



Eastin, Darryl

From: Erich and Shan <erichandshan@clearwire.net>
Sent: Monday, March 03, 2014 4:21 PM
To: Eastin, Darryl
Subject: Point Wells Development

Dear Mr. Eastin:

Thank you for the opportunity to voice some concerns we have, as residents of Richmond Beach, about the proposed development of an urban center or urban village at Point Wells. We are 35-year residents of this community and have witnessed a number of changes during that time, including gradual increases in population/residential density, and the addition of more commercial enterprises. There has been a more significant increase in local traffic recently, however, due in part to a higher density residential subdivision in the adjacent Town of Woodway, as well as the growth due to re-development of residential areas and businesses in Richmond Beach. Richmond Beach Road (RB Road) is the only major access road to Highway 99 and I-5, for residents of Richmond Beach, Innis Arden, and southern Woodway. The traffic volumes and backups at major intersections of RB Road at 20th NW, 15th NW, 8th NW, 3rd NW, Dayton, Fremont and Lynden have increased over the years and are already significant, particularly during commute hours, for vehicles on RB Road as well as these intersecting streets. Additional estimated daily trips in the hundreds and even thousands on these roads due to proposed development at Point Wells would be extremely detrimental to our commute times, safety, air pollution, noise and the overall quality of life. Richmond Beach is a quiet, residential neighborhood that includes a mix of smaller, older residences, the mid-century subdivision developments, some multi-family residences and newer, larger homes. Its growth and changes have been gradual, allowing residents to accommodate and adjust to new and re-development, but a huge urban village project would bring dramatic and unwanted density and impacts detrimental to this community. Mitigation proposals such as widening RB Road, adding more traffic lights, an additional park and ride, additional bus service and traffic calmers will not adequately address these impacts.

We believe that rezoning of the Point Wells property should to accommodate an urban village should never be allowed and that the property should be annexed to the City of Shoreline, as all traffic, including student transportation, would be exclusively through Richmond Beach in Shoreline and not through Woodway, Edmonds or any other part of Snohomish County. As access and other services to Point Wells would be provided by or through the City of Shoreline, it is logical that Shoreline should have control over how and when that property is developed. The more significant stakeholders in Point Wells development live in the Richmond Beach neighborhood of Shoreline, not in Snohomish County.

Regards,

Erich and Shandra Tietze
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