

Pamela Howard

From: Brian <brian46074@aol.com>
Sent: Monday, July 6, 2015 12:43 PM
To: APC; Council Members; Matt Skelton
Subject: 1507-ODP-17 & 1507-SPP-17 Spring Mill Station SE Corner PUD
Attachments: WWCP-Ch2page16.pdf

Dear Advisory Plan Commission members:

There is a chance that I may not attend today's meeting hence the reason for this email. You will be deciding on the Spring Mill Station SE corner – 161st and Spring Mill Road. When looking at Exhibit 3: Primary Plat and Overall Development Plan, I have a concern about the two right-in, right out (RIRO) access drives of this project. I believe this intersection and it's four corners will become important and instrumental to the future growth to the near west side of Westfield. Development will come.

When checking the Westfield Washington Comprehensive Plan in Chapter 2, page 16, is a graphic about regulating minimum driveway separation in regards to arterial roadways. In the Comp Plan, it states: Maximum of one driveway for lots less than 600 feet wide. Also the minimum is 250 feet between drives. Page 16 is attached to this email. It appears the plan for this project does not adhere to the Westfield Washington Comprehensive Plan.

Is it possible to delete the right-in, right-out drives? These right-in, right-out drives interior of the development will cause additional traffic conflict points. One has to look just across the street to the north to see multiple conflict points between the Chase Bank and Pizza Hut. I ask that you request the petitioner to reconsider the use of the RIRO drives so close to the Spring Mill/161st intersection. I believe their plan will work (and better) without them. Thank you.

Brian D. Morales

- Require design and installation of frontage roads to minimize traffic conflicts on major thoroughfares.

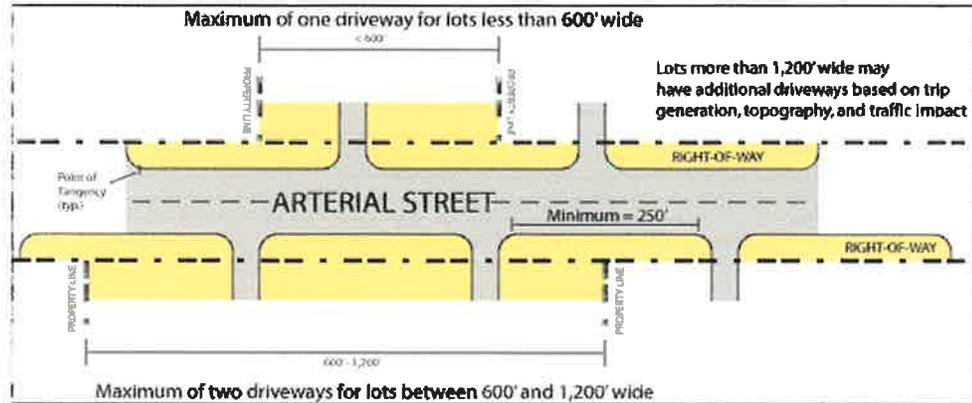


Figure 9: Regulating minimum driveway separation and sight distances will improve overall access control.