

To: Planning Commission

Greetings,

Our names are James and Janis Hollaway. Our year-round place of residence is in Gleneagle Villas, at 9053 Gleneagle Drive. We have lived here since 2004.

We have reviewed the 20-page Staff Report to Planning Commission and its attachments. Below, we have copied portions of the report in the format contained in it, that is, we used regular text or *italics* where they appear in the staff report. Our comments follow each copied part in blue.

The idea of only accessing the site from Semiahmoo Drive (the north side of the property) was considered. However, this was dismissed based on traffic patterns and access to services. It is assumed that 70-percent of the trips to and from the project will ultimately come from or go to the south. Due to that traffic pattern, all those trips would be funneled through the Semiahmoo Drive/Parkway/Drayton Harbor Road intersection. That would create more traffic congestion at that intersection, and it causes inconvenience with little, if any, benefit.

We take strong exception to this conclusion and wonder why the non-resident developers' interest in locating the entrance opposite ours outweighs the interests of those of us who live here. Our condo is directly across the street from Lot 6. Our living room and master bedroom face the parkway. Vehicles turning right as they leave Zone 3 will accelerate up the hill thereby negatively affecting the quiet enjoyment of our home. At night, headlights will shine into our living room and bedroom, especially in winter when the leaves are off the deciduous trees and shrubs. Our neighbors are in the same boat. The entrance to Zone 3 should be located on Semiahmoo Drive, through Tract D, at approximately the same distance from the corner of Semiahmoo Drive and Parkway as is the entrance to Gleneagle Villas. We have attached a penciled revision of the PUD which was included with the Notice of Application.

As for the assumption that 70 percent of the trips to and from Zone 3 will come from or go to the south, we doubt it. Those of us who live here know that it's just as fast or faster to get to or from I-5 by going toward or from Blaine via Drayton Harbor Road as it is to head to or from Birch Bay. Certainly those who are heading to or coming from Blaine will not be heading south or approaching therefrom.

In addition, lighting will be added at the intersection of Semiahmoo Parkway and the entry road....

Another reason for us to be alarmed by the proposed location of the entrance.

The 4-way stop at Semiahmoo Drive/Semiahmoo Parkway/Drayton Harbor Road continues to function well at an LOS A in the future with or without the project. The Gleneagle Drive intersection LOS reduces from an "A" to a "B" with the passage of time and the increase in vehicles on the road. This is true with or without the project. The traffic analysis and City standards indi-

cate that there are no additional improvements needed at either intersection as a result of the project.

The stop portion of the 4-way stop is often ignored. A traffic calming circle should be added here. And big trucks should be prohibited from using their engine brakes too!

Access Gate

The project is proposed as a gated community. The design is slightly different than some of the existing gates. It includes a turnaround. The City prefers this design because it allows for a car that gets refused entry to loop around and re-enter traffic without backing into the road. The City has required that the entrance is sized to allow panel delivery trucks to circle around in a similar manner if need be. The final design of the gate will be reviewed for access and turning movements by the City Public Works Department and the Fire District. The City and the Fire District have access at all times and have the ability to override the gate for access in an emergency.

Another reason to relocate the entrance to Semiahmoo Drive, where there's more room for such an elaborate entrance.

Vegetation

The loss of some forest cover is a notable change to the site. It is, however, the expected and typical result of urban development.

Urban? We live out in the country.

Although the project proposes relatively low density compared to the maximum density allowed the mix of residential uses and the density proposed seem appropriate for the area. The perimeter buffers are designed with sensitivity to surrounding existing developments.

The density is inappropriate for this area notwithstanding the RSMP. The density is greater than each and every surrounding and long-established neighborhood. The proposed development is totally out of character with what has actually already happened out here.

Compatible with Environs.

Neither the PUD nor any portion thereof will be injurious to the use and enjoyment of other properties in its vicinity, substantially impair property values or environmental quality in the neighborhood, nor impede the orderly development of surrounding property.

We disagree strongly with this assessment. It's nothing more than wishful thinking; pure conjecture. Triple the traffic past your living and bedrooms and tell me you've not been injured.

The project is substantially compliant with the RSMP and thus should be determined to not impede the orderly development of surrounding property, and as a planned part of the overall Semiahmoo neighborhood its effect on property values should be negligible. Mixed use development on the site will change the area from forested to mostly developed, but that is the planned use of the site and the development pattern is typical of other neighborhoods in Semiahmoo.

August 25, 2016

Michael Jones
Community Development Director
City of Blaine
435 Martin Street., Ste. 3000
Blaine, WA 98230

Re: Resort Semiahmoo Zone 3 PUD Preliminary Plot Application

Dear Mr. Jones,

My husband and I moved to Gleneagle Community in May, 1996. We were both retired and found it a totally beautiful and delightful place to live.

I recently received the Notice of Application of the Planned Unit Development of Zone 3, Resort Semiahmoo. I attended a meeting of the Gleneagle Community on July 27th.

The entrance on Semiahmoo Parkway is directly across from the Gate of Gleneagle Villas. A dangerous, unsafe situation will come about due to vehicles slowing down to go to the entrances on both sides of the street. There is also a four way stop a few feet from the gate area at the intersection of Semiahmoo Parkway and Semiahmoo Drive. Most Gleneagle residents are very concerned about this.

I have a concern with the commercial building mentioned for Tract C, A four story building in Tract C would have a negative impact on the

environment of the area. It would be better for Tract C to become a residential area.

Wide buffers are essential to all concerned residents.
Please preserve all existing evergreen trees and add good plants and 10 Foot Cedar trees for the future.

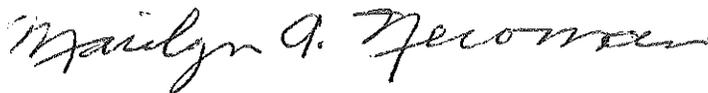
SRA provides Semiahmoo residents with guidelines for developing property. We expect Zone 3 Planned Unit Development to meet those standards where it is possible..

Our Group discussed the following concerns:

- *The sizes of the lots are not defined. The density should be reduced.
- * We have concerns about Water Runoff and Sewage.
- * Heights of Buildings

It is hard to understand why more housing units are planned when there are several underway including Carnoustie and Horizon.

Respectively submitted,



Marilyn A Newman, Gleneagle Villas resident
9048 Gleneagle Drive
Blaine WA 98230 Phone: 360- 371- 4050

Semiahmoo Resort Association



August 25, 2016

Dear Members of the City of Blaine Planning Commission and City Council,

This document is presented to the City of Blaine's Planning Commission and City Council for its consideration in regard to the Planned Unit Development and Preliminary Plat, File Number(s) PUD-2-16 and LOP-1-16 by the Board of Directors of the SRA, the Semiahmoo Resort Association. The SRA is a Homeowners' Association with approximately 800 members, formed pursuant to the Homeowners' Associations Act (RCW 64.38).

The development of Zone 3, formerly known as Burnside Village and soon to be renamed Sea Smoke has generated considerable energy amongst the SRA members. The proposed use, especially that of a self-storage facility on Tract A and future commercial development of an unspecified nature on Tract C are so different from the surrounding community that the character of the neighborhood will unavoidably be impacted.

The SRA has been in negotiations with the developer about inclusion of the property as members of the SRA and inclusion of a number of measures to mitigate the impact on the surrounding community. No agreement has been reached yet but we are optimistic that one can be in the not too distant future.

Conditioned on such an agreement being reached and inclusion of a number of items and conditions by the City as part of the Platting process, the SRA Board has no objections to the development.

It is important to note that although the Board has consulted extensively with the membership and received input from a number of members, the SRA cannot speak for each and every member, nor address each and every one of their concerns. Our position reflects only that of the Board and in no way is meant to preempt the rights of any one individual.

We respectfully request the Planning Commission and the City to implement the following conditions and restrictions:

1) Tract A: Self-Storage

- a) Appropriate measures to prevent a nuisance to the surrounding residential areas with regard to:
 - i. Hours of operation; limit to 7:00 AM to 10:00 PM
 - ii. No access from Tract A to the surrounding residential areas
 - iii. Prohibitions of or limitations to nuisance factors such as light and noise
 - iv. Prohibition of hazardous or polluting activities
 - v. Adequate buffering to provide a visual barrier from the residential areas, current and planned.

9001 Semiahmoo Parkway, Blaine, WA 98230 Voice 360-371-7796

www.semiahmooresortassociation.com

2) Tract C: Mixed Use and/or Commercial

- a) The same as 1) a) i-v above
- b) Limit the permitted form of commercial use so as to avoid undue nuisances to surrounding neighborhoods
- c) Should for any reason Tract C ever be zoned or designated for use other than what is currently under consideration, we urge that such use be limited to residential only.

3) Tract D: Park or Natural State

The ultimate use of Tract D was one of the areas of great concern to many of our members. Although there is no unanimity, there is a definite consensus and strong preference that this area is left in its current natural state in perpetuity.

The presence of various animals and birds in the area is an essential part of the beauty and enjoyment of our community. Without adequate habitat this piece of nature will soon disappear forever. The development of the property, by necessity, removes a large amount of animal habitat. This and future development will leave little or no habitat unless some areas are set aside and left undisturbed.

- a) For this reason we urge you to do all that is necessary to designate this tract to be left in its current natural state in perpetuity.

It is our understanding that such a designation may require relocating all or a portion of Tract E. We are prepared to work with the developer and the City to find a mutually agreeable location for this.

- b) Should the City reject the idea of Tract D being left undisturbed, we strongly urge you to approve a conversion to residential use only. Although a distant second choice as compared to leaving it in its natural state, residential use will have less of an impact on the surrounding community than any possible third choice.

4) Traffic

Although the traffic study showed that the significant increase in the number of residences can be accommodated by existing roads, many of our residents have pointed out that today there already is a very serious traffic problem that is not due to density. The 4-way stop at the intersection of Semiahmoo Parkway and Semiahmoo Drive was intended to reduce speed and increase safety for pedestrians crossing and walking on the paths on the side on these roads.

The reality is that a large number of drivers speed through the intersection at a high rate of speed and without stopping or even slowing down. This has caused many a near miss and sooner or later an accident with catastrophic consequences is bound to happen.

This is not primarily a traffic density issue. However, the probability of accidents will only increase with the significantly higher number of residences in the surrounding area.

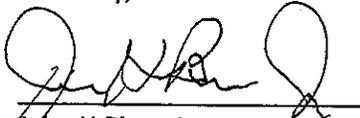
It is difficult to overstate the hazardous situation that already exists today. Action is required NOW to help prevent accidents between automobiles and automobiles and pedestrians that could have catastrophic consequences and result in grave injury or death.

For this reason we urge you to implement the following:

- a) Require two gated access points to the residential portion of the property; one from Semiahmoo Parkway and the other from Semiahmoo Drive
- b) As soon as possible implement appropriate traffic (speed) control methods at the referenced intersection. A combination of a roundabout, a "Speed Island", signage and increased enforcement by the Blaine Police are offered for your consideration.

On behalf of the SRA Board, we thank you for the opportunity to provide this input for your consideration. We stand ready to work with the City and the developer to achieve the best possible outcome for our members and community.

Sincerely,



John H Binns Jr.
President



Arthur (Buzz) Abercrombie
Treasurer

Cc: SRA Board of Directors
Architectural Standards Committee