (from Tom Mailhot—September 2015):

1. The assumption is that background traffic will increase at all intersections at the rate of 0.25% annually. This ignores the Light Rail stations going into service in 2023 and that the area around the stations has been (at 185th St.) or will be (at 145th St.) rezoned to high density residential, and it ignores that up to 1000 new residential units and up to 500,000 sq. ft. of additional office/retail space is planned by 2030 in the Aurora Square Community Renewal Area between N. 160th Ave. and N. 155th Ave. immediately west of Aurora Ave. N. These are three known large developments in Shoreline that will have huge effects on traffic even if Point Wells is not developed. The Point Wells traffic study cannot ignore these when creating any of the planned scenarios. The City of Shoreline has Final EIS documents available for the 185th St. Light Rail station and the Aurora Square projects and a Draft EIS document for the 145th St. Light Rail station so traffic information about these projects is readily available.

2. We believe the study should also include a 1500 unit alternative in addition to the Urban Center (3081 unit) and Urban Village (2600 unit) alternatives. Shoreline's Comp Plan currently has either a 4000 or 8250 vehicle limit on the amount of traffic allowed on Richmond Beach Drive (depending on whether the 4000 limit passed in 2011 or the previous 8250 limit is the governing limit). Furthermore, Shoreline has determined that the peak PM capacity for Richmond Beach Drive in its current configuration is 600 northbound trips (540 trips at 0.90 V/C). With the full 3081 unit development estimated to generate around 20,000 vehicle trips a day, a development well below the Urban Village level of 2600 units will be needed to meet both the Comp Plan and practical limits on Richmond Beach Drive. Both Shoreline and Woodway have agreed to include a 1500 unit development in their joint study of annexation because they recognize a development of that size is more likely to be all that can be approved without breaking the limits in place on Richmond Beach Drive.

*Best Wishes!*

— dom

*"Get your facts first, then you can distort them as you please." —Mark Twain*

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