



Donald Wittenberger
119 N.W. 185th Street
Shoreline, WA 98177

March 3, 2014



Snohomish County Planning and Development Services
Attn.: Darryl Eastin
3000 Rockefeller Ave. M/S 604
Everett, WA 98201-4046

Re: EIS Scoping for Point Wells Development

Dear Mr. Eastin:

My wife and I are a retired couple living in our own home on NW 185th Street in Shoreline, which is one block south of Richmond Beach Road.

We are very concerned about the potential traffic impacts on our neighborhood and street if the Point Wells Development is approved.

This development would increase Shoreline's population by about 14% and generate an estimated 11,000 additional vehicle trips per day on Richmond Beach Road, which is the only access from Point Wells to Interstate 5 and Aurora Avenue North. Due to the area's geography, building additional access is not feasible.

Richmond Beach Road can't possibly carry that traffic load. Some of it inevitably will spill onto our street. We already have a problem of drivers coming onto our street to avoid the traffic signals on Richmond Beach road racing on NW 185th Street at high speeds. One of our neighbors borrowed a radar gun from the Shoreline Police Dept. and clocked some of these drivers at 50 to 60 mph.

NW 185th Street is a residential street posted for 25 mph. It has no sidewalks for pedestrians, who must walk on the shoulders or in the street. Many of these pedestrians are school children, residents walking their dogs, and elderly people. Many of the residents (including us) must cross the street on foot to get their mail from their mailboxes. Pedestrian conditions on NW 185th Street are already dangerous, and a drastic increase in traffic on Richmond Beach Road will make it much worse.

Point Wells looks attractive for high-density residential development for a number of reasons. It is waterfront, which allows developers to sell housing units at high prices. It sits below bluffs, which allows high-rise structures. It is a large amount of acreage all in one place, and there probably is nowhere else in the vicinity where 3,000 housing units can be concentrated in one place, in a single development, which results in cost savings for the developer -- further increasing the developer's profits. From the standpoint of government decision-makers, the project also is consistent with the state's mandate under

the Growth Management Act to concentrate new residential development within existing urban boundaries to minimize sprawl.

But this site is uniquely flawed for residential development due to its geographic isolation and lack of arterial access to regional transportation corridors, both vehicular and public transit. Ingress and egress is limited to a single two-lane street, and there are only four lanes (two in each direction) on Richmond Beach Road, which already have moderately heavy traffic during commuter hours, to move all of this traffic to the area's main transportation corridors, which are not nearby but are two or three miles away.

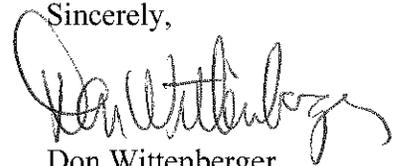
Traffic impact is likely to be the Point Wells Development's most significant impact on the environment and on surrounding neighborhoods. We assume traffic impact will be considered in the EIS. In fact, they should be a major focus of the EIS. The question is how the EIS will address the traffic issues.

In our opinion, the local neighborhoods' inability to absorb the increased traffic should preclude development of the Point Wells site for anything other than single-family detached homes. A high-density residential development just isn't feasible for this site due to the impossibility of existing streets and arterials absorbing the increase in traffic.

But if a high-density development is still considered, then the EIS should determine the maximum number of additional cars that Richmond Beach Road can accommodate, and then explore methods of limiting the vehicle traffic generated by the Point Wells Development to that amount. I'm not sure how this would be done, but possibilities might include restricting the number of parking spaces at the Point Wells Development or conceivably county regulations or restrictive covenants in the housing deeds that limit vehicle ownership by the development's residents.

Otherwise, this project will destroy our quality of life and cause an unacceptable increase in vehicle traffic and vehicle-pedestrian accidents in our neighborhood.

Sincerely,



Don Wittenberger
206-542-1368
dwitt546@aol.com