



**PO Box 60191**  
**Richmond Beach, WA 98177**  
**206.356.5356**  
**info@saverichmondbeach.org**

**December 3, 2009**

**Shoreline Planning Commission**  
17500 Midvale Avenue N  
Shoreline, WA 98133-4905

**Dear Planning Commission Members:**

Thank you for the opportunity to comment and share our concerns regarding the Point Wells Subarea planned and proposed pre-annexation zoning.

### **Introduction**

SaveRichmondBeach.org is a non-profit community organization dedicated to preserving quality of life in Richmond Beach and surrounding neighborhoods through responsible, sustainable planning. To date approximately 250 residents of Richmond Beach, Woodway, Shoreline and Edmonds have joined our group. Our members stand to be adversely impacted by intensive development at Point Wells. Such intensive development will almost certainly lead to increased traffic congestion in the Richmond Beach neighborhood, which in turn will lead to increased light- and noise-pollution, air pollution, traffic accidents, crime, and other health and safety hazards.

### **Access and Traffic**

As noted in the proposed zoning, Richmond Beach Road and Richmond Beach Drive in Shoreline would provide the only vehicular access to the site. The zoning document and traffic analysis do not adequately address the issue of public safety in the Richmond Beach neighborhood. Additionally, the traffic impact and mitigation plans are too vague to assess how the increased traffic would be addressed in the Richmond Beach neighborhood.

We agree that a corridor study is a necessity. The traffic and safety analysis was sorely lacking in several areas including public safety, cut-through traffic and potential mitigation.

While we support Shoreline's effort to limit vehicle traffic to and from the site, the 8,250 vehicle trip per day limit alone will be inadequate to address the serious access and traffic issues associated with any development of the Point Wells site. First, we are concerned about the 8,250 number itself. Without a reliable corridor study it is impossible to gauge what that number will mean "on the ground" in regards to the safety of the residents of the neighborhoods from Point Wells all the way to SR99 and I5. Shoreline's own traffic study suggests that the proper function of the road system in and out of Point Wells would begin to break down with that level of additional traffic. The vehicle trip limit should also take into account the very real possibility of a "mushroom" effect around Point Wells—that is, additional nearby development spurred by the Point Wells development is likely to generate its own additional traffic to and from Richmond Beach. This should be considered when establishing any vehicle trip limit for the Point Wells site itself.

Second, the estimated vehicle trips from any development proposal will only be as accurate as the studies or models underlying the estimate. The City should establish industry-accepted guidelines and standards for measuring the traffic impacts of any proposed development. Finally, we are concerned that it would be difficult to enforce such a limit. What happens if the development, once built, generates significantly more vehicle trips than anticipated? How will the resulting impacts on the surrounding neighborhood be addressed? Because of these concerns, we fundamentally disagree with the 8,500 vehicle trips, noted in the pre-annexation zoning, as an adequate way to ensure that the public safety and quality of life of the residents of this area are ensured.

We would also like to remind the planning department that the City of Shoreline has standards for public safety, including such details as sidewalks on both sides of busy streets. We feel that the public safety of the residents of Shoreline should be **number one priority**. An annexation bid from this developer should not change that. We would like to see more safety measures in place for the well-being of this city's current residents.

### **Land-use**

We believe there should be standards/guidelines that would limit the potential uses at the Point Wells site. Because of its remote location and lack of access to mass transportation the use of the site will be an important factor in curbing excessive vehicular trips and ensuring public safety. We also believe that these standards/guidelines should assert some control over use so that we don't have an influx of drunk-drivers coming and going to bars, night-clubs, etc... Any allowed use at Point Wells should be compatible with the surrounding single-family residential neighborhood.

As was mentioned, the only way in and out is through the heart of Richmond Beach. A small one-car accident in November shut Richmond Beach Road down by the library for an entire day.

### **Conclusion**

On behalf of its members and other affected citizens, SaveRichmondBeach.org respectfully submits these comments to express its concerns over the Subarea plan and proposed pre-annexation zoning for Point Wells. We urge the planning commission to encourage a more thorough evaluation of the impacts on the current citizens of Shoreline and Richmond Beach before promising Paramount Northwest a pre-annexation zoning package that would imperil the residents of Shoreline and Richmond Beach.

Thank you again for the opportunity to voice our concerns about this very important matter.

Sincerely,

Caycee Holt  
Director, SaveRichmondBeach.org

Cc: City of Shoreline Councilmembers  
Joe Tovar, City of Shoreline Planning Director  
Bob Ferguson, King County Councilmember  
Zach Hiatt, Graham & Dunn PC