

## **Appendix P:**

Comments on the Draft EIS



## **Appendix P Contents**

**Table P1      Log of Review Comments on Draft EIS**

**Table P2      Issues Based on Draft EIS Comments**

**Written Comments**

**February 16, 2006 Public Meeting Transcript**

**(Note: Please refer to Section 4 in Volume 1 for responses to the issues on the Draft EIS.)**





**Table P1  
Log of Review Comments on Draft EIS**

<b>Record No.</b>	<b>Agency</b>	<b>Representative</b>	<b>Date of Record</b>	<b>Date Received</b>	<b>Number of Comments</b>
<b>1. Comments from Agencies</b>					
1	Washington State Department of Transportation	Ramin Pazooki, Local Agency and Development Services Manager	2-28-06	3-3-06	1
2	City of Bothell	Wasim Khan, Transportation Engineer	3-2-06	3-2-06	1
3	Muckleshoot Indian Tribe	Karen Walter, Watershed and Land Use Team Leader	3-3-06	3-3-06	8
<b>2. Comments from Organizations</b>					
4	Little Bear Creek Protective Association	Greg Stephens, President	3-2-06	3-3-06	4
5	Concerned Neighbors of Wellington*	Fred A. Green, President	3-3-06	3-3-06	34
	(attached letter)*	Laura Glickman	3-2-06	3-3-06	9
	(attached letter)*	Jonathan Yang		3-3-06	3
	(attached letter)*	Martin & Sharon Peterson	3-3-06	3-3-06	22
<b>3. Comments from Individuals</b>					
6	James & Martha Snell		2-8-06	2-8-06	7
7	George & Sandra White		2-8-06	2-9-06	6
8	Michael & Gail Odenius		2-10-06	2-11-06	2
9	Leonard & Sharon Clemeson		2-15-06	2-15-06	1
10	Guy A. Mahan		2-15-06	2-15-06	1
11	Kristyn & Jeffrey Howell		2-16-06	2-16-06	6
12	Robert & Karen Trenner		2-20-06	2-20-06	8
13	Robert A. Harman		2-16-06	2-21-06	13
14	Barbara Czuba		2-22-06	2-22-06	3
15	Brian Orton		2-22-06	2-23-06	34
16	Roger J. Mason		2-23-06	2-23-06	1
17	Todd R. Huso		2-25-06	2-25-06	8
18	Susan Huso		2-25-06	2-25-06	6
19	Roy & Sheri Ghazimorad		2-26-06	2-26-06	6
20	Kerri W. Scarbrough		2-27-06	2-27-06	12
21	Linda Larsen-King		2-28-06	2-28-06	5
22	Wendi Peterson		2-28-06	2-28-06	2
23	Matt & Lisa Schultz		2-28-06	2-28-06	14
24	George & Sandra White		2-28-06	2-28-06	7
25	Adam Gold		2-28-06	3-1-06	11
26	Barbara Bulger		3-1-06	3-1-06	1
27	Kathleen W. Forman		3-1-06	3-1-06	2
28	Geoff Knutzen		3-1-06	3-1-06	1
29	Kay & LeRoy Kuebler		3-1-06	3-1-06	11
30	Maxine M. Pollock		3-1-06	3-1-06	5
31	John Tatarsky		3-1-06	3-1-06	8
32	Ryley & Tracey Fee		2-28-06	3-2-06	2
33	Linda Petrin		3-1-06	3-2-06	3
34	Leonard Clemeson		3-2-06	3-2-06	4
35	Robert & Marie Day		3-2-06	3-2-06	5
36	Cliff & Sheri Griffin		3-2-06	3-2-06	12
37	Gary J. Hasse		3-2-06	3-2-06	8
38	Kelly & John Huff		3-2-06	3-2-06	8
39	E. Nadine Jones			3-2-06	5
40	Ronald Olsen		3-2-06	3-2-06	11

<b>Record No.</b>	<b>Agency</b>	<b>Representative</b>	<b>Date of Record</b>	<b>Date Received</b>	<b>Number of Comments</b>
41	Janet Patrick		3-2-06	3-2-06	6
42	Julia Poole		3-2-06	3-2-06	15
43	Muriel Ryan		3-2-06	3-2-06	6
44	Erin & Jarrett Renshaw		3-2-06	3-2-06	1
45	Cindi Stinson		3-2-06	3-2-06	10
46	Peter & Heidi Symington		3-2-06	3-2-06	14
47	Laurie Thompson		3-2-06	3-2-06	4
48	Craig & Marsha Tupper		3-2-06	3-2-06	5
49	Tony Van Natter		3-2-06	3-2-06	4
50	Becky N. Warden		3-2-06	3-2-06	13
51	Christy Diemond		3-1-06	3-3-06	11
52	Jennifer Hallman & Derek Luhn		3-1-06	3-3-06	3
53	Mary M. Holt		3-1-06	3-3-06	11
54	Kirk Rondorf		3-1-06	3-3-06	11
55	Robert & Lawanna Casto		3-2-06	3-3-06	11
56	Jim Hartman		3-2-06	3-3-06	1
57	Dave & Joyce Hyder		3-2-06	3-3-06	4
58	Otto K. Paris		3-2-06	3-3-06	71
59	Alfred & Thelma Pasion, Robert & Liane Stroud		3-2-06	3-3-06	3
60	Sue Swan		3-2-06	3-3-06	4
61	Joan Stoneking		3-2-06	3-3-06	17
62	William R. Trippett		3-2-06	3-3-06	4
63	Makhdoom Ahmed		3-3-06	3-3-06	5
64	Nancy Bacon		3-3-06	3-3-06	10
65	Gary Blakeslee		3-3-06	3-3-06	8
66	Dino Cecchetto		3-3-06	3-3-06	3
67	Heidi Dwelle		3-3-06	3-3-06	1
68	Brian & Cheryl Fountain		3-3-06	3-3-06	2
69	Helen Fry		3-3-06	3-3-06	12
70	Douglas L. Gibson		3-3-06	3-3-06	3
71	Jeff Glickman		3-3-06	3-3-06	17
72	Steve & Helen Gottschalk		3-3-06	3-3-06	63
73	Dave Henry		3-3-06	3-3-06	4
74	Jo & Mel Jackson		3-3-06	3-3-06	4
75	Beth Jenson		3-3-06	3-3-06	6
76	Matthew Jenson		3-3-06	3-3-06	8
77	Joel (last name not given)		3-3-06	3-3-06	1
78	Tinly & Susan Krey		3-3-06	3-3-06	1
79	Janet Littlefield		3-3-06	3-3-06	12
80	Steve Maloney		3-3-06	3-3-06	1
81	Roger & Jill Mason		3-3-06	3-3-06	23
82	Dan & Jill McMillan		3-3-06	3-3-06	3
83	Evelyn & Patrick Moriarty		3-3-06	3-3-06	4
84	Frederick C. Motteler		3-3-06	3-3-06	4
85	Michael & Charlotte Ochoa		3-3-06	3-3-06	10
86	Julie Parrott		3-3-06	3-3-06	7
87	Shani Parrott		3-3-06	3-3-06	9
88	Matt Perran		3-3-06	3-3-06	5
89	Marjorie Pomeroy		3-3-06	3-3-06	8
90	Connie & Joe Ravenal		3-3-06	3-3-06	4
91	Jack & Clarice Riggs		3-3-06	3-3-06	3
92	Paul Sharp & Family		3-3-06	3-3-06	3
93	Robert Stevenson		3-3-06	3-3-06	4
94	Sue & Gary Swanson		3-3-06	3-3-06	1

#### 4. Comments from February 16, 2006 Public Meeting Testimony

<b>Record No.</b>	<b>Individual</b>	<b>Organization</b>	<b>Number of Comments</b>
T1	Jeff Glickman		4
T2	Fred Green	Concerned Neighbors of Wellington (CNW)	8
T3	Steve Gottschalk		5
T4	Bob Harman		6
T5	Nadine Jones		3
T6	Sharon Peterson	CNW	7
T7	David Shepherd		5
T8	Dave Henry	CNW	4
T9	Otto Paris		13
T10	Marc Kramer		2
T11	Joan Stoneking		8
T12	Roger Mason		8
T13	James Hartman		2
T14	Steve Maloney		3
T15	Robert Casto		6
T16	Susan Huso		4
T17	Bill Trippett		3
T18	Cliff Griffin		3
T19	Michael Ochoa		6
T20	Helen Fry		6
T21	Matt Schultz		3
T22	Whitney Barnes		1

\* The comment package submitted by the Concerned Citizens of Wellington consisted of a comment letter from CNW and 35 additional letters or statements from CNW members included as attachments. Three (3) of those attachments were not submitted separately and are listed under the CNW letter in the comment log, and comments in those attachments have been coded as part of the CNW submittal. Thirty-two (32) of the attachments were also submitted separately by the respective authors and comments in those records were coded; these attachments are not repeated in the CNW listing, and the comments in those attachments are not duplicated.

**Table P-2  
Issues Based on Draft EIS Comments**

<b>Issue Code</b>	<b>Summary of Issue</b>	<b>Corresponding Comments</b>
	<b>PROGRAMMATIC/POLICY ISSUES</b>	
<b>EIS</b>	<b>SEPA/EIS Process and Scope</b>	
1	<b>Objectivity and overall adequacy of DEIS</b> Variety of comments relating to the general adequacy of the DEIS, including concerns over work done by the applicant and the applicant's consultants, specifically including technical reports prepared for developer and prior to start of EIS process; objectivity and/or bias in favor of the applicant, including specific reference to traffic study; accuracy or implications of DEIS content; consideration of acceptable solutions; view that DEIS needs to be re-done by an independent group and re-issued	5-43, 5-57, 6-1, 12-1, 17-1, 18-1, 20-11, 23-1, 25-1, 29-1, 31-7, 33-1, 33-3, 34-1, 35-1, 36-1, 37-1, 40-1, 42-1, 43-6, 49-2, 51-1, 53-1, 54-1, 58-6, 58-69, 58-71, 60-4, 64-9, 65-1, 69-12, 71-1, 72-1, 72-36, 79-11, 81-1, 82-3, 86-7, 88-5, 91-1, T1-3, T2-3, T2-8, T6-5, T9-1
2	<b>DEIS distribution and public notification</b> Complaints about the DEIS distribution process, including concerns about missing graphics and/or accessibility of DEIS copies; time allowed for review of materials; missing technical information; notification to nearby property owners; posting of DEIS on-line; public meeting date conflicts	58-70, 71-2, 71-3, 71-16, 71-17, T1-1, T1-2, T2-1, T2-2, T6-1, T6-2, T16-2
3	<b>Completeness and accuracy of DEIS geographic coverage</b> Questions about parcel adjacent to Wood Trails or property limits of Wood Trails site, coverage of impacts in Snohomish County	5-28, 5-52, 15-28, 58-1, 71-5, 87-8, T9-2
4	<b>Information on impacts of sewer line extension</b> Comments that sewer extension component of proposal not addressed in DEIS, and/or requests to address direct, indirect impacts of sewer extension	5-55, 58-4, 58-23, 89-7, T9-3
5	<b>Secondary and/or cumulative impacts</b> Comments about DEIS consideration of cumulative and/or secondary impacts, particularly as related to proposed sewer extension and prospects for infill development with R-4 zoning	3-8, 5-56, 58-5, 58-42, 62-1, 62-4, 68-1, 71-4, 72-7, 72-23, 84-1, T9-8, T17-1
6	<b>Completeness of DEIS scope – noise/environmental health impacts</b> Comments about environmental health aspects not included in DEIS, such as noise impact measurements and analysis; need for noise mitigation by adjacent industrial uses; safety hazards from industrial area; air pollution; odor impacts	5-60, 31-6, 33-2, 42-13, 46-7, 48-3, 59-2, 60-1, 61-12, 64-6, 75-5, 79-9, T2-7, T5-1, T10-2, T11-5, T12-6
7	<b>Completeness of DEIS scope – public services impacts</b> Comments relating to DEIS consideration of public services, including statements that scope elements should have included education and other services; that schools and traffic were not addressed; concerns over sufficiency of a variety of public services and facilities, emergency service response times and service response in Snohomish County area	5-59, 12-3, 17-5, 22-2, 25-6, 26-1, 29-6, 34-2, 36-2, 36-7, 38-7, 43-4, 45-9, 50-9, 51-6, 53-6, 54-6, 55-11, 61-7, 63-4, 64-4, 65-8, 76-4, 83-4, 85-3, 87-5, 92-2, 93-3, T2-5, T7-3, T18-3, T20-4
8	<b>Completeness of DEIS scope – economic impacts</b> Statements that DEIS should include information on various economic or financial impacts, such as changes in property values and fiscal impacts from service costs; concern over tax consequences for nearby property owners	5-34, 15-34, 42-15, 50-1, 61-14, 69-8, 87-2, 90-3, T7-2, T11-8, T17-3, T19-2
9	<b>Completeness of DEIS scope –quality of life impacts</b> Comments that DEIS should have addressed impacts on quality of life, including noise, visual, etc, impacts from vegetation clearing; expressions of concern over potential changes to the quality of life	11-3, 31-3, 93-4
10	<b>Completeness of DEIS scope –public perception issues</b> Comments that the EIS did not address public perception issues and should include a record of the public opposition to the proposal	5-33, 15-33
11	<b>Comparative summary of impacts</b> Comments about DEIS summary of impacts, including concerns about ability to compare alternatives, critique of the format used, and disagreement with specific statements in the summary	5-6, 5-61, 14-3, 15-6, 58-9, 58-10

<b>Issue Code</b>	<b>Summary of Issue</b>	<b>Corresponding Comments</b>
12	<b>Documentation of scoping conclusions</b> Comments that issues raised in scoping were not addressed in DEIS, that City should have published scoping document and/or documented conclusions from scoping in the EIS	5-29, 15-29, 58-8, T12-1
13	<b>Consideration of Wood Trails and Montevallo subdivisions in the same EIS</b> Comments that Wood Trails and Montevallo should have been addressed in separate SEPA documents and not in the same EIS	61-17, 69-11, 76-1, T11-8
14	<b>Benefits/disadvantages of future implementation</b> Comments addressing the contents of DEIS Section 2.4, including the planning implications of reserving approval for a later date	5-63, 58-15
15	<b>SEPA/EIS process and requirements</b> Other/general comments on this SEPA process, including questions about mitigation, interpretation of EIS, and statements about SEPA size and style requirements and accuracy of the checklist contents	7-6, 71-13, 71-15, 87-6
<b>ALT</b>	<b>Alternatives</b>	
1	<b>Action alternatives considered in the EIS</b> Comments relating to definition of alternatives considered in detail, including requests for different specification of an alternative; to evaluate other action alternatives; to provide site plan and more information on Attached Housing Alternative for Montevallo. Also comments on viability or reasonableness of Attached Housing Alternative; question why an R-1 alternative was not considered; suggestions that R-1 alternative should include sewer extension and for City to acquire Wood Trails site as a park	5-1, 5-2, 5-3, 5-62, 15-1, 15-2, 15-3, 17-7, 31-4, 32-1, 58-12, 58-13, T10-1
2	<b>Definition of the No Action Alternative</b> Comments critical of DEIS definition of No Action, including that definition was too general, would not permit impact evaluation; R-1 development or use of Wood Trails as park or buffer should be considered as no action	5-4, 15-4, 58-14
3	<b>Access alternatives</b> Comments relating to DEIS consideration of access alternatives, such as statements that one or more alternatives should have been evaluated in detail or were preferable to the proposal, including specific observations about access Option B; statements that discussion of alternatives was insufficient; opinions about rationale for eliminating access alternatives; requests to evaluate net benefits and impacts of access alternatives	5-5, 5-64, 15-5, 25-8, 29-8, 32-2, 35-3, 36-9, 37-6, 38-3, 40-3, 40-9, 45-6, 51-8, 53-8, 54-8, 58-16, 60-2, 61-9, 69-6, 70-2, 81-23, 85-9, 89-5, T9-4, T11-4
4	<b>Evaluation of alternatives</b> Comments about EIS evaluation of actions considered, including questions on whether developer should prove rezone would benefit City and neighborhood, who would be harmed by denial, whether rezone would set a precedent; comments about the evaluation of R-1 Zoning Alternative, such as concerns over objectivity in presenting R-4 and R-1 impacts; statement that R-1 Alternative should be the baseline option	12-6, 25-7, 29-7, 30-4, 36-8, 38-4, 40-8, 43-2, 45-7, 48-5, 51-7, 53-7, 54-7, 55-2, 61-6, 72-10, 72-17, 76-2, 81-23, 85-8, 89-2, T9-7, T15-2, T21-1
<b>PD</b>	<b>Project Description</b>	
1	<b>Quality and legibility of project description graphics</b> Comments that the site plan graphics were of poor quality and/or hard to read, suggested use of a different scale or format	5-53, 58-2
2	<b>Completeness of site mapping</b> Comments that the site topographic mapping was incomplete, with portions of the site not mapped, and requests to use other sources of information, such as LIDAR mapping from King County	5-51, 5-54, 58-3, 76-6, T9-9, T12-7
3	<b>Information on sewer line extension</b> Requests for map and description of the sewer line extension proposed to serve the subdivisions; questions about provisions for existing residents to connect to the sewer, and full range of costs and benefits for extension	7-5, 20-9, 31-5, T11-7
4	<b>Characterization of unit densities for alternatives</b> Questions on numbers of units identified for a site or alternative or density transfer; disagreement with densities stated in the EIS	14-1, 25-4, 29-4, 36-5, 38-5, 40-6, 45-8, 47-1, 51-4, 53-4, 54-4

<b>Issue Code</b>	<b>Summary of Issue</b>	<b>Corresponding Comments</b>
5	<b>Preservation of trees in NGPE areas</b> Comments about tree retention in Wood Trails native growth protection easement, including that all existing trees should be retained, rather than just the 2.7 acres identified in the DEIS; need for a detailed tree inventory	3-1, 50-5
6	<b>Montevally sewer line and trail location</b> Comment that sewer line and trail should not go through Montevally wetland, and/or that the sewer line should be bored to avoid impacts	3-2, 3-7
7	<b>Wood Trails access on project plan graphics</b> Comment about depiction of access routes to Wood Trails and NE 195 <sup>th</sup> St./148 <sup>th</sup> Ave. NE intersection in Chapter 2 graphics	24-2
8	<b>Construction on fill</b> Question whether homes at Wood Trails would be built on fill	46-9
9	<b>Characteristics of project roads and utility facilities</b> Questions on description of project road and utility plans in Chapter 2, including street widths, traffic calming measures, stormwater facilities and maintenance, powerlines at 195 <sup>th</sup> St, need for street and other variances	58-11, T11-6, T12-3
	<b>ELEMENT/RESOURCE ISSUES</b>	
<b>ER</b>	<b>Earth</b>	
1	<b>Characterization of geologic and soil conditions</b> Comments about description of geology and soil conditions in Section 3.1, such as statements that description was incomplete, unclear or otherwise inadequate; questions about composition of subsurface materials and testing of soil conditions for septic systems; disagreement on characterization of topography; comments on groundwater, soil infiltration, wetland recharge	46-13, 48-1, 58-17, 58-19, 58-29, 58-32, 58-33, T9-10
2	<b>Methods for collection and analysis of site data</b> Comments about sufficiency of field exploration of the site(s) and/or presentation and analysis of the field data; use of more/other sources of information; interpretation of geologic data	13-3, 13-4, 13-8, 13-12, 58-18, T4-1
3	<b>Disclosure of geologic hazards present</b> Comments that DEIS should have addressed evidence of geologic hazards present on the site, including soil creep, erosion features, landslides and slumps, unstable subsurface materials, groundwater, seismic hazards, reported sinkhole near the intersection of 195 <sup>th</sup> and 148 <sup>th</sup> and a wall collapse at the recycling center, existence of fill material on Wood Trails site	6-3, 13-2, 13-11, 17-8, 18-3, 25-10, 29-10, 36-11, 40-10, 51-10, 53-10, 54-10, 61-11, 71-7, 85-10, 86-5, T4-4
4	<b>Analysis of geologic hazards and impacts</b> Comments about sufficiency of hazard analysis, e.g., requests for assessment of erosion, landslide and seismic hazards, including groundwater influence; statement that high-density development near steep slopes was not in harmony with nature; questions on conclusions of the evaluation or specific risks from the detention pond, dispersion trenches and Alderwood soils	5-8, 5-44, 13-1, 13-11, 15-8, 19-4, 39-3, 41-4, 58-20, 58-21, 58-22, 58-24, 58-25, 58-26, 58-27, 58-30, 64-7, 75-3
5	<b>Mitigation measures for erosion and other hazards</b> Requests for specific information on mitigation, such as soil management practices during construction, measures to control sediment transport	5-9, 15-9, 58-28, 58-31, 58-34, T9-5
<b>WR</b>	<b>Water Resources</b>	
1	<b>On-site hydrologic conditions and impact analysis</b> Comments on sufficiency of information about on-site hydrologic conditions and impacts, including requests for complete information about streams, on-site discharge measurements and comparative drainage analysis of alternatives; disagreement over discharge levels and streams on the site; questions about peak flow rates and drainage issues for Montevally, provisions for bypassing detention pond at peak flows, suitability for use of septic systems and dispersion trenches, and drainage graphics	3-3, 4-2, 5-12, 13-5, 13-7, 13-9, 13-13, 15-12, 20-4, 37-7, 42-4, 58-36, 58-37, 58-39, 59-1, 64-8, 69-9, 86-4, 87-7, 89-6, T3-5, T4-5

<b>Issue Code</b>	<b>Summary of Issue</b>	<b>Corresponding Comments</b>
2	<b>On-site water quality conditions and impact analysis</b> Comments on sufficiency of information about on-site water quality conditions, including statements about support for impact conclusion and need for on-site measurements; questions on construction stormwater control measures and impacts, water quality performance of stormwater system, bypassing runoff around treatment facilities and quality of site discharge water relative to standards; objection to qualification on impact conclusion	3-4, 5-11, 15-11, 20-8, 23-2, 23-4, 23-7, 23-9, 31-1, 58-43, 58-45, 72-4, 72-12, 86-3
3	<b>Off-site surface water resources and impact analysis</b> Requests for information on hydrology and water quality for off-site waters, especially Little Bear Creek, and off-site impacts from Montevallo	20-7, 42-2, 58-40, 72-14, 72-58
4	<b>On-site groundwater conditions and impact analysis</b> Comments about local groundwater recharge, discharge and flow conditions, effect of groundwater changes on nearby trees; requests for water balance analysis, monitoring wells and sampling, etc.	5-7, 15-7, 23-5, 42-3, 58-35, 58-44, 72-13, T4-6, T9-11
5	<b>Existing stormwater management facilities and project impacts</b> Requests for information on capacity, other aspects of existing facilities; comments on analysis of impacts on existing systems, including potential for sedimentation, impacts to industrial area and impacts near Montevallo	5-49, 12-5, 19-4, 23-6, 41-2, 76-7, 85-6, T4-2, T12-4, T19-6
6	<b>Plans for Wood Trails detention pond</b> Comments about pond location, percolation/permeability, potential discharge of sands to industrial system, detention options that would not displace wetland	13-6, 13-10, 23-14, T4-3
7	<b>Stormwater management practices and needs</b> Comments that the development should not be allowed to have any off-site discharge of runoff and should be required to use low-impact development practices; questions about needs for maintenance of project facilities, for larger-capacity conveyance or on various sections in drainage appendices	4-3, 23-8, 58-38, 71-9, 72-15, 72-59, 72-60, 72-61
8	<b>Water quality impacts of existing uses and sewer service methods</b> Comments addressing DEIS discussion of potential water quality effects from septic systems and animal use on Montevallo site, including statement about information on septic tank pollution; disagreement with discussion of sewers vs. septic systems, or with livestock use of Montevallo property	3-5, 5-32, 15-32, 20-5, 23-12, 42-5, 42-12, 58-41, 72-11, 79-10, T21-2
<b>PA</b>	<b>Plants and Animals</b>	
1	<b>Montevallo wetland impacts and mitigation</b> Comments about Montevallo wetland impacts, including statements that impacts would be illegal, not consistent with WMC, can not be allowed by the Planning Director; affected species can not be moved; wetland impacts need to be addressed; 50-foot buffer needed. Also questions about entries in summary table, impacts from sewer extension, future impacts from road stub at Montevallo and a purported conflict in Appendix J text	5-37, 5-48, 20-6, 23-10; 23-11, 23-13, 37-3, 40-11, 55-10, 61-15, 69-10, 71-10, 72-5, 72-16, 72-62, T12-5
2	<b>Wood Trails wetland impacts and mitigation</b> Comments that wetland impacts should not be allowed or other options should be pursued; request for information on stream corridor enhancement; questions about 8:1 mitigation ratio (per Appendix I), ability to replace habitat and hydrology impacts to off-site wetland	5-13, 5-38, 15-13, 20-10, 23-14, 39-2, 58-49, 58-50, T21-3
3	<b>Spotted owl presence, habitat and impacts</b> Reported observations of spotted owls on or near the Wood Trails site and comments about need to address adverse effect on spotted owls	5-26, 5-35, 15-26, 55-3, 71-12, 72-2
4	<b>Wildlife species/habitat impacts of the project</b> Other comments about impacts to wildlife and/or habitat, including those identifying species affected and/or stating that wildlife impacts in general or to various species (such as deer, bobcat, raccoon, possum, frogs and salamanders, redbill hawks) were inadequately or incorrectly addressed; requests for identification of incremental impacts and effect from loss of water supply; comments on quality of life aspects of wildlife impacts; questions about mitigation; various points on items in Appendix K	5-27, 5-39, 5-41, 5-42, 5-50, 8-1, 9-1, 11-2, 15-27, 20-1, 20-3, 20-12, 24-6, 31-2, 34-3, 39-1, 39-4, 42-7, 46-8, 48-2, 50-3, 63-3, 64-5, 73-63, 75-4, 86-6, 92-3, T5-2, T6-7, T12-8, T22-1

<b>Issue Code</b>	<b>Summary of Issue</b>	<b>Corresponding Comments</b>
5	<b>Impacts on fish and aquatic habitat</b> Comments addressing off-site fish and aquatic habitat, including requests for additional information; disagreement with conclusion about impacts in Little Bear Creek; statement about importance of Little Bear Creek resources and consistency with WRIA goals; questions about mapping and location of stream north of Wood Trails, use of biofiltration and baseflow impacts to Little Bear Creek	3-6, 4-1, 5-36, 23-3, 23-4, 58-46, 58-47, 58-48, 71-11, 72-3
6	<b>Impacts to pileated woodpeckers</b> Comments about site use by pileated woodpeckers and possible impacts, including question about validity of EIS information on nesting activity and statement that the EIS must prove there would be no impact to this species	5-40, 20-2, 42-6, 50-4, 72-6
<b>LU Land Use</b>		
1	<b>Compatibility of proposal with existing uses</b> Comments that the proposed developments would be incompatible with the neighborhood; that R-4 zoning would not be in character with the area and should not be approved simply because sewer could be extended to an area; comments addressing definition of urban character or the existing character of the neighborhood; concern over aesthetic impact of high-density housing	5-31, 5-66, 11-1, 15-31, 19-1, 38-6, 40-2, 42-14, 46-3, 46-5, 55-4, 58-52, 63-1, 65-2, 65-5, 72-8, 72-22, 75-6, 76-8, 79-8, 84-2, 87-1, T3-4, T18-1
2	<b>Secondary and cumulative impacts of the proposal</b> Requests for additional analysis of secondary and cumulative land use impacts associated with sewer extension and/or rezone; disagreement with EIS discussion of indirect and cumulative land use impacts, including discussion of the ability to mitigate impacts; question on study of long-term effects on future development	35-4, 43-3, 47-3, 72-23, 84-3, 85-2
3	<b>Consistency with Comprehensive Plan, zoning and related regulations</b> Comments that rezoning to R-4 would be inconsistent with the Plan; higher-density housing should be placed closer to established services; the density of development would not be compatible with the intent of the existing low-density residential zoning; rezone not required or compelled. Also questions on how zoning could be changed and consistency with City vision statement, and disagreement on meeting growth targets	5-30, 5-65, 15-30, 41-6, 49-4, 57-3, 58-51, 61-13, 61-16, 62-2, 62-3, 68-2, 69-7, 71-14, 72-9, 72-24, 72-27, 73-3, 73-4, 74-2, 82-2, 88-1, 90-2, T6-4, T19-4
4	<b>Consistency of proposal with City Resolution 93</b> Comments that approving proposal would be inconsistent with Resolution 93, adopted by the City in the 1990s, or that EIS needed to address consistency; stated expectations that Wood Trails site would remain a greenbelt and/or buffer area; statement that cross-section for Wood Trails site is in error and does not conform to elevation limit set in Resolution 93	5-58, 12-7, 46-1, 58-7, 71-6, 73-1, 73-2, 85-7, T6-3, T8-1, T19-3
5	<b>Review of specific Comprehensive Plan policies</b> Comments addressing specific content in DEIS Section 3.4.2 describing project consistency with applicable plans, policies and regulations	72-25, 72-26
<b>TR Transportation</b>		
1	<b>Project study area and intersections</b> Requests to address more intersections or road segments, including Golf Course Road intersections, 240 <sup>th</sup> /156 <sup>th</sup> , 240 <sup>th</sup> /Wood-Sno Rd, SR 522/195 <sup>th</sup> , SR 9/195 <sup>th</sup> , Wood-Duvall/156 <sup>th</sup> and W-D/168 <sup>th</sup> , W-D Rd. east of 156 <sup>th</sup> and 156 <sup>th</sup> /75 <sup>th</sup> SE in Snohomish County; statement about traffic impact in downtown Woodinville	5-14, 15-14, 17-3, 18-3, 25-3, 29-3, 30-2, 36-4, 40-5, 42-10, 51-3, 53-3, 54-3, 55-7, 61-4, 65-4, 72-30, 79-1, 81-7, 81-10, T3-2, T7-1, T15-3
2	<b>Characterization of local roadway system</b> Various comments about description of existing local roadway conditions and deficiencies or issues; statements that the DEIS makes no reference to Woodinville-Duvall Road, potholes, erosion on 148 <sup>th</sup> Ave or responsibility for maintenance; reference to road names; reference to planned road improvements and their effect on traffic	5-15, 5-18, 15-15, 15-18, 25-11, 29-11, 36-12, 51-11, 53-11, 54-11, 55-1, 55-8, 61-8, 64-3, 72-33, 72-46, 72-56, 81-21, T20-3



<b>Issue Code</b>	<b>Summary of Issue</b>	<b>Corresponding Comments</b>
3	<b>Trip generation estimates</b> Comments addressing some aspect of the trip generation component of the analysis, including credit for existing Montevallo homes and figures for daily trips per unit for various alternatives; statement that numbers of trips are misleading or inconsistent	5-24, 14-2, 15-24, 22-1, 37-4, 57-2, 58-57, 58-59, 58-63, 65-3, 65-7, 79-3, 81-22, 87-4, T20-3
4	<b>Current, future baseline and with-project traffic volumes</b> Comments addressing some aspect of the traffic volume component of the analysis, including statements that the traffic data used in the analysis are not current, are pre-Costco and other area development, including new church in 2008; requests for summary and validation of the counts used and more information on "pipeline" projects, especially in King County, and baseline volumes; various questions on traffic counts and supporting data and traffic volume forecasts; statements claiming errors in Table 3.5e, that traffic increase was underestimated, and negligible impact only asserted; request for volumes for new Montevallo intersections	5-16, 5-20, 5-22, 6-2, 12-4, 15-16, 15-20, 15-22, 17-6, 18-2, 25-2, 29-2, 30-1, 31-8, 36-3, 40-4, 42-11, 43-5, 45-3, 46-12, 50-6, 51-2, 52-1, 53-2, 54-2, 58-53, 61-1, 69-4, 72-19, 72-28, 72-38, 72-48, 76-3, 79-2, 81-4, 81-9, 83-2, 85-1, 86-1, 88-2, 89-4, 91-3, 92-1, T15-1, T16-4, T20-1
5	<b>Trip distribution data and graphics</b> Comments addressing some aspect of the trip distribution component of the analysis, including claimed weaknesses in trip distribution pattern and graphics; statements that trip distribution is unclear and needs to be validated, additional school-related traffic not accounted for; multiple questions on trip distribution numbers and graphics, and future availability of 240 <sup>th</sup> St	5-19, 15-19, 38-2, 45-4, 58-60, 58-66, 61-3, 81-6, 81-8
6	<b>Intersection level of service (LOS) analysis</b> Comments addressing some aspect of the intersection level of service (LOS) component of the analysis, including request for traffic volumes for new intersections at Montevallo; statement that impacts at SR 522/195 <sup>th</sup> interchange would be insignificant; question about residential standards for LOS definitions; concern over increased wait times for turns	1-1, 16-1, 47-2, 58-60, 72-18, 72-37, 72-39, 72-49, 72-55, 79-5, 87-3
7	<b>Queuing analysis</b> Comments addressing some aspect of the queuing analysis, including statements that it ignored limited sight distance and accident potential; that the storage capacity is already exceeded; disputing the conclusion of the queuing analysis; that the queuing analysis was not completed for weekday PM peak hour and ignored left turn onto northbound 156 <sup>th</sup>	42-9, 50-7, 58-56, 72-32, 72-40, 72-50, 81-13, 88-3
8	<b>Roadway volume/capacity conditions</b> Comments addressing some aspect of the roadway volume/capacity component of the analysis, including statements that capacity estimates for local streets are overstated and/or based on incorrect standards; roadway capacity not properly addressed, should focus on intersections; infrastructure not designed to accommodate traffic from R-4 development; major road improvements are needed before additional housing can be built; that traffic from the proposal would stress the local roads	5-17, 8-2, 15-17, 21-3, 27-1, 48-4, 52-2, 58-61, 61-2, 61-5, 63-2, 65-6, 72-34, 72-41, 72-51, 81-14, 90-1, T3-3, T9-12
9	<b>Left-turn lane warrants</b> Comments about some aspect of left-turn lane warrant analysis, including claims of inaccuracies and need for left-turn lanes on 156 <sup>th</sup> , based on alternative criteria or guidance; request for rationale for not including left-turn pockets	58-54, 69-3, 72-31, 72-52, 81-2, T9-13, T20-2
10	<b>Pedestrian routes, facilities, use and safety</b> Comments addressing some aspect of the pedestrian safety component of the analysis, including statements that the pedestrian counts were non-representative; analysis of traffic safety/school use, walking routes, bus service, etc. was incomplete, deficient, should be redone; observations of specific pedestrian numbers from personal experience	5-21, 7-3, 15-21, 17-4, 21-2, 24-7, 41-3, 45-2, 45-5, 50-8, 55-5, 57-1, 63-5, 64-2, 66-2, 70-1, 72-35, 72-42, 81-15, 88-4, T2-4

<b>Issue Code</b>	<b>Summary of Issue</b>	<b>Corresponding Comments</b>
11	<b>Traffic safety analysis</b> Comments addressing some aspect of the (vehicular) traffic safety analysis, including statements that accident data used are old, out of date; safety of new Montevallo intersections was not addressed, and these locations would have spacing problems; analysis does not account for curves and topography; need for a 4-way intersection at 203 <sup>rd</sup> ; also statements of concern over existing traffic safety problems such as limited sight distances, offset geometry at 198 <sup>th</sup> and 156 <sup>th</sup> intersection, speeding traffic, etc.	11-4, 12-2, 21-2, 25-5, 29-5, 30-3, 36-6, 38-1, 40-7, 44-1, 45-1, 46-11, 49-3, 51-5, 53-5, 54-5, 58-55, 58-64, 67-1, 69-5, 72-20, 72-29, 72-44, 72-53, 75-2, 79-4, 81-3, 81-12, 81-18, 85-4, 86-2, T3-1, T7-4, T20-5
12	<b>Student drop-off activity</b> Comments on some aspect of student drop-off activity analysis, such as that traffic safety/school use, walking routes, bus service, etc. analysis was incomplete, should be redone (overlap with TR-10), and questions on assumptions	58-62, 69-1, 72-45, T20-6
13	<b>Bicycle routes, use and safety</b> Comments on some aspect of bicycling activity, including comments that 156 <sup>th</sup> receives a lot of bike use and should be acknowledged as a popular bike route; there would be safety problems with bikes and more traffic on 156 <sup>th</sup>	17-2, 18-5, 24-5, 42-8, 50-10, 55-6, 69-2, 72-43, 75-1, 79-7, 81-16, 85-5, T16-3, T19-5
14	<b>Parking demand and impacts</b> Comments on some aspect of parking analysis, including statements that parking demand was understated; off-street parking would have impacts on the neighborhood; street design variance should not be granted	58-58, 72-54, 81-19
15	<b>Traffic impacts from future R-4 infill</b> Comments that the EIS should specifically address indirect traffic impacts from R-4 infill and include such volumes in the analysis	81-5, 84-4, T12-2, T17-2
16	<b>WSDOT/KCDOT oversight of traffic issues</b> Statements that project could not be approved because it was on WSDOT "red zone" map; that DEIS fails to address King County DOT traffic concurrency map and requirements, must demonstrate no impact in red zone	71-8, T1-4
17	<b>Construction traffic impacts</b> Comments that the EIS did not address construction impacts to local streets; should address construction traffic impacts and management plans to resolve those impacts; questions about impacts and improvements to 195 <sup>th</sup> Street, responsibilities of developer for repairs; suggestions to reduce impacts	5-10, 7-2, 15-10, 37-5, 58-65, 60-3, 72-47, 76-5, T9-6
18	<b>Conditions at NE 195<sup>th</sup>/148<sup>th</sup> NE intersection</b> Comments about traffic impacts at the 195 <sup>th</sup> /148 <sup>th</sup> intersection or proposed bollards here that would block access for residents	24-1, 24-4, 25-9, 29-9, 36-10, 51-9, 53-9, 54-9, 61-10, 81-20, T11-1
19	<b>Traffic impacts in Bothell</b> Comment that the DEIS did not assess impacts to traffic facilities within the City of Bothell, request for meeting to discuss the issue	2-1
20	<b>Transit service and impacts</b> Comments that the DEIS did not sufficiently address impacts on transit service, or that a lack of service will require more auto trips than expected	5-23, 15-23, 81-17
21	<b>Mitigation for traffic impacts</b> Statements that there was no mitigation for traffic impacts, which should include sidewalks, storm drains and streetlights on the access streets; questions about nature, timing and costs for road improvements, including whether the developer would be responsible for costs; mitigation for inclement weather conditions; requests for specific speed, lighting, signal, etc. measures and improvement of 156 <sup>th</sup> to minor arterial standards	6-4, 7-4, 11-5, 19-2, 24-3, 35-2, 39-5, 46-10, 72-57, 81-11, 89-3
22	<b>Impacts of NE 204<sup>th</sup> St. access to Montevallo</b> Comment about adverse impacts (privacy, property values) from traffic using NE 204 <sup>th</sup> Street access to/from Montevallo	79-6
<b>PS</b>	<b>Public Services</b>	
1	<b>Availability of neighborhood parks for public use</b> Comments that parks mentioned in discussion of proposed park resources were privately owned and not available for use by new residents	5-25, 15-25, 55-9, T15-4

<b>Issue Code</b>	<b>Summary of Issue</b>	<b>Corresponding Comments</b>
2	<b>Impacts of proposed developments on existing recreation resources</b> Questions on where new residents would go for recreation, and on secondary and cumulative impacts from future residential infill development	5-67, 58-67, T2-6
3	<b>Recreation mitigation measures</b> Comments about the adequacy of recreation measures proposed by the applicant and/or measures undertaken by the City	5-68, 58-68
	<b>OTHER ISSUES</b>	
<b>S/O</b>	<b>Support/Opposition</b>	
1	<b>Support for R-1 zoning in the local area</b> Comments expressing support for maintaining R-1 zoning in the West Wellington area	5-47, 7-1, 10-1, 11-6, 21-5, 27-2, 30-5, 38-8, 41-5, 45-10, 46-14, 52-3, 57-4, 70-3, 72-21, 74-1, 83-3, 87-9, 89-1, 89-8, 91-2, 94-1, T5-3, T11-2, T13-1, T18-2
2	<b>Support for the R-1 Zoning Alternative</b> Comments expressing support for or acceptance of the R-1 Zoning Alternative evaluated in the in the EIS	12-8, 19-6, 34-4, 37-2, 46-4, 47-4, 64-10, 79-12, 80-1, T6-6, T14-3, T15-6
3	<b>Support for the No Action Alternative</b> Comments in favor of the No Action Alternative evaluated in the EIS	6-6, 11-6
4	<b>Opposition to the Proposal</b> Comments expressing opposition to the proposed subdivisions and rezoning to R-4, and/or recommending denial of the development as proposed	4-4, 5-46, 6-6, 6-7, 18-6, 19-5, 28-1, 35-5, 43-1, 49-1, 50-2, 56-1, 64-1, 66-1, 77-1, 78-1, 82-1, 83-1, 90-4, 93-1, T7-5, T8-3, T15-5, T16-1, T19-1
5	<b>Opposition to attached housing</b> Comments expressing opposition specifically to the Attached Housing Alternative, or to attached or multi-family housing in general	37-8, 41-1
6	<b>Tree preservation/fewer units</b> Comment expressing hopes that fewer trees could be cleared and fewer units built on the Wood Trails site	59-3
<b>V/B</b>	<b>Value/Belief Statements</b>	
1	<b>Responsibilities of developers</b> Opinions that developers should pay for various actions and/or mitigation measures, including costs for schools/education, recreation and connections to sewer extension, or that developers should prove why rezone needed	6-5, 21-1, 21-4, 74-4, T14-1
2	<b>Merits of sewer extension</b> Opinions about economic aspects of connecting two patches of development with sewer, or forcing existing properties to hook up to the sewer.	5-45, 46-6
3	<b>Responsibilities or policies of the City</b> Personal views on responsibilities or policies of the City and/or State, e.g., that City should support and/or protect neighborhoods, not allow development in buffer zone	46-2, 66-3, 74-3, 93-2, T8-2, T8-4, T11-3, T13-2, T14-2

*This page left intentionally blank.*



**Washington State**  
**Department of Transportation**  
**Douglas B. MacDonald**  
 Secretary of Transportation

February 28, 2006

Ray Sturtz, Director of Community Development  
 City of Woodinville  
 17301 133<sup>rd</sup> Avenue NE  
 Woodinville, WA 98072


**Subject:** SR 522 (MP 12.66 NE 195<sup>th</sup> Street vicinity)  
 #SEP2004-055, #PPA2004-056 and #PPA2004-093  
 Wood Trails (66-lot plat) and Montevallo (66-lot plat)  
**Draft Environmental Impact Statement (DEIS)**

Dear Mr. Sturtz:

The Washington State Department of Transportation has reviewed the DEIS submitted for the projects noted above. The review was mainly focused on Section 3.5 Transportation of the DEIS.

This project will impact the operation of the SR522 EB off-ramp and WB on-ramp at NE 195<sup>th</sup> Street by introducing more than 10 trips through these intersections. However, the additional trips are insignificant, which would not trigger the requirement for the developer to contribute toward future projects nor require modifying the ramps. Improvements to the SR522 WB on-ramp is currently under design and covered by the Nickel Projects funding; this type of project does not require funding from developers. The SR522 EB off-ramp project, on the other hand, will be covered by City of Woodinville. Therefore, WSDOT offers no input on the Transportation Section of the subject DEIS.

If you have any questions, or require additional information please contact Felix Palisoc of our Developer Services section by phone at 206-440-4713, or via e-mail at [palisof@wsdot.wa.gov](mailto:palisof@wsdot.wa.gov).

Sincerely,  
  
 Ramin Pazooki  
 Local Agency and Development Services Manager

RP:fsp

cc: Day File  
 Project File  
 R. Roberts / D. Sims, MS 120

1

**Northwest Region**  
 15700 Dayton Avenue North  
 P.O. Box 330310  
 Seattle, WA 98133-9710  
 206-440-4000  
 TTY: 1-800-833-6388  
[www.wsdot.wa.gov](http://www.wsdot.wa.gov)

RECEIVED

MAR - 3 2006  
 City of Woodinville

**From:** Wasim Khan [mailto:Wasim.Khan@ci.bothell.wa.us]  
**Sent:** Thursday, March 02, 2006 11:12 AM  
**To:** Dick Fredlund  
**Cc:** Bill Wiseogle; Seyed Safavian  
**Subject:** Wood Trails & Montevallo Subdivisions

Mr. Dick Fredlund:

The Draft Environmental Impact Statement (DEIS) (dated January, 2006) for the above subdivisions does not include any assessment of impacts to transportation facilities within the City of Bothell.

We would like to meet with you to discuss further on this issue. We expect that the applicant(s) for these two projects would provide us an assessment of impacts to Bothell's transportation facilities and propose appropriate mitigation measurements.

Please include the City of Bothell as a Party of Record for future notifications and appeal rights.

Thank you very much for your cooperation.

Wasim Khan, P.E.  
 Transportation Engineer  
 City of Bothell  
 9654 NE 182nd Street  
 Bothell, WA 98011  
 Tel: (425) 486-2768 ext. 4437  
 Fax: (425) 486-2489  
 e-mail: [wasim.khan@ci.bothell.wa.us](mailto:wasim.khan@ci.bothell.wa.us)

03/02/2006

1-1  
 TR-6

2-1  
 TR-19

2



**MUCKLESHOOT INDIAN TRIBE**  
**Fisheries Division**  
 39015 - 172<sup>nd</sup> Avenue SE • Auburn, Washington 98092-9763  
 Phone: (253) 939-3311 • Fax: (253) 931-0752



Muckleshoot Indian Tribe Fisheries Division  
 Comments to Wood Trails and Montevallo Subdivisions Preliminary Plats – Draft Environmental Impact Statement (DEIS)  
 Page 2  
 March 3, 2006

Attached are specific comments for your consideration. We appreciate the opportunity to comment on this proposal. If you have any questions, or would like to meet to discuss these comments, please contact me at (253)-876-3116.

March 3, 2006

Dick Fredlund  
 Project Manager  
 City of Woodinville Development Department  
 17301 133<sup>rd</sup> Avenue NE  
 Woodinville, WA 98072

**RE: Wood Trails and Montevallo Subdivisions Preliminary Plats – Draft Environmental Impact Statement (DEIS)**

Dear Mr. Fredlund:

The Muckleshoot Indian Tribe Fisheries Division has reviewed the DEIS (Volumes 1 and 2) for the above referenced project. We are offering the following comments in the interest of protecting and/or restoring the Muckleshoot Indian Tribe's fisheries resources.

This project proposes to develop two non-adjacent residential subdivisions, known as Wood Trails and Montevallo. As part of this proposal, the applicant is seeking a rezoning from R-1 to R-4 for the 38.7 acres to create 66 single family residential lots on the Wood Trails subdivision. The applicant is also seeking to rezone 16.48 acres from R-1 to R-4 to create 66 single family residential lots on the Montevallo subdivision. Other aspects of the Wood Trails subdivision project include the retention of 21 acres in a Native Growth Protection Easement (NGPE); the loss of 1,400 square feet of Class 3 wetland; and riparian enhancement of other on-site areas. The Montevallo subdivision proposes to protect most of the on-site wetland and stream; however, a sewer line and trail would be constructed in this area, disturbing 9,000 square feet of wetland and buffer and permanently occupying 800 square feet of the same area.

In general, the project attempts to avoid most adverse environmental impacts; however, there are several aspects of the proposal that should be modified to eliminate avoidable significant impacts. For example, the entire 21 acres of the NGPE on the Wood Trails site should be required to retain all existing trees to avoid causing additional impacts to the area's hydrology, streams, and wetlands, instead of only 2.7 acres as discussed in the DEIS. Similarly, the proposed new sewer line and trail should be relocated away from the wetland and its buffer on the Montevallo subdivision. The sewer line should be bored to avoid causing erosion and sedimentation impacts. The plat should be conditioned accordingly.

3-1  
 PD-5  
 3-2  
 PD-6

Sincerely,

Karen Walter  
 Watershed and Land Use Team Leader

Cc: Susan Powell, ACOE, Regulatory Branch  
 Alice Kelly, WDOE, Northwest Region  
 Ginger Holser, WDFW, Region 4

*Thursday  
March 2, 2006*

Muckleshoot Indian Tribe Fisheries Division  
Comments to Wood Trails and Montevallo Subdivisions Preliminary Plats - Draft Environmental Impact Statement (DEIS)  
Page 3

**RECEIVED**

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

*Rich Fiedland  
Planning Dept  
City of Woodinville  
1901 - 133rd Ave NE  
Woodinville, WA 98072  
Cannary Point South Property  
Montevallo and Wood Trails  
Residential Subdivisions*

*Rich Fiedland*

*I would like to suggest that  
comments on behalf of both myself and  
the Little Bear Creek Protective Assn.  
and be considered for party of board status  
in this matter.*

*The proposed subdivisions refer to  
Appendix E of Little Bear Creek the previous  
developments. Little Bear they is a very  
great importance not merely because of its  
a valuable bearing stream, but because  
it is being spawning and raising habitat  
for the Chinook Salmon - listed under the ESA  
Endangered species act as threatened. This  
stream hosts the last viable young Chinook  
in the north Lake Washington watershed area  
WRA-8. I'm advised there are expected  
instances of spawning use by Duff Trout, also*

3  
p3

**Specific Comments**  
Please clarify the extent of streams on the parcels comprising the Wood Trails plat and potential impacts to these streams as a result of this plat or other development in the future. The DEIS fails to fully discuss streams in the existing conditions section under Section 3.2.2. Water. There is some discussion of these streams in the Plants and Animals Section of the DEIS, as well as some of the Appendices; however, the discussion is incomplete. For example, page 3-32 shows a photo with streams shown as "off-site", which are in fact part of the parcels 0326059032 and 0236059045 included in the plat. The nature of these streams being "off-site", while still part of the plat proposal, should be fully discussed. In addition, Appendix I discusses planting the riparian area of a tributary to Little Bear Creek as mitigation without identifying where this tributary is. Furthermore, Appendix K describes a stream and shows a photo of the site showing two streams on site of the Wood Trails subdivision within the large ravine in the northern part. The DEIS shows a portion of these areas as part of Tract A and indicates that this area will be part of a boundary line adjustment (BLA), but the DEIS lacks any discussion about the BLA and what future development may occur here as a result. The FEIS should discuss all streams within all of the affected parcels for both Wood Trails and Montevallo and include an analysis of potential impacts as a result of the proposed plat, including riparian removal, stormwater discharges, etc., that may occur. Any potential impacts to these streams should be avoided, or mitigated once it is demonstrated that they are unavoidable.

3-3  
WR-1

**Potential Impacts**  
On page 3-24, section 3.2.2(a), the DEIS notes that since the stormwater is treating 80% of the total suspended solids and 50% of zinc, there will be no impacts to water quality on site or downstream. Without collecting and analysis data of existing water quality on site or downstream and comparing this information to the treatment levels, this statement is not supported.

3-4  
WR-2

On page 3-26, the DEIS indicates that the Montevallo subdivision will improve water quality in the on-site wetland and remove an existing source of pollution by getting rid of septic tanks. The DEIS lacks any data to support the statement that septic tanks on site are causing pollution. Also, the statement regarding a net improvement in water quality on site and in downstream areas as a result of the subdivision's stormwater proposal is not supported by data as noted above.

3-5  
WR-8

On page 3-41, the DEIS states "habitat for fish and other aquatic organisms in Little Bear Creek would not be affected by water quantity changes associated with the Wood Trails project". This statement is not supported by any data or analysis. Furthermore, there are limitations to the mitigation results from stormwater detention facilities (see Booth and Jackson 1994). The current stormwater standards do not necessarily mitigate for all impacts associated with stormwater, particularly potential impacts to juvenile salmonids (See [www.ecy.wa.gov/pubs/0510029.pdf](http://www.ecy.wa.gov/pubs/0510029.pdf) and [www.governor.wa.gov/geol/science/pdf/lisprn2003sum.pdf](http://www.governor.wa.gov/geol/science/pdf/lisprn2003sum.pdf)). There will be changes to hydrology of the Wood Trails site that may affect baseflows and cause adverse impacts to the affected waterbodies and Little Bear Creek. The DEIS fails to consider additional impacts to hydrology and potentially streams and wetlands that may occur if 18.3 acres of the 21 acre NGPE are logged or cleared.

3-6  
PA-5

The sewer and trail proposed to be located in or near the stream/wetland on the Montevallo subdivision should be moved to avoid these sensitive areas. In addition, the new sewers for both Wood Trails and Montevallo should be bored and not trench as proposed.

3-7  
PD-6

Finally, the DEIS lacks any discussion about cumulative impacts as a result of this project and existing and foreseeable projects in the vicinity under Section 3.2.2(e). Several projects were identified in the Earth Section 3.1.2(c) but were not discussed in the comparable water section.

3-8  
EIS-5

a listed species as threatened under ESA. Runs of Coho and Foxface salmon, proposed for ESA listing, as well as summer and winter Steelhead continue spawning runs and life cycle use of Little Bear. Therefore, the criteria must be given to all off-site disturbance by both streambed and groundwater disturbances from these two sites.

The use of retention ponds, with in-pond provisions for any globs of ore, minimal streamflow is unacceptable. The global toxic water temperatures can severely impact Little Bear's fall and year stream in all life cycle stages. From eggs to juvenile and day to spawning adults. This must be recorded priority weight in a project review as required by Washington Dept of Fish and Wildlife, Dept. of Ecology, and Army Corps of Engineers' regulations for permit approval/consideration.

The use of Low Impact Development practices for site development as described in the 2005 Dept of Ecology Stormwater Manual, and the Low Impact Development Manual of the Puget Sound Action Team are the recommended best management practices that should be mandated for protection of salmon bearing watersheds such as Little Bear. No onsite discharge should be allowed, but rather total on-site infiltration of all stormwater is being needed,

and will soon be a required policy. Washington is a participant in the EPA-8 and the Clean Water Act, and should be more cognizant than other jurisdictions of the importance of protecting our water quality and having a clean habitat. I'll have signed Management Practices including lawn mowers, bio-towers, parking areas, paving for sidewalks, drive ways, parking areas and other techniques for total on-site infiltration of stormwater for protection of both water quality and ground water. Specifically, the Little Bear Creek Protective Association and must recommend denial of this proposal. Both Howards and Chad Hails developments until such time as these concerns are successfully demonstrated to have been met.

Thank you,

Colin Stephens - President

Little Bear Creek Protective Assn.

2206 S.D. 9 SE

Washouville, Wa. 98072

360-419-7161 cell

greg@BCPA@aol.com



# Concerned Neighbors of Wellington

*"Dedicated to Preserving the Character of the Wellington Neighborhood"*

March 3, 2006

Mr. Ray Sturtz, Planning Director  
Dick Fredlund, City Official  
City of Woodinville  
17301 - 133rd Ave NE  
Woodinville, WA 98072

Subject: Wood Trails / Montevallo DEIS Review

Dear Mr. Sturtz and Mr. Fredlund:

The Concerned Neighbors of Wellington (CNW) organization appreciates the opportunity to review the DEIS documents for the Wood Trails / Montevallo projects. We have assembled separate comments from a few of the hundreds of households impacted by this Draft Environmental Impact Statement and are submitting them as a consolidated document.

Enclosed are the following documents. Your date/time stamp of receipt confirms that you have received all of these documents and are formally and legally accepting responsibility for using best practices in compliance with local, state, and all federal laws as pertains to the City's obligation to respond to all points made within the documents you are receiving.

1. Nine-page CNW letter from committee members.
2. Letter of comment by Roger Mason, Transportation expert, and impacted resident of City of Woodinville.
3. Letter of comment by Steve Gottschalk, Physicist, and Helen Gottschalk, both impacted residents of City of Woodinville.
4. Over 90 pages of comments copied to CNW, and sent to City of Woodinville. All are from City of Woodinville residents

We are very pleased to see the City's dedication to ensuring that all comments provided the City are addressed within the Final EIS. The statement that Ray Sturtz made during the February 16, 2006 City of Woodinville meeting, as recorded, is a great witness of this dedication to following due process of law.

Sincerely,



Fred A. Green  
President  
Concerned Neighbors of Wellington

Note: The attachments to the CNW comment package included 35 letters from specific individuals, couples or families. Thirty-two of those letters duplicate comments submitted separately by their authors; those letters are coded and reproduced subsequently in this Appendix. The 3 letters not submitted separately follow the main CNW letter.

P.O. Box 2934, Woodinville, WA 98072-2934

Concerned Neighbors of Wellington is a Washington Non-Profit Corporation

# Concerned Neighbors of Wellington

*"Dedicated to Preserving the Character of the Wellington Neighborhood"*

March 3, 2006

Mr. Ray Sturtz, Planning Director  
City of Woodinville  
17301 - 133rd Ave NE  
Woodinville, WA 98072

Subject: Wood Trails / Montevallo DEIS Review

Dear Ray:

The Concerned Neighbors of Wellington (CNW) organization appreciates the opportunity to review the DEIS documents for the Wood Trails / Montevallo projects.

In reviewing the DEIS, we have discovered several fundamental flaws in the overall framework, assumptions, and analyses used. The following sections provide an overview of the gaps, flaws, omissions, and issues that we have identified when reviewing the current draft of the DEIS.

## Selection and Description of Alternatives

- Descriptions of some of the alternatives are incomplete, and there are omitted variations (i.e. access) that we recommend be combined with the selected alternatives to cover a range of options that (1) attain the objectives of the applicant in building the two non-contiguous residential developments, and (2) present less overall environmental impact. As we stated in our comments during the EIS scoping, it is important to identify a range of alternatives that reduce or minimize the probable significant adverse impacts.
- The Proposed Action requires the approval of a rezoning request, along with requests for transfer of density credits and clustering of the residential units. It seems reasonable that a variation of developing one or more of the sites with sewer R-4 densities, but without (or reduced) clustering or transfer of density credits, is a viable option.
- The Attached Housing (Townhouse) Alternative as currently described could be considered as a "non-realistic" alternative, given that a conditional use permit would be required to construct the attached housing for the Wood Trails site. Two conditions for obtaining a conditional use permit are stated on page 2-19—it is our opinion that both of these conditions would be indistinctly inapplicable given existing neighborhood characteristics and sensitive-area delineations.
- The description for the Attached Housing (Townhouse) Alternative for the Montevallo site is very vague, and there are no figures or site plans to assist in evaluating this

P.O. Box 2934, Woodinville, WA 98072-2934

Concerned Neighbors of Wellington is a Washington Non-Profit Corporation

RECEIVED  
3:35 PM  
MAR 03 2006  
CITY OF WOODINVILLE  
PLANNING DEPARTMENT  
HSD

alternative. It is unclear why this alternative would not include attached housing on both sites, and the configuration of housing on the Montevallo site is unknown. Evaluating environmental impacts for this alternative with any degree of confidence is not possible without the applicant preparing a site plan and more detailed description of the Montevallo site. It is also unclear whether or not the Attached Housing (Townhouse) Alternative results in a net lower overall environmental impact than the Proposed Action. If the applicant wishes to have the public consider this as a viable alternative, additional detail work needs to be included to produce the missing items outlined above.

- The description for the No Action Alternative is too general to meet the minimum requirements of an acceptable EIS, and evaluating potential environmental impacts for such an open-ended description would be difficult even if the analyses were complete. An example of how the vague description of this alternative results in unsupported statements and incomplete analysis is noted in the Earth section of the document on page 3.1-12.

As stated in Ecology's SEPA Handbook, a No Action Alternative "is typically defined as what would be most likely to happen if the proposal did not occur". We find it difficult to fathom that "no new development would occur on the subject properties" given that: (1) the developer is the outright owner, or has secured ownership options, for the Wood Trails site and presumably all of the Montevallo properties; (2) the applicant's line of business is developing residential properties; (3) the current land and housing market conditions and appeal of developable land in this area of Woodinville; and (4) there are no known scenarios for not allowing residential development to occur at R-1 densities on either of the sites.

It is our opinion that both of the sites could, and likely would, be developed at R-1 densities without any impediments with respect to rezoning approvals and supporting infrastructure issues. Therefore, it appears that the No Action Alternative should be better described by the applicant as a future R-1 development pattern similar to the recent "estate-size" homes that continue to be constructed in the Wellington neighborhood.

Another option for the No Action Alternative might be the use of the Wood Trails area as a park or vegetative buffer. This type of description for the No Action Alternative would provide some basis for analyzing this site according to its existing condition, and would also provide some support for the actual intent of City Resolution No. 93 (buffer between industrial area and residential area). [Note: This precedent-setting resolution, which has been in place for several years, appears to be somewhat in conflict with the proposed Wood Trails development]. However, unless there is a viable option for purchasing the property to maintain it as a park or vegetative buffer, assuming that the current existing condition would be maintained at the Wood Trails site does not seem to be a defensible "no action" scenario for the EIS.

- We believe the City's conclusion not to fully evaluate road access options for the Wood Trails site is short-sighted. The conclusion that "none of these other alternatives would be reasonable and that none needed to be evaluated in detail" is unsupported given the

information available in the EIS. The three access alternatives from the west of the Wood Trails site shown in Figures 2.3a, 2.3b and 2.3c do not present these alternatives as "overlays" within the context of the Proposed Action. These alternatives are presented as though they are through roads across the entire width of the Wood Trails project site, and would not have any physical relationship to the design and layout of the Proposed Action.

It is readily apparent that the two access alternatives from the northwest portions of the property (Alternatives A and B) would only need to extend to the closest connecting point on the west side of the roadway loop (Road B) for the Proposed Action to gain access to the development. The statements about additional construction impacts for these roads (particularly Alternative B), although not false, are not supported by any real comparative information that more fully evaluates these access options. In reality, when one looks at how far west down slope that the northern pod of homes would extend to, the additional grading and filling are would be relatively minimal in comparison to all of the construction-related activities that would already have to occur in this portion of the site.

To not complete a more thorough, documented and quantifiable evaluation of access options as part of the EIS analysis is remiss given that (1) the City identified this topic as one of three primary issues in the Determination of Significance Notice, (2) the City's Revised EIS Scope also included this issue, and (3) the obvious priority this specific issue has with surrounding residences as noted during formal comment letters and the public hearing for EIS Scoping. It is obvious that the applicant is not pursuing alternative access roads because of the increased costs that would result from both additional site construction efforts and the loss of a few buildable lots. Being unwilling to more fully evaluate access alternatives to Wood Trails based solely on the issue of increased costs is not a defensible argument for not completing the appropriate level of analysis in the EIS for this important and highly contentious issue. The EIS should include a comprehensive analysis of at least one reasonable Wood Trails site access option that provides a comparative evaluation of impacts with respect to the other alternatives. This is critical for the city given the level and intensity of public feedback provided to the city during its last public meeting.

Missing or Incomplete Analysis of Potential Impacts

- There is not a complete comparative summary of potential impacts for each of the alternatives. The comparison of the alternatives for each of the elements analyzed is inconsistent between the various sections of the document, and is often incomplete and/or overly generalized. Clear and thorough comparative summaries for each of the alternatives and for each of the elements should be presented for direct impacts, indirect impacts, mitigation measures, and unavoidable significant adverse impacts.
- Existing ground water conditions and associated impacts are not adequately addressed. An analysis of ground water recharge should be completed given the significant changes in the water balance for each of the sites that would occur for each of the alternatives.

Information concerning ground water recharge is critical for evaluating potential hydrologic impacts to the wetland on the Montevallo site, along with other elements associated with the Wood Trails site.

• The analysis of geologic hazards (landslides, erosion, seismic, sediment transport) is not complete for both site construction and post-development situations.

• Construction-related impacts are not adequately described or addressed for the various elements. Although the Wood Trails site is identified as an Erosion Hazard Area, very little information is presented as to how mitigation measures would be utilized to minimize erosion hazard impacts. Significant soil management issues that will occur during site grading, filling and site development activities are not identified, described, or resolved. General statements regarding standard erosion mitigation measures do not adequately address the very real problems associated with the type of intensive development occurring on a site with limited construction access and operational areas.

• Construction-related impacts to existing roads are also not addressed in the DEIS. The existing neighborhood streets that would be used intensively by heavy construction equipment accessing the two development sites would likely be severely degraded and require incremental investment to make them whole. Mitigation measures for these significant impacts should be identified in the DEIS.

• There are little, if any, provisions described for managing storm water at the Wood Trails and Montevallo sites during site construction activities. This includes water quality issues and associated mitigation measures to minimize potential effects on down gradient properties and within the Little Bear Creek drainage area.

• The Montevallo site analysis does not completely address the water run-off issues that currently exist. The water runoff from the Montevallo site gathers to 4' deep now in the wetlands area below during the winter season. Particular concerns include the fact that the wetland requires surrounding source area to maintain its water level, and that construction of a utility trench near the wetland may be a drainage conduit that depletes the wetland.

• The wetland mitigation plan outlined for the Wood Trails site refers to some offsite stream enhancement work. A figure or map showing the location and extent of this proposed enhancement area should be included, along with a description of how approval will be gained from the owner of the offsite property.

Transportation – Roadway System

• The study area does not include the Wellington Hills Golf Course Rd intersections at 156<sup>th</sup> Ave NE, and at Woodinville-Snohomish Rd; yet, the "trip distribution" for the proposed action distributes 40% of the project trips through these intersections. The Golf

Course Rd and intersections (which are located in Snohomish County) should be included in the study area.

• The existing street network is not described to reflect the unique and rural character within the Wellington area. The existing network includes a number of dead end streets with no grid for circulation or access alternatives. The existing streets have a number of deficiencies (cross-section, grade, sight distance, pavement structure, drainage, etc) which are not identified. The street classifications are not properly defined (i.e. 156<sup>th</sup> Ave NE is classified by the City as a minor arterial requiring a three lane cross section). The entire Wellington Hills area has only one outlet to Woodinville Duvall Rd – which provides the only connection to downtown Woodinville and SR 522. The safety, operations, and emergency services issues should be analyzed to reflect this unique constraint. Events such as the recent fatality on W-D Rd which required its closure and routing of traffic through Wellington; and snow and ice conditions on 156<sup>th</sup> Ave NE that result in it being impassable are examples of safety and operations issues that must be analyzed.

• A number of traffic counts have been performed recently within the study area. It is unclear how the existing traffic volumes were derived for this study. The count type, date, time, and duration needs to be validated and summarized clearly.

• The study uses an assumption for the capacity of these residential streets as 2500 ADT – which is unreasonable and impossible in this context. The capacities of these dead end streets are constrained by their intersection with 156<sup>th</sup> Ave NE – NOT by the segments between intersections. Capacity, operations and safety should be analyzed accordingly.

• Woodinville-Duvall Rd is a major east-west regional arterial serving a large area of King County to the east. It experiences significant congestion – and three fatalities have occurred in recent months. No reference to Woodinville-Duvall Rd is made in the study – and should be added.

• The basis of the Trip Distribution from the City's traffic model is unclear and must be validated. The large percentage (40%) of outbound trips going northbound via the golf course road does not reflect existing travel patterns. The trip distribution also routes trips eastbound along NE 195<sup>th</sup> Street through the existing "barricade" – proving the model assumptions are incorrect. The obvious concern with the inaccurate trip distribution is that it grossly understates the impact (turn lane storage capacity and LOS) to the intersection at 156<sup>th</sup> Ave/W-D Rd.

• The study provides a list of "pipeline" projects – i.e. other future projects in the area. The description, type, location, size, and timing of these projects are not presented. Furthermore, their impacts on traffic are unknown – including when they will occur and what mitigation or improvements will be required for them to be approved. The traffic analysis needs to describe how these "pipeline" project trips are added to the Project Baseline trips, and how necessary improvements are funded (who pays) when capacities are exceeded. A specific explanation of how the recent Costco development traffic is incorporated into the analysis is also needed.

- The traffic calculations are likely incorrect since the pedestrian counts were taken during the last week of school when most students are on abnormal schedules due to graduation, tests, end of the year activities, and so forth. The document fails to mention that the school district has decided to bus students west of 156<sup>th</sup> due to the high traffic rate of this road and the risk it brings to young children. Walking to school even though it is less than a mile away is considered hazardous by the school district. While a list of road projects in Snohomish County is included, no listing for King County is included and this error should be corrected. In addition, no mention is made of how public transit should change in order to accommodate the needs of the 132 new families that the applicant proposes will be living in the area. Mention is made of traffic impacts being limited but table 3.5i shows only three times as many new trips for R4 zoning as in R1 zoning. It is also puzzling that Attached Housing would cause less traffic delays (see Table 3.5n) than the Proposed Action given that there will be more families and therefore also more trips.

5-21 TR-10

5-22 TR-4

5-23 TR-20

5-24 TR-3

- Parks that are mentioned in the document are actually owned by Home Owners Associations (HOA's) and are for the exclusive use of the HOA members. The 202<sup>nd</sup> park, Queensgate, and Wellington Hills Country Club are all privately-owned areas and would be off limits to the Wood Trails and Montevallo residents. Including these places as options for recreation is erroneous and any conclusions in the document made on this incorrect information must also be viewed as incorrect.

5-25 PS-1

- In the animal section much is said about the pleated woodpecker but nothing is mentioned of other animals living in the area such as the tree frogs, and the spotted owl. The spotted owl is on the list of Endangered Species and pictures of spotted owls have been taken on resident's property between the Wood Trails and Montevallo sites. The document should also include discussion on the loss of other animal habitat for deer, raccoon, possum and many species of frog, salamander, etc. All these animals would experience significantly reduced habitat as a result of the density of the proposed zoning and increased property development.

5-26 PA-3

5-27 PA-4

Additional Comments Concerning Indirect Impacts, Cumulative Impacts, Rezoning and Land Use Planning

- The DEIS does not include any scenarios for future development of the 11.8-acre parcel that is located adjacent to the proposed Wood Trails development. While we recognize that this parcel is not formally part of this DEIS, the impact of developing this land, which is owned by the same developer, is not considered or documented within this DEIS as a potential indirect and/or cumulative impact. We are concerned that there may be future development of the 11.8-acre parcel, but the EIS process does not allow for any consideration of cumulative potential impacts to the environment and existing infrastructure with respect to similar development occurring in the near-future on this parcel. The applicant should be required to discuss their future development plans for this 11.8-acre parcel within this EIS so that the full impact of their proposed plans can be considered by the city at the same time.

5-28 EIS-3

- We remain concerned that scoping issues raised by the public during the October, 2004, Woodinville City Council meeting have not been incorporated into the scope of the DEIS. We believe that by publishing a formal scoping document as we requested in our previous comment letters, the City could avoid future questions concerning how the EIS scope was derived, including the analysis and selection of the various alternatives.

5-29 EIS-12

- The re-zoning to R4 of both these neighborhoods is not consistent with the city's growth plan. Developing these two properties with an R-4 zoning will result in significant adverse visual impacts on surrounding neighborhoods. It is clear that accepting a rezone to R4 in these neighborhoods jeopardizes the value of the Woodinville Vision and Growth Plans. Prospective buyers, homeowners, businesses, and high-end builders will question the reliability of Woodinville's zoning plan and will look for other properties where future growth is more predictable. It is better to clearly distinguish R1 sections of the city which will attract high-end builders and will provide a sense of comfort for long-term development potential. From a transportation and access perspective, it is preferable to place R4 and higher-density housing in neighborhoods closer to established services.

5-30 LU-3

- R4 zoning is not in character with this segment of the city borders, but rather with the downtown area of the city instead. As demonstrated in recent legal decisions, our city is not obligated to re-zone the area simply because one could extend sanitary sewers into the area. There are other factors besides the ability to extend a sanitary sewer into an area that determine the feasibility and wisdom of re-zoning a segment.

5-31 LU-1

- There are conclusions made in the document that are not factually correct. In section 3.4-20 the authors state that R-1 zoning would avoid some of the impacts and be more consistent with the area. However, it goes on to say that the Proposed Action and Attached Housing Alternative would be more protective of water quality. Having a sewer does not necessarily provide better water quality since during storms raw sewage can be dumped into rivers and streams. Consider that areas of Redmond's sanitary sewer system are at 125% capacity, and the city has been fined daily for not being able to process all

5-32 WR-8

sewage they collect. Septic systems would not be affected by a heavy rain and would localize problems instead of spreading them into areas populated by salmon and other wildlife.

• There seems to be a significant omission of public perception and economic issues as a whole. In particular, there is insufficient discussion of the fact that there has been considerable opposition expressed already to the development plans, especially to an R-4 re-zoning and the potential for these proposed projects to create a "gateway" to further R-4 development. It is not adequate to simply include a record of public meetings. It is also important to include this record as part of the EIS.

• Any economic analysis must address the decline in value of the surrounding properties should certain forms of development be allowed. Similarly, the improved value of an alternative park-like development should be addressed. The DEIS makes no mention of what changes will occur to nearby property values. It does mention costs related to the builder for parks and traffic. It also ignores the effects on local residents due to construction, noise, air pollution from construction machinery, and other quality-of-life issues that urban-type development will cause in a rural neighborhood.

• Evidence of the adverse economic impacts of the potential development include the large increase in the number of houses for sale in the entire area and the occurrence of three separate sale retractions on one property when each prospective buyer became aware of the Wood Trails development potential. Essentially, no analysis has been presented in the EIS on loss of property value to the city or existing homeowners—instead, the tone of the document indicates 'this is to be expected and is normal'. We believe the loss of value to surrounding properties is an intrinsic part of the economic analysis. Perhaps the developers should be required to provide compensatory mitigation fees to the surrounding neighbors.

The city of Redmond has carefully planned development in such a way as to preserve high-end neighborhoods with R1 zoning and also set aside separate, more urban neighborhoods where walk-to shopping is available and lower-priced properties can be obtained. We encourage the city of Woodinville to take the same approach to its zoning plans in order to attract homeowners at both ends of the value spectrum.

5-32 cont'd WR-8

5-33 EIS-10

5-34 EIS-8

The EIS will eventually be used as a decision-making document as the application moves forward through the approval process. The decisions which emanate from this process will impact the Wellington / Leota neighborhood and future land-use decisions in this area of Woodinville for years to come. As a neighborhood organization in Woodinville comprised of over 180 residences, it is our goal to assist the City of Woodinville management team in developing a defensible high-quality EIS that can be used by decision-makers without being concerned about the adequacy, or inadequacy, of the EIS.

Sincerely,



Fred A. Green  
President  
Concerned Neighbors of Wellington



project." This is *patently false*. The Attached Housing Alternative in section 3.3.2(c) on page 3-44 of the DEIS opens the possibility for 85 townhouse units on the proposed Wood Trails site alone. It is not possible for 85 units to create the same environmental impact and pollution level as zero units. Pollution from the increased number of cars alone will include gasoline, oil, and antifreeze which will get into the ground and eventual stormwater runoff. The environmental impact of such a development must be taken into account due to the sensitive nature of the Threatened Species it will affect.

MONTEVALLO WETLANDS

The DEIS states, regarding the proposed Montevallo site, in section 3.3.2(a) on pages 3-41 and 3-42 that, "Extension of sanitary sewer to the Montevallo site from the west and construction of a soft-surface pedestrian path along the sewer route would require some permanent and temporary impacts to the wetland and buffer in the western part of the site. Alterations of wetlands and buffers for these purposes are generally not allowed under the Woodinville Municipal Code, except for limited, specific conditions that are not met by this proposal. There is no alternative location for the sewer line other than through the wetland as proposed, however, and the Code encourages development of trails or visual access through wetland buffers." The DEIS is clearly stating that the only way for it to develop the proposed Montevallo site as stated in this DEIS is *not allowed* by the Woodinville Municipal Code (WMC). It is not legal to alter wetlands for such development. The DEIS continues on to suggest that the WMC allows the Planning Director to waive this law. While it is true that the Planning Director has limited discretionary authority, the Planning Director *does not* have the authority to violate state and/or federal law. Destruction of this class of wetlands is illegal.

WOOD TRAILS WETLANDS

The DEIS states in section 3.3.2(a) on page 3-40 that, "The Wood Trails site layout includes a stormwater detention pond located on the west side of the north half of the site. Wetland A, a 1,389-square-foot Class 3 wetland, is in this same location and will necessarily be filled for construction of the stormwater pond." Filling in a wetland when that wetland is the only one of its kind in a significant radius violates Title 14 WMC 14.04.240 section 3. The stormwater pond must be moved and the wetland preserved.

ERRORS IN THE DEIS

The DEIS states, regarding the proposed Wood Trails site, in section 3.3.1(a) on page 3-31 that, "Residential properties about the entire east side of the site and a portion of the south edge. The remainder of the south edge of the site, as well as the entire west edge, abuts an industrial park. The north edge of the site borders a small tract of forest that is located along the west side of the Wellington Hills Golf Course property. Based on the adjacent existing uses, there is little functioning wildlife habitat bordering the Wood Trails site." This last statement regarding wildlife habitat is *patently false*. R-1 homes to the east and south of the proposed Wood Trails site support extensive wildlife including (but not limited to): mule deer, coyote, eastern gray squirrels, Douglas squirrels, eastern cottontail rabbits; moles;

March 2, 2006  
Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo  
Wood Trail/Montevallo Development  
Draft Environmental Impact Statement

Dear Mr. Fredlund:

These comments concern the scope of the DEIS for the proposed Wood Trails and Montevallo developments. The document is materially deficient in many key areas.

SPOTTED OWL

The DEIS states, in reference to the proposed Wood Trails site, in section 3.3.2(a) on page 3-39 that, "There are no protected or sensitive species using this area, with the previously noted exception of some foraging, and perhaps nesting, by pileated woodpeckers." This statement is *patently false*. At least two recent photographs exist, depicting spotted owls in or about the proposed Wood Trails site. These photographs have been examined by a professional biologist who identified the birds as spotted owls. The locations of the photographs can visually be geographically identified. One photograph shows a single spotted owl, while the other photograph clearly shows what were identified by the biologist as being two juvenile spotted owls. The spotted owl is designated in the state of Washington as an Endangered Species and is listed federally as a Threatened Species. These designations legally require protection for these birds and their habitat which includes the proposed Wood Trails development site.

SALMON

The DEIS states, regarding both the proposed Wood Trails and Montevallo sites, in section 3.3.1(c) on page 3-38 that, "Stormwater runoff from both sites currently discharges eventually to Little Bear Creek". As stated in the same paragraph in the DEIS, The Puget Sound Chinook salmon among many other fish species (including at least three other salmon species according to King County's Salmon Watcher Program) live in Little Bear Creek. The Puget Sound Chinook salmon is designated as a Threatened Species at both the state and federal levels. The DEIS states in section 3.3.2(a) on page 3-40 that, "no change to the hydrologic characteristics of Little Bear Creek, the off-site eventual receiving water body, is anticipated as a result of this project. Habitat for fish and other aquatic organisms in Little Bear Creek would not be affected by water quantity changes associated with the Wood Trails

project." This is *patently false*. The Attached Housing Alternative in section 3.3.2(c) on page 3-44 of the DEIS opens the possibility for 85 townhouse units on the proposed Wood Trails site alone. It is not possible for 85 units to create the same environmental impact and pollution level as zero units. Pollution from the increased number of cars alone will include gasoline, oil, and antifreeze which will get into the ground and eventual stormwater runoff. The environmental impact of such a development must be taken into account due to the sensitive nature of the Threatened Species it will affect.

MONTEVALLO WETLANDS

The DEIS states, regarding the proposed Montevallo site, in section 3.3.2(a) on pages 3-41 and 3-42 that, "Extension of sanitary sewer to the Montevallo site from the west and construction of a soft-surface pedestrian path along the sewer route would require some permanent and temporary impacts to the wetland and buffer in the western part of the site. Alterations of wetlands and buffers for these purposes are generally not allowed under the Woodinville Municipal Code, except for limited, specific conditions that are not met by this proposal. There is no alternative location for the sewer line other than through the wetland as proposed, however, and the Code encourages development of trails or visual access through wetland buffers." The DEIS is clearly stating that the only way for it to develop the proposed Montevallo site as stated in this DEIS is *not allowed* by the Woodinville Municipal Code (WMC). It is not legal to alter wetlands for such development. The DEIS continues on to suggest that the WMC allows the Planning Director to waive this law. While it is true that the Planning Director has limited discretionary authority, the Planning Director *does not* have the authority to violate state and/or federal law. Destruction of this class of wetlands is illegal.

WOOD TRAILS WETLANDS

The DEIS states in section 3.3.2(a) on page 3-40 that, "The Wood Trails site layout includes a stormwater detention pond located on the west side of the north half of the site. Wetland A, a 1,389-square-foot Class 3 wetland, is in this same location and will necessarily be filled for construction of the stormwater pond." Filling in a wetland when that wetland is the only one of its kind in a significant radius violates Title 14 WMC 14.04.240 section 3. The stormwater pond must be moved and the wetland preserved.

ERRORS IN THE DEIS

The DEIS states, regarding the proposed Wood Trails site, in section 3.3.1(a) on page 3-31 that, "Residential properties about the entire east side of the site and a portion of the south edge. The remainder of the south edge of the site, as well as the entire west edge, abuts an industrial park. The north edge of the site borders a small tract of forest that is located along the west side of the Wellington Hills Golf Course property. Based on the adjacent existing uses, there is little functioning wildlife habitat bordering the Wood Trails site." This last statement regarding wildlife habitat is *patently false*. R-1 homes to the east and south of the proposed Wood Trails site support extensive wildlife including (but not limited to): mule deer, coyote, eastern gray squirrels, Douglas squirrels, eastern cottontail rabbits; moles;

the species found on the site that would be displaced are common, human-tolerant species that are able to move and adapt to changed conditions; these species would likely move to forested areas to the west and north of the site." I live in the second parcel to the south of the proposed Wood Trails site. A large consideration in my purchase of this home was the rural character and abundant wildlife present here, in my own backyard. I do not have to visit a zoo or a park to enjoy nature and wildlife. If the wildlife I enjoy moves to the west or north of the development, I will lose this important aspect of my home. This is a quality of life issue for the current residents of the Wellington area. When development diminishes the quality of life for Woodinville residents, there is a conflict with Title 14 WMC 14.04.240. This is unacceptable. Additionally, for the DEIS to suggest that wildlife will move to the west of the development is absurd, considering the DEIS's previously mentioned assertion regarding the proposed Wood Trails site, in section 3.3.1(a) on page 3-31 that, "the entire west edge, abuts an industrial park."

CONCLUSION

The DEIS as written is materially deficient in many key areas. The DEIS must be re-written following careful scientific studies of the wildlife and environmental conditions in the proposed development areas. It is unlikely that either of the proposed developments can legally take place due to the sensitive nature of the Endangered and Threatened Species which live in and around these areas as well as the illegality of damaging and destroying the wetlands located on these properties.

Sincerely,

Laura Glickman  
19405 148<sup>th</sup> Ave. NE  
Woodinville, WA 98072

house mice; pileated woodpeckers; spotted owls; northern flickers; steller's jays; hairy woodpeckers; spotted towhees; chestnut-backed chickadees; black-capped chickadees; pine siskins; house finches; song sparrows; dark-eyed juncos; red-breasted nuthatches; American robins; California quail; band-tailed pigeons; varied thrushes; several species of hawk and owl. Additionally, much of the wildlife habitat in question is the proposed Wood Trails site itself. The rural nature of R-1 zoning supports a vast array of wildlife. The DEIS must address this and provide an accurate description of the wildlife in and around the proposed Wood Trails site.

PILEATED WOODPECKER

As noted in the DEIS, pileated woodpeckers frequent the area in and around the proposed Wood Trails site. Pileated woodpeckers are listed as a State Candidate Species and a Species of Concern by the state of Washington. The density of the forest in this area makes it very difficult to find and identify nesting cavities. The finding of a pair of pileated woodpeckers together suggest a mating pair, and a nesting cavity nearby is quite likely. This is yet another example of the important environmental and ecological role of this forested piece of land. The DEIS must prove that this species will not be harmed by the proposed development.

WILDLIFE MOVEMENT

The DEIS states, regarding the proposed Wood Trails site, in section 3.3.2(a) on page 3-40 that, "Wildlife will be blocked from traveling in an east-west direction in the immediate area of the rockeries." It further states that, "the remaining corridor area should be wide enough to allow all species utilizing the site to pass unencumbered through the property in either a north or south direction." Thus, the DEIS postulates that the proposed Wood Trails site is used solely as transit by wildlife and ignores the possibility that the site is habitat. There is strong evidence that this site functions as habitat. As noted previously, the DEIS states, regarding the proposed Wood Trails site, in section 3.3.1(a) on page 3-31 that, "Residential properties abut the entire east side of the site and a portion of the south edge. The remainder of the south edge of the site, as well as the entire west edge, abuts an industrial park. The north edge of the site borders a small tract of forest that is located along the west side of the Wellington Hills Golf Course property. Based on the adjacent existing uses, there is little functioning wildlife habitat bordering the Wood Trails site." This is *patently false*. As evidenced by the list of observed wildlife in the "Errors in the DEIS" section of this commentary, there is a rich and varied wildlife population bordering the proposed Wood Trails site. This strongly suggests that the wildlife in the area is living within the proposed Wood Trails site, creating a substantive environmental impact should the land be developed. The DEIS must be modified to address the issue of habitat destruction.

NEGATIVE IMPACTS TO QUALITY OF LIFE

The DEIS states, regarding the proposed Wood Trails site, in section 3.3.4 on page 3-48 that, "some wildlife would be displaced by any development on the Wood Trails site. Generally,

My name is Jonathan Yang. I live at 15127 NE 198<sup>th</sup> St. We just moved to Wellington Hills weeks ago. My family enjoy the great area and neighborhood.

We have a few comments on the proposed development of Wood Trail and Monta Vallo.

Building high-density residences on or close to steep slopes is not a harmony to nature, to the area, to the city of Woodinville.

Wood Trail and Monta Vallo will be two high-density residence PATCHES far from each other. Jamming in sewage pipe connecting the two patches is not economical, nor harmonic to the area. Forcing existing properties to hook to the sewer is simply a rip off. It is typically a "Rob Peter to pay Paul".

In developing countries such as China, people turned wet land into agricultural land decades ago. Now they realized it was an overdevelopment, which caused more disaster than harvest. They are now turning the land back into wetland. There is a topic word often discussed: "**Sustainable economic development**". The high density development on Wood Trail and Monta Vallo will be an overdevelopment to the area to the city. The negative impact will be visible before long.

Please do not change the zoning, please stop the over development, please think 5 years ahead, 10 years ahead, and 200 years ahead.

Jonathan Yang

5-44  
ER-4

5-45  
V/B=2

5-46  
S/O-4

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: DickF@ci.woodinville.wa.us

Dear Mr. Fredlund:

Thank you for the opportunity to submit a formal response to the city's proposed Draft Environmental Impact Statement.

Based on the overwhelming response the City received to this proposal both in October, 2004 and also in the recent meeting on February 16, 2006, I believe the City has the facts it needs in order to allow the Hearing Examiner to make a conclusion of law that the DEIS is flawed and cannot be accepted, thus allowing both proposed areas to remain zoned at R1 and the environment to not be adversely impacted.

I'd like to provide some additional comments to help the City understand some of the fatal flaws in this document.

Water Issues

- The back of our property butts up to the wetlands which now occupy the proposed Montevallio area. These are legally designated Wetlands, as provided in the documentation I received from the city and as tagged on the trees in these wetlands. These are Department of Ecology tags with the name of the official who tagged the wetlands.
- During the winter months, the wetlands becomes a lake as the water rises up to 4 feet from its summer level. It has already been established that any building on the acreage will increase erosion, which will permanently change the wetlands ecosystem. This is a federal violation, as indicated clearly on the Department of Ecology's web site.
- The grasses, frogs, and salamanders that live in this wetland cannot be "transplanted." One simply cannot take an ecosystem that has been developed over 25-50 years and "move it" somewhere else. This is precisely the reason that this wetlands has been tagged and designated.
- Additionally, up hill development will cause foreign soil and water runoff to land in this protected environment, thus causing permanent alterations. Each alteration is subject to fines by the Department of Ecology. I see no documentation in the DEIS that confirms that the builder has written confirmation from the Department of Ecology that "no adverse impact" will occur to this declared property.
- When we purchased our home in September, 2004, it was inspected by a professional inspector for possible water damage. The inspector confirmed in his written report that only a small area in one corner of the house had experienced water damage. However, this year, due to the heavy rainfall and inability of the City of Woodinville's current water drainage system to handle water drainage for R1 zoning, our home had 3,000 gallons of water underneath it that had to be pumped out. The DEIS does not adequately address this.
- The drains in the industrial park are already overflowing, as testimony was provided to the City of Woodinville during the recorded City of Woodinville meeting. Since the planned

5-47  
S/O-1

5-48  
PA-1

5-49  
WR-5



5-49  
cont'd  
WR-5

water runoff impacts the currently overflowing system, the builder has not made adequate allowance for this issue.

Animal Impact:

- The DEIS does not adequately address the impact to the established wildlife by these two developments. The following animals have been observed in and around the two areas proposed for development and would be displaced by the proposed building due to the heavy density of housing proposed:
  - o Salamander
  - o Woodpecker
  - o Bobcat
  - o Deer
  - o Coyote
  - o Several kinds of small and large frogs
  - o Wetland grasses
  - o Wetland vegetation
  - o Heron
  - o Robins
  - o Wrens
  - o Gray Squirrel
  - o Red Squirrel
  - o Stellar's Jay
  - o Spotted Owl
  - o Mountain Beaver
  - o Fox
  - o Raccoon

Other Issues Which Must Be Addressed:

- Gradation of Wood Trails sloping was done by air, not by hand, so is not accurate. Actual slopes are 40 degrees.
- The limits of the Wood Trails Subdivision shown on many of the site plans and maps includes a northern area that was subsequently removed via a boundary line adjustment. This appears to be an erroneous carry-over from other documents. The limits of the Wood Trails site should be the correct limits as the applicant has defined according to the most recent application documents and as defined in the legal descriptions of the sites included the DEIS text. The site limits should be consistently and accurately depicted on all of the site plans, maps and figures included in the DEIS.
- Many of the figures for the Wood Trails site are unclear and of no use for review purposes because of a combination of the scale being too small, missing legends or explanations, and poor reduction / copying quality. Examples include Figures 2.1b (Wood Trails Storm Drainage Plan) and 2.1c (Wood Trails Grading Plan). These figures should be presented in a more usable format and refined for the purposes of what each figure is attempting to illustrate. It is both confusing and disconcerting when reviewing critical parts of the DEIS to not be able to understand what the author(s) are attempting to depict in many of the figures for the Wood Trails site.
- The topographic map for the Wood Trails site as currently presented is completely inadequate for evaluating potential environmental impacts at the site. This issue has been brought to the

5-49  
cont'd  
WR-5

City's attention several times during the last two year, and this problem has not been addressed. The applicant has apparently completed a detailed survey of only the developed area footprint of the site. For areas of the site beyond the developed footprint, it appears that the developer has used some very coarse contour approximations that often inaccurately represent actual site conditions, and do not have the resolution to show some significant ravines and areas of topographic relief. This results in the topographic base maps currently used for many of the figures in the DEIS being unusable and/or inaccurate for evaluating many of the environmental impacts. In particular, this deficiency severely restricts any meaningful evaluation of impacts from geologic hazards or the preliminary site grading plans. Why was the recent LIDAR topographic information provided by King County not incorporated with the detailed survey data to product a more representative map of site topography?

5-50  
PA-4

- The sanitary sewer line between the Montevallo and Wood Trails sites is an integral part of the Proposed Action (and the Attached Housing Alternative). However, the DEIS does not include any maps or descriptions (depths, type of construction, etc.) of the connecting sanitary sewer line between the two sites. This is a significant omission, resulting in the absence of any analysis of environmental impacts associated with construction of this sewer line. Mitigation measures for the significant construction-related impacts associated with excavation and installation of the sanitary sewer line through the existing neighborhood should also be identified.

- The cumulative direct and indirect impacts on the Wellington neighborhood and surrounding areas that would result from the Proposed Action (or the Attached Housing Alternative) are of greatest importance. The DEIS does not include the appropriate level of analysis for the cumulative impacts that would result from the precedent of extending the sewer line into a large contiguous unsewered geographic area and the approval of the corresponding rezoning request. The DEIS should provide a range of probable projected growth scenarios that correspond to the precedents that each of the alternatives would have on future development in the Wellington/Leota area. Defining these types of projected growth scenarios would provide for a more meaningful and more complete analysis of potential cumulative impacts. This level of analysis should be one of the cornerstones of the DEIS to allow decision-makers a comparison of cumulative environmental impacts that could result from each of the alternatives. A more complete analysis is critical for understanding potential cumulative water, transportation, traffic, and public services impacts with the corresponding change in residential densities that could occur via "infilling" on many other parcels in the Wellington/Leota area.

5-51  
PD-2

5-52  
EIS-3

- An EIS should be a critical well-understood analysis of environmental impacts that clearly shows the differences between the proposed action and several other alternatives. However, because of the numerous significant deficiencies, omissions, and poor organization, this DEIS does not fulfill this primary objective. Instead, the incomplete and misleading analysis of the potential impacts results in "conclusions" that whitewash over the intuitively obvious differences in environmental impacts associated with each alternative. The Proposed Action will undoubtedly result in a greater degree of adverse environmental impacts relative to the R-1 Zoning Alternative, and the DEIS should clearly demonstrate these differences.

5-53  
PD-1

- There is no mention of City of Woodinville Resolution No. 93 in the DEIS. This resolution concerns the identification of a buffer between the industrial properties and the residential neighborhoods east of the industrial area, with the steep slopes providing a natural boundary between the two land uses. The DEIS should evaluate the intent and applicability of Resolution No. 93 with respect to the Proposed Action and the alternatives. Some of the

5-54  
PD-2

5-54  
cont'd  
PD-2

5-55  
EIS-4

5-56  
EIS-5

5-57  
EIS-1

5-58  
LU-4

environmental impacts and land-use elements associated with the Proposed Action appear to contradict the intent of Resolution No. 93, and this resolution should be incorporated in the DEIS analysis.

- Why does the DEIS limit the analysis of the listed elements only to the specific topics indicated in parentheses on page 3-1? Other critical topics that were identified during the scoping phase are noticeably absent on this list. Key topics missing in the DEIS analysis include the following: (1) school bus routes, especially considering the proposed narrower sub-standard street widths; (2) impacts to neighborhood schools given the existing high enrollment issues at Wellington Elementary; (3) access issues associated with public services and safety such as police and fire; (4) potential decrease in police response times given the already severely strained police coverage issues that the City is currently in the process of addressing; (5) noise issues associated with the elimination and/or significant decrease in the natural slope buffer for the Wood Trails site. These topics are important to the community, and should be addressed in the Final EIS. At the very least, if the City deemed an element or issue identified during the EIS scoping was insignificant, the DEIS should clearly state why that conclusion was reached.

- The layout, format, and repetitive statements in Table 1 (Summary of Environmental Impacts by Alternative), results in an involved confusing presentation that does not provide a concise comparative summary of the alternatives. Some portions of Table 1 would probably be more effective for inclusion at the end of the impact analysis of each environmental element in Chapter 3. Having separate columns to list impacts from each site for each alternative does not allow a concise comparison of the cumulative impacts for each of the alternatives taken as a whole, and not split between the two sites. Perhaps developing a second summary table that distills the significant impacts down by treating the two sites as one entity would provide additional clarification as to the relative impacts between the four alternatives. This could be supported by additional tables, one for each site, that summarizes the environmental impacts for each of the alternatives. In addition, Table 1 as currently constructed does not clarify the intuitive differences in environmental impacts that would obviously occur when comparing the Proposed Action with the other developed alternatives.

- Two conditions need to be met to obtain the conditional use permit required for the Attached Housing Alternative at the Wood Trails site [page 2-19]. How would these conditions be met? There is not any supporting documentation in the DEIS that indicates that these two conditions could be met. What are the substantive arguments for why these two conditions would likely be met? If there are no substantive arguments, it appears that obtaining a conditional use permit is not reasonable, and therefore the Attached Housing Alternative is not a realistic alternative and should not be included in the EIS analyses.

- The discussion of the benefits and disadvantages of future implementation is incomplete and overly generalized. This discussion should be expanded after a more complete evaluation of direct and indirect cumulative impacts is completed (see comment 5). What would be some specific benefits to the City for delaying implementation of the Proposed Action until some scenarios for projected growth associated with approval of the Proposed Action are developed? The cumulative impacts associated with the precedent the Proposed Action would set would undoubtedly impact City planning efforts, including providing the necessary infrastructure. Would the City reduce potential adverse impacts to area-wide planning efforts by reserving implementation of the Proposed Action until a later date? How would area-wide planning efforts be potentially undermined by implementing the Proposed Action as scheduled?

- The DEIS analysis for evaluating potential Wood Trails access options should compare both the net benefits and adverse impacts as compared to using the existing residential streets. This evaluation should be incorporated through all of the environmental analyses presented in Section 3 of the DEIS to clearly discriminate the impacts associated with the various alternatives.

- A more complete evaluation of Wood Trails site access alternatives is needed to compare the beneficial impacts relative to the adverse impacts. Examples of potential beneficial impacts associated with construction of an access road from the west side of Wood Trails include both site construction and post-development elements as noted below:
  - o Easier access for site construction and staging/ activities. Initial access to the site from the west is probably easier than accessing the site from the east.
  - o The industrial area would be more suitable for construction traffic entering and exiting the site as compared to the rural residential roads that would be used to access the site from the east. There would less adverse impacts to existing residential streets as a result of construction traffic causing additional noise, dust and pedestrian safety concerns.
  - o The industrial roadways are designed for heavier vehicle weights. There would be less impacts to existing road integrity than would occur by construction traffic using the existing neighborhood streets, which are clearly not designed for this type of use.
  - o A western access road would provide more direct access to arterial streets, freeways and highways. As shown in Figure 3.5e, Project Trip Distribution, most of the trip destinations would be towards these arterial streets and highways.
  - o Less thru-traffic routed to 156<sup>th</sup> Avenue NE, Woodinville-Duvall Road and 240<sup>th</sup> Street SE, thereby minimizing long-term congestion and traffic safety impacts on these heavily used roads.
  - o A western access road would probably provide easier access and shorter response times for fire trucks.

extension of sewer into the Wellington area. How does the City's PRO Plan incorporate the additional population for the Wood Trails and Montevillo Proposed Actions on parcels that are currently zoned for R-1 densities? How does the City's PRO Plan incorporate additional future population densities that would occur on other parcels at higher densities than R-1 as a result of the extension of sewer services into this area and the precedent of the Wood Trails / Montevillo rezone request?

- Based on the discussion of parks and recreation mitigation measures (pages 3-129 to 3-131), the only proposed mitigation for the Proposed Action is payment of park impact fees. The discussion in the DEIS indicates an unwillingness by the applicant to incorporate parks or recreation facilities that the City considers appropriate for receiving credits against the impact fees. Why would the City approve the Proposed Action without incorporating some on-site or nearby parks that would directly address some of the deficiencies in park and recreation facilities identified for the Wellington neighborhood? This could result in a mitigation measure (payment of fees only) that results in no action being taken by the City to address the identified deficiencies in parks, recreation facilities, and pedestrian trails in the Wellington area, while simultaneously adding a significant number of residents.

5-67  
cont'd  
PS-2

5-68  
PS-3

Respectfully submitted,  
Sharon Peterson  
Senior Marketing Manager  
Microsoft Corporation

Martin and Sharon Peterson  
15206 NE 202<sup>nd</sup> Street  
Woodinville, WA 98072

February 8, 2006

Ray Sturtz, Planning Director, SEPA Official  
Director of Community Development  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [rays@ci.woodinville.wa.us](mailto:rays@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Sturtz,

We are residents of the 198<sup>th</sup> street neighborhood most impacted by the proposed Wood Trails housing development. We've just finished reviewing the overview sections of the environmental impact statement for this development and found it to be self-serving and misleading to say the least. The increase in traffic through my neighborhood was significantly underestimated. No mention was made of possible seismic problems for the site. There are no mitigations mentioned for existing residents living on the streets that would be opened to greatly increased traffic. The minimum I would expect would be installation of sidewalks, storm drains, and streetlights on the access streets at the expense of the developer to ensure safe and lighted places to walk. If the entire neighborhood is going to be rezoned as R4 and forced onto the sewer system, then the developer should pay for conversion of existing properties to connect to the sewer system. If the developer is unwilling to pay for these costs, then the Wood Trails property should remain zoned as R1 and either developed accordingly or left undeveloped. I don't see why the developer should have a free ride in ruining existing neighborhoods through overdevelopment at the expense of the existing residents and the city of Woodinville.

Of the alternatives mentioned, we would prefer no development. If this is not possible, then development as an R1 zoned neighborhood would be compatible with the existing neighborhoods in the area. The item in the environmental impact statement about the property being unsuitable for septic systems is absurd and can be worked around. At worst, sewer lines can be installed as in the original proposal, but to support an R1 zoned neighborhood. Since the new sewer treatment plant is slated to be placed in the Woodinville area, we will all probably be forced to convert to sewer systems eventually anyway.

Under no circumstances will we support rezoning to R4 with single dwelling or any form of attached dwellings at the Wood Trails site.

Sincerely

James and Martha Snell  
15009 NE 198<sup>th</sup> St.  
Woodinville, Wa. 98072

cc: Concerned Neighbors of Wellington

February 8, 2006

Ray Sturtz, Planning Director, SEPA Official  
Director of Community Development  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [rays@ci.woodinville.wa.us](mailto:rays@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Sturtz,

We strongly urge the Woodinville City Council to maintain R-1 zoning within the proposed Wood Trails/Montevallo developments. By the cities own Master Plan, the Wellington and Leota neighborhoods have been zoned R-1.

The impact between an R-1 and R-4 zoning is considerable. Please address our concerns should the zoning be changed to R-4.

**Question:** Will construction vehicles be using 195<sup>th</sup> Street?

As you know, that street is not in the best condition and the addition of heavy construction vehicles will only add to the street deterioration. Will 195<sup>th</sup> street be widened, regraded, and/or resurfaced with sidewalks at the completion of construction? This will be a concern with either R-1 or R-4 development.

**Question:** Will children have safe access to neighboring schools?

Increased development will increase the amount of children foot traffic on 195<sup>th</sup> street.

as that is the shortest route between the proposed Wood Trails development and the neighborhood elementary and junior high schools. Currently, 195<sup>th</sup> Street has "Limited Sight" and "Reduced Speed" conditions and at a minimum the street will need sidewalks to allow for safe foot travel. In addition, safety vehicles will face the "Limited Sight" issues with increased numbers of foot traffic at various times of the day. There will also be potential safety issues with children crossing 195<sup>th</sup> street, a major arterial.

**Question:** Are there proposed road improvements?

What are the plans/timeline for road improvements and how will this impact the taxes for the rest of the cities residents? Will there be improvements to the 156<sup>th</sup> Street/ Woodinville-Duwall Road intersection? Will 156<sup>th</sup> Street have a third lane for right/left turns? Will all access roads have sidewalks?

6-1  
EIS-1  
6-2  
TR-4  
6-3  
ER-3  
6-4  
TR-21

6-5  
VB-1

6-6  
S/O-3, 4

6-7  
S/O-4

7-1  
S/O-1

7-2  
TR-17

7-3  
TR-10

7-4  
TR-21

RECEIVED

FEB - 9 2006

City of Woodinville

7  
p.2

**Question:** Sewer connections?  
Are there provisions within the Wood Trails proposal that would allow residents living within 500 feet to connect to the sewer?

February 10, 2006

Ray Sturtz, Planning Director, SEPA Official  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [rays@ci.woodinville.wa.us](mailto:rays@ci.woodinville.wa.us)

7-5  
PD-3

**Question:** EIS  
Who now interprets the EIS?

7-6  
EIS-15

Sincerely,  
*George M. White / Sandra K. White*

George and Sandra White  
14818 NE 193<sup>rd</sup> Street  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Sturtz,

My wife and I moved to Woodinville in 1996 from our farm in Arlington. We purchased our home in Wellington Hills Estates for the sole reason of its location and surroundings. It seems now that the lifestyle we have come to know and love is being threatened by massive construction projects in our area. I can only wonder what will happen to the unique character of this neighborhood if the projected re-zoning from R-1 to R-4 is allowed to proceed, to the benefit of developers and certainly not to us, as homeowners.

Our home is adjacent to a recorded wetland through which we enjoy seeing wildlife that will definitely become uprooted with development in the area. We have mountain beaver, nesting ducks, many different varieties of birds, deer, coyotes and two species of squirrels which, at this time, provide endless entertainment for the two of us and our nine grandchildren.

So much for our rather selfish concerns about the local wildlife; after all, up-rooting, in the name of progress, is done everyday. Are you even remotely aware of the traffic problems connected with the proposed development of the area or is that something we, as homeowners, must simply accept? The infrastructure, at this time, on 156<sup>th</sup> and Duvall/Woodinville is not designed to accommodate the additional traffic generated by the development of the R4 zoning. The confusion of both the construction of the many new homes and the much needed re-thinking on the traffic problem is going to take a very long time to resolve. In the meantime, if this is allowed to happen, we, the affected neighborhoods, would be forced to "suck it up" and learn to live with it.

I suppose we could move.....I sure don't want to, again.

Sincerely

Michael and Gail Odenius  
15132 NE 204<sup>th</sup> St.  
Woodinville, Washington 98072

cc: Concerned Neighbors of Wellington

8-1  
PA-4

8-2  
TR-8

**Dick Fredlund**

**From:** Ray Sturtz  
**Sent:** Wednesday, February 15, 2006 10:31 PM  
**To:** Dick Fredlund; Catherine Borghes  
**Subject:** FW: Scope of EIS for Wood Trails - Montevello

**From:** Sharon Clemeson [mailto:almstetlem@comcast.net]  
**Sent:** Wednesday, February 15, 2006 8:21 AM  
**Subject:** Scope of EIS for Wood Trails - Montevello

**Leonard and Sharon Clemeson**  
15103 N. E. 202nd Street  
Woodinville, Washington 98072

(425) 486-0956

February 15, 2006

Mr. Ray Sturtz, Planning Director, SEPA Official  
Planning Department  
City of Woodinville  
17301 - 133rd Avenue NE  
Woodinville, Washington 98072

Email: rays@ci.woodinville.wa.us

Re: Comment on Scope of EIS for Wood Trails

Dear Mr. Sturtz,

We would like to add our voices to those of our friends and neighbors to voice our displeasure over the proposed Wood Trails development. Like our neighbors, we moved here for the relative peace and beauty of the area. We thought it was a good place to raise our children and it had relatively easy access to Seattle. We believed in the motto "Country Living, City Style". We paid our dues by working with the PTA when our kids were in school, voted for every bond issue when they came up and worked to keep King County from trying to put a jail in Woodinville. We voted to become a city because we thought we would have an advocate who would fight to keep the character of our community intact.

02/16/2006

9-1  
PA-4

Others have listed the wildlife that would be affected by this development but we would like to add an American Marten, a female (and male) Great Horned Owl, Great Blue Heron, American Eagle and about 45 varieties of birds and three species of squirrels (Northern Flying, Grey and Douglas) that we observed in the woods next to and on our property.

We are probably more aware of the wild life since we live next to one of the wooded areas and we work out of our home. We've noticed that many of the birds and animals are nomadic. The cedar waxwings are only here in fall when they come for the blueberries. When there is a larger population of the various rodents the interested predators follow. I spotted the American Martin in the trees when there were a lot of Douglas Tree Squirrels. They have seemed to move south and west through the woods the next year toward the Wood Trails development area. The Great Horned Owls come and takes care of rats. I've heard both male and females. Mourning Doves have lived in the trees for many years. They moved off when the owls moved in. Two weeks ago we were visited by a young Coyote. We have many in late winter and early spring.

We used to have bird feeders for all size birds and hundreds on our deck in the winter, but turned to small feeders when we found a Cooper's hawk using our yard and sitting on our deck. We rarely see the evening grosbeaks, black headed grosbeaks, house finches, varied thrush and pine siskins. We have many finches, spotted tohees and juncos that pick up the spilled seeds. This summer we saw a Bullock 's oriole. We still have many large birds that come. We have Stellar's Jays, a pair of Downy woodpeckers and Flickers coming to eat suet on the deck right now. We've had Pileated woodpeckers in the woods in the past.

We've raised many generations of Black-capped Chickadees, Chestnut-backed Chickadees, and Red and White Breasted Nuthatches. They bring their young to the feeders when they are ready to leave the nests. We haven't had quail in the yard since we moved in, but that is due to our cats! The neighbor across the street saw a covey this summer. We've had tree swallows at different times, usually in summer.

About a month ago my cat woke me early in the morning to come see some raccoons. A pair; and I believe there were babies under the deck eating left over seeds. The parents wouldn't leave when they would have normally run off. They kept looking under the deck and only a small animal could get under there. My light went off and I couldn't observe them further.

The deer that we saw in August thrilled our neighbor's five year old. These aren't big things, but they add to the quality of life in this area. Moments like this will disappear if developers are allowed free reins to do what they will. If this is the case then we think you should seriously consider changing the city motto to something more appropriate with your decisions.

Sincerely,

02/16/2006

9-1  
cont'd  
PA-4



**From:** Guy A. Mahan [mailto:gamahahan@comcast.net]  
**Sent:** Wednesday, February 15, 2006 9:44 AM  
**Cc:** CNW@Wellington-Neighborhood.com  
**Subject:** Development

-10

February 15, 2006

Ray Sturtz, Planning Director, SEPA Official  
Director of Community Development  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [rays@ci.woodinville.wa.us](mailto:rays@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Sturtz,

As a resident of the City of Woodinville for over eleven years, I have witnessed many changes, some good and some not so good. For me and my family, the main attraction to our neighborhood and the city was the one acre zoning. Now, with these impending new developments, the character of our community will change, and I believe change for the worst.

I understand the need and requirements to make room for additional families and businesses. Keep the high density development centered in the downtown corridor.

Please maintain the areas with one acre zoning for one acre development. Thank you.

Sincerely

Guy A. Mahan  
19909 163 Ave. NE  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

Guy A. Mahan  
PMB 181  
14241 NE Woodinville-Duval Rd.  
Woodinville, WA 98072  
425.486.6801 office  
425.216.3754 fax  
425.218.9277 cell  
[gamahahan@comcast.net](mailto:gamahahan@comcast.net)

**From:** Kristy Howell [mailto:kristyhowell@verizon.net]  
**Sent:** Thursday, February 16, 2006 10:59 AM  
**To:** Ray Sturtz  
**Subject:** WoodinvilleWoodTrails Montevallo DEIS concerns

11  
p.1

February 16, 2006

Ray Sturtz, Planning Director, SEPA Official  
Director of Community Development  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [rays@ci.woodinville.wa.us](mailto:rays@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Sturtz, Planning Commission Members,  
and City of Woodinville Council Members,

The Draft Environmental Impact Statement for the proposed Wood Trails and Montevallo neighborhoods raises concerns that will directly affect our family and the quality of life we have established in Woodinville. We moved from Kirkland 17 years ago because of the high density development that was occurring and because we were looking for a more suburban and natural location to raise our children. After living in Woodinville's "Wedge" neighborhood for 7 years, we became discouraged with the higher density developments being approved for that area and again moved to 2 acres in the "Wellington" area of Woodinville. Once again, we are feeling that the lifestyle we moved to Woodinville for is being threatened by developments such as Tanglin Ridge Greenbrier, and by the proposed Wood Trails and Montevallo developments.

Our first concern is that the neighborhood character of the Wellington area will be compromised if the zoning is changed to anything greater than R-1. We chose not to live in Bothell or Kirkland specifically because of the sewer availability and the sub-division of lots that has occurred in those cities. Our attraction to our neighborhood has always been the "horse acre + " lot sizes, the open woody feeling and the privacy we have because of the larger lot sizes. By allowing Wood Trails and/or Montevallo to be developed at any density larger than R-1, you will set a precedent and therefore may open our neighborhood up to future higher density developments.

11-1  
LU-1

A related concern is for the wildlife we routinely see and enjoy on our property. We have a two acre parcel, and the back acre is a "native growth protected area". Deer, rabbits, squirrels, Stellar Blue Jays, a variety of woodpeckers, possums, hard owls, a large assortment of small birds and (unfortunately!) moles and raccoons nest or hunt in our woods on a regular basis. We have video footage of two bob cats trying to corner bunnies, and have also seen and heard coyotes occasionally. We have noticed the amount and frequency of wildlife seems to drop off each year as development increases. Although not all of these creatures may be considered desirable, the fact that we have wildlife in the Wellington neighborhood and our children have been able to

11-2  
PA-4

02/16/2006

observe them is why we chose to live here instead of in a more urban location. The Woodinville Water District easement which runs north and south at 148th Avenue N.E. between N.E. 195th Street and N.E. 192nd Street is used on a regular basis as a thoroughfare for wildlife. From there, you can see paths through the "Wood Trails" area where these animals travel north along the edge of the hillside to Wellington Hills golf course and beyond. Development of the Wood Trails and Montevillo properties would most likely cut-off any wildlife access to our neighborhood which would not only affect our quality of life, but the animals' as well.

Class sizes in our public schools are already too large. Our 8th grader has had over 30 children in each of her classes since 2nd grade. Wellington Elementary is filled to capacity with all of it's portables being used as classrooms at this point. Quality of life is greatly affected if the Northshore School District is forced to bring in more portables to accommodate the increased number of students or if our children are suddenly shipped off to different schools because of overloaded classrooms. We moved from the "Wedge" neighborhood specifically because we wanted our children to attend school in the Wellington Service Area, and we are concerned about the school district "redrawing school boundaries" if high density neighborhoods are allowed in the Wellington neighborhood.

Our biggest concern about the proposed Wood Trails and Montevillo developments is how the addition of these homes will increase the number of drivers in our area and the impact this will have on traffic. As it is, the (only) entrance to and exit from our neighborhood at the corner of 152nd Avenue NE and Woodinville Duvall Road is extremely dangerous and a number of our residents have already been involved in accidents at this corner. By allowing the development of Wood Trails and Montevillo, trying to turn East on to Woodinville Duvall Road to get to our children's elementary (Wellington) and junior high (Leota) schools, as well as the other businesses our neighborhood supports at the "White Stallion" and Cottage Lake Shopping Centers, the Woodinville Library, Cottage Lake Park and visiting friends who live east of us, will become extraordinary difficult and at rush times will most likely become hazardous if not impossible. Major accidents have become basically about a monthly occurrence on Woodinville Duvall Road, and plans for making it wider (but not necessarily safer) look as though they will happen after the proposed Wood Trails and Montevillo developments are already underway. Will the developers be financially responsible for the improvements on both 156th and Woodinville Duvall Roads needed to offset the increase in traffic their developments will be adding to the traffic problem? Until the city and county provide an appropriate infrastructure of safe arterial roadways (hopefully developer financed!), especially on 156th and Woodinville Duvall Road, they should not even consider increasing further growth in our area.

Please do not sacrifice our quality of life, the quality of life of our local wildlife, and increase traffic in our area by approving development of the Wood Trails and Montevillo neighborhoods. We voted for incorporation of Woodinville so our voices could be heard at the city level instead of having to depend on King County to protect our rights and interests. Of the hundreds of Woodinville voters we know from our neighborhood, our children's schools and sports teams, not one person we have talked with is in favor of these developments taking place. Please do not sell out our City to developers; Greenbrier and Taughin Ridge are more than enough... We urge you to consider the "No Action Alternative" or at the very most to maintain the current single family R-1 zoning in our Wellington neighbor hood.

Sincerely;

Kristyn A. Howell  
 Jeffrey E. Howell  
 14817 NE 192nd Street

02/16/2006

**Dick Fredlund**

**From:** Bob Trenner [ktrenner@msn.com]  
**Sent:** Monday, February 20, 2006 8:22 PM  
**To:** Dick Fredlund; CNW of Wellington  
**Cc:** rktrenner@msn.com  
**Subject:** Comments on Wood Trails and Montevillo

February 8, 2006

Dick Fredlund, Planner  
 Planning Department  
 City of Woodinville  
 17301 133rd Ave NE  
 Woodinville, WA 98072  
 Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevillo

Dear Mr. Fredlund:

My wife and I are long time, 29 year residents of the Wellington Hills neighborhood. Like most of our neighbors we are concerned with the adverse impacts that will result from two developments known as Wood Trails and Montevillo. The DEIS submitted by the developer is inadequate because it fails to recognize, consider and/or offer acceptable solutions to many of the issues that will have both short-term and long-term effects on the Wellington neighborhood as well the City of Woodinville.

My wife and I attended the meeting last week at city hall. While we did not speak, you should know that we concur with the DEIS deficiencies cited by our neighbors. These include concerns about increased risk to pedestrians, both children and adults, and bicyclists, both children and adults, that would result from a significant increase in traffic on our narrow roads.

We heard comments from a Woodinville fire fighter who spoke of the DEIS not addressing the ability of the fire department to adequately protect the increased number of homes because of current level of traffic on our roads.

Both of these concerns are not even acknowledged by the developer's DEIS. The DEIS deals with the issue by asserting that the effect of adding 132 homes would have a negligible, adverse effect on neighborhood traffic. Such an assertion speaks to the questionable quality of the DEIS and the professionals who prepared it. As advocates for the developer they have formulated opinions on public safety issues, if accepted by the city, save the developer hundreds of thousands of dollars and perhaps millions in mitigation costs to properly address these issues. We are not a traffic engineers, just neighborhood residents and our common sense tells us that you can't add 132 homes and the corresponding additional car trips per day without seriously, adversely effecting traffic and public safety.

We heard from a gentleman who presented empirical, first hand evidence that the proposed storm water drainage plan as outlined in the DEIS for the Wood Trails Development is not adequate. The gentlemen testified that the current system frequently has been unable to handle the current runoff. Again, we are not engineers but common sense tells you if the system cannot handle the current volume of water, it will fail if you add more impervious surface from new home development. Once again, the quality of the DEIS conclusions seem to indicate inadequate skills from the professionals

02/21/2006

12-1  
EIS-1

12-2  
TR-11

12-3  
EIS-7

12-4  
TR-4

12-5  
WR-5



who prepared the statement and a bias on their part to find solutions that are least costly to the developer.

There is an old saying in business, when it not about money, it about money! The owner/developer of the proposed Wood Trails and Montevillo parcels want to maximize the profits from the development and increasing density increases profit. We now this to be true, because if it didn't they would simply develop under its current R-1 zoning. Their desire to maximize profit is understandable. But why should they be permitted to maximize profits from their land at the expense of the neighbors and the city? Here are some additional questions that the officials of Woodinville need to consider.

Is not the burden of proof properly on the developer to prove to the City of Woodinville that the requested re-zone benefits the neighborhood and the city, not just that it doesn't harm the neighborhood or the City of Woodinville?

If the re-zone is denied, has the city harmed the developer, the neighborhood or itself?

If the city grants the re-zone, does that not establish a precedent so that any and all who own parcels adjacent to the proposed developments can sub-divide their parcels to a similar density? Is such a precedent to the long-term benefit of the city?

If the city grants the re-zone have they not invalidated their own 1994 resolution and therefore broken their promise to the citizens they were elected to serve. If you break this promise, why should we trust you in the future?

We hope that you will carefully consider our concerns and questions. In closing, let me assure you that we are not against the development of Wood Trails or Montevillo so long as it is developed in accordance with the current zoning. If such a development does not afford the owner/developer with sufficient profit, then shame on them for purchasing property in a neighborhood on the same terms and conditions as we did so 29 year ago.

Sincerely

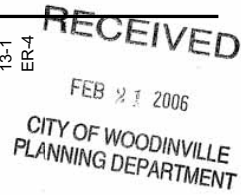
Robert and Karen R. Trenner  
15304 NE 201 Street  
Woodinville, WA 98072  
425-481-2782

cc: Concerned Neighbors of Wellington [CNW@Wellington-Neighbourhood.com](mailto:CNW@Wellington-Neighbourhood.com)

12-6  
ALT-4

12-7  
LU-4

12-8  
S/O-2



13-1  
ER-4

13-2  
ER-3

13-3  
ER-2

TO: Planning Department reviewers of the Wood Trails & Montevillo Developments Planning Department, Woodinville City Hall, 17301 133 rd Avenue N.E.

FROM: Robert A. Harman, Geologist, resident of 14949 202<sup>nd</sup> Street February 16, 2006  
COPY SENT TO: Concerned Neighbors of Wellington

I've submitted six letters of concern in the past to the Planning Department as well as two display boards documenting the lack or poorly discussed items by the developers. In addition, many of the areas indicated by your reviewer, Nelson Geotechnical Associates, were not adequately addressed. These are listed below and the submitted display board that indicates the omissions and errors in the submitted E.I.S.

1) They do not report the slump or soil creep features that are present in the area such as downed trees, slump bent trees, and slump cement structure breaks that have occurred in our neighborhood. Their test pit and core data all show loose sands on top of dense sands or clays all which suggest slump and soil creep potentials. They did not give reasons why their conclusions were different from King County studies that designate this area Erosion Hazard Area. At the Northwest Geology Meeting Tuesday night a geologist indicated that these dense outwash sands can hold structures but are very susceptible to erosion and foundations being undercut. This would be enhanced by this R-4 treeless site. He recommended the Redmond E.I.S. geologist Dr. Chris Koger that has reviewed this topic. Homes should not be built near the steep slopes.

2) They do not report the 50 foot eroded cliff or the erosion along the stream banks and the eroded displaced cement conduit pipes that no longer captures the Wetland Stream that exits into the industrial park. Both development sites will flow into this stream. Costco made a concerted in placing many large diameter pipes to capture sands and debris as well access portals for their removal. Such large pipes should be placed at the base next to the industrial park

3) Why didn't they use the up-to-date King County topographic maps? The E.I.S did not bother to describe the geologic features such as slope-canyon frequency differences (GS 1 & 2 map) or the possible origins of the "terraces" (1-1,2,3,4). Is it possible that these terraces represent ancient landslides? The old slump bent trees at the terrace end may suggest this. They made no effort to show cross-section views of the geologic variations that occurs between outwash sands and blue clays. The more frequent occurrence of blue clays underlying these outwash sands at the greater home site northern area provides the potential slippage when the stabilizing vegetation is removed. Their use of the term glacial till does not fit the dominance of thick sands that characterize this northern area site. The use of "clean sands" are not typical of either glacial outwash sands or loess deposits since glacial flour occurs in glacial floodplains. Long cores would have helped explain these features.

SEE PHOTO  
DISPLAY  
BOARD  
and  
PHOTOS  
A,C

PHOTOS  
d,e

SEE MAP  
M-3

CS, 9b  
SEE  
CROSS  
SECTION

PI

4) No effort was made to use geologically well situated long cores to identify the preferential ground water seepage sites that characterize these northern steep slopes that contain "wetland plants". They do not map their occurrence to help suggest potential hazzard areas by taking long cores to help indicate ground water flows or rates. Their four long core studies were done during a drought year and in April not during times of maximum seepages. Only one core was taken in the home site areas. Three long cores were taken at the detention pond site all containing blue clays. No correlations between cores within the development site were attempted.

13-4  
WR-2

5) No actual stream discharge measurements were ever made to document their table-made discharges despite this area also is also supplied by septic tank additions. Was their ever measurements made when this years month of January had record setting rainfall values? The Montevillo housing site should significantly add to the wetland stream where erosion of its stream banks were observed during this time of maximum rainfalls. No effort was made to report the 202 street floods and problems that near-Montivello site neighbors has had with ground water. The discharges I made from the wetland stream that enter into the industrial park were as follows:

13-5  
WR-1

July 24 2004 150 cubic ft./ hour  
August 16 2004 225 ft<sup>3</sup>/ hr  
July 31 2006 9,000 cubic feet / hour  
2004 Dry stream predicted discharge 9,000-14,000 ft<sup>3</sup> / hr

6) The Detention Pond will not percolate in its blue clay location. The fine sands during maximum flows should by pass the pond directly into the small diameter industrial pipes. One city planner told me they are covered by insurance from lawsuits as long as "good intentions are made". I'm sure the industrial park and the insurers would examine this question if no adequate protection from unexpected discharges are considered or made. No permeable test pit was conducted to examine water loss rates.

13-6  
WR-6

7) The present site is capable of using septic tanks at a R-1 density. I've photographed all the test dig sites and found the dominance of loose sands. Percentages using gravels by weight may prejudices their conclusions when lower percent by volumes occur when observing the dig sites. High fragment frequencies occur at the blue clay site and lower frequencies of dug up fragment at the sand sites ~~make~~s suggest that maybe dense sands were not that frequent. Their sediment analysis data dominated areas of cobble occurrences (13 at the Detention Pond, and 11 at 195 sites with 11 homes) few were made at the site were the greatest density homes the occur in the 202 St. site ( 31 homes & only 4 analysis) and 201 St. ( 19 homes & 8 analysis). Equating the R-1 neighborhood with their remove treeless R-4 development is nonsense when trees older then R-1 homes exist.

13-7  
WR-1

TO: Planning Department reviewers of the Wood Trails & Montevello Developments  
Planning Department, Woodville City Hall, 17301 133 rd Avenue N.E.

FROM: Robert A. Harman, Geologist, resident of 14949 202<sup>nd</sup> Street February 16, 2006  
COPY SENT TO: Concerned Neighbors of Wellington

**NO CROSS-SECTIONAL TOPOGRAPHIC PROFILES WERE MADE OR ADEQUATE NUMBER OF LONG CORES WERE EXAMINED**

No accurate topographic maps were used to show the orientation of the test site digs and their sediment or ground water features. The reader of the E.I.S. could only COMPARE THE DIG SITE LOG SHEETS and hopefully know how they geographically relate. The geologic meaning of CORRELATION BETWEEN DIG SITES indicates that sediment core lengths and their descriptions and data have been plotted via their close topographic-elevation proximity. Only one core was taken over the housing development site. My plots of their core data indicate an increase in blue clays or silts in the northern development area where the steep slopes showed significant ground water discharges during this years maximum rainfall month of January. This may explain why the steepest slopes that occur here.

13-8  
ER-2

**NO GEOLOGIC SECTIONS WERE MADE EITHER LOCALLY OR NEARBY**

Steep slopes occur in the development area where geologic trenches or direct observations should have been made to aid in correlation of geologic strata. The massive sands the form the 50 foot cliff were not reported. Trenching is necessary in most of the steep slope areas since SOIL CREEP OBLITERATES STRUCTURES. The nearby Golf Course western steep slopes is a excellent type-section showing the equivalent strata found in the development area i.e. bottommost blue clays with upper outwash sands and uppermost glacial tills. The southern 195<sup>th</sup> St. cliff in the industrial park provides an excellent contrast between the north-south sediment strata variation that may help explain the increase canyon dissection in that area compared to the north. These trenches along with more long cores would help predict either slope stability and erosion potentials. The origin of cobbles only described at the Detention Pond site and the 195<sup>th</sup> area were not explained.

**GLACIAL TILL PHOTOS WERE ONLY MADE IN THE HIGHER ELEVATIONS**

A close examination of the photos show some signs of possible bedding features. However, their high stratigraphic positions near the upper level highlands mapped as glacial till is not surprising. It could be that visiting geologists using the 202 St gravel-cobble lumber company built road to the lower site areas interpret it as glacial till.

**NO PERMEABILITY OR GROUND WATER FLOW RATES WERE MEASURED**

The term permeability was used to indicate that septic tanks would not perk if a R-1 development occurred over E.I.S. study area. No laboratory or field measurements were ever conducted to verify this conclusion. Two long cores should have been made in order to test rhodamine stained water to measure flow rates between the cores. Hydraulic gradients were never identified since ground water flows were assumed not to be significant ? Hydrophytic wetland plants such as devils club grow on this northern steep sandy slopes. A major ground water discharge has produced a eroded ravine and large trees to topple in this unstable ravine. The wetland stream below also contains numerous downed large trees indicating unstable northern slopes.

13-9  
WR-1

CS

SEE TEXT  
P-7  
M-2  
M-4

CS  
P-7

ij

CS  
b

P2

RH page 2 of 23

RH page 3 of 23

P3

CS, s, b

f

CS

CS

g, h

DETENTION

**NO RETENTION POND TEST WAS MADE SIMILAR TO THE REDMOND E.I.S.**  
The E.I.S. core data show the dominance of blue clays or silts at the retention pond site. This pond site should be tested to evaluate its draining rate capacity. Fine sands should flow across its retention pond surface into the industrial drains. This detention pond may end up as nothing but a mosquito infested pond.

**REMOVAL OF TREES WERE NOT GIVEN SERIOUS CONSIDERATION**  
Removal of tree roots will lessen the long term stability of the development sites. Future residents develop their own backyards to their satisfaction. More trees might be removed when property owners want to create better views or garden space with more sun. These soils and subsurface sands are easily eroded.

**CONCERNS WITH THE E.I.S. SUMMARY TABLE OF ALTERNATIVES**  
Enclosed is a photo-map showing the size of the R-1 Concerned Neighbors of Wellington homesite areas compared to the R-4 plus Wood Trails Development homesites. The latter will remove all trees and regrade surface soils and impact subsurface sands. Their percent comparison of R-1 to R-4 areas utilized their unbuildable forested slopes. Roads into the R-1 areas are wooded and homes inserted between trees older than the homes. Their statement that "no significant change in long term slope stability, based on existing subsurface conditions, limited near steep slope areas, slope stabilization measures." They have not considered 1) sediment and groundwater cause slips were not examined from long cores. 2) backyards can be eroded due to steep slope sands 3) the northern sandy steep slopes are impossible to stabilize since soil creep, slumping, and groundwater will occur over long periods of time witnessed by the numerous down trees.

**HAS THE E.I.S. WRITERS SEEN THE LETTERS AND DISPLAY BOARDS I'VE SENT TO THE CITY PLANNERS FOR WRITER EARLY NOTIFICATION**  
entitled

- 1) INITIAL RESPONSE TO THE TRIAD ASSOCIATES WOOD TRAILS REPORT indicated the need for accurate topo-maps, problem sands, eroded 50 ft cliff, fallen trees
  - 2) NEED FOR PROFILE OF EQUILIBRIUM SURVEY concern over documenting future erosion
  - 3) TOUR GUIDE TO GEOLOGIC, HYDROLOGIC, AND AESTHETIC FEATURES concerns over beautiful tree that make R-1 home sites unique
  - 4) NON-MAPPED CRITICAL AREAS-STREAM WETLANDS IDENTIFIED stream wetlands were not described and this being the only yearlong flowing stream (I believe this must have been received since they excluded the wetland area) Need for seasonal discharge data.
  - 5) CONCERN OVER RUNOFF-CLOGGED INDUSTRIAL DRAINS see enclosed color map showing drainage areas, culverts, & unmapped canyons
  - 6) CALCULATIONS OF POTENTIAL EROSION AND SEDIMENT THAT COULD POSSIBLY FILL A SINGLE RETENTION POND (I'll enclose it again) The 201 St development was not present in 1970 so a canyon next to Mr. Barnes house showed increase erosion based on its new base level and lateral erosion of the stream.
  - 7) NEED FOR A CITY E.I.S. TO CONSIDER REDMOND'S E.I.S. (enclosed) Numerous very long cores, soil manage excavations, retention pond test, ground water well examinations. Why were these Redmond city expectations omitted from this development site that is located in a King County Erosion Hazard Area?
- THE WOOD TRAILS GEOLOGICAL & HYDROLOGICAL DATA SUPPORTS THE KING COUNTY R-1 HOMESITE MAPPED CLASSIFICATION AREA**

TO: Planning Department reviewers of the Wood Trails & Montevello Developments Planning Department, Woodinville City Hall, 17301 133 rd Avenue N.E.  
FROM: Robert A. Harman, Geologist, resident of 14949 202<sup>nd</sup> Street October 18, 2004  
COPY SENT TO: Concerned Neighbors of Wellington

**RECOMMENDED GEOLOGIC AND HYDROLOGIC E.I.S. TOPICS BASED ON A SIMILAR DEVELOPMENT BEING CONSIDERED BY THE CITY OF REDMOND**  
On October 12, 2004 Dr. Curtis Koger of Associates Earth Scientists gave a talk to the Northwest Geology Meeting on the "Geology and Hydrology of the Eastern Bear Creek Plateau". I highly recommend the Woodinville Planning Department contact him (425 827-7701) to see what EIS demands were expected from the City of Redmond. I realize that each development has their own special considerations. However, below are listed topics that I believe should be considered. Dick Fredlund said my previous submitted letters with charts, tables, and maps would be considered but recommended this cover letter to address the potential topics of a EIS.

**IDENTIFICATION OF THE VERTICAL AND LATERAL EXTENT OF THE GEOLOGIC STRATA THAT INFLUENCES EROSION AND GROUND WATER MOVEMENT**

The Ground Water distribution and its preferential movement is important when considering the location of Retention Ponds and its impact on the wetlands adjacent to Montevello and 202 Park (that floods). In the Wood Trails area ground water forms springs and sources of water to the stream wetlands that provide the only year round stream flow for wild life in the 202-Golf Course Canyon (see submitted charts). The ground water strata when saturated can create slumps such as the ones witnessed by the city and 202 neighbors. The cliff in the 202-Golf Course Canyon certainly provides a major hazard to the industrial park area if high density housing is perched nearby. Maximum seasonal discharge rates from the roads and the development should be quantified so more discussion would be included about the rate Retention Ponds will be expected to fill. This should include the expected suspended sediment amounts and predicted fill sediment fill rate of the pond and the potential fill of the industrial park's infiltration discharge system.

Wetland plants should be described on the project slopes to monitor future water loss to slopes.  
**REDMOND EIS EFFORTS: 86 borings or cores** were made to delineate the geologic formation names and their aerial distribution (isopach or strata thickness maps). **Spring locations** were correlated with these strata maps and then flow rates determined. The borings ranged in length from 40 to 200 feet in contrast to Triads Ass. cores that were mostly 5 feet in length with only one 20 feet long. **Soil Management Excavations** were made to provide detailed variation in attitude of sediment types. The most serious is the presence of Blue Clays that act as impermeable layers creating slip-slump surfaces and/or barriers to draining Retention Ponds. **Over 450 water well logs** covering 31 square miles were made to identify **Ground Water directions and flow rates**. A 11 million gallon **Retention Pond Test** was conducted to verify expected pond settlement rates. I was surprised to learn that the Bear Creek Plateau the geologic sand for nation was Double Bluff and not Vashon Outwash (Esperance Sand) I believed formed the steep slopes of Woodinville. As in this EIS a **glacial geologist expert** should be able from the borings to map how these glacial strata vary laterally and vertically around the steep slopes of Woodinville.

**THE TOPOGRAPHY AND SLOPE STABILITIES SHOULD BE ASCERTAINED**  
My discussion with one geologist at the meeting believed that King County should have a LIDAR Aerial Survey Map that would show the orientation of canyons and areas of steep slopes. Certainly such a topographic map is warranted for such a large development that may threaten the industrial park. In the Wood Trails area many trees show downslope undercutting of their roots suggesting even gentle slopes indicate surface drainage erosion. The tractor that recently dug exploratory holes had 3 foot track holes that indicate the potential of concrete foundation failures. Ron Hodge on 201st street used a tractor to remove a stump that caused the tractor to sink so deep that another tractor was used to retrieve the lowered one. Even in the Wellington Hills area concrete floors show such cracks and sidewalks disoriented due to unstable horizontal surfaces.

CS

M-1

b

M-1-4

P4

P5

RH page 4 of 23

RH page 5 of 23

**EROSION IS NOT CONSIDERED IMPORTANT IN TRIAD REPORT**

p 3 of 3.2 "no major signs of erosion was observed"  
p 5 of 4.1 "all drainage systems appear to have adequate capacities" (See appendix for below calculations)

**COMPARISON OF A CANYON EROSION WITH CULVERT DISCHARGES**

Two culverts occur at the same site leading into a large canyon south of the Barnes residency on 202 nd Street. One steel culvert drains primarily rapid street runoff (1584 ft3/hour) while a concrete culvert drains a creek valley in late spring (12.7 ft3/hr). Road Drainage is 988 ft3/1 inch event and adjacent drainage area creates 563 ft3/1 inch or combined events of 1551 ft3/ 1 inch. Note this value compares favorably with max. rapid street runoff. AMOUNT OF EROSION IN THIS CANYON The eroded gully next to these canyons is roughly 130 ft long and 2ft by 3 ft wide ( 780 ft3) while further downcreek 200 ft long and 4ft by 15 ft wide (12000 ft3); below projections uses a 7000 ft3 erosion sediment volume. PROJECTED SEDIMENT VOLUMES TO THE DETENTION POND

Using a 370,260 ft2(10%) No. Upstream discharge of 3084 ft3/1 inch added to the Detention Basin 857,261 ft2(45%) Discharge of 32,134 ft3/ 1 inch the combine volume discharges would be 35,188 ft3/one inch event. This basin discharge is 22.7 times larger than the above culvert canyon sediment of 7000 ft3 or equivalent 161,000 ft3 deposited at the Detention Pond having a 188,000 ft3 volume. Certainly rainfall and sediment accumulation in this pond and its removal becomes a very important consideration in this project. CONSIDERATION OF THE 156th-AVE-GOLF COURSE DISCHARGES AND CANYONS THAT OUTFLOW INTO THE INDUSTRIAL PARK If the discharge of the 156th-Golf Course Discharge of 9152.9 ft3/ 1 inch is 10 times the lower canyons discharge of 9152.9 ft3/ 1 inch their combine discharge into the industrial park 100,782 ft3/ one inch; This value and the detention pond discharge is 135,970 ft3/ 1 inch. These discharges into canyons containing leaves, street debris and the erosion of sediment should certainly have a major impact on the 12 inch diameter pipes that drain the industrial park. Not much discussion was made of suspended sediment concentrations and the porosities and permeabilities of the infiltration system.

This major Woodinville development needs a lot more work before the City and its taxpayers should approve this project.

PH page 6 of 23 P6

**DRAINAGE AREAS AND DISCHARGE CALCULATIONS**

LOCATION AREA	DRAINAGE AREA	VOLUME/1 INCH	RAPID RUNOFF
GOLF COURSE-156	10,985,000	915,290	10% 91,529
BARNES 202 CYN	252 AC		
R1-A	777,400	F8/1 INCH EVENT	10% 6478
R1-B	169,000	14,078	10% 1408
R1-C	152,100	12,670	10% 1267
TOTALS	1,098,500	91,529	10% 9153
ABOVE TOTALS TO INDUSTRIAL PARK CANYON ENTRANCE	25.2 AC		
UPSTREAM R-2A	1,199,900		100,682
R-2A	27.5 AC vs 21AC	99,952	(should also include R1-3A) 10% 9995
BUILDING SITE (not obtained from final site locations-note differences 13.2 vs 14.6 AC)	270,400	22,532	45% 10,139
R-3A (202 AREA)	169,000	14,083	45% 6337
R-3B (201-198)	135,200	11,266	45% 5070
R-3C (195)	574,600	47,881	45% 21,546
TOTALS	13.2 AC vs 14.6 AC	115,479	POND 188,680
SLOPE UNDEVELOPED	3185,600		10% 11,548
R-4	31.8 AC		
INDUSTRIAL PARK TO 144 th AVE	3,987,271	354,841	80% 283,873
TOTAL ABOVE RAPID RUNOFFS TO INDUSTRIAL PARK-144			416,096

**202 CULVERT CALCULATIONS**

DRAINAGE AREA IN VALLEY-BARNES canyon= 253,500 ft2

202 + 149 ROAD AREAS = 250(30) + 220(20) = 11,900 ft2 x .0833 = 988 ft3/ 1 inch event

STEEL CULVERT 202 (75) 3.14 = 1.76 ft2 x (.25) = .44 ft3/sec =1584 ft3/hour

CONCRETE CULVERT 202 600 ml/6 sec/ (1000 x 28.3) = .00353 ft3/sec =12.7 ft3/hr

BELOW BARNES TO INDUSTRIAL PARK CANYON

24 inches wide (.75 inch deep)(9 inches/sec) = 162 in3/ sec = .09325 ft3/ sec = 336 ft3/ hour

24 inches wide (.5 inches deep)( 6 inches/sec) = 72 in3/ sec(.0005787) = .041667 ft3/sec = 150 ft3/hour

RATIO BETWEEN GROUND WATER AT CULVERT VS GOLF COURSE-156 CANYON

150 ft3/ hr(1/ 12.7 ft3/ hour) = 11.8 times greater ground water spring runoff

RATIO BETWEEN STEEL CULVERT DISCHARGE VERSUS CONCRETE CULVERT

1584 ft3/ hr (1/ 12.7 ft3/ hr) = 124.7 times greater during maximum runoff

Comment Record 15 includes a number of additional pages with photos, maps and oversize charts that contain background information but no additional substantive comments; these pages are not reproduced in the FEIS.

PH page 7 of 23 P7

TEXT  
P2



February 22, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

I have reviewed the Draft EIS for the proposed Wood Trails/Montevallo developments and I have the following comments and / or questions that I would like to have addressed:

1) On pg 1-2 it is proposed that the Montevallo site be re-zoned as R-4. However, in the description for the Proposed Action the number of housings specified is 66 (see page 1-2). Per Table 2.1b (pg 2-8), the number of acres to be developed was calculated as 13.11 with 5 d.u. per ac. Thus, the proposed housing density for the Montevallo development in the Proposed Action is not R-4 even though the DEIS states that the re-zone is R-4. On page 2-6 it is indicated that the maximum allowed density for the Montevallo site under the R-4 zoning would be 47 units. However, in order to get 66 units a 19-lot density credit would need to be applied and a R-4 zone variance issued by the City of Woodinville.

It appears that what is actually being described in the Proposed Action is an R-5 / R-6 development and as such is incorrectly described and evaluated in this DEIS.

In review of this DEIS for the Montevallo site, I feel that the DEIS inadequately evaluates the impact of the Proposed Action since it incorrectly refers to this development as an R-4.

A variance to R-4 zoning would be required in order to build the development described in the Proposed Action. However, the impact of this variance is not addressed and /or referred to in any of the land use evaluation sections of this DEIS.

For example, refer to pg 3-68 where it is stated that the 'permitted density for this designation ('low density residential' definition) will not exceed 4-dwelling units per acre'. In the subsequent paragraph it is stated that 'the Proposed Action and the Attached Housing Alternative both would include site rezones to R-4, which is consistent with this designation'. However, there is no mention of the re-zone variance required for the Proposed Action development of 66-houses in Montevallo, where at 66-houses this development clearly does not meet the 'low density residential' definition just described within the DEIS.

2) It is not adequately addressed in the DEIS why the two proposed developments can be linked via a 'density credit'. Are not these developments geographically independent of one another and thus not associated with each other. How can a 'density credit' be applied between discrete developments and thus lead to a higher housing density over that required under R-4 zoning code. This aspect has not been addressed within the DEIS as currently written.

3) It is referenced on pg 1-6 that the number of new weekday AM peak hour trips for the Proposed Action will be 56 and 43 from the respective developments. However, when you review section 3.5.2(g) and Table 3.5e there are some inaccuracies and inconsistencies.

14-1  
PD-4

14-2  
TR-3

On pg 3-89 it is stated that 'five existing single-family dwelling units on the Montevallo site would be removed with construction of the project. Credit for these existing homes was applied towards the project trip generation.'

It is unclear as to why a 'credit' is given for these 5-houses since the lay-out for the Montevallo site indicates that these 5-houses are actually replaced with new houses at a higher density. It is thus inaccurate to refer to these old housings as being 'displaced' as is done in the summary tables in section 1.4.1 - this misrepresents what is being proposed and defined by the Montevallo site.

Additionally, it is inaccurate to 'credit' the trips generated by these old houses since these houses have not been eliminated but replaced with minimally 7-8 new houses. Thus the data presented in Table 3.5e is in error and does not accurately assess the traffic impact of the proposed developments. Please note that this comment also applies to the trip data presented and/or referred to for the proposed Attached Housing Alternative.

Further, it should be noted that the number of AM Peak Hour trips assigned to the old 5-units at the Montevallo site is shown as a negative 10 in Table 3.5c. If one applies this same rate to the new houses within Montevallo, then a total of 66 X 2 = 132 AM peak hour trips is calculated rather than 42 (note: this higher trip number more accurately reflects the double pay-check families that generally exist today).

Given the above inaccuracies, the DEIS appears to have incorrectly and inadequately assessed the impact on traffic volumes that can be expected from both of the proposed developments.

4) Through out the DEIS the proposed 'R-4' developments are indicated as having a negative impact on the residential character and nature of the established neighborhood by generating higher density housing adjacent to a R-1 low-density zone. However, in the summary table within Section 1 this negative impact is not indicated and/or referred to in all cases. Instead it is stated that the 'development compatible with adjacent uses' for the 'Attached Housing Alternative', this 'compatibility' is clearly not an accurate statement.

In all cases, the summary table needs to more accurately and clearly address the negative impact that the high density housing developments will have on the surrounding neighborhoods.

Thank you so much for taking the time to read my comments and concerns to the draft EIS. I look forward to seeing these comments and concerns addressed in the final EIS for the proposed developments of Wood Trails and Montevallo.

Sincerely,

Barbara Czaba  
13808 NE 203<sup>rd</sup> Place  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

14-2  
cont'd  
TR-3

14-3  
EIS-11

RECEIVED  
FEB 23 2006  
City of Woodinville

February 22, 2006

Mr. Ray Sturtz, Planning Director  
City of Woodinville  
17301 - 133rd Ave NE  
Woodinville, WA 98072

Subject: Wood Trails / Montevallo Preliminary Draft EIS Review

Dear Mr. Sturtz:

As a voting and politically active, high tax-paying resident of the Wellington Hills area in Woodinville that is currently the expected future location of the Wood Trails / Montevallo projects, I am writing to voice my discontent on the matter and comment on the DEIS.

I have read the DEIS, and believe that there are some material flaws in the overall framework, assumptions, and analyses used. They are as follows:

Selection and Description of Alternatives

- Descriptions of some of the alternatives are incomplete, and there are omitted variations (i.e. access) that I believe should be combined with the selected alternatives to cover a range of options that (1) attain the objectives of the applicant in building the two non-contiguous residential developments, and (2) present less overall environmental impact. As the Concerned Neighbors of Wellington stated in their comments during the EIS scoping, it is important to identify a range of alternatives that reduce or minimize the probable significant adverse impacts.
- The Proposed Action requires the approval of a rezoning request, along with requests for transfer of density credits and clustering of the residential units. It seems reasonable that a variation of developing one or more of the sites with sewer R-4 densities, but without (or reduced) clustering or transfer of density credits, is a viable option.
- The Attached Housing (Townhouse) Alternative as currently described could be considered as a "non-realistic" alternative, given that a conditional use permit would be required to construct the attached housing for the Wood Trails site. Two conditions for obtaining a conditional use permit are stated, yet I believe that that both of these conditions would be indisputably inapplicable given existing neighborhood characteristics and sensitive-area delineations.
- The description for the Attached Housing (Townhouse) Alternative for the Montevallo site is very vague, and there are no figures or site plans to assist in evaluating this alternative. It is unclear why this alternative would not include attached housing on both sites, and the configuration of housing on the Montevallo site is unknown. Evaluating environmental impacts for this alternative with any degree of confidence is not possible without the applicant preparing a site plan and more detailed description of the Montevallo site. It is also unclear whether or not the Attached Housing (Townhouse) Alternative results in a net lower overall environmental impact than the Proposed Action. If the applicant wishes to have the public consider this as a viable

alternative, additional detail work needs to be included in the EIS to produce the missing items outlined above.

- The description for the No Action Alternative is too general to meet the minimum requirements of an acceptable EIS, and evaluating potential environmental impacts for such an open-ended description would be difficult even if the analyses were complete. An example of how the vague description of this alternative results in unsupported statements and incomplete analysis is noted in the Earth section of the document on page 3.1-12.

As stated in Ecology's SEPA Handbook, a No Action Alternative "is typically defined as what would be most likely to happen if the proposal did not occur". It is difficult to fathom that "no new development would occur on the subject properties" given that (1) the developer is the outright owner, or has secured ownership options, for the Wood Trails site and presumably all of the Montevallo properties; (2) the applicant's line of business is developing residential properties; (3) the current land and housing market conditions and appeal of developable land in this area of Woodinville; and (4) there are no known scenarios for not allowing residential development to occur at R-1 densities on either of the sites.

I believe both of the sites could, and likely would, be developed at R-1 densities without any impediments with respect to rezoning approvals and supporting infrastructure issues. Therefore, it appears that the No Action Alternative should be better described by the applicant as a future R-1 development pattern similar to the recent "estate-size" homes that continue to be constructed in the Wellington neighborhood.

Another option for the No Action Alternative might be the use of the Wood Trails area as a park or vegetative buffer. This type of description for the No Action Alternative would provide some basis for analyzing this site according to its existing condition, and would also provide some support for the actual intent of City Resolution No. 93 (buffer between industrial area and residential area). [Note: This precedent-setting resolution, which has been in place for several years, appears to be somewhat in conflict with the proposed Wood Trails development]. However, unless there is a viable option for purchasing the property to maintain it as a park or vegetative buffer, assuming that the current existing condition would be maintained at the Wood Trails site does not seem to be a defensible "no action" scenario for the EIS.

- I believe the City's conclusion not to fully evaluate road access options for the Wood Trails site is short-sighted. The conclusion that "none of these other alternatives would be reasonable and that none needed to be evaluated in detail" is unsupported given the information available in the EIS. The three access alternatives from the west of the Wood Trails site shown in Figures 2.3a, 2.3b and 2.3c do not present these alternatives as "overlays" within the context of the Proposed Action. These alternatives are presented as though they are through roads across the entire width of the Wood Trails project site, and would not have any physical relationship to the design and layout of the Proposed Action.

It is readily apparent that the two access alternatives from the northwest portions of the property (Alternatives A and B) would only need to extend to the closest connecting point on the west side of the roadway loop (Road B) for the Proposed

resolved. General statements regarding standard erosion mitigation measures do not adequately address the very real problems associated with the type of intensive development occurring on a site with limited construction access and operational areas.

15-9  
cont'd  
ER-5

Construction-related impacts to existing roads are also not addressed in the DEIS... surprisingly. The existing neighborhood streets that would be used intensively by heavy construction equipment accessing the two development sites would likely be severely degraded and require incremental investment to make them whole. Mitigation measures for these significant impacts should be identified in the DEIS.

15-10  
TR-17

There are little, if any, provisions described for managing storm water at the Wood Trails and Montevallo sites during site construction activities. This includes water quality issues and associated mitigation measures to minimize potential effects on down gradient properties and within the Little Bear Creek drainage area.

15-11  
WR-2

The Montevallo site analysis does not completely address the water run-off issues that currently exist. The water runoff from the Montevallo site gathers to 3' and 4' deep now in the wetlands area below during the winter season. Particular concerns include the fact that the wetland requires surrounding source area to maintain its water level, and that construction of a utility trench near the wetland may be a drainage conduit that depletes the wetland.

15-12  
WR-1

The wetland mitigation plan outlined for the Wood Trails site refers to some offsite stream enhancement work. A figure or map showing the location and extent of this proposed enhancement area should be included, along with a description of how approval will be gained from the owner of the offsite property.

15-13  
PA-2

Transportation – Roadway System

The study area does not include the Wellington Hills Golf Course Rd intersections at 156<sup>th</sup> Ave NE, and at Woodville-Snohomish Rd; yet, the "trip distribution" for the proposed action distributes 40% of the project trips through these intersections. The Golf Course Rd and intersections (which are located in Snohomish County, and are one block from my neighborhood) should be included in the study area.

15-14  
TR-1

The existing street network is not described to reflect the unique and rural character within the Wellington area. The existing network includes a number of dead end streets with no grid for circulation or access alternatives. The existing streets have a number of deficiencies (cross-section, grade, sight distance, pavement structure, drainage, etc) which are not identified. The street classifications are not properly defined (i.e. 156<sup>th</sup> Ave NE is classified by the City as a minor arterial requiring a three lane cross section). The entire Wellington Hills area has only one outlet to Woodville Duvall Rd – which provides the only connection to downtown Woodville and SR 52. The safety, operations, and emergency services issues should be analyzed to reflect this unique constraint. Events such as the recent fatality on W-D Rd which required its closure and routing of traffic through Wellington, and snow and ice conditions on 156<sup>th</sup> Ave NE that result in it being impassable are examples of safety and operations issues that must be analyzed.

15-15  
TR-2

Action to gain access to the development. The statements about additional construction impacts for these roads (particularly Alternative B), although not false, are not supported by any real comparative information that more fully evaluates these access options. In reality, when one looks at how far west down slope that the northern pod of homes would extend to, the additional grading and filling would be relatively minimal in comparison to all of the construction-related activities that would already have to occur in this portion of the site.

To not complete a more thorough, documented and quantifiable evaluation of access options as part of the EIS analysis is remiss given that (1) the City identified this topic as one of three primary issues in the Determination of Significance Notice, (2) the City's Revised EIS Scope also included this issue, and (3) the obvious priority this specific issue has with surrounding residences as noted during formal comment letters and the public hearing for EIS Scoping. It is obvious that the applicant is not pursuing alternative access roads because of the increased costs that would result from both additional site construction efforts and the loss of a few buildable lots. Being unwilling to more fully evaluate access alternatives to Wood Trails based solely on the issue of increased costs is not a defensible argument for not completing the appropriate level of analysis in the EIS for this important and highly contentious issue. The EIS should include a comprehensive analysis of at least one reasonable Wood Trails site access option that provides a comparative evaluation of impacts with respect to the other alternatives. **This is critical for the city given the level and intensity of public feedback provided to the city during its last public meeting, one which I was unable to attend.**

15-5  
cont'd  
ALT-3

Missing or Incomplete Analysis of Potential Impacts

There is not a complete comparative summary of potential impacts for each of the alternatives. The comparison of the alternatives for each of the elements analyzed is inconsistent between the various sections of the document, and is often incomplete and/or overly generalized. Clear and thorough comparative summaries for each of the alternatives and for each of the elements should be presented for direct impacts, indirect impacts, mitigation measures, and unavoidable significant adverse impacts.

15-6  
EIS-11

Existing ground water conditions and associated impacts are not adequately addressed. An analysis of ground water recharge should be completed given the significant changes in the water balance for each of the sites that would occur for each of the alternatives. Information concerning ground water recharge is critical for evaluating potential hydrologic impacts to the wetland on the Montevallo site, along with other elements associated with the Wood Trails site.

15-7  
WR-4

The analysis of geologic hazards (landslides, erosion, seismic, sediment transport) is not complete for both site construction and post-development situations.

15-8  
ER-4

Construction-related impacts are not adequately described or addressed for the various elements. Although the Wood Trails site is identified as an Erosion Hazard Area, very little information is presented as to how mitigation measures would be utilized to minimize erosion hazard impacts. Significant soil management issues that will occur during site grading, filling and site development activities are not identified, described, or

15-9  
ER-5

15-16  
TR-4

• A number of traffic counts have been performed recently within the study area. It is unclear how the existing traffic volumes were derived for this study. The count type, date, time, and duration needs to be validated and summarized clearly.

15-17  
TR-8

• The study uses an assumption for the capacity of these residential streets as 2500 ADT – which is unreasonable and impossible in this context. The capacities of these dead end streets are constrained by their intersection with 156<sup>th</sup> Ave NE – NOT by the segments between intersections. Capacity, operations and safety should be analyzed accordingly.

15-18  
TR-2

• Woodville-Duvall Rd is a major east-west regional arterial serving a large area of King County to the east. It experiences significant congestion – and three fatalities have occurred in recent months. No reference to Woodville-Duvall Rd is made in the study – and should be added.

15-19  
TR-5

• The basis of the Trip Distribution from the City's traffic model is unclear and must be validated. The large percentage (40%) of outbound trips going northbound via the golf course road does not reflect existing travel patterns. The trip distribution also routes trips eastbound along NE 195<sup>th</sup> Street through the existing "barricade" – proving the model assumptions are incorrect. The obvious concern with the inaccurate trip distribution is that it grossly understates the impact (turn lane storage capacity and LOS) to the intersection at 156<sup>th</sup> Ave/WV-D Rd.

15-20  
TR-4

• The study provides a list of "pipeline" projects – i.e. other future projects in the area. The description, type, location, size, and timing of these projects are not presented. Furthermore, their impacts on traffic are unknown – including when they will occur and what mitigation or improvements will be required for them to be approved. The traffic analysis needs to describe how these "pipeline" project trips are added to the Project. Baseline trips, and how necessary improvements are funded (who pays) when capacities are exceeded. A specific explanation of how the recent Costco development traffic is incorporated into the analysis is also needed.

15-21  
TR-10

• The traffic calculations are likely incorrect since the pedestrian counts were taken during the last week of school when most students are on abnormal schedules due to graduation, tests, end of the year activities, and so forth. The document fails to mention that the school district has decided to bus students west of 156<sup>th</sup> due to the high traffic rate of this road and the risk it brings to young children. Walking to school even though it is less than a mile away is considered hazardous by the school district. While a list of road projects in Snohomish County is included, no listing for King County is included and this error should be corrected. In addition, no mention is made of how public transit should change in order to accommodate the needs of the 132 new families that the applicant proposes will be living in the area. Mention is made of traffic impacts being limited but table 3.5i shows only three times as many new trips for R4 zoning as in R1 zoning. It is also puzzling that Attached Housing would cause less traffic delays (see Table 3.5n) than the Proposed Action given that there will be more families and therefore also more trips.

15-25  
PS-1

• Parks that are mentioned in the document are actually owned by Home Owners Associations (HOAs) and are for the exclusive use of the HOA members. The 202<sup>nd</sup> park, Queensgate, and Wellington Hills Country Club are all privately-owned areas and would be off limits to the Wood Trails and Montevillo residents. Including these places

as options for recreation is erroneous and any conclusions in the document made on this incorrect information must also be viewed as incorrect.

• In the animal section much is said about the pleated woodpecker but nothing is mentioned of other animals living in the area such as the tree frogs, and the spotted owl. The spotted owl is on the list of Endangered Species and pictures of spotted owls have been taken on resident's property between the Wood Trails and Montevillo sites. The document should also include discussion on the loss of other animal habitat for deer, raccoon, possum and many species of frog, salamander, etc. All these animals would experience significantly reduced habitat as a result of the density of the proposed zoning and increased property development.

15-26  
PA-3

15-27  
PA-4

Additional Comments Concerning Indirect Impacts, Cumulative Impacts, Rezoning and Land Use Planning

• The DEIS does not include any scenarios for future development of the 11.8-acre parcel that is located adjacent to the proposed Wood Trails development. While we recognize that this parcel is not formally part of this DEIS, the impact of developing this land, which is owned by the same developer, is not considered or documented within this DEIS as a potential indirect and/or cumulative impact. We are concerned that there may be future development of the 11.8-acre parcel, but the EIS process does not allow for any consideration of cumulative potential impacts to the environment and existing infrastructure with respect to similar development occurring in the near-future on this parcel. The applicant should be required to discuss their future development plans for this 11.8-acre parcel within this EIS so that the full impact of their proposed plans can be considered by the city at the same time.

15-28  
EIS-3

• The Concerned Neighbors of Wellington remain concerned that scoping issues raised by the public during the October, 2004, Woodinville City Council meeting have not been incorporated into the scope of the DEIS. CNW believes that by publishing a formal scoping document as they requested in their previous comment letters, the City could avoid future questions concerning how the EIS scope was derived, including the analysis and selection of the various alternatives.

15-29  
EIS-12

• The re-zoning to R4 of both these neighborhoods is not consistent with the city's growth plan. Developing these two properties with an R-4 zoning will result in significant adverse visual impacts on surrounding neighborhoods. It is clear that accepting a rezone to R4 in these neighborhoods jeopardizes the value of the Woodinville Vision and Growth Plans. Prospective buyers, homeowners, businesses, and high-end builders will question the reliability of Woodinville's zoning plan and will look for other properties where future growth is more predictable. It is better to clearly distinguish R1 sections of the city which will attract high-end builders and will provide a sense of comfort for long-term development potential. From a transportation and access perspective, it is preferable to place R4 and higher-density housing in neighborhoods closer to established services.

15-30  
LU-3

• R4 zoning is not in character with this segment of the city borders, but rather with the downtown area of the city instead. As demonstrated in recent legal decisions, our city is not obligated to re-zone the area simply because one could extend sanitary sewers into

15-31  
LU-1



the area. There are other factors besides the ability to extend a sanitary sewer into an area that determine the feasibility and wisdom of re-zoning a segment.

- There are conclusions made in the document that are not factually correct. In section 3.4-20 the authors state that R-1 zoning would avoid some of the impacts and be more consistent with the area. However, it goes on to say that the Proposed Action and Attached Housing Alternative would be more protective of water quality. Having a sewer does not necessarily provide better water quality since during storms raw sewage can be dumped into rivers and streams. Consider that areas of Redmond's sanitary sewer system are at 125% capacity, and the city has been fined daily for not being able to process all sewage they collect. Septic systems would not be affected by a heavy rain and would localize problems instead of spreading them into areas populated by salmon and other wildlife.

- There seems to be a significant omission of public perception and economic issues as a whole. In particular, there is insufficient discussion of the fact that there has been considerable opposition expressed already to the development plans, especially to an R-4 re-zoning and the potential for these proposed projects to create a "gateway" to further R-4 development. It is not adequate to simply include a record of public meetings. It is also important to include this record as part of the EIS.

- Any economic analysis must address the decline in value of the surrounding properties should certain forms of development be allowed. Similarly, the improved value of an alternative park-like development should be addressed. The DEIS makes no mention of what changes will occur to nearby property values. It does mention costs related to the builder for parks and traffic. It also ignores the effects on local residents due to construction, noise, air pollution from construction machinery, and other quality-of-life issues that urban-type development will cause in a rural neighborhood.

- Evidence of the adverse economic impacts of the potential development include the large increase in the number of houses for sale in the entire area and the occurrence of three separate sale retractions on one property when each prospective buyer became aware of the Wood Trails development potential. Essentially, no analysis has been presented in the EIS on loss of property value to the city or existing homeowners—instead, the tone of the document indicates, 'this is to be expected and is normal'. I and others believe the loss of value to surrounding properties is an intrinsic part of the economic analysis. Perhaps the developers should be required to provide compensatory mitigation fees to the surrounding neighbors.

The city of Redmond has carefully planned development in such a way as to preserve high-end neighborhoods with R1 zoning and also set aside separate, more urban neighborhoods where walk-to shopping is available and lower-priced properties can be obtained. I would encourage the city of Woodinville to take the same approach to its zoning plans in order to attract homeowners at both ends of the value spectrum.

The EIS will eventually be used as a decision-making document as the application moves forward through the approval process. The decisions which emanate from this process will impact the Wellington / Leota neighborhood and future land-use decisions in this area of Woodinville for years to come. As a Wellington resident, I recognize that growth and change are to be expected in the place I have chosen to live, yet the process by which it is happening leaves much to be desired.

I would like to encourage you to contact and work with the Concerned Neighbors of Wellington if you have any questions or concerns about the above requests concerning the Wood Trails / Montevillo DEIS review and public comment. If needed, they would be happy to meet with the City's EIS project team in person to clarify or discuss our concerns with the current version of the DEIS.

Sincerely,



Brian Orrton  
7820 238th ST SE  
Woodinville, WA 98072  
(206) 715-4161 cell

**From:** rmasonshome@aol.com [mailto:rmasonshome@aol.com]  
**Sent:** Thursday, February 23, 2006 11:03 AM  
**To:** Dick Fredlund  
**Cc:** Oparis@comcast.net  
**Subject:** Wood Trails/Montevallo - DEIS

Dick,  
 As a follow-up to our telephone conversation yesterday regarding the Traffic Volumes in the Transportation Section:  
 Figure 7 (Project Trips) and Figure 9 (2008 Volumes) present traffic volumes at intersections. The two proposed intersections for Montevallo are not shown nor are their respective traffic volumes. This is incomplete, incorrect and extremely misleading for reviewers, and has obviously been missed by your internal review. These "missing" volumes represent half of the total project trip generation and must be properly presented and accounted for before any objective review of traffic safety and operations can be made. Please advise on how this information will be corrected such that an objective review and meaningful comment can be provided prior to the end of the comment period.

16-1  
 TR-6

*Roger J. Mason PE  
 15023 NE 195th Street  
 Woodinville, WA 98072  
 425-487-3770*

X  
**Dick Fredlund**

**From:** Todd & Susan [SEADOOOFUN2@MSN.COM]  
**Sent:** Saturday, February 25, 2006 4:48 PM  
**To:** Dick Fredlund  
**Cc:** SUSAN HUSO  
**Subject:** comments for DEIS

February 24, 2005

Dick Fredlund, Planner  
 Planning Department  
 City of Woodinville

Dear Mr. Fredlund,

I am writing to comment on the Wood Trails/Montevallo DEIS, which I find woefully unacceptable, as it is supposed to look out for the city AND the citizens. I'm disappointed in the apparent lack of quality, clearly displayed by the details of the reports. I'm simply disappointed. I would have hoped the city would have acted in better faith. Here are some of my concerns:

17-1  
 EIS-1

1. I live at 24330 75th Ave SE, right on the county line. I was particularly interested in the bicycle portion of the findings, and I had to reread the phrase "minimal bicycle activity was found on 156th". I was later told that the 156th Ave road is a well documented bicycle route on King County maps. How, as one who spends considerable time on 156th, thus I know the real bicycle activity, am I supposed to have faith in other details of this report when an item as easily recognizable as bicyclists was so inaccurately reported? I must stop and question why the real findings were not published. There is a HUGE amount of bicycle activity on this road, if you look on a nice spring Sunday, about noon. Don't know when this report was studied, I can guarantee you it wasn't on a day I just described.

17-2  
 TR-13

2. How could traffic on Woodinville Duvall Road have not been studied? I can name 6 accidents in the last 15 months, 3 in the last 6 months alone, that were one Woodinville Duvall Road. At least one of these was fatal. We simply need a more thorough study on what effects doubling of the Wellington neighborhood is going to do. Ignoring this is not an option.

17-3  
 TR-1

3. As a parent who simply refuses to allow my children to stand on 156th/75th to catch the bus, I drop them off behind Wellington Elementary. I also believe the drop off count at the barrier is woefully inaccurate. You must take the average day. Not a day in the last week in school. Not a day when there is half day of school. Take a Wednesday in February. When it is cold and rainy. That would be a better example.

17-4  
 TR-10

4. The DEIS didn't mention the school and what will be happening to the enrollments. Please don't have us try and believe this won't be affected. How can it not?

17-5  
 EIS-7

5. Why did you not use more current traffic reports, more current than 2004? Costco wasn't even open at that time, and lord knows that has placed more traffic on the roads.

17-6  
 TR-4

6. Why, when most residents wouldn't have a problem with it, wasn't an R1 alternative looked

17-7  
 ALT-1

02/27/2006

02/28/2006

into? This needs to be seriously considered, shouldn't this development be both a complement to the environment, neighborhood and city? An R1 would fit right in with the area being considered for development.

7. I have lived in the area long enough to remember the sinkhole that appeared on 148th back in late 1999/early 2000. The fact this was blatantly left out, once again makes me think this DEIS was written for the developer, not what it is supposed to represent.

I look forward to seeing a new document done that represents JUST the city and its wonderful citizens, the people who chose to live here because it's "country living, city style". Not what the developer thinks they can get away with.

Sincerely,

Todd R. Huso  
24330 75th Ave SE  
PO Box 1176  
Woodinville, WA 98072

CC: Concerned Neighbors of Wellington

**Dick Fredlund**

**From:** Huso, Susan [Susan.Huso@nordstrom.com]  
**Sent:** Saturday, February 25, 2006 5:21 PM  
**To:** Dick Fredlund  
**Subject:** DEIS comments

February 24, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville

Dear Mr. Fredlund,

I am writing to comment on the DEIS for the Wood Trails/Montevallo proposed development. My husband and I are 10 year resident of Woodinville, we purchased our home on an acre with the intent to start and raise a family, ultimately retiring here. Woodinville, at that time, represented the kind of "country living, City Style" atmosphere we wanted to raise our children in. We also thought that the city was well connected with its residents, and what the residents wanted in their city. Reading the quality of the DEIS, and the conclusions I have come to, makes me believe otherwise.

I am very disappointed in the quality of the DEIS that was submitted. It was clearly written for the developer, with some of the reports/documents having the developers name on them. I do have to ask, how can that ever be viewed as unbiased? How does this represent the best interest of the city and the citizens? Specifically, I'm speaking of:

1. The traffic studies were done in 2004, long before some developments were finished, and long before Costco was even started. How can these possibly be representative of current traffic patterns?
  2. Why weren't the long known backups on Woodinville Duvall Road ever mentioned? This makes me suspect of when, during the week, these studies were done. When you come through the intersection (if your lucky, you get through in 2 cycles of the lights, not three) of 156th/Woodinville Duvall, it is quite clogged with traffic. What about the car accidents? I can count 5 in the last 9 months, including at least one fatality. How could those simply not be documented? I don't believe this road was every studied, and that is a HUGE missing.
  3. Why wasn't the sinkhole that developed at 148th mentioned? I was disappointed with the city's response then, but perhaps in hindsight, it should have warned us what we were going to face with this DEIS. If you don't like something, you ignore it?
  4. I don't believe the retaining wall collapsing at the recycling center was mentioned, wouldn't that speak to what kind of soil is in the area?
  5. Despite the fact the report says there is minimal bicycle traffic on 156th, that simply isn't correct. There is a large amount of traffic that we have to watch as we attempt to drive on 156th. Doubling the neighborhood traffic is only going to increase the chance of a bicycle/car accident.
  6. Finally, I think most people realize this land is going to be developed, and some are OK with it. It's the R4 - R6 that we (they) don't want. It just doesn't fit within the character of Wellington. Why is that so hard to see? Why do we have to convince the city we don't want this kind of development? Why doesn't the developer have to convince us its a good thing to have this kind of development?
- I very much think, for the good of the community, that a new EIS be done, one the community can support and believe in, not one full of inaccuracies and one that has so many quality issues.

18-1  
EIS-1

18-2  
TR-4

18-3  
TR-1

18-4  
ER-3

18-5  
TR-13

18-6  
SO-4

Thank you for your time,

Susan Huso  
24330 75th Ave SE  
PO Box 1176  
Woodinville, WA 98072

CC: Concerned Neighbors of Wellington

18  
p.2

February 26, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

We are writing to express our deep concern for the potential development at the end of our street. It seems like that as a resident of Woodinville for the past 27 years, we are being forced into accepting a new development that does not fit into our quiet community. We purposely chose to live in Woodinville and we have accepted the changes to the city that have occurred until recently. We have been proud and fortunate to be a part of the city motto "city living, country style". However, with the proposed development of 6 to 8 houses per acre at the end of our street, this potential development clearly does not fit the theme of the city nor is it in any way compatible with our present community.

We attended the last community meeting as well as several of the community meetings over the past year, we both have looked at the DEIS. Concerns expressed and questions asked last year and again at this last meeting have not been answered or even addressed adequately! We must clearly express our concern that DEIS does not address the issue of increased traffic flow through the neighborhood and the adequacy of the streets to support this dramatic increased usage on a daily basis. As residents of the neighborhood, what measured have been planned to maintain the safety of people as they walk to visit friends, go to school or do their daily walk/run. The uneven geological structure of the area to be developed necessitates the clustering of more than 100 new homes in compact groupings according to the DEIS report; yet, the DEIS report does nothing to alleviate the concerns of the current citizens about the environmental effects this development will have on this area from the crest of the slope all the way down to the present commercial area. The storm water management conditions can only become more complicated with more concrete and less open land to absorb it. The potential sewer lines would potentially completely erase the face of our neighborhood; it could not economically remain as it is today with one house per acre. I urge you to reconsider not permitting 6/8 homes per acre. The further development of one home per acre is acceptable urban growth that will preserve the character of our neighborhood and the theme of the City of Woodinville.

Sincerely

Roy and Sheri Ghazimorad  
15121 NE 201 St  
Woodinville, WA 98072

19-1  
LU-1

19-2  
TR-21

19-3  
ER-4

19-4  
WR-5

19-5  
S/O-4

19-6  
S/O-2

RECEIVED

FEB 27 2006

CITY OF WOODBURNVILLE  
PLANNING DEPARTMENT

Dear Mr. Sturtz:

I am responding to the admission of the DEIS for Wood Trails and Montevello developments. Most of my comments regard the environmental findings. The DEIS claims: "Based on adjacent existing uses, there is little functioning wildlife habitat bordering on the Wood Trails site." This is not valid. There is much "functioning" wildlife habitat, including wooded lots for almost every home within walking distance, a wooded portion of the golf course to the north, and the wetlands found adjacent to the site itself.

Regarding the DEIS findings themselves:

Wildlife:

1. "No piled nests observed" This survey was taken in January, long after nesting season is over. Much evidence of nesting is lost to weather, also nests are deliberately hard to locate.
2. "Species will relocate" Which species will relocate? Where will they go?
3. "There will be 21 acres of not developed land" Width and quality are as important to predation and suitability of habitat as the mere existence of the land.
4. "Six foot benches will be built for wildlife" Six foot benches are too narrow for safe passage of wildlife. Wildlife paths are circuitous and vegetated for a reason: to ensure safety against predation. I see nowhere on the development maps for these benches. There is no mention of the quality or surface of the benches. What are they to be covered in? Do they have plants or trees on them? Would they be large rocks, unsafe for animals and impervious to water runoff? What are they covered in to prevent erosion?
5. "The majority of the site will remain forest" in alternative #1 Appendix A. How can that be when the majority of the site will be paved and cleared for housing and roads?
6. "Large, woody debris" piled on the ground is not the same for wildlife as snags. Ground strewn with logs is exceedingly vulnerable to predation during foraging, resting, and nesting. Snakes, cats, dogs, and humans have unwarranted access to nestlings that would have been safe 40-60' off the ground. Snags are decayed trees which have soft wood and larvae, not new wood which is hard, becomes covered with slime and moss, and attract completely different types of animals, including unwanted vermin.
7. "Some snags could be provided" This is a vague statement, not a quantifiable one to which the developers could be held accountable. How many? What height? What promise is in this sentence?

Water:

8. "No streams on site" I believe some reputable observers have found evidence that discounts this statement. How is the wetland status this winter? I believe last year was a very dry year.

20  
p.1

New Text Document.txt

20-1  
PA-4

20-2  
PA-6

20-3  
PA-4

20-4  
WR-1

20  
p.2

New Text Document.txt

20-5  
WR-8

20-6  
PA-1

20-7  
WR/3

20-8  
WR-2

20-9  
PD-3

20-10  
PA-2

20-11  
EIS-1

20-12  
PA-4

9. "Potential contamination sources" and "possible fecal coliform contamination" on page 8. Why has this not been measured and documented? The DEIS maintains sewers will improve the wetland water quality. How can that statement be supported without actual numbers? How are waterflows from projected denser development expected to improve water quality when we don't know what it is initially? The mere existence of a few horses does not mean the water quality is unacceptable.

10. "A strip of forest cover along the southern edge would be cleared to accommodate extension of the sewer" How wide and how long is this "strip"? It will be "revegetated with low growing plant species". Which? How soon? In time for the plants to help stabilize the soil adequately? How will this process be monitored?

11. "Minor temporary impacts to the wetland" How was this determined? What are "minor temporary impacts"? Wetlands have a delicate balance which is exceedingly difficult to replicate.

12. "Roof drains from 66 homes won't affect the hydrology of the land" Seepage into pasture and forest floor is slow and non-erosive whereas roof runoff is fast and does not support life. Zinc contamination of the water is mentioned. Zinc is a major means of ridding roofs of moss and is the likely culprit already. How will these homes' runoff reduce the existence of zinc in the wetland?

13. "This development will provide the opportunity to connect to the sewer system" Or will it require it? Who pays for this? What is the cost and inconvenience to existing homes?

14. "There should be an 8x enhancement of the wetland area" according to Appendix I, page 4. What happened to this?

There are many unanswered questions which are being glossed over by "should" and "could" or "wouldn't likely", peppered throughout the report. These comments are unsupported by facts. Many of these observations are over 18 months old. The references cited were almost exclusively from the 1970's and 1980's. Surely there are more recent resources available?

The list of existing and proposed existence of wildlife is faulty and incomplete. What level of evaluation was done to ensure there are no endangered or threatened plant, amphibian, reptile, avian, or mammals are present? Please see the enclosed list of animals found on my property alone the past five years.

Sincerely,



Kerri W. Scarbrough, O.D.  
15124 NE 198th St.

Encl.

Backyard List  
 Bushtit  
 Black-capped Chickadee  
 Chestnut-backed Chickadee  
 Brown Creeper  
 Red Crossbill  
 American Crow  
 Bald Eagle  
 Peregrine Falcon  
 House Finch  
 Purple Finch  
 Northern Flicker  
 Pacific-slope Flycatcher  
 American Goldfinch  
 Canada Goose  
 Black-headed Grosbeak  
 Evening Grosbeak  
 Coopers Hawk  
 Red-tailed Hawk  
 Sharp-shinned Hawk  
 Great Blue Heron  
 Rufous Hummingbird  
 Steller's Jay  
 Dark-eyed Junco  
 Golden-crowned Kinglet  
 Ruby-crowned Kinglet  
 Mallard  
 Red-breasted Nuthatch  
 Barred Owl  
 Western Screech-owl  
 Band-tailed Pigeon  
 California Quail  
 Robin  
 Red-breasted Sapsucker  
 Pine Siskin  
 Song Sparrow

Vesper Sparrow  
 White-crowned Sparrow  
 European Starling  
 Barn Swallow  
 Violet-green Swallow  
 Vaux's Swift  
 Western Tanager  
 Hermit Thrush  
 Swainson's Thrush  
 Varied Thrush  
 Spotted Towhee  
 Hutton's Vireo  
 Warbling Vireo  
 Black-throated Gray Warbler  
 Townsend's Warbler  
 Wilson's Warbler  
 Cedar Waxwing  
 Downy Woodpecker  
 Hairy Woodpecker  
 Pileated Woodpecker  
 Bewick's Wren  
 Winter Wren  
 Yellow-rumped Warbler  
 Osprey

Also: NW Alligator Lizard, NW Gartersnake, NW Salamander, Eastern Gray Squirrel, Chickory, Raccoon, Deer

RECEIVED

FEB 28 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

February 28, 2006

Mr. Dick Fredlund, Planning/Land Use Permits  
City of Woodinville  
17301-133rd Avenue NE  
Woodinville, Washington 98072

RECEIVED  
FEB 28 2006  
City of Woodinville

*e-mail responded to  
DN 2/28 @ 10:57 AM*

*copy of memo which  
was emailed to  
Mr. Fredlund 2/28/06  
DKG*

21  
p.1

21  
p.2

21-1  
cont'd  
VB-1

Wellington cannot accommodate the students and parents in their own gymnasium. The classroom sizes are above what they should be. My children's teachers are simply outnumbered and overcrowded. We now have a portable for the kindergartners. It does not have water to wash hands and the vulnerable children must leave the building to use the restroom. It is not an ideal situation, but one example of a school struggling to accommodate a growing number of students. I strongly feel the construction permits must direct funds to the impacted schools. This money could expand the facilities, hire more teachers and provide more space for special student services.

I am a tax paying resident of Woodinville. My four children attend Wellington Elementary. The Montevallo and Wood Trails developments have my attention. The concerns I have are many, so I will focus on my priorities.

In the past, I have had many conversations with Dan Vaught, Executive Director of Student Services in the Northshore School District. I voiced my concern with new developments which would bring a high population of students who would attend Wellington Elementary. He shared that the school district is aware of the proposed developments. The responsibility to accommodate the new students falls directly on the school district.

The fact that the school district has to "just figure it out", surprised me. I called the project manager for Montevallo. The project manager stated that there are no provisions by the construction company for school enhancements other than safe streets. Another surprise, why shouldn't the developers be concerned with overpopulating the area schools? I bet the developers are promising outstanding educations to any new home buyer. The term may be correct by saying the students will get their educations by "standing out" -side of the crowded classrooms.

21-1  
VB-1

One can not talk about school children without considering their safe travel to and from school. The traffic on 156th and Woodinville-Duvall Road is horrendous. To increase the number of homes translates to more irritated drivers on those two dangerous roads. I am a bike rider but not brave enough to ride near these roads. Even though the speed limits are posted at 25 or 35 miles per hour, it is never enforced and always ignored. A higher density housing development will aggravate this already bad and fatal condition. The Woodinville-Duvall Road is insufficient for its current use (impacted by the high density developments in Duvall.) We haven't fixed this problem, yet we want to add more users? Are we sure that the traffic studies are projected accurately? To say that these projects would not adversely affect traffic is flagrantly foul.

A recent editorial in the Woodinville Weekly contained the phrase, "Growth pays for growth". What a perfect truth! I think that those who stand to profit from these projects should pay the price for enhancing the schools, roads, recreation, and natural zones. Each developer may then feel more responsibility to would keep the projects in **proper scale with the community.**

My recommendation for the upcoming developments would be to keep R-1 zoning. The lower density will allow the city, county and school districts to react as they would to normal attrition or growth. But, I feel

21-5  
S/O-1

21-2  
TR-11

21-3  
TR-8

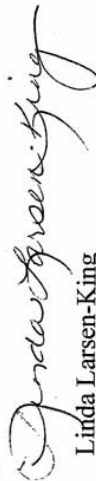
21-4  
VB-1



strongly that the Northshore school district should be compensated, as needed, to accommodate the additional families. If Wellington Elementary or Leota Junior High need campus improvements because of a new development, then the developer should "pay for the growth."

With this development, I urge the city planners to enter agreements with caution. Over and over I hear the citizens of Woodinville scream, "keep the country flair." I, too, echo the sentiment. We want quality, spacious homesites and safe, productive traffic ways. It is imperative that our children's educations are distinguished by outstanding facilities that are not bursting at the seams. A cautious nod to these projects should benefit those that currently live in the Wellington/Leota neighborhoods not just the developer.

Sincerely,



Linda Larsen-King  
17344 167<sup>th</sup> Avenue NE  
Woodinville, Wa 98072  
(425)485-8624

**Dick Fredlund**

**From:** Wendi Pedersen [ellenjeane@msn.com]  
**Sent:** Tuesday, February 28, 2006 9:40 PM  
**To:** Dick Fredlund  
**Subject:** Wood Trails and Montevallo developments

My name is Wendi Pedersen. I have been a resident of Woodinville for 16 years. My whole family has grown up here in this wonderful city. Infact I have two brothers who are currently attending Woodinville High School and Wellington Elementary. I myself am a former student of Woodinville's schools along with two other of my siblings. I am disturbed at what I have discovered concerning the application for Wood Trails and Montevallo developments, the two developments totaling 132 houses which are in the environmental impact phase. The Draft EIS is inadequate because from what I have read only the traffic capacity has been looked at. It seems to me that they forgot to include the traffic generated by half of the proposed developments. Not only that but the impact to our schools along with public safety, and emergency services, such as fire and police, have not been mentioned anywhere. These developments will raise Woodinville's population by an average of 5%. That is a huge percentage I assure you. Not only that, but and even more disturbing effect of these developments is that the number of students attending Wellington Elementary will increase by 15%. That is a devastating number for our schools. At this moment class sizes have reached an all time high, studies have proven that larger class sizes greatly diminish the quality of education for students. With this proposed increase there will also be an increase of students being left behind, or falling between the cracks, as teachers are strained to give every one of their students the one on one interaction that is necessary for a quality educational development. Is the city government willing to sacrifice the quality of our children's education? Or are the priorities of the city not with our children but in how much money they can make at it's citizens expense. I want Woodinville to remain an ideal place to raise and educate our families, and I am outraged that such a standard of living is even being put in jeopardy. I want my brothers to experience the same quality of education, if not better, that I had growing up in Woodinville. I assure you I will fight harder than anyone for their quality of life in Woodinville, will you or will my family be just another casualty?

22-1  
TR-3

22-2  
EIS-7



should be allowed that allows significant removal of tree and vegetative cover and replaces it with impervious surface. These actions will contribute sediment, chemical, and thermal pollution to Little Bear Creek (Wood Trails Development). It is noteworthy that one of the action items of the Near-Term Action Agenda mentioned above is the protection of tree and vegetative cover within the drainage basin. This development project is inconsistent with that goal.

While it is recognized that Level 2 controls per the 1998 King County Surface Water Control Manual (KCSWM) are included in the design, this is no substitute for an evaluation of potential storm water effects. For example, a vault with a leaf-compost filter is included as part of the treatment flow train. However, the vault is by-passed if discharge from the detention pond exceeds a 2-year peak release flow rate. The adverse environmental effect created by this situation is as follows. The proposed detention pond/leaf filter achieves part of its treatment objective by storing contaminants and slowing flow. During a significant storm event, defined as an event that exceeds the design storm flows of the system, much of the material stored in the treatment system is washed out, and the flows bypassed around the storm water treatment components. The net effect is to flush the system into the storm water conveyance system downstream. This untreated water then makes it way to Little Bear Creek, home of the threatened Chinook salmon. Yet, there is no mention of potential adverse impacts to water quality or the salmonids of Little Bear Creek. Clearly, more work needs to be done in the EIS to discuss potential adverse impacts and mitigation, if it is even appropriate to consider developing the site at all.

3. Water. In the evaluations of Wood Trails and Montevallo, there is no recognition or evaluation of groundwater and effects on groundwater. In the evaluation of test pits, there may not have been groundwater encountered, but this finding does not imply the absence of groundwater or recharge areas. In the evaluation of stormwater run-off, an assumption was made that all incident water ran off as sheet flow or entered gullies. These findings are inaccurate, and the consequence is that the EIS is incomplete without an evaluation of groundwater. Recognizing that groundwater is an important source of clear, cool water to the regional groundwater system and Little Bear Creek, this omission is major. To be complete, there must be an examination of local groundwater conditions through installation of new monitoring wells, sampling and analysis of site groundwater, and modeling of potential effects on the regional groundwater and surface water.

4. Stormwater. A statement is made in the Summary Table 1 (Water) and other locations that there would be no impact on existing storm water conveyance facilities because they "have adequate capacity." For example, in Section 4, statements are made that drainage waivers will be requested and (System C) that the "capacity of this system appeared to be adequate." Was there no analysis to determine if there is adequate capacity?

Associated with this uncertainty is the note that a Sea-Tac Rainfall Region input parameter with a Scale Factor of 1 was used in the run-off evaluation. Please ensure that these input parameters are consistent with Woodinville rainfall.

It is necessary that a complete and accurate evaluation be performed before asserting that the system capacity is adequate.

5. Erosion Control and Design, Appendices E and G. There is no information concerning these important details that can have a dramatic effect on water quality. Yet, the conclusion was made that the site development will have no significant water quality effects. How can one conclude that there will be no significant adverse effects when no detail is provided on methods to control construction-related pollution?

6. Appendix E, Page 10-1. It is stated that the drainage system will be publicly maintained. Any system, stormwater treatment or otherwise, is inherently less reliable if maintenance is required for its proper operation. If, for example the leaf compost rots or is disturbed or saturated, the treatment system will not operate as designed. The EIS needs to address this situation. Also, note that this proposal requires that a public entity (the City of Woodinville?) will be tasked with another maintenance activity at a cost to its taxpayers.

**Dick Fredlund**  
From: Matt & Lisa Schultz [schultzm@verizon.net]  
Sent: Tuesday, February 28, 2006 9:12 AM  
To: Dick Fredlund; Ray Slutz  
Cc: Fred Green  
Subject: Comments on Draft EIS for Wood Trails and Montevallo Subdivisions

Comments on DEIS.doc  
February 8, 2006  
Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: DickF@ci.woodinville.wa.us

Subject: Comments on Draft EIS for Wood Trails and Montevallo Subdivisions

Dear Mr. Fredlund:

These comments concern the scope of the DEIS for the proposed Wood Trails and Montevallo developments. The DEIS is inadequate because:

General. There is inadequate or inaccurate information concerning the details of the development or potential effects in many instances. Because of the absence of information, it is inappropriate to issue a Final EIS without further review. If our comments are properly addressed, there will be a need for further evaluation of the content of the EIS prior to finalization.

1. Summary Tables, Water section. The Table suggests that there will be no significant impacts to water quality. It is inaccurate to state that there will be no significant impacts to water quality. In fact, pollutant loading from fuel and oil leakage, automobile use, and home and yard activities will increase contaminant loading. The extent of the pollution will increase in rough proportion to the number of residents or residences within the proposed development. The inclusion of a detention pond and leaf compost filter will reduce but not eliminate pollution run-off from the proposed developments. For example, the proposed system is only minimally effective in removing petroleum (oil drips and fuel spills), weed killers, anti-freeze, and other common chemicals used in cars and by homeowners. The EIS must represent this situation more accurately. It is not an "insignificant" impact.

2. Water/Plants & Animals. The DEIS includes a gross omission/ understatement. Buried in Appendix E is the recognition that Little Bear Creek is a salmonid-bearing stream. It is much more than that. In the Lake Washington/Cedar/Sammamish (WRIA 8) Near-Term Action Agenda for Salmon Habitat Conservation (August 2002), Little Bear Creek is recognized as supporting runs of Chinook, sockeye, Kokanee, and Coho salmon. Moreover, the Chinook salmon was listed as "threatened" in March of 1999 under the Endangered Species Act verify this status remains. It is a major omission for there to be no discussion of the potential site impacts on a salmonid-bearing stream containing a threatened species. Beyond the requirement to recognize this technical element as an intrinsic component of the EIS, the City of Woodinville and the proponent must determine whether any development

7. Stormwater. Appendix E, Bypass Areas. The development plan includes plans to bypass the detention pond for several sites. While there is inclusion of a dispersion trench, other locations discharge directly to the storm sewer with no treatment. Further, in the text (page 4-3), there is discussion of the "requirement" for bypassing

23-9  
WR-2

12.5 acres of upstream area around the onsite detention pond. Finally, there is recognition that "pollution-generating surfaces will be bypassing the onsite detention pond". It is proposed that, in effect, equivalent upstream areas will be treated as a mitigation effort. This proposed development allows for the release of pollutants with no treatment to storm water drains that lead to a salmonid-bearing stream containing an ESA-defined threatened species. Yet the main volume of the DEIS asserts that there is no significant adverse impact on water quality or wildlife. Again, the analysis is seriously flawed. Part of the reason for the flawed analysis appears to be an incomplete description/evaluation of the proposed development. Whatever the cause, the development proposal is seriously flawed and does not address serious environmental effects such as this.

Sincerely

Matt & Lisa Schultz  
16206 NE 200th CT  
Woodinville, WA 98072

cc: Ray Sturtz, Fred Green

8. Wetlands. It appears that the proponent is planning to reconstruct the existing wetland on the Montevallo property (Appendix J, 4.0). Although less pertinent to the EIS, it is noteworthy that alteration of wetlands and buffers are not allowed by the City of Woodinville, unless specific conditions are met (which are not met by this proposal). Nonetheless, the Table 1 summary and the Appendix suggest that there would be damage to the wetlands. Although restoration work is proposed, it is important to note that wetlands or other environmental sensitive areas do not establish their value in a matter of minutes. They take years to develop into high quality habitat. Further, the wetland inhabitants may not have the option of moving out and back while the construction and restoration occur. These issues need to be addressed.

23-10  
PA-1

9. Wetlands. Montevallo. Table 1 summary. The Table indicates that there is essentially no difference in impacts to water quality and plants/animals between the R-4 and R-1 alternatives. It is also necessary to point out that under the R-1 density build-out, there is no need for a sewer line, and the existing wetland can be preserved. The position that the proponent seems to be taking is there is equivalent impact. There is not, even with an increase in planting area, inasmuch as there is a much greater disturbed area under a R-4 development scenario.

23-11  
PA-1

10. Summary Table and document-wide. In the comparison of Alternative 2 (R-1) zoning and housing, statements are made that water quality would degrade through the increase of fecal coliform emanating from septic tank systems. Septic tank systems are designed to degrade/treat coliform through soil and biological treatment. It is inaccurate to represent that septic systems would produce higher contaminant loading than sewer connections. One broken sewer line will contribute more coliform and pollutant loading than all the septic systems combined ever could. Please remove all references and statements suggesting that septic systems adversely affect water quality.

23-12  
WR-8

11. Wetlands, Appendix J, 3.3. An observation is made about the dry condition of soil in the upland area. It will be helpful to include the area mentioned and the climatic conditions before the visit. Was the field trip made during an extended period of little or no precipitation? Do you feel these conditions are typical? It is important to assess how representative these observations are to understand possible effects of development.

23-13  
PA-1

12. Wetlands, Appendix I; and general comment. The document indicates a plan to fill the wetlands present on the area of the proposed Wood Trails site and replace it with 8 times the area of enhanced riparian plantings. While this is an interesting proposal, it is not necessarily the case that the wetland has to be destroyed because a regional detention pond must be located exactly in the area of the existing wetland. We are sure that with some creativity and more funds, the detention pond could be located elsewhere. Another point is to consider whether a smaller detention pond could be built and located in a different place under a R-1 build out. Finally, there is a note that an underground detention vault is "not an economically feasible option". The concern in this and other instances is that the development plan does not have enough flexibility to consider variations that would reduce the environmental impact. The EIS indicates needs to be based on a development plan that is less contrived to attempt to show little difference between a R-4 Build-out and other options.

23-14  
PA-2

RECEIVED

FEB 2 8 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

February 28, 2006

Diek Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133<sup>rd</sup> Ave NE  
Woodinville, WA 98072  
Email: DiekF@woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

The DEIS is inadequate in its assessment of the proposed Wood Trails project because it fails to address an existing intersection adjacent to the development. Also, several items noted within the DEIS are misleading, either by an oversight or inadequate study.

**1.1 Intersection of NE 195<sup>th</sup> Street and 148<sup>th</sup> Avenue NE**

**1.1(a) Removable Bollards**

This intersection currently provides the only access to two family properties to the north of NE 195<sup>th</sup> Street. All study maps (except figure 2.3d) show *removable bollards* blocking access to 148<sup>th</sup> Ave NE from NE 195<sup>th</sup> Street. Bollards will block access to current residences, both for families, as well as emergency vehicles.

**1.1(b) Study Maps**

Study maps Figure 2.2a, 2.2b, 2.2c, 2.2g, 2.2h and 2.2i show the *only* access to the southeast corner of the Wood Trails development under all alternatives is via 148<sup>th</sup> Street. No access is made to this corner of Wood Trails via the primary access roads studied in the DEIS, NE 198<sup>th</sup> Street and NE 201<sup>st</sup> Street. The study maps cited were received 2/17/06 via U.S. mail and showed a different road configuration than that shown in the original proposal. The original proposal showed access to the southeast corner of Wood Trails only via the NE 198<sup>th</sup> Street and NE 201<sup>st</sup> Street.

Figure 2.3d Wood Trails Access to South (148<sup>th</sup> Avenue NE) shows the NE 195<sup>th</sup> Street and 148<sup>th</sup> Ave NE intersection will become a new major intersection, directing traffic along 148<sup>th</sup> Ave NE to all proposed development within Wood Trails.

**1.1(c) Mitigation Measures**

Transportation mitigation measures cited on 3-122 do not address the proposed NE 195<sup>th</sup> Street and 148<sup>th</sup> Ave NE intersection. As noted in 3.5.4 Mitigation Measures, general improvements to a small section of NE 195<sup>th</sup> Street approaching the Wood Trails site is recommended. Improvements to widen the roadway to a minimum width of 24 feet, along with gravel or paved shoulders or 5 to 6 feet were recommended. We agree that these measures would be the absolute minimum necessary for any type of development.

By omitting a study of the NE 195<sup>th</sup> Street and 148<sup>th</sup> Avenue NE intersection, a major traffic study has been omitted from the DEIS. Citing 3-123 in 3.5.5 Significant Unavoidable Adverse Impacts: *The analysis indicated that none of the alternatives would generate sufficient additional traffic or changes in traffic patterns that there would be significant impacts to traffic operations, traffic safety, pedestrian activity or other transportation facilities or uses.* By omitting a study of the NE 195<sup>th</sup> Street and NE 148<sup>th</sup> Ave intersection, the DEIS fails to address a major traffic change impacting the existing community.

**2.1 Inaccuracies In The Environmental Checklist, EIS or Other Documentation**

**2.1(a) Bicycle Activity**

Citing 3.5.1(f) Bicycle Facilities and Activities: *Bicycle activity on NE Woodinville-Duvall Road and 156<sup>th</sup> Ave NE was observed to be minimal.* Do note that both of these roads were identified as public "trails" within the cities own park assessment within the DEIS. Also, both roads are identified by King County in their "Bicycling in King County" pamphlet as part of the DOT RoadShare Program. Within this pamphlet NE Woodinville-Duvall Road is described as "Moderate to heavy traffic with wide curb lane or paved shoulder," while 156<sup>th</sup> Ave NE is identified as a "Heavy traffic street without wide curb lane or shoulder." The two DEIS study dates (December 2004 and June 2005) do not give an accurate glimpse of bicycle traffic along these two roads. During spring, summer and early fall months groups of bicyclists from local bicycle clubs frequent both roads.

**2.1(b) Appendix K**

Refer to pg. 20 of Appendix K-Mammals Observed or Potentially Using the Wood Trails and Montevallo Sites: missing from this list is Bobcat *Lynx rufus*. We observed a Bobcat at 9:15am on 2/20/2006 hopping into the brush on the south side of NE 195<sup>th</sup> Street near the wooded footpath close to NE 151<sup>st</sup> Street.

**2.1(c) Pedestrian Activity**

Studies of pedestrian activity were conducted between 7-9am and 2-4pm during December 2004 and June 2005. The data here is certainly misleading and offers the wrong "snapshot" of how our neighborhood is traveled. Overlooked are midday and evening joggers, dog walkers and children playing in the street. Both study times were intended to reflect activity within a typical school day, however both study dates minimize the impact of pedestrian activity since school activities were at a minimum during the study dates.

Thank you for this opportunity for input on the Draft EIS for Wood Trails/Montevallo.

Sincerely,

George and Sandra White  
14818 NE 195<sup>th</sup> Street  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

*Responsible for EIS-1  
3/12/06  
M*

February 28, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

RECEIVED

MAR - 1 2006  
City of Woodinville

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

In reviewing the Wood Trails/Montevallo DEIS, it is apparent that the document is seriously deficient in several key areas. One can only guess as to why this is, but it certainly appears that any alternatives, mitigation solutions, data or conclusions that would potentially reduce the profit for the developer have been ignored, as this study was paid for and supervised by the developer. But the purpose of this study is not to ensure profits for the developer, but rather to evaluate the true environmental impacts of the development (with the obvious goal of minimizing negative impacts).

Due to these serious deficiencies, including misstatements of facts, erroneous and unsupported conclusions, suspect alteration of data or use of inaccurate data, and failure to seriously consider crucial alternatives or mitigation plans, it is clear that this entire document should be scrapped and the study begun again by a truly independent and impartial team not beholden to those who stand to profit from this development.

The deficiencies include, but are not limited to, the following:

- Use of outdated and erroneous base traffic data. The data used is old, from before the Costco development was even begun, and does not accurately reflect current traffic levels. Moreover, measurements used were taken from an atypical day and time of year, which further degrades the usability of the data as a basis for future use assumptions.

- Failure to address many of the most critical traffic points in the area which will be obviously affected by the proposed developments.

These include, but are not limited to:

- > the offramp of Highway 522 at NE 195<sup>th</sup> Street (where nearly all new residents will exit the highway to come home),
- > the intersection of Route 9 and 195<sup>th</sup> Street directly east of the offramp (from which traffic even now routinely backs up on to Highway 522 daily),
- > the intersection of Woodinville-Duvall Road and 156<sup>th</sup> Avenue NE (where nearly all residents will have to turn to approach the development), and
- > the intersection of the Woodinville-Duvall Road and 168<sup>th</sup> Avenue NE (where many potential new residents would be turning to access the schools their children will attend).

These intersections, and in fact nearly all of the Woodinville-Duvall Road/NE N Woodinville Way (195<sup>th</sup> from Highway 522 to Cottage Lake, are in almost perpetual gridlock most days and most hours of the week at the present. The added impact of nearly 800 car trips per day (using the national average of 6 car trips per day per household) through these already-overstressed points is not even addressed.

And this isn't the end of the likely traffic impact ignored by the DEIS. Currently, many drivers bypass the 195<sup>th</sup> Street exit from SR-522 because of the frequent backups onto the highway, and instead continue on to the 240<sup>th</sup> St. exit, cutting up through the Wellington Hills Golf Course to access 156<sup>th</sup> Avenue. This will only get worse over time and will be exacerbated, especially, by the Montevallo development, and all the "Local Residents Only" signs in the world will not prevent drivers from using 240<sup>th</sup> as a connector road to 156<sup>th</sup>. These signs have been proven to be laughably ineffective in the past, as demonstrated by the large amount of pass-through traffic currently on 156<sup>th</sup>, and are likely to be even

more widely ignored as traffic worsens due to developments like these.

- **The statistics are egregiously misused and misrepresent the true impact of the development.** The Wood Trails site, for example, will consist of only 10.4 "net residential" buildable acres; taking "credits" against unbuildable land is incorrect, deceptive and misleading, purely for the purpose of making the development seem less traumatic for the surrounding area than it inevitably will be.

By using the entire Wellington Neighborhood as a base, the DEIS attempts to make the addition of 132 additional households look minor. In fact, in the ten acres adjacent to the Wood Trails portion, there are approximately ten households, reflecting the current true R-1 zoning. Adding 66 new units to the adjacent area, the Wood Trails development alone would actually result in a 600% increase in traffic to the immediate area, all funneled through two streets.

**But a look at the actual site plans for the proposal reveal an even more severe impact.** The plans clearly show that only FIVE existing homes are currently accessed by going to the end of either 198<sup>th</sup> or 201<sup>st</sup> streets. The addition of 70 homes to this (the 66 called for in the Wood Trails plans and an additional four who would no longer have access to their lots from 195<sup>th</sup> or 202<sup>nd</sup>; see below) would actually be an increase of a whopping 1400%, with 75 households' worth of traffic flowing to the ends of streets currently servicing five -- **from 30 car trips per day to 450, more than 15 times as much as currently.** The DEIS does not mention this, as if ignoring the truth will somehow change the reality.

The building of 66 houses on 10.4 actual "net residential" buildable acres does not remotely qualify even under R-4 zoning. **An EIS is not about what one can "get away with" under the law, but rather what the actual impacts of a proposed development are likely to be, and these figures are an obvious attempt to cloud the truth.**

- **Failure to consider the actual topography of the most heavily trafficked streets.** Both 198<sup>th</sup> Street and 201<sup>st</sup>

street, anticipated to handle all the traffic for the Wood Trails development, are winding narrow roads with numerous blind rises and curves; they are already hazardous to the many young children who play there at all hours of the day. Adding nearly 400 car trips per day to these narrow streets will inevitably result in a much more dangerous environment for current residents, yet this impact is not even addressed in the study.

- **Failure to consider the additional burden on local schools.** In terms of community services, this is a very serious oversight. The schools currently serving the area are already severely overcrowded and are operating out of bungalows and other temporary structures inadequate to serve the children of the area. Yet this proposal will add the children of 132 additional households (potentially up to 300 children, using national averages) and the DEIS does not even consider this issue. Who will provide this added infrastructure? It is not specified.

- **Failure to seriously consider the R-1 alternative.** While the charts and some of the text do pay cursory "lip service" to the idea of maintaining the R-1 zoning of the area, this study reaches the improbable conclusion that cutting the density by nearly 85% (a true 10 houses on 10 buildable acres, vs. 66 in the Wood Trails area alone) would not result in any difference in environmental impact. The conclusion is unsupported by the data. **It is ludicrous to assume that 400 car trips per day are the functional equivalent of 60.** The stated capacities of the streets in question do not, in fact, reflect the levels for a safe and functional residential street but are rather a theoretical arithmetical calculation used for comparison purposes, not for measuring safety or functionality, and certainly should not be used as a guideline as to what an acceptable level of city services and infrastructure should be. It is clear that the reason for this immediate dismissal of this alternative is due to the decreased profits for the developer, which should not be the focus or priority of a study such as this.

- **Failure to seriously consider access to the Wood Trails area from the Industrial Area down below to the**



West. Again, this alternative was quickly dismissed without serious consideration or study, clearly because it would limit the profits for the developer. Again, this is an improper use for this study.

- **Failure to note that the proposal would eliminate access to current property by existing homeowners.** The Wood Trails proposal includes a very quick mention of blocking off 148<sup>th</sup> Avenue NE at 195<sup>th</sup> Street to eliminate the possibility of access to the development from this point, but does not mention that access to at least two households currently on 148<sup>th</sup> Avenue would also be blocked. This appears to be the situation for at least two existing properties near 202nd as well. To require these residents to access their own property from 198<sup>th</sup> Street to the North, of from 201<sup>st</sup> to the South, and then wind their way through the development and finally approach their land from a direction opposite to which their driveways are angled, is a ludicrous -- and potentially physically impossible, due to the narrowness of the proposed streets and the lack of any available turnaround -- burden to impose upon them.

as if it never happened. And no geologic cores or samples were taken from this area either.

- **Moreover, even the most cursory study of 148<sup>th</sup> Avenue itself reveals numerous large depressions and potholes** which continually recur year round regardless of the weather conditions, and which must be filled at least quarterly. This is clear evidence of some form of soil instability or erosion occurring from beneath, yet again this is not mentioned in the DEIS because it was never studied. Who will take responsibility for maintaining the streets after the development is completed? It is never specified because this problem was never considered.

Again, this list is not exhaustive. But from these deficiencies alone it is clear that this document is insufficient to adequately assess the true environmental impact of the proposed development, and must be redone from scratch using a truly impartial team with no financial incentive to see the development proceed as planned.

Respectfully,



Adam Gold  
19626 148<sup>th</sup> Avenue NE  
Woodinville, WA 98072  
425-485-1483

cc: Concerned Neighbors of Wellington

- **Failure to consider the well-known soil stability issues on 148<sup>th</sup> Avenue.** Between the summers of 1999 and 2000, a large sinkhole appeared on 148<sup>th</sup> Avenue NE north of 195<sup>th</sup> Street. This was reported to the city of Woodinville, which dispatched a team of geologists and road experts to study the hole. This fissure was so deep that the bottom of it could not be seen even when lowering a light source deep into it. Initially, the team left the site without taking any action. It was only when the city was reminded that, as there was now a public record of the city having knowledge of this dangerous condition, all liability for any personal injury occurring on this public street would fall to the city, that they finally returned to place yellow warning tape around the massive hole. Some weeks later, the city returned to fill the crevasse with gravel and rocks, but not before it was noted that the hole appeared to contain much landfill material, leading the city to suspect that the initial development of the area was built over potentially unstable landfill. This should all be a part of city records, yet it is not mentioned in the DEIS at all.

**Dick Fredlund**

**From:** Barb Bulger [bbulger@msn.com]  
**Sent:** Wednesday, March 01, 2006 10:33 AM  
**To:** Dick Fredlund  
**Subject:** Wood Trails & Montevallo developments

I have heard about the proposed development near Wellington Elementary. One question to keep in mind is if any of this will be in Snohomish County. A friend of mine lives up the road just north of Wellington but into Snohomish County and she said that they have had a problem getting emergency services there because King Co did not cover and Snohomish Co didn't respond as well because they had to go so far out of the way to get to them; having to go on Wdnlv-Duvall road, past Leota & Wellington, etc.

Sincerely,

Barbara Bulger  
Woodinville resident and parent of Leota student

26-1  
EIS-7

**From:** pkorman@juno.com [mailto:pkorman@juno.com]  
**Sent:** Wednesday, March 01, 2006 10:23 PM  
**To:** Dick Fredlund  
**Subject:** Wood Trail/Montevallo Developments

3-1-06

Dear Mr. Fredlund,

I am writing to express concern about the proposed developments in the Wellington area of Woodinville. I feel strongly that the City of Woodinville needs to make major road improvements and revisions before approving additional housing in this area.

We have a desperate shortage of through streets in this part of Woodinville. The Woodinville-Duvall Road is dangerously crowded because it is the only way to actually get anywhere in our neighborhood and several adjoining neighborhoods as well. If Wood Trails and Montevallo are going to be approved (in any zoning configuration), they need to be able to be easily accessed from the western adjoining industrial area; there need to be multiple east-west streets (like NE 195th) cut through to facilitate access to Wellington Elementary and Leota Junior High; and pressure needs to be taken off of 156th Ave NE by creating other north-south corridors for traffic.

This is not a new problem. Several years ago a planning officer held Wellington community meetings to discuss the essential need for through streets. He told the gathering that people could help make the decisions about which roads would be cut through or the City would make those selections unilaterally. There are many people living in this area who like their road barricades and their cul-de-sacs. They threatened the officer and stormed the City Council meeting and the issue was quickly abandoned. In subsequent years population has steadily increased, and the road maze is more inefficient than ever.

Here's one example of the magnitude of the current problem. A few years ago, on Leota Junior High's

Page 2 of 2

fall Curriculum Night, a house fire engulfed the home on the corner of 168th Ave NE and the Woodinville-Duvall Road. Many parents were at Leota that night, and the Fire Department blocked the end of 168th NE before the school program was finished. I live at 19831 156th Ave NE. It took me over an hour to get home from Leota Junior High that night. There was only one way (instead of the usual two) to get onto the W-D Road (the only east-west through road in our neighborhoods), and almost everyone needed to use it. If there were ever an emergency in which parents were trying to reach their children at Wellington and Leota, I shudder to think of the gridlock and chaos that would occur - and for no good reason.

If you are going to recommend more housing - and higher density housing at that - then you must include in your plans clear, unambiguous, nonnegotiable road improvements and changes. Through streets, both east-west and north-south. The City simply cannot add housing here without infrastructure to go with it. If there's not enough money for adequate roads, then don't approve additional population growth. Please, if you don't believe me, come drive this neighborhood for yourself.

Thanks for your consideration. If you feel you must approve the developments without adequate roads, at the very least, please maintain the R-1 zoning that currently defines our neighborhood. The resulting traffic will be terrible, but at least it may be moving.

Sincerely,

Kathleen W. Forman

03/02/2006

**From:** Geoffry Knutzen [mailto:geoffreyk@seanet.com]  
**Sent:** Wednesday, March 01, 2006 6:53 PM  
**To:** Dick Fredlund  
**Subject:** RE woodtrail/montevallo developments

One family against.

As a community,  
We don't have to allow these developments  
We don't want these developments.

On the whole, these developments will have a negative impact on the majority of those effected.

Lets not allow this to happen

-Geoff Knutzen

Dick Fredlund, Planner

-----Original Message-----  
From: Lekoy Kuebler [mailto:kaynleroy@verizon.net]  
Sent: Wednesday, March 01, 2006 7:00 PM  
To: Dick Fredlund  
Cc: Fred Green  
Subject: Comment on Draft EIS for Wood Trails/Montevallo  
March 1, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

In reviewing the Wood Trails/Montevallo DEIS, it is apparent that the document is seriously deficient in several key areas. One can only guess as to why this is, but it certainly appears that any alternatives, mitigation solutions, data or conclusions that would potentially reduce the profit for the developer have been ignored, as this study was paid for and supervised by the developer. But the purpose of this study is not to ensure profits for the developer, but rather to evaluate the true environmental impacts of the development (with the obvious goal of minimizing negative impacts).

Due to these serious deficiencies, including misstatements of facts, erroneous and unsupported conclusions, suspect alteration of data or use of inaccurate data, and failure to seriously consider crucial alternatives or mitigation plans, it is clear that this entire document should be scrapped and the study begun again by a truly independent and impartial team not beholden to those who stand to profit from this development.

The deficiencies include, but are not limited to, the following:

... Use of outdated and erroneous base traffic data. The data used is old, from before the Costco development was even begun, and does not accurately reflect current traffic levels.

03/02/2006

1

29  
p.1

28

28-1  
S/O-4

29-1  
EIS-1

29-2  
TR-4



Moreover, measurements used were taken from an atypical day and time of year, which further degrades the usability of the data as a basis for future use assumptions.

-- Failure to address many of the most critical traffic points in the area which will be obviously affected by the proposed developments.

These include, but are not limited to,

• the off ramp of Highway 522 at NE 195th Street (where nearly all new residents will exit the highway to come home),

• the intersection of Route 9 and 195th Street directly east of the off ramp (from which traffic routinely backs up on to Highway 522 daily at the present),

• the intersection of Woodinville-Duval Road and 156th Avenue NE (where nearly all residents will have to turn to approach the development), and

• the intersection of the Woodinville Duval Road and 168th Avenue NE (where many potential new residents would be turning to access the schools their children will attend).

These intersections, and in fact nearly all of the Woodinville-Duval Road/NE N Woodinville way (195th) from Highway 522 to Cottage Lake, are in a almost perpetual gridlock most days and most hours of the week at the present. The added impact of nearly 800 car trips per day (using the national average of 6 car trips per day per household) through these already-overstressed points is not even addressed.

-- The statistics are egregiously misused and misrepresent the true impact of the development. The Wood Trails site, for example, will consist of only 10.4 net residential: buildable acres: taking 'credits' against unbuildable land is incorrect, deceptive and misleading, purely for the purpose of making the development seem less traumatic for the surrounding area than it inevitably will be. By using the entire Wellington neighborhood as a base, the DEIS attempts to make the addition of 132 additional households look minor. In fact in the ten acres adjacent to the Wood Trails portion, there are approximately ten households, reflecting the current true R-1 zoning. By adding 66 new units to the adjacent area, the Wood Trails development alone would actually result in a 600% increase in traffic to the immediate area, all funneled through two streets. The building of 66 houses on 10.4 actual net residential: buildable acres does not remotely qualify even under R-4 zoning. An EIS is not about what one can 'get away with' under the law, but rather what the actual impacts of a proposed development are likely to be, and these figures are an obvious attempt to cloud the truth.

-- Failure to consider the actual topography of the most heavily trafficked streets. Both 198th Street and 201st street, anticipated to handle all the traffic for the Wood Trails development, are winding narrow roads with numerous blind rises and curves; they are already hazardous to the many young children who play there at all hours of the day. Adding nearly 400 car trips per day to these narrow streets will inevitably result in a much more dangerous environment for current residents, yet this impact is not even addressed in the study.

-- Failure to consider the additional burden on local schools. In terms of community services, this is a very serious oversight. The schools currently serving the area are already severely overcrowded and are operating out of bungalows and other temporary structures inadequate to serve the children of the area. Yet this proposal will add the children of 132 additional households (potentially up to 300 children, using national averages) and the DEIS does not even consider this issue. Who will pay for this added infrastructure? It is not specified.

-- Failure to seriously consider the R-1 alternative. While the charts and some of the text do pay cursory 'lip service' to the idea of maintaining the R-1 zoning of the area, this study reaches the improbable conclusion that cutting the density by nearly 85% (a true 10 houses on 10 buildable acres, vs. 66 in the Wood Trails area alone) would not result in any difference in environmental impact. The conclusion is unsupported by the data. It is clear that the reason for this immediate dismissal of this alternative is due to the decreased profits for the developer, which should not be the focus or priority of a study such as this.

29-8 ALT-3  
-- Failure to seriously consider access to the Wood Trails area from the Industrial Area down below to the West. Again, this alternative was quickly dismissed without serious consideration or study, clearly because it would limit the profits for the developer. Again, this is an improper use for this study.

29-9 TR-18  
-- Failure to note that the proposal would eliminate access to current property by existing homeowners. The Wood Trails proposal includes a very quick mention of blocking off 148th Avenue NE at 195th Street to eliminate the possibility of access to the development from this point, but does not mention that access to at least two households currently on 148th Avenue would also be blocked. To require these residents to access their own property from 198th Street to the North, then wind their way through the development and finally approach their land from a direction opposite to which their driveways are angled, is a ludicrous -- and potentially physically impossible, due to the narrowness of the proposed streets and the lack of any available turnaround -- burden to impose upon them.

29-10 ER-3  
-- Failure to consider the well-known soil stability issues on 148th Avenue. Between the summers of 1999 and 2000, a large sinkhole appeared on 148th Avenue NE north of 195th Street. This was reported to the city of Woodinville, which dispatched a team of geologists and road experts to study the hole. This fissure was so deep that the bottom of it could not be seen even when lowering a light source deep into it. Initially, the team left the site without taking any action. It was only when the city was reminded that as there was now a public record of the city having knowledge of this dangerous condition, all liability for any personal injury occurring on this public street would fall to the city, that they finally returned to place yellow warning tape around the massive hole. Some weeks later, the city returned to fill the crevasse with gravel and rocks, but not before it was noted that the hole appeared to contain much landfill material, leading the city to suspect that the initial development of the area was built over potentially unstable landfill. This should all be a part of city records, yet it is not mentioned in the DEIS at all, as if it never happened. And no geologic cores or samples were taken from this area either.

29-11 TR-2  
-- Moreover, even the most cursory study of 148th Avenue itself reveals numerous large depressions and potholes which continually recur year round regardless of the weather conditions, and which must be filled at least quarterly. This is clear evidence of some form of soil instability or erosion occurring from beneath, yet again this is not mentioned in the DEIS because it was never studied. Who will take responsibility for maintaining the streets after the development is completed? It is never specified because this problem was never considered.

Again, this list is not exhaustive. But from these deficiencies alone it is clear that this document is insufficient to adequately assess the true environmental impact of the proposed development, and must be redone from scratch using a truly impartial team with no financial incentive to see the development proceed as planned.

Respectfully,  
Kay and LeRoy Kuebler  
20255 148th Pl NE  
Woodinville, WA 98072

29-2 confid TR-4  
-- Failure to address many of the most critical traffic points in the area which will be obviously affected by the proposed developments.

These include, but are not limited to,

• the off ramp of Highway 522 at NE 195th Street (where nearly all new residents will exit the highway to come home),

• the intersection of Route 9 and 195th Street directly east of the off ramp (from which traffic routinely backs up on to Highway 522 daily at the present),

• the intersection of Woodinville-Duval Road and 156th Avenue NE (where nearly all residents will have to turn to approach the development), and

• the intersection of the Woodinville Duval Road and 168th Avenue NE (where many potential new residents would be turning to access the schools their children will attend).

These intersections, and in fact nearly all of the Woodinville-Duval Road/NE N Woodinville way (195th) from Highway 522 to Cottage Lake, are in a almost perpetual gridlock most days and most hours of the week at the present. The added impact of nearly 800 car trips per day (using the national average of 6 car trips per day per household) through these already-overstressed points is not even addressed.

-- The statistics are egregiously misused and misrepresent the true impact of the development. The Wood Trails site, for example, will consist of only 10.4 net residential: buildable acres: taking 'credits' against unbuildable land is incorrect, deceptive and misleading, purely for the purpose of making the development seem less traumatic for the surrounding area than it inevitably will be. By using the entire Wellington neighborhood as a base, the DEIS attempts to make the addition of 132 additional households look minor. In fact in the ten acres adjacent to the Wood Trails portion, there are approximately ten households, reflecting the current true R-1 zoning. By adding 66 new units to the adjacent area, the Wood Trails development alone would actually result in a 600% increase in traffic to the immediate area, all funneled through two streets. The building of 66 houses on 10.4 actual net residential: buildable acres does not remotely qualify even under R-4 zoning. An EIS is not about what one can 'get away with' under the law, but rather what the actual impacts of a proposed development are likely to be, and these figures are an obvious attempt to cloud the truth.

-- Failure to consider the actual topography of the most heavily trafficked streets. Both 198th Street and 201st street, anticipated to handle all the traffic for the Wood Trails development, are winding narrow roads with numerous blind rises and curves; they are already hazardous to the many young children who play there at all hours of the day. Adding nearly 400 car trips per day to these narrow streets will inevitably result in a much more dangerous environment for current residents, yet this impact is not even addressed in the study.

-- Failure to consider the additional burden on local schools. In terms of community services, this is a very serious oversight. The schools currently serving the area are already severely overcrowded and are operating out of bungalows and other temporary structures inadequate to serve the children of the area. Yet this proposal will add the children of 132 additional households (potentially up to 300 children, using national averages) and the DEIS does not even consider this issue. Who will pay for this added infrastructure? It is not specified.

-- Failure to seriously consider the R-1 alternative. While the charts and some of the text do pay cursory 'lip service' to the idea of maintaining the R-1 zoning of the area, this study reaches the improbable conclusion that cutting the density by nearly 85% (a true 10 houses on 10 buildable acres, vs. 66 in the Wood Trails area alone) would not result in any difference in environmental impact. The conclusion is unsupported by the data. It is clear that the reason for this immediate dismissal of this alternative is due to the decreased profits for the developer, which should not be the focus or priority of a study such as this.

Page 2  
Maxine M. Pollock

March 1, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: Dickr@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

In reviewing the Wood Trails/Montevallo DEIS, it is apparent that the document is seriously deficient in several areas.

**Use of outdated and erroneous base traffic data.** The data used is old, from before the Costco development was even begun, and does not accurately reflect current traffic levels. Moreover, measurements used were taken from an atypical day and time of year, which further degrades the usability of the data as a basis for future use assumptions.

**Failure to address many of the most critical traffic points in the area which will be obviously affected by the proposed developments.**

These include, but are not limited to, the off ramp of Highway 522 at NE 195<sup>th</sup> Street (where nearly all new residents will exit the highway to come home), the intersection of Route 9 and 195<sup>th</sup> Street directly east of the off ramp (from which traffic routinely backs up on to Highway 522 daily at the present), the intersection of Woodinville-Duvall Road and 156<sup>th</sup> Avenue NE (where nearly all residents will have to turn to approach the development), and the intersection of the Woodinville Duvall Road and 168<sup>th</sup> Avenue NE (where many potential new residents would be turning to access the schools their children will attend).

These intersections, and in fact nearly all of the Woodinville-Duvall Road/NE N Woodinville Way (195<sup>th</sup>) from Highway 522 to Cottage Lake, are in an almost perpetual gridlock most days and most hours of the week at the present. The added impact of nearly 800 car trips per day (using the national average of 6 car trips per day per household) through these already-overstressed points is not even addressed.

Currently the posted speed limit on 156<sup>th</sup> Ave NE is 35 mph. Not anytime during a 24 hour period does traffic travel at that speed. It is dangerous to traffic trying to merge onto 156<sup>th</sup>, pedestrians, bicycles, and households along the street.

**Let's control the traffic problems that we currently have without causing more congestion and speed limit violations!**

**Failure to seriously consider the R-1 alternative.** The study reaches the conclusion that Wood Trails would not result in any difference in environmental impact. This is unsupported data.

**Let's keep it at a true 10 houses on 10 build able acres as currently zoned!**

This study needs to be re-done from the beginning using an impartial team that will not benefit financially from the findings.

Sincerely,

Maxine M. Pollock  
19504 156<sup>th</sup> Ave NE  
Woodinville, WA 98072

Woodinville as a whole? It fails to indicate how much the loss of this wildlife habitat area would reduce the remaining roadless habitat in the city of Woodinville.

3. Throughout, the report fails to adequately document any meaningful consideration or measurement of the value and positive aspects this roadless wildlife habitat area provides as a natural buffer between the existing residential area and the industrial areas to the west. The loss of this habitat will result in the reasonable likelihood of more than a moderate adverse impact on environmental quality, not the least of which is the quality of life for the existing residents of Wellington. The report fails to discuss impacts from this project to existing residents in the matters of potential increased noise pollution, loss of recreational area, changes in the visual dimension of the landscape, or effects of increased wind exposure after planned site clearing of trees, all of which affect the neighborhood character of the existing residential area.

4. Why does the R-1 zoning Alternative only contemplate individual septic systems? If, as the report states, conversion of on site septic systems to a public sewer system reduces the coliform load from the soil and water table, and this is touted in the report as a potential positive aspect of this development proposal, should this then not also be a recommended requirement for the R-1 zoning alternative for this project as well? This is especially important as the proposed Wood Trails project is so much closer to the sensitive Little Bear Creek than is the existing residential neighborhood.

5. The report mentions several times the extension of Public Sewer lines to both these projects, and alludes future connections of existing septic systems to this public sewer might result in improved water quality downhill from the project. However, the report fails to discuss or delineate any potential negative impacts of such future sewer line extensions. It fails to discuss any impacts or costs to existing homeowners in the area from such extensions. It also fails to indicate exactly which or how many homeowners would be affected or impacted by these sewer extensions, or if connections to this planned sewer would be made mandatory for existing residents on septic systems. These are not trivial impacts and they need to be thoroughly addressed so the City and it's residents can consider the true costs and impacts of these proposed projects.

6. Although the report mentions several times the close proximity of the proposed Wood Trails project to the industrial area to the west (a brief review of the supplied maps of the area show the proposed new project sites as close as 250 feet to this industrial area, whereas the existing residential homes are over 1000 feet from the industrial area), the report fails to determine what specific types of industrial activity are in this area, or if there might be any safety concerns or impacts from the project's closer proximity to potential hazardous or flammable materials used at these industrial facilities.

7. My reading of the report's discussion of traffic impacts leads me to believe that, at best, the report may not be accurate, or at worst may actually be biased in favor of the applicant. I base this belief not as an expert on traffic flows, but on the following two facts:

A. As a resident of the area, I would expect a study and review of the traffic impact from 132 additional homes in the area should at the very least be an impartial and independent study, by a disinterested third party. However, the Transpo Group consultants who did these studies were not hired by the City, but originally by the applicant, in large part to help them gain project approval from the City. Transpo's own web site states "Our satisfaction rests entirely on that of our clients". From this, one would think they would do as much as they could to advance their clients interests. My concern here is not just that the presented facts may not be accurate or complete, but that conclusions can be tilted to favor one point of view over another by selectively presenting some facts or downplaying or possibly omitting others. The strong possibility of a conflict of interest

-----Original Message-----  
From: Mary & John Tatarsky [mailto:surprise46@comcast.net]  
Sent: Wednesday, March 01, 2006 11:10 PM  
To: Dick Fredlund  
Cc: surprise46@comcast.com; CW@wellington-neighborhood.com  
Subject: Comment on Draft EIS for Wood Trails/Montevallo

March 1, 2006

Dear Mr Fredlund:

Thank you for the opportunity to comment on the DEIS for the Wood Trails and Montevallo projects. I believe this DEIS is inadequate because it either fails to address, or it addresses inadequately, the following items:

1. The report uses many qualifying words which lead one to question the accuracy and validity of many of it's conclusions. For instance, page 3-41 states the quality of storm water runoff from the Wood Trails site "should have" no adverse effect on aquatic habitat in Little Bear Creek. Given the report admits Little Bear Creek is an important fish bearing creek, and that fish bearing creeks can be sensitive to storm water quality, it is not good enough to believe it "should have" no adverse effect. If there is any doubt about the issue, further studies need to be done to confirm the absolute minimum mitigation measures that are necessary to say conclusively there "will be" no adverse effects on aquatic habitat.

2. Page 3-45, 3.3.2(e) mentions "past and present development activity in the vicinity of the project site and resultant modifications to plant and animal habitat over several decades", almost as a reason or excuse to continue such modifications with this project. This seems at best a cavalier attitude which presumes to dismiss this wildlife habitat as not worthy of protection since it may not contain endangered species, and is surrounded mostly by urban areas. Even somewhat isolated habitats are not ecologically independent, but are functionally connected into the surrounding landscape. The report fails to answer logical questions along these lines, such as what impact will the loss of this habitat have on the total landscape diversity and recreational area of the City of

31-3  
EIS-9

31-4  
ALT-1

31-5  
PD-3

31-6  
EIS-6

31-7  
EIS-1

RECEIVED

February 28<sup>th</sup>, 2006

MAR 0 2 2006

31-7  
cont'd  
EIS-1

exists here, and it would be in the City's and City resident's best interests to have an independent third party traffic consultant study the traffic issue data and conclusions to ensure accuracy and completeness, and recommend any additional studies needed.

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

Ray Sturtz  
Dick Fredlund  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

31-8  
TR-4

B. In reading the traffic study, there is a paucity of dates provided on when the study was completed, but it appears most of the study was done well before the opening of the large Costco retail store on Route 9, just northwest of the vicinity of these projects. It is obvious to any local resident that traffic to and from this new store has increased along the golf course road and on 156th Avenue. This should have been measured and included in any traffic study of the proposed projects, and it appears the existing report failed to include this recent impact to traffic in it's study.

RE: Comment on EIS for Wood Trails  
Dear Mr. Sturtz & Mr. Fredlund:

Thank you.

John Tatarsky  
15112 NE 198th Street,  
Woodinville, WA 98072

First and foremost, I would like to urge the City of Woodinville Planning Committee to look at the benefits of purchasing the Wood Trails site and turning the area into a natural park. This greenbelt area serves as a natural buffer between the Wellington Neighborhood and the less visually desirable industrial zone of Woodinville bordering Hwy. 522. The trees dampen the noise from the freeway and commercial activity, and provide a nice forested area for area residents to walk in and enjoy. I have also heard that this area was once designated as a greenbelt area by a former Mayor of the City Of Woodinville. Is this not true? If so why are we now considering development here?

32-1  
ALT-1

I walk with my 5 year old daughter on the current property three times a week, and would like to see the current trails expanded, including a parking facility, to allow other residents of the city to enjoy. In the City of Bellevue, the Bellevue Botanical Garden was designed as a natural park and it receives a great deal of use. Designation of this property into a city park would be a huge step in the right direction for Woodinville, and show the residents that the City Council is serious about resolving issues such as a lack of parks being available for area residents. Are any other medium to large sized parks currently being set aside for area residents?

I am deeply concerned about the EIS statements regarding westerly street access to the Woods trails site within Chapter 2, section 2.3.2. The EIS did not adequately examine the option of connecting the new development to existing roads to the west that would allow new residents of the community a shorter commute to area amenities, and lessen the traffic on the outdated roads to the east. The EIS states that the "higher costs and potentially fewer units.....would be less than capable of meeting the applicants objectives for the proposal." It's clear that the proposed access is the cheapest option for the developer, at the expense of the rest of the Wellington residents who have lived here for years. One only has to drive down one of the two roads to see they are severely outdated, and have never been resurfaced or improved since they were developed. Developing a new roadway connecting to the south or west should be considered as a viable alternative. CNW's outcry over allowing the development to use existing roads not suited to handle increased volumes is perfectly placed.

32-2  
ALT-3

Our neighbors in Bothell presiding over the new Woodridge development currently under way approximately 2 miles west of the Woods Trails site have had to perform extensive grading and build retention walls while constructing a new primary roadway connecting their development to 120<sup>th</sup> Ave N.E., leaving the bordering neighborhoods to

the east of the development unaffected. This solution makes sense for this development, as it would for Wood Trails due to the fact that the topography and situations are very similar. It allows the future homeowner's faster access to the freeway and amenities without having to wind through older neighborhood's in the opposite direction.

Should Wood Trails be developed in any way, Phoenix Development should not be allowed to connect to 198<sup>th</sup> and 201<sup>st</sup> serving as primary access!

Sincerely,  
Ryley & Tracey Fee  
15333 N.E. 201<sup>st</sup> St.  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

March 1, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund,

I live at 14919 NE 198<sup>th</sup> St in Woodinville, and the 66 home (R4) Wood Trails Development planned for my area will directly impact the quietude and the air quality of my neighborhood.

I did my best to review and understand the DEIS provided by the City, but this DEIS did not appear to be provided by the City, it appeared to be provided by experts hired by the developer. If this is correct than I feel the City should hire another group of experts that report its findings to the City not the developer.

I also did not see a study done on the increase of noise pollution and auto-related air pollution to our neighborhood.

The DEIS should show a comparison of the increases expected in noise and air pollution from an R1 perspective and an R4 perspective.

Right now I can hear some freeway and Recycle Plant noise, but how much more can my neighbors and I expect to hear when the trees are removed for R1 and how much more when the trees are removed for R4? For me this DEIS report is incomplete and should be redone.

Right now my neighbors and I enjoy a very walkable neighborhood with what seems to be good air quality, but nothing that I found in the DEIS report speaks to what the air quality will become with 23 homes (R1) or 66 homes (R4) added. If I am correct, that no study has been done on these two matters, then for me your DEIS is incomplete and should be redone.

This development will certainly impact our current neighborhood and the City of Woodinville should do everything in its power to help the current Woodinville residents maintain their quietude and air quality. This should start with a comprehensive DEIS that uses every science available to make those determinations and to use scientists and experts that are working for the City not the developer.

Sincerely



Linda Petrin  
14919 NE 198 ST  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

RECEIVED  
MAR - 1 2006  
City of Woodinville

33-1  
EIS-1

33-2  
EIS-6

33-3  
EIS-1

34

Dick Fredlund

From: Sharon Clemeson [sharoneclem@comcast.net]  
 Sent: Thursday, March 02, 2006 8:28 PM  
 To: Dick Fredlund  
 Cc: serdman@microsoft.com  
 Subject: DEIS Comments

March 2, 2006

Dick Fredlund, Planner  
 Planning Department  
 City of Woodinville  
 17301 133rd Ave NE  
 Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

I have read the DEIS and have concluded that **it must have been put together by the developers and not an impartial company that looked at the area objectively**. They make it sound like there will be very little impact.

Not only will there be significant change in our neighborhood (digging for sewers and higher density population), but the services in our area will be overwhelmed. **Traffic and schools are overcrowded now**. None of these topics seem to be specifically addressed. **They obviously did not spend a lot of time checking into the wild life in 2004**. We have three varieties of squirrels (Douglas Tree Squirrel, which mainly lives in the tops of the Douglas Firs, Northern Flying Squirrel as well as the Grey Squirrels. The first two are not easily visible. We have Great Horned Owls in summer, eagles at times and herons. We have seen an American Martin when the squirrel population was too large. We have observed forty-five varieties of native birds.

I feel that if the developer would build according to existing zoning, R-1, most people would and could accept the development and the impact would be acceptable.

Respectfully,

Leonard Clemeson  
 15103 NE 202<sup>nd</sup> Street  
 Woodinville, WA 98072

03/17/2006

35

Dick Fredlund

From: robert clay [m-mday1@msn.com]  
 Sent: Thursday, March 02, 2006 3:56 PM  
 To: Dick Fredlund  
 Subject: EIS

Dear Mr. Fredlund,

My wife and I are concerned the EIS concerning the proposed developments of Montevallo and Wood Trails has not addressed the issues that will impact our neighborhood adequately.

First, is it true the statement was authored by the development company? How could that possibly be objective?

My understanding is that the number of residences in our neighborhood will increase by six times. Where is the plan for paying for the obvious upgrading of infrastructural improvements for increased traffic.

Where are the alternatives to access to these developments?

Where is the objective study of the long term effects these developments will have on future developments in this area?

Why do we have to jam so many houses into such tiny areas? Woodinville is a community that's charm comes from it's rural flavor. Row houses will completely destroy this, not to mention drive down our property values.

I think that we need more study on the impact these developments will have on our community in the present as well as the future.

Sincerely,

Robert and Marie Day  
 20219 151st Ave. NE  
 Woodinville

03/17/2006



From: Griffin [mailto:hottierwill@comcast.net]  
Sent: Thursday, March 02, 2006 10:25 AM  
To: Dick Fredlund  
Subject: Woodtrails/Montevallo DESI

Please add this to the public comments and attach to the DESI

March 2, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

I have reviewed the Wood Trails/Montevallo DEIS, and find that it is incomplete, has erroneous information, and is lacking in alternatives. This DEIS document has used old data and is deficient in several key areas.

Because of this document is so poorly put together it has not given the true impacts that the development of Wood Trails/Montevallo will have on the Wellington Neighborhood, Wellington Elementary School, Leota Junior High School, Woodinville High School, and the City of Woodinville,

03/02/2006

To be specific, here are the issues mentioned above

• **Failure to document the impact the proposed development will have on our Emergency Services**, the already long response times to get a fire truck or emergency medical aid to the Wellington neighborhood, will become even longer. Does the city know that the Wellington neighborhood is serviced by the first due fire station located behind the Safeway store at the intersection of Woodinville Duvall Rd. and Avondale Rd.?

• **Use of outdated and totally wrong traffic data.** The data used in this study is old, does the City have any idea on the impact on traffic on 156 Ave. NE between the Wood/Duvall Rd. and the north boundary of the city limits since Costco has opened? This DEIS does not accurately reflect current traffic levels. Also the data collected was taken on day that does not reflect the "normal" amount of daily traffic.

• **The DEIS failed to address many other areas in the community which will be affected by the proposed developments.**

The DEIS has not documented the traffic impact in the following areas.

- the on-ramp and off-ramp at Highway 522 & NE 195th Street. This is an intersection already congested by high school traffic, commuters, and the many other reasons cars are on the road.
- the intersection of Route 9 and 195th Street directly east of the offramp (from which traffic routinely backs up on to Highway 522 daily at the present),
- the intersection of Woodinville-Duvall Road and 156th Avenue NE (where nearly all residents will have to turn to approach the development), and
- the intersection of the Woodinville Duvall Road and 168th Avenue NE (where many potential new residents would be turning to access the schools their children will attend).

These intersections, and in fact nearly all of the Woodinville-Duvall Road/NE N Woodinville Way (195th) from Highway 522 to Cottage Lake, are in perpetual gridlock weekdays during school and rush hours. The added impact of nearly 800 car trips per day (using the national average of 6 car trips per day per household) through these already-overstressed points is not even addressed.

36  
p.3

- **The statistics are flagrantly misused and misrepresent the true impact of the development.** The Wood Trails site, for example, will consist of only 10.4 "net residential" buildable acres; taking "credits" against unbuildable land is incorrect, deceptive and misleading, purely for the purpose of making the development seem less traumatic for the surrounding area than it inevitably will be. By using the entire Wellington Neighborhood as a base, the DEIS attempts to make the addition of 132 additional households look minor. In comparison, in the ten acres adjacent to the Wood Trails portion, there are approximately ten households, reflecting the current true R-1 zoning. By adding 66 new units to the adjacent area, the Wood Trails development alone would actually result in a 600% increase in traffic to the immediate area, all funneled through two streets. The building of 66 houses on 10.4 actual "net residential" buildable acres does not remotely qualify even under R-4 zoning.

- **Failure to consider the actual topography of the most heavily trafficked streets.** Both 198<sup>th</sup> Street and 201<sup>st</sup> street, anticipated to handle all the traffic for the Wood Trails development, are winding narrow roads with numerous blind rises and curves; they are already hazardous to the many young children who play there at all hours of the day. Adding nearly 400 car trips per day to these narrow streets will inevitably result in a much more dangerous environment for current residents, yet this impact is not even addressed in the study.

- **Failure to consider the additional burden on local schools.** In terms of community services, this is a very serious oversight. The schools currently serving the area are already severely overcrowded and are operating out of bungalows and other temporary structures inadequate to serve the children of the area. Yet this proposal will add the children of 132 additional households (potentially up to 300 children, using national averages) and the DEIS does not even consider this issue. Who will pay for this added infrastructure? It is not specified.

- **Failure to seriously consider the R-1 alternative.** While the charts and some of the text do pay cursory "lip service" to the idea of maintaining the R-1 zoning of the area, this study reaches the improbable conclusion that cutting the density by nearly 85% (a true 10 houses on 10 buildable acres, vs. 66 in the Wood Trails area alone) would not result in any difference in environmental impact. The conclusion is unsupported by the data. It is clear that the reason for this immediate dismissal of this alternative is due to the decreased profits for the developer, which should not be the focus or priority of a study such as this.

36  
p.4

- **Failure to seriously consider access to the Wood Trails area from the Industrial Area down below to the West.** Again, this alternative was quickly dismissed without serious consideration or study, clearly because it would limit the profits for the developer. Again, this is an improper use for this study.

- **Failure to note that the proposal would eliminate access to current property by existing homeowners.** The Wood Trails proposal includes a very quick mention of blocking off 148<sup>th</sup> Avenue NE at 195<sup>th</sup> Street to eliminate the possibility of access to the development from this point, but does not mention that access to at least two households currently on 148<sup>th</sup> Avenue would also be blocked. To require these residents to access their own property from 198<sup>th</sup> Street to the North, then wind their way through the development and finally approach their land from a direction opposite to which their driveways are angled, is a ludicrous -- and potentially physically impossible, due to the narrowness of the proposed streets and the lack of any available turnaround -- burden to impose upon them.

- **Failure to consider the well-known soil stability issues on 148<sup>th</sup> Avenue.** Between the summers of 1999 and 2000, a large sinkhole appeared on 148<sup>th</sup> Avenue NE north of 195<sup>th</sup> Street. This was reported to the city of Woodinville, which dispatched a team of geologists and road experts to study the hole. This fissure was so deep that the bottom of it could not be seen even when lowering a light source deep into it. Initially, the team left the site without taking any action. It was only when the city was reminded that as there was now a public record of the city having knowledge of this dangerous condition, all liability for any personal injury occurring on this public street would fall to the city that they finally returned to place yellow warning tape around the massive hole. Some weeks later, the city returned to fill the crevasse with gravel and rocks, but not before it was noted that the hole appeared to contain much landfill material, leading the city to suspect that the initial development of the area was built over potentially unstable landfill. This should all be a part of city records, yet it is not mentioned in the DEIS at all, as if it never happened. And no geologic cores or samples were taken from this area either.

- **Moreover, even the most cursory study of 148<sup>th</sup> Avenue itself reveals numerous large depressions and potholes** which continually recur year round regardless of the weather conditions, and which must be filled at least quarterly. This is clear evidence of some form of soil instability or erosion occurring from beneath, yet again this is not mentioned in the DEIS because it was never studied. Who will take responsibility for maintaining the



36-12  
cont'd  
TR-2

streets after the development is completed? It is never specified because this problem was never considered.

Again, this DEIS does not document the impacts this proposed development will have on the community, I request that it be completely re-done by an independent company with no ties what so ever with the developer.

Respectfully,

Cliff & Sheri Griffin  
14907 NE 198<sup>th</sup> Street  
Woodinville, WA 98072  
425-485-4864

Gary J. Hesse  
15116 NE 205<sup>th</sup> St  
Woodinville, WA 98072-6451

March 2, 2006

Dick Fredlund, Planner  
Planning department  
City of Woodinville  
17301 133<sup>rd</sup> Ave NE  
Woodinville, WA 98072  
Email: [dickf@ci.woodinville.wa.us](mailto:dickf@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

The purpose of this letter is to express my discontent with the EIS that has been presented for the proposed Wood Trails and Montevallo developments in my neighborhood. In my opinion it is very discrepant and biased towards the developers point of view. I will admit that I am not educated in this type of procedure but I do hold a BA in business administration so I am not totally inept at understanding it. I have also been following discussions with other interested individuals in my neighborhood that have a better understanding than I do. Why was the developer permitted to choose and pay for whoever did this investigation? I would have thought an independent source that had no connection to the developer would have been a better choice and would have provided a more unbiased report.

First off, I want to express that I have do not have a big objection to keeping the zoning R-1 and developing the property under that zoning. It would definitely be more in line with what the housing in the area is now.

The Montevallo area has a class 2 wetland classification involved in it. I understand that this is a Federal classification and does the city of Woodinville have the authority to change or circumvent this classification?

I do not believe that the traffic impact has been adequately addressed. The addition of some 130 additional homes in this area would at least add another 260 trips in each the am or pm rush hour time zone. Every single family home now has at least two vehicles in it, and a family in this day and age cannot survive without both of the adults in it working full time. In addition there will most likely be high school age children in some of these houses who will also have their own cars and will be going to or coming from school during those times. Anyone driving in this area knows how much 156<sup>th</sup> backs up to the north in the am and what Woodinville-Duval road looks like at both the times involved. It is almost impossible to turn left (east) from 156<sup>th</sup> to Woodinville-Duval road even with the left turn lane at the light. Traffic is always backed up from 168<sup>th</sup> to 156<sup>th</sup> not allowing much more than two cars to turn during one cycle of the light.

I also do not think much consideration of the impact to the existing roads during construction has been taken. The roads in our neighborhoods are barely two cars wide and heavy equipment travelling on them would definitely break them down. Safety would also be a big question at that time also. Cars parked on the street will be likely to be hit and there would not be room for traffic to pass by the wide equipment that would be required for this kind of construction. There are a lot of children in this area who ride their bikes, skateboards, and scooters along the roads in question. Because of the fact these streets are dead end streets the children are often seen playing games in the street. Those of us who live in the area are aware of this and drive accordingly. Why has access from the industrial area west of the Wood Trails proposed development not been considered? Is it because no one wants to impose on the businesses involved and think it is easier to impose on the residential section?

March 2, 2006

● Page 2

The review of the impact of adding all the pavement required for this development and reducing the ground that absorbs all the runoff is also inadequate. My neighbors to the east of me have a pond in their back yard that is over flowing this year due to the amount of wet weather we have had. I can see this pond being even worse than it is if Montevallo is allowed to continue as proposed. That would possibly mean that I would also see an increase in the amount of water in my own back yard.

In closing, I would like to mention that I have lived in the neighborhood for over 28 years now. I have watched Woodinville grow from a small community that only had a mom and pop grocery down where the Play it Again Sports store is to what we are today. I have to say that I do not think all the changes have been good for us. I loved the little town I moved to 28 years ago and was impressed with the Northshore school system's rating. It was a great place to raise my two girls and I think they enjoyed almost every minute of it. I do not want to live in a bustling city. If I did I would move to Seattle. I like the countrified atmosphere and want to maintain it. We do not need row houses and Southern California like housing in our neighborhood!

Sincerely,

Gary J. Hasse  
Retired

cc: Concerned Neighbors of Wellington

John and Kelly Huff  
15107 N. E. 201<sup>st</sup> Street  
Woodinville, WA 98072

March 2, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

We live on a potential access street to the Wood Trail Development. We moved our family to 201st street because of the large private lots, dead-end-street, quality of life, wildlife, character of the neighborhood and excellent schools. Woodinville's motto at that time - "City living, Country Style" - was one of the enticing benefits that drew us to the area to raise our young boys. These qualities are in jeopardy because of changes in city development. This letter is a request to keep out city, The City of Trees, livable in its current state. Don't be swayed by inadequate studies and poor planning.

**The DEIS is inadequate because it does not address the true safety issues of traffic** along 195 St, 198 St., 201 St., 202 St., 156<sup>th</sup> Ave. and Woodinville-Duvall Road, such as blind spots, dangerous topography, and limited site zones on potential access streets. Not to mention the alternative access from below or to the west from Hwy 9 and NE 200<sup>th</sup> Street or 144<sup>th</sup> Ave. NE, and keeping a RI rating for the development.

Because of the already unsafe nature of our streets with no sidewalks and narrow streets, we do not allow our children to play near the street nor to we allow them to walk to school as there are no safe pedestrian walk areas or crosswalks. In addition, we drive our children to school to avoid these hazards. Often when driving to and from school we are required to sit at the light at the 156<sup>th</sup> Ave. /Wdvl-Dvl. Road intersection through one or two (2) lights. If there is a bus in the left turn lane it may be 3 lights before being able to make a left turn. The same situation occurs at the left turn lane from Wdvl-Dvl. Road onto 168<sup>th</sup> Ave.

If an additional 132 new residences are added to this area, "there will be apx. 800 additional car trips per day, with a 4% increase in the likelihood of a fatal accident involving a pedestrian." Common sense suggests that the intersections I mentioned would fail during morning and evening commutes. Further, the DEIS mentions traffic DEIS Letter - Page 2

turning North (30% of the time) from the access roads in the evening. In the evenings between school and early evening we are traveling south from our access roads to the grocery stores, sports fields and gas stations. At that time, there is heavy traffic in both directions. Perhaps the Northbound travel is toward Costco – a traffic pattern not factored into the DEIS. It would seem that the DEIS is skewed toward the developer rather than what is best for the city, the neighborhood and the overall Woodinville community.

**The DEIS is inadequate because it does not address the alternative access from the West that Wood Trails could tap into.** It does not address access from below Wood Trails at 144<sup>th</sup> Ave. NE or Hwy 9 and NE 200th Street. This would eliminate the approximately 800 trips up and down the current streets generated by the proposed 132 houses. A West access would eliminate further congestion at the Woodinville-Duvall/156th Ave NE intersection. Not to mention that it would be a quicker route for emergency vehicles – which are already hindered by current traffic problems.

**The DEIS is inadequate because it does not adequately address the R-1 zoning to its fullest potential.** January 2006 an R-1 property at 14808 NE 192<sup>nd</sup> Street sold for \$469,000.00 without improvements and for the full price according to the MLS. Common sense suggests that R-1 zoning causes 75% less environmental impacts, less traffic on our roadways and less potential for fatalities due to substandard roadways and pedestrian walkways than R-4 zoning. R-1 zoning can be financially rewarding and must be fully addressed by the DEIS.

**The DEIS misrepresents what R-4 is: 4 houses per acre.** Wood Trails has 10.4 acres of land suited for building houses. If the other acres are unbuildable then they should not be considered when calculating the number of houses that can be built. If Wood Trails has 10.4 acres of suitable building land, they should not be allowed to build the proposed 66 units (6 units/acre), but rather only 40 units if it is a true and honest R-4 zone.

In the ten acres adjacent to the Wood Trails potential development, there are approximately ten households, reflecting the current R-1 zoning. The build-out as proposed would completely change the character of the neighborhood, and would lower the value of the surrounding homes. It MUST be identified as an adverse effect in the document.

**The DEIS does not address the impact of school age children to the area.** Wellington Elementary, Leota Junior High and Woodinville High School, which would potentially educate these students, are at their student limits. If 132 units with 3 plus bedrooms are added to the area it would easily add 250 students to an already overcrowded school system. That is a 20-25% overnight increase in population at Wellington and Leota.

The DEIS does not adequately address all the transportation, service, safety and added infrastructure issues needed to handle that huge change in population. This is yet another benefit to living in the Woodinville area that will be compromised - the excellent schools with low teacher to student ratios.

We understand that development happens and that it is a necessity with our growing population - but let's do it smartly the first time. Please keep our neighborhood character true to itself. Keep the R-1 zoning and require a new DEIS that reflects the truth about the facts, not what a developer wants. Keep our motto: "City Living, Country Style".

Thank you for your time.

Kelly and John Huff

cc: Concerned Neighbors of Wellington

RECEIVED

39  
p.1

MAR 0 2 2006

Environmental Impacts

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

As stated on pages 1-5 under existing wildlife:

The existing wildlife would be completely eliminated, not just diminished. All traces of wildlife that currently exist would be gone.

Pages 1-8 Plants and animals

The infrastructure required to construct a site in Wood Trails will not permit any return of wildlife because: the beginning site preparation will cause the land to go to zero use of wildlife.

The use of machinery will destroy underground dwellings permanently. Human habitation after the project is completed will further eliminate any species from returning. Any use of credit for land not used for construction and labeled green belt will have no value for any wildlife.

Another negative contributing factor that will destroy wildlife is the traffic. Traffic will be a nightmare and no species of wildlife would survive.

The DEIS on pages 1-11 refer to net wetland impacts with mitigation as insignificant. The overall disturbance of area to Wood Trails will be catastrophic. The DEIS attempts to diminish the effects of the project. Its approach in using long sentences in order to cloud over its deficiencies is insulting.

On pages 1-11 "No significant changes in erosion hazard or slope stability are expected" is blatantly incorrect. Many people who are familiar with the Wood Trail's site are accustomed to seeing erosion. There are no stabilization measures available that will address the steep slopes that are inherent with the site.

It's amazing that the phrase "not be significant" is scattered throughout this DEIS. On page 1-16, ... 1.5.1 earth. Last sentence "therefore, while these impacts will be unavoidable they would not be significant" 1.5.2 water. "With implementation of required storm water mitigation measures these impacts would be reduced to a level of insignificance." By all admissions included in this current DEIS that state the WoodTrails is an extremely environmentally sensitive area and poses an uninterrupted

39  
p.2

ecosystem that has existed prior to when Woodinville became a city. In light of that the constant use of phrase "would not be significant" throughout the DEIS is a fabrication of mistruths and understatement.

The overall lack of research towards the wildlife issue alone makes this project an ecological disaster.

Page 1-15 Transportation

1.4.3 (e) Based on results of the impact analysis, no significant adverse transportation impacts were identified: therefore, no specific mitigation is warranted. This is inaccurate. Access roads to Wood Trails by way of 195<sup>th</sup>, 198<sup>th</sup>, 201<sup>st</sup> and 202<sup>nd</sup> will have a steep descent.

No consideration is given to access those roads during the inclement weather. Once the homes are built at the new sight, the traffic will increase tremendously. Example: When the weather turns cold with snow and freezing rain, 201<sup>st</sup> street will become a parking lot for all those homes. The owners will park their vehicles and walk down the hill with fear that they will not be available to get out later. The street is not wide enough to accommodate this. Safety for all, including the young children in the neighborhood will be in danger.

*E. Nadine Jones*  
3/2/06

E. Nadine Jones  
14903 NE 201<sup>st</sup>  
Woodinville, WA 98072  
425-486-4363

39-1  
PA-4

39-2  
PA-2

39-3  
ER-4

39-4  
PA-4

39-4  
cont'd  
PA-4

39-5  
TR-21

40  
p.1

**Dick Fredlund**

**From:** Christine Olsen [olsencr3@comcast.net]  
**Sent:** Thursday, March 02, 2006 5:17 PM  
**To:** Dick Fredlund  
**Cc:** serduman@microsoft.com  
**Subject:** Comment on Draft EIS for Wood Trails/Montevallo

March 2, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

The Wood Trails/Montevallo DEIS is seriously flawed in many respects that are important to me. I thought the purpose of this study is to evaluate the true environmental impacts of the development. I expect you to order a new study to address concerns being raised by my neighbors in the Wellington Hills neighborhood before going any further with the existing draft EIS.

This activity may require an independent and impartial team to assess the impact the proposed developments may have on my neighborhood. I'm feeling very imposed on to try an keep the existing zoning in place at R1 and to keep it within the spirit of that concept.

High density housing does not fit the spirit of current zoning concepts in my mind. The issue of credit for unusable land doesn't feel right to me. The next thing you know, an argument would be built that the unusable land doesn't even have to be adjacent to the properties being built upon. In the extreme case, that land could even be located in the next county. Where is the sense of fair play?

The general lack of area planning has left our neighborhoods with very few options for getting off of our hill. There are only two practical escape routes now; one being the Golf course road and the other the Woodinville-Duvall Rd. They were attempting to close the Golf course road in the past and may be successful at some point in the future. All this placed a great deal of burden on 156<sup>th</sup> St. and Woodinville-Duvall Rd.

Developing the proposed areas without considering multiple escape routes to the West is not right.

Several points have been brought to my attention that I didn't realize before. Specifically:

03/17/2006

• **Use of miss-leading base traffic data.** The data used was reportedly dated from before the Costco development had even begun, and may not accurately reflect the current traffic situation. I'm told that the measurements used were taken from an atypical day and time of year, which further clouds any interpretation of impact on traffic. Since, I live on 202<sup>nd</sup> St. I have a pretty good idea what the impact will be in front of my house.

• **The DEIS does not address many of the most critical traffic points in the area which will be obviously affected by the proposed developments.**

1. the off-ramp of Highway 522 at NE 195<sup>th</sup> Street (where nearly all new residents will likely exit the highway to come home),
2. the intersection of Route 9 and 195<sup>th</sup> Street directly east of the off-ramp (from which traffic routinely backs up on to Highway 522 daily at the present),
3. the intersection of Woodinville-Duvall Road and 156<sup>th</sup> Avenue NE (where nearly all residents will have to turn to approach the development), and
4. the intersection of the Woodinville Duvall Road and 168<sup>th</sup> Avenue NE (where many potential new residents would be turning to access the schools their children will attend). *I would like to point out here, that taking the street barriers down on 195<sup>th</sup> street adjacent to Street of Dreams and Wellington Elementary can help reduce the traffic problems around 168<sup>th</sup> Ave NE and Woodinville Duvall Rd, but potentially cramp the style of folks living along 195<sup>th</sup> street. Would probably have to put a traffic light up at the corner of 156<sup>th</sup> and 195<sup>th</sup> and even locate some speed bumps there to keep the drag racing down.*

40-1  
EIS-1

These intersections, and in fact nearly all of the Woodinville-Duvall Road/NE N Woodinville Way (195<sup>th</sup>) from Highway 522 to Cottage Lake, are near gridlock many days of the week at the present. When there is an accident or temporary road closure on either 156<sup>th</sup> Street or the Woodinville Duvall Rd there are no good options available. That seems to be missing from the DEIS. The added impact of nearly 800 car trips per day (using the national average of 6 car trips per day per household) through these already-overstressed points is not even addressed.

• **The statistics are misused and misrepresent the true impact of the development.**

The Wood Trails site, for example, will consist of only 10.4 "net residential" buildable acres; taking "credits" against unbuildable land is incorrect, deceptive and misleading, purely for the purpose of making the development seem less traumatic for the surrounding area than it inevitably will be. By using the entire Wellington Neighborhood as a base, the DEIS attempts to make the addition of 132 additional households look minor. In fact, in the ten acres adjacent to the Wood Trails portion, there are approximately ten households, reflecting the current true R-1 zoning. By adding 66 new units to the adjacent area, the Wood Trails development alone would actually result in a 600% increase in traffic to the immediate area, all funneled through two streets. The building of 66 houses on 10.4 actual "net residential" buildable acres does not remotely qualify even under R-4 zoning. This is just wrong.

40-2  
LU-1

40-3  
ALT-3

40-4  
TR-4

40-5  
TR-1

40-6  
PD-4

03/17/2006

- **Consider the actual topography of the most heavily trafficked streets.** Both 198<sup>th</sup> Street and 201<sup>st</sup> street, anticipated to handle all the traffic for the Wood Trails development, are winding narrow roads with numerous blind rises and curves; they are already hazardous to the many young children who play there at all hours of the day. Adding nearly 400 car trips per day to these narrow streets will inevitably result in a much more dangerous environment for current residents, yet this impact is not even addressed in the study. The city of Woodinville, erected traffic barriers on 195<sup>th</sup> street to cut down on traffic through that neighborhood using these kind of arguments.

- **Seriously consider the R-1 alternative.** While the charts and some of the text do pay cursory "lip service" to the idea of maintaining the R-1 zoning of the area, this study reaches the improbable conclusion that cutting the density by nearly 85% (a true 10 houses on 10 buildable acres, vs. 66 in the Wood Trails area alone) would not result in any difference in environmental impact. This is just wrong!

- **Seriously consider access to the Wood Trails area from the Industrial Area down below to the West.** Again, this alternative was quickly dismissed without serious consideration or study. This is just wrong!

- **Consider the well-known soil stability issues on 148<sup>th</sup> Avenue.** It has been brought to my attention that between the summers of 1999 and 2000, a large sinkhole appeared on 148<sup>th</sup> Avenue NE north of 195<sup>th</sup> Street. This was reported to the city of Woodinville, which dispatched a team of geologists and road experts to study the hole. This fissure was so deep that the bottom of it could not be seen even when lowering a light source deep into it. Initially, the team left the site without taking any action. It was only when the city was reminded that as there was now a public record of the city having knowledge of this dangerous condition, all liability for any personal injury occurring on this public street would fall to the city, that they finally returned to place yellow warning tape around the massive hole. Some weeks later, the city returned to fill the crevasse with gravel and rocks, but not before it was noted that the hole appeared to contain much landfill material, leading the city to suspect that the initial development of the area was built over potentially unstable landfill. This should all be a part of city records. The DEIS should address this issue and also take some geologic cores or samples from this area.

- **Consider that the Montevallo is a Class 2 wetland that requires a 50 foot buffer.** The DEIS needs to do a better job of addressing this issue.

Again, I expect you to order a new study to address concerns being raised by my neighbors in the Wellington Hills neighborhood before going any further with the existing draft EIS. The purpose of this study is to evaluate the true environmental impacts of the proposed developments. The Wood Trails/Montevallo DEIS is seriously flawed in many respects that are important to me and my neighbors

Respectfully,

Ronald Olsen  
14959 NE 202<sup>nd</sup> St

03/17/2006

**Dick Fredlund**

**From:** PatrickJ@aol.com  
**Sent:** Thursday, March 02, 2006 6:03 PM  
**To:** Dick Fredlund  
**Subject:** Wood Trail EIS

Mr. Fredlund, Woodinville City Planner

The purpose of this email is to let you know that I'm against high density row houses that will destroy the planning goals of the City of Woodinville. I have lived on a 4.7 acre parcel of land on NE 195th St. for over thirty-two years. There were no houses abutting my land when I moved in. Since then houses have been built on all sides of me. I have a unique perspective of how the ground water drainage changed over the years. I now have an abundance of water running through my property which wasn't present before all the houses were built. One builder even laid a white pipe on top of the ground which ends at my property line and drains the neighbor's downspout water directly onto my property. I assume this was allowed by the city because of the permits and inspections that a builder must meet.

The building of Wood Trails would definitely impact all surrounding properties in many negative ways. From what has happened on my land I'm concerned about the drainage problems to the industrial properties down the hill from Wood Trails. I'm concerned about the increase in traffic on streets that have many blind driveways entering the streets and many low vision areas. I'm concerned about the safety of the children walking to school. I'm concerned about the plan to direct traffic that will need to first go east through neighborhoods to eventually go west to existing freeways. I'm concerned that the developer has not adequately tested the soil to prove that the soil in Wood Trails is conducive to the planned project. In my opinion the EIS has not thoroughly addressed these issues.

For these reasons and many more I recommend and request that the city does not change the zoning code from R 1 to R 4. The developer is taking credits from non-buildable property to meet zoning requirements to build high density houses. This is not right and does not at all follow the city's planning goals.

Thank you.

Janet Patrick  
 15252 NE 195th St.  
 Woodinville, WA 98072

40-7 TR-11

40-8 ALT-4

40-9 ALT-3

40-10 ER-3

40-11 PA-1

41-1 S/O-5

41-2 WR-5

41-3 TR-10

41-4 ER-4

41-5 S/O-1

41-6 LU-3

03/17/2006



the wetlands area and surrounding properties in the early 1970's that we called a large area "the swamp" and the neighborhood children skated there, so I believe that the "Simulated existing condition peak flow rates" on p. 3-23 to be inadequate.

42-4  
cont'd  
WR-1

4. The DEIS refers on p. 3-26 to the Montevalllo development resulting in "relocation of livestock currently on the property". I have lived for the past 8 years in a house bordering the pasture land of the proposed Montevalllo development and I find the references in the DEIS to improving water quality by reducing livestock as misleading, as in most of the last eight years there have only been one or two horses pastured on the property. The DEIS use of the term "livestock" is misleading the city into thinking there is something such as a cattle farm on the property instead of someone's pet horse.

42-5  
WR-8

5. The DEIS admits that the development of 66 new residences would increase the pet population, "contributing to fecal coliform sources" partially offsetting the positive changes of elimination of livestock use. The DEIS does not point out that the number of dogs and other pets in the 66 new residences of the R-4 alternative and also the increased number of dogs and other pets in the attached housing alternative would be worse than the number of animals in the 14 house R-1 alternative or the current use of one or no horses.

6. On page 3-35 the DEIS mentions the "grazed pasture currently used by "several horses". According to The American Heritage Dictionary of the English Language, the word "several" means "being of a number of more than two or three, but not many". In actuality, at the time of the study there would have been one or at most two horses in the pasture. Currently, I haven't seen any horses on the property in months. This is just another example of leading language in the DEIS that leans in favor of the developers who paid for the study.

42-6  
PA-6

7. I brought up Pileated Woodpeckers in my letter in the scoping for Montevalllo. On p. 3-37 in the Plants and Animals section, there is no mention of Pileated Woodpeckers in the woods of the Montevalllo development, only Wood Trails. Pileated Woodpeckers are not mentioned in the Appendix K report either except at the very back under a combined section referring to birds potentially using Wood Trails and Montevalllo sites. I personally have seen Pileated Woodpeckers visiting the woods where Montevalllo and our property adjoin. Also, the DEIS says "occasionally red-tailed hawks may use the (Montevalllo) pasture for hunting. However, these species were not observed on or near the site". This is an error in the DEIS as I very frequently see red-tailed hawks hunting, flying over the pasture or stopping to perch in a tree.

42-7  
PA-4

8. On p. 3-84 in the Transportation section of the DEIS, the DEIS states that bicycle activity on NE Woodinville-Duval Road and 156<sup>th</sup> Ave NE was observed to be minimal. This is a grossly inadequate observation as bicycle touring groups frequently clog up Duval Road going West by the ARCO station at the corner of 156<sup>th</sup>. The bicyclists routinely fail to use the paved shoulder walking path available going South, perhaps because it has gravel scattered in it or perhaps because it is marked as a walking path and

42-8  
TR-13

March 2, 2006  
Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133<sup>rd</sup> Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevalllo

Dear Mr. Fredlund,

The Wood Trails and Montevalllo Subdivisions Draft Environmental Impact Statement (DEIS) is inadequate and biased towards the developers who paid for the study because:

42-1  
EIS-1

1. The proposed wetlands recharge in the R-4 and Attached Housing Alternatives could increase the amount of wetlands on the surrounding properties at the West end of the development (including the West end of our property), thereby decreasing the amount of buildable land on these surrounding properties. As mentioned on p. 3-26 of the DEIS, "This design provision is intended to dissipate runoff flows and maintain water inflow to the wetlands similar to the existing conditions, but it raises the question of potential surface water or groundwater changes to adjoining properties". The DEIS offers no further investigation of this potentially serious problem to surrounding property owners other than the applicant indicating they will eventually figure this out in the final drainage plan. Obviously since the drainage plan is not final, the DEIS does not adequately address this issue.

42-2  
WR-3

2. On p. 3-30 the DEIS says, "There would be unavoidable changes to the natural hydrologic regime by decreasing the amount of water that infiltrates the soil and recharges the ground water" in all the development alternatives. Also on page 3-30 it says that storm discharge will be routed through a water quality/detention vault and wetlands at the bottom of the hill on the West end. Most of the rest of the property will be converted to impervious surfaces. There is no mention in the DEIS as to how these ground water changes will affect the many large old fir trees in the backyards of the six houses on the north side of NE 202<sup>nd</sup> ST adjacent to the Montevalllo site, with many large, tall fir trees very close to the Montevalllo property line. The FEIS should address whether the root systems of these very tall old fir trees will have adequate water supply in all the alternatives, especially under the R-4 and attached housing alternatives because of their greatly increased impervious surfaces and shifting of water to the bottom of the hill at the West end, to avoid weakening of the trees and these trees potentially falling on the houses around them.

42-3  
WR-4

3. On page 3-23 the DEIS says that, "There is no evidence of past flooding on the Montevalllo site". I agree that I have never seen flooding on the portion of the site that the developers are proposing to build on, but I do remember there being enough water in

42-4  
WR-1

not as a bike path. Going North on 156<sup>th</sup> there is no good shoulder for bicycles. A study of the peak use patterns of bicyclists would also more correctly be done on several good weather Saturdays in the Summer, late Spring and early Fall, when peak use seems to occur, although there can be some bicycle traffic at any time.

9. The DEIS does not address the impacts of turning North on 156<sup>th</sup> Ave NE from Woodinville-Duvall Road in the afternoon week day commute. Currently sometimes the left turn pocket can entirely fill up. With the addition of 132+ housing units at an average of 6 car trips per house per day on 156<sup>th</sup> Ave NE, this left turn pocket could easily overflow, blocking traffic heading East towards Cottage Lake in the left lane of Woodinville-Duvall Road, or causing a lot of swerving as cars move into the right lane and then immediately back into the left lane as the right lane going East runs out right after the intersection of 156<sup>th</sup> and Woodinville-Duvall Road.

10. The DEIS does not study the impacts of traffic running East and West on Woodinville-Duvall Road from 156<sup>th</sup> Ave NE to Avondale Road for new residents commuting to work and shop at Redmond businesses. The DEIS also does not study the impacts on this same route of the additional car trips of parents dropping children off at existing schools plus the new Catholic church and school that is going to be built at 17856 NE Woodinville-Duvall Road in 2008, serving 1000 worshippers and 400 students and have a 229 stall parking lot with plans for further expansion. These statistics about the new church and school are according to a letter printed in the Woodinville Weekly February 27, 2006 written by persons from the Friends of Cottage Lake group.

11. The DEIS does not address the traffic impacts of the new Costco store on 156<sup>th</sup> Ave NE, which will continue to increase as the construction at the intersection by Costco (Hwy 9 and the golf course road) is completed and as more and more people discover this route to Costco, plus the impacts of the proposed Montevallo and Wood Trails developments.

12. On p. 3-42 the DEIS says that removing livestock from the Montevallo wetland and buffer would improve water quality and "allow the plant community to re-establish where it is currently trampled and grazed". This is a ridiculous statement considering there were one or 2 horses pastured there at the time of the study and the R-4 proposal would bring in 66 houses with many children and their pets, and a plan for play areas all along the proposed buffer and wetlands areas. Anyone who has been around children knows they are going to not just play on the established playgrounds but also go tromping around in the adjacent buffer area and even the wetlands. The neighborhood children and I did this in the early 1970's when we had access through not yet built on lots. Currently these wetlands are obviously on private property and surrounded by obviously private property so this doesn't happen, but if a shared playground common area is built next to the Montevallo wetlands and buffer, children will surely be playing in the wetlands and buffer as well as the play area. There would be much less of this kind of impact with an R-1 alternative as there would be fewer children and pets and more private property abutting the wetlands and buffer.

13. The DEIS does not address the noise and odor impacts of losing the trees buffering the current neighborhoods from the industrial areas below. Many times on walks around the neighborhood up by the intersections of 153<sup>rd</sup> Ave NE and 202<sup>nd</sup> St, and also 153<sup>rd</sup> Ave NE and 201<sup>st</sup> street I have smelled soup smells from the Stock Pot Soup Company. The odors would have been even worse without the trees as a buffer. The FEIS should address how the trees buffer odors, especially with the coming Brightwater Sewage plant about a mile away. Also the trees currently buffer noise from the industrial area and this issue is not addressed in the DEIS, and these issues were requested to be covered in the scoping process.

14. On p. 3-57 of the DEIS, the DEIS does not adequately convey the magnitude of change to the surrounding R-1 housing (for miles around) of adding two R-4 neighborhoods or two attached housing neighborhoods right in the middle of these well established neighborhoods. The DEIS falsely concludes on p. 3-58 that "these potential changes probably would not result in a change to the underlying single-family residential character of the neighborhood or this portion of the city". The DEIS does not address the significant impact that these higher density proposals would have on property values, increased noise and pollution from cars, decreased air quality, great impact of loss of beauty and open space, change of character to the neighborhood, potential costs of future forced sewer hook-ups on existing residents and change in property taxes to existing residents. Clearly the R-1 proposal is better suited to the current neighborhoods in these aspects and the DEIS glosses over these issues and inadequately addresses these issues.

15. Another aspect the DEIS inadequately address is the costs of additional services to the tax payers and the City of Woodinville. In an article called "The Vanishing Countryside" in Country Extra magazine, January 2000, p. 16-17, Rich Chase, Johnson County Indiana Extension Director "cites national figures that show for every dollar of property taxes people pay on residential property, \$1.25 to 1.60 must be spent for additional schools, roads, fire and police protection, etc. It is just the opposite for farmland. For every dollar of property taxes farmers pay, only 50 to 75 cents is spent on services because of the lower population density in farm country." "The problem is that residential growth does not pay for itself," says Rick." The DEIS inadequately addresses the increased costs to the taxpayers of increased needs for schools, roads, fire and police protection, and does not point out that the R-1 alternative would cost the taxpayers less than the R-4 and attached housing alternatives.

These are just some of the many deficiencies and biases towards the developers in the DEIS that point to the need for new studies and clarifications from an unbiased source.

Sincerely,

Julia Poole  
15306 NE 202<sup>nd</sup> ST  
Woodinville, WA 98072  
japoole1@earthlink.net

**Dick Fredlund**

**From:** Missy Ryan [Missy\_Ryan@comcast.net]  
**Sent:** Thursday, March 02, 2006 4:28 PM  
**To:** Dick Fredlund  
**Subject:** Wood Trails Montevallo DEIS  
**Importance:** High

March 2, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

**RE: Comment on Draft EIS for Wood Trails/Montevallo**

Dear Mr. Fredlund:

I am writing regarding my concerns about the DEIS for the proposed Wood Trails / Montevallo subdivisions. I would like to register my concerns and my opposition to this planned development.

43-1  
S/O-4

- **Failure to seriously consider the R-1 alternative.** Woodinville has met the 20-year growth requirements. The Growth Management Act does not require R4 - R6 developments. Why request a re-zoning from existing R1 to R4 when the City of Woodinville has an excess inventory or R4 zoned land?

43-2  
ALT-4

- **Future growth:** What happens when individuals who currently own a R-1 home, subdivide their lot and increase the number of automobiles and children and the need for sewers and schools? It is something that I would certainly consider living so close to the proposed developments and having an increased tax burden as a result.

43-3  
LU-2

- **Failure to consider the additional burden on local schools.** The schools currently serving the area are already severely overcrowded and are operating out of bungalows and other temporary structures inadequate to serve the children of the area. Yet this proposal will add the children of 132 additional households (potentially up to 300 children, using national averages) and the DEIS does not even consider this issue. Who will pay for this added infrastructure? It is not specified.

43-4  
EIS-7

- **Use of outdated traffic data.** The time day studied was atypical and does not reflect the recent opening of Costco on Hwy 9 and the impact of Costco customers "taking a short cut" on

43-5  
TR-4

156<sup>th</sup>. The results should not even be considered for this study.

It is clear that this document is insufficient to adequately assess the true environmental impact of the proposed development, and must be redone from scratch using a truly impartial team with no financial incentive to see the development proceed as planned.

Sincerely,

Muriel Ryan  
14821 NE 202 Street  
Woodinville, WA 98072  
425.485.0910

cc: Concerned Neighbors of Wellington

**Dick Fredlund**

**From:** Erin & Jarrett Renshaw [jarrett.erin@comcast.net]  
**Sent:** Thursday, March 02, 2006 1:54 PM  
**To:** Dick Fredlund  
**Subject:** Wood trails dev.

Hello, I'm a resident in the Wellingtons Hills Estate neighborhood and I am very concerned about the traffic impact the new development will bring on 202<sup>nd</sup> st. This particular rd has a very bad blind spot on a hill that has been extremely dangerous for the residents who come and go. Should this rd become a through street to the new development, accidents WILL happen.

The Renshaw's

44-1  
TR-11

**Dick Fredlund**

**From:** Cindi Stinson [cstinson@yahoo.com]  
**Sent:** Thursday, March 02, 2006 2:55 PM  
**To:** Dick Fredlund  
**Subject:** Comment on Draft EIS for Wood Trails/Montevallo

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: DickF@ci.woodinville.wa.us  
RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

I live on a potential access street to the Wood Trail Development. We moved our family to 195<sup>th</sup> street because of the large private lots, dead-end-street, quality of life, wildlife, character of the neighborhood and excellent schools. "City living, Country Style" was Woodinville's motto. It drew us to Woodinville. These qualities are in jeopardy because of changes in city development. Please keep our city livable at its current state, do not be tempted by inadequate studies and poor planning.

**The DEIS is inadequate because it does not address the true safety issues of traffic along 195 St. 198 St., 201 St., 202 St., 156<sup>th</sup> Ave. and Woodinville-Duvall Road; blind spots, dangerous topography, and limited site zones on potential access streets; alternative access from below or to the west from Hwy 9 and NE 200<sup>th</sup> Street or 144<sup>th</sup> Ave. NE; and keeping a R-1 rating for the development.**

45-1  
TR-11

**We live in a limited sight zone which is posted 15 mph which the DEIS does not address.** As a parent of two active youths I know the dangers of the limited sight zone in front of our house. I do not allow my children to walk to school because there are no safe pedestrian walk areas or cross walks and three (3) limited site areas on 195<sup>th</sup> St. between our house and 156<sup>th</sup> Ave. I drive my children to school to avoid these hazards. I sit at the 156<sup>th</sup> Ave. /Wdvl-Dvl. Road intersection through one or two (2) lights. If there is a bus in the left turn lane it may be 3 lights before I can turn left. The same situation occurs at the left turn lane from Wdvl-Dvl. Road onto 168<sup>th</sup> Ave. If an additional 132 houses are added to the area, traffic will increase. Common sense says the intersections I mentioned would fail during morning and evening commutes and the limited sight zones would be come more dangerous with the addition of apx. 800 more cars on the streets.

45-2  
TR-10

**The DEIS uses figures before Costco was built in the neighborhood.** These stats should be measured again to completely measure the current traffic patterns. DEIS mentions traffic turning North onto 156<sup>th</sup> Ave. (30% of the time) from the access roads in the a.m. and p.m. (page 29 of Transportation 3.5). I personally go South 95% of the time to the grocery stores, sports fields, downtown area, movie theatres and schools. The "assignment" of traffic going North onto 156<sup>th</sup> Ave and turning onto 240<sup>th</sup> Street SE is absurd. 240<sup>th</sup> Street SE is a private road that cuts through a golf course. It is signed: Limited Sight Distance, No Shoulders, Local Access Only and posted 15mph a majority of its length. The DEIS must address this substandard route and the stats surrounding it.

45-3  
TR-4

45-4  
TR-5

45  
p.2

**The DEIS does not address the standard shoulders on 195<sup>th</sup> Street or other potential access streets.** I do not allow my children to play past our property line due to the lack of shoulders, dangerous topography, and limited sight problems. Many adults walk their dogs twice a day up and down the street. They walk on the road not the 0-2 foot shoulder the DEIS mentioned. The walkers and joggers exercise on the pavement because of the standard shoulder. It is nonexistent, rough and not maintained. "With 132 new residences, there will be apx. 800 additional car trips per day, with a 4% increase in the likelihood of a fatal accident involving a pedestrian." The DEIS must address this issue.

March 2, 2006

To: Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133<sup>rd</sup> Ave. N.E.  
Woodinville, WA 98072  
E-mail: DickF@ci.woodinville.wa.us

46  
p.1

**The DEIS is inadequate because it does not sufficiently address the alternative access from the West that Wood Trails could tap into.** It does not address access from below Wood Trails at 144<sup>th</sup> Ave. NE or Hwy 9 and NE 200th Street. This would eliminate the approximately 800 trips up and down the current streets generated by the proposed 132 houses. A West access would eliminate further congestion at the Woodinville-Duvall/156th Ave NE intersection. Plus it is a quicker route for emergency vehicles.

45-6  
ALT-3

**The DEIS is inadequate because it does not adequately address the R-1 zoning to its fullest potential.** January 2006 an R-1 property at 14808 NE 192<sup>nd</sup> Street sold for \$469,000.00 without improvements and for the full price according to the MLS. Common sense tells us that R-1 zoning causes 75% less environmental impacts, less traffic on our roadways and less potential for fatalities due to substandard roadways and pedestrians walkways than R-4 zoning. R-1 zoning can be financially rewarding and must be fully addressed by the DEIS.

45-7  
ALT-4

**The DEIS misrepresents what R-4 is: 4 dwelling units per acre.** Wood Trails has a net residential area of 10.4 acres (table 2.1a) of land suited for building houses. If the other acres are unsuitable then they should not be considered when calculating the number of dwellings that can be built. The city must review this and not allow the density proposal or transfer of 19-lot density credits to other properties such as Montevallo as stated in section 2.1.2a of the DEIS. If Wood Trails has 10.4 acres of suitable land they should not be allowed to build the proposed 66 units (6 units/acre) under a true R-4 zone. In the ten acres adjacent to the Wood Trails potential development, there are approximately ten households, reflecting the current R-1 zoning. The build-out as proposed would completely change the character of the neighborhood, and would lower the value of the surrounding homes. It must be identified as an adverse effect in the document.

45-8  
PD-4

46-1  
LU-4

**The DEIS does not address the impact of school age children to the area.** Wellington Elementary, Leota Junior High and Woodinville High School, which would potentially educate these students are at there student limits. If 132 units with 3 plus bedrooms are added to the area it would easily add 250 students to an already overcrowded school system. That is a 20-25% overnight increase in population at Wellington and Leota. The DEIS does not adequately address all the transportation, service, safety and added infrastructure issues to handle that huge change.

45-9  
EIS-7

46-2  
VB-3

I understand that development happens, let's do it right the first time. Please keep our neighborhood character true to itself. Keep the R-1 zoning and require a new DEIS that reflects the facts from an impartial source. Keep our motto: "City Living, Country Style".

45-10  
S/O-1

46-3  
LU-1

Thank-you for your time.

Cindi Stinson  
15009 NE 195 Street  
cc: Concerned Neighbors of Wellington

Response to EIS for Wood Trails and Montevallo Subdivisions

From: Peter & Heidi Symington  
15410 N.E. 198<sup>th</sup> St  
Woodinville, WA 98072

• We have always understood that the area of Wood Trails could not be developed due to the nature of its terrain and that it would always be a greenbelt between the Wellington Neighborhood and the industrial park...It addition it was to provide a noise buffer from Hwy 522. Now all of a sudden it can be built upon. If it was suitable for family homes they would have been built on it years ago when N.E. 198<sup>th</sup> St. was extended further West from 156<sup>th</sup> St. N.E.

• When we voted to become a city it was to preserve the character of our City and Neighborhoods. Now it appears that the City is running out of control and is disregarding the original objective and I would like to see the City get back on track and support our neighborhood.

o This EIS states very clearly in many places that the developer's objective is to change the character of our neighborhood. This is clearly stated in Section 1.6. The developer's main motivation is to glean as much profit as possible with who cares what happens afterwards attitude.

o The developer refers to West Wellington as a rural character and the proposed development as urban because it would have increased density. Well Woodinville was and is still farming and agricultural community.

That is why all the land along the slough is designated as such and used for farming and agriculture and that is why it has many wineries in the area. Urban means "of, relating to or located in a city" and if we use that definition the Wellington Neighborhood is Urban and does not need increased density to meet somebody else's definition.

46-3  
cont'd  
LU-1

- I believe that currently there are 29 homes along N.E. 198<sup>th</sup> St. West of 156<sup>th</sup> St. N.E. These homes are located on lots ranging from 1/3 acre to 1 1/4 acre in size. Only one of the proposals comes close to maintaining the present character of the neighborhood and that is the "R-1 Zoning Alternative". This is really misrepresented as an alternative proposal because it is already zoned "R-1".
  - o If the developer is really sincere in maintaining the "R-1" zoning for both of the proposed developments I believe all of resistance would go away.
  - o As I said, there are 29 homes on N.E. 198<sup>th</sup> St. West of 156<sup>th</sup> N.E. so you can't tell me that the traffic pattern will not change significantly if a development of over twice as many homes (66) or almost three times as many homes (85) is placed at the West end of the street.
  - o Also the EIS refers to housing being considerably different and could be viewed as intensification of use of the area. In other words it would cheapen the neighborhood and cause a change in the character of the neighborhood. A change to R-4 would cause high density and probable change of the existing neighborhood through redevelopment. We moved to this area because it is what we liked and do not want to see it changed just so a developer can make a profit.

46-4  
S/O-2

- If you must allow building, use R-1 zoning, build 23 homes in Wood Trails and 14 in Montevallo and move on.
- o The EIS on page 1-8 says that the proposed Wood Trails site and Montevallo Site are compatible with adjacent single-family residential uses. But it also says it could be viewed as intensification of existing uses. These two sites are not in keeping with the existing character of the adjacent neighborhood and threaten to change the existing character of the

46-5  
LU-1

existing neighborhood and should not be allowed to change the zoning to R-4.

46-5  
cont'd  
LU-1

- o Also, we don't want sewers and we don't have a need for them. Changing the zoning from R-1 to R-4 should not be used as an excuse to run sewers though the Wellington neighborhood.

46-6  
VB-2

- The EIS says that many of the trees will remain but it neglects to mention the trees to be eliminated on the east side of the proposed Wood Trails site development are the main trees that provide a noise buffer from Hwy 522 and the industrial area below. As with other traffic, Hwy 522 has greatly increased due to development and contributes much more traffic noise which will increase in intensity with the proposed removal of these trees.

46-7  
EIS-6

- o Page 2-4, section 2.1.1(c) says 1,660 trees in excess of 5 inches will have to be removed. That is a significant decrease to the sound buffer. It is also a big loss to our natural environment.

46-8  
PA-4

- How are all these trees to be replaced?
- What happens to all the animal species living in these areas?
- o On page 2-3 it refers to earth moving of 110,000 cubic yards. It doesn't appear that the east side of Wood Trails is very flat and that the slopes are being scraped flat and some ravines filled. Will some of these structures be built on fill?

46-9  
PD-8

- I believe there are traffic issues which have not been fully reviewed and resolved in the EIS.

46-10  
TR-21

- o As I have already stated the traffic west of 156<sup>th</sup> N.E. on N.E. 198<sup>th</sup> St can increase 200 to 300% if a change in zoning is allowed. This is a huge increase for our type of family neighborhood. This increase is probably understated as there is additional traffic caused by other services and activities such as repair services, landscaping, delivery and etc. People already drive too fast down this street and 201<sup>st</sup> and 202<sup>nd</sup>. All of these streets run down hill after exiting 156th N.E. which causes people to drive even faster.



- o Something would have to be installed to keep vehicle speed down as the City would never police the area. Maybe speed bumps and or circle intersections.
- o West N.E. 198<sup>th</sup>, 201<sup>st</sup> and 202<sup>nd</sup> all run East up hill to where they intersect with 156<sup>th</sup> N.E. When waiting to turn either north or south onto 156<sup>th</sup> N.E. there is very poor visibility in the day, light hours and even worse in the evening hours. The intersections are very poorly lit. It is not easy to exit from 156<sup>th</sup> N.E. either because the side streets run down hill so the visibility is not very good when making a turn. Also, the street lighting is very poor.
  - We would probably need a signal or center turns lanes.
  - A couple of lights along 156<sup>th</sup> would probably discourage people from using 156<sup>th</sup> St. N.E. as a bypass.

46-10  
cont'd  
TR-21

- Regarding the comment made on page 1-12 of the EIS, about the permeability of the soils on the Wood Trails site considered low and generally not conducive to operation of drain field systems, when were these test made?
  - o Were any tests actually made?
  - o I didn't notice any actual test performs in the EIS.
- In summary the only fair solution for the people who will live in the Wellington Neighborhood is to either keep the R-1 Zoning or the No Action Alternative. These are the people who will be living here before and after this is all done. Why should a developer be allowed to come and change our neighborhood then walk away with no responsibility? Please keep our neighborhood character at R-1.

- o The intersection of N.E. 198<sup>th</sup> and 156<sup>th</sup> St. N.E. is poor because N.E. 198<sup>th</sup> St does not run directly across 156<sup>th</sup> St N.E. Instead the east side of N.E. 198<sup>th</sup> St. is located further south than the west side. This causes problems when someone is going north on 156<sup>th</sup> N.E. and wants to turn left on N.E. 198<sup>th</sup> St. and someone is going south on 156<sup>th</sup> N.E. and wants to turn left on N.E. 198<sup>th</sup> St. Basically the vehicles are in each others way.
- o 156<sup>th</sup> St N.E. runs north from the Woodville Duval Rd. up into Snohomish County and services a large area. Snohomish county drivers use it both north and south to bypass Hwy 522 and Hwy 9. In addition it is now being used by customers accessing the new Costco Store on Hwy 9. So the 2 and 3 % increases in the EIS are not realistic.
  - 156<sup>th</sup> is an old two lane road and does not have side walks and is slightly paved on one side with a ditch on the other side. It is not very safe for pedestrian traffic and will only become more of a hazard
  - In addition, it is very poorly lit for night traffic and has poor visibility for turning any time of day.
  - This road is also a hazard during the winter, especially the south end where there is a steep hill and the sun does not hit the north side it so it ices up all the time.
  - The street is old and is already starting to break down so any increase in traffic will just decrease the quality of the road.
- o I believe the EIS traffic statistics are understated based on newer development (such as Costco) in other areas that use 156<sup>th</sup> St. N.E. as a bypass.

46-11  
TR-11

46-12  
TR-4

**Dick Fredlund**

**From:** ted and laurie thompson [mailto:tl11988@yahoo.com]  
**Sent:** Thursday, March 02, 2006 10:37 PM  
**To:** Dick Fredlund  
**Subject:** Comment on Draft EIS for Wood Trails/Montevallo

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickE@ci.woodinville.wa.us](mailto:DickE@ci.woodinville.wa.us)

Dear Mr. Fredlund:

As a resident living on 156<sup>th</sup> Ave/75<sup>th</sup> Ave., my family is very concerned with the level of development proposed by the Wood Trails/Montevallo housing projects. After reviewing the DEIS we see that it misrepresents and inadequately addresses the impact that this development would have on our community.

First, the DEIS misrepresents R4 zoning. Changing the zoning to R4 would double the number of residences in the Wellington area. It lists the "net residential area" for Wood Trails as 10.4 acres and 11.85 acres for Montevallo. Putting 66 homes in each development is in effect allowing over 6 homes per acre for Wood Trails and over 5 homes per acre for Montevallo. This high density is completely out of character for our Wellington neighborhood where most homes are situated on large lots and acreage.

The DEIS also fails to adequately address the impact of the additional traffic on 156<sup>th</sup>. It claims no change in future Level of Service is needed. Anyone who lives on 156<sup>th</sup> or drives on it, knows of the traffic congestion problems. In the morning, at the intersection of 156<sup>th</sup> and Woodville-Duwall Rd, it can take several cycles of lights just to get through. At peak drive times, it can take us 5 minutes or longer to get out of our driveway onto 75<sup>th</sup>. And when we're pulling our horse trailer, it takes even longer to pull out. Our mailbox is located on the far side of the street. Because of the current amount of traffic on 75<sup>th</sup>, I don't allow our children to check the mail or pick up the newspaper. Our neighbor chooses to use a post office box to avoid having to cross the road to pick up his mail. With over 709 daily new net trips stemming from Wood Trails and 643 from Montevallo (see DEIS table 3.5e), that's over 1300 additional trips down our already congested road. They claim 29% will head north on 156<sup>th</sup> with 19% turning down 240<sup>th</sup>, the golf course road. That's 247 more daily trips down that narrow winding road with no shoulder. Isn't that designed as a limited access road? The DEIS misrepresents the impact of the additional traffic.

The DEIS downplays the effect such a development will have on future development in the area. With the advent of sewer being brought up the hill, the urban density of the Wellington/Leota area will certainly change. The DEIS states the development "could indirectly contribute to redevelopment" of the area. In talking with other homeowners in the area who own property, many will sell to developers if sewer comes and their land is surrounded by development. On the city of Woodinville's home page, it states equestrian recreation as one of its unique characteristics. If they're referring to the Hollywood Hill area, it's not inside the city limits. If they're referring to the Wellington/Leota area, the advent of these huge developments will mean the end of "country living - city style" within much of the city limits. Bringing sewer to the Wood Trails and Montevallo developments will directly contribute to the

redevelopment of the area, contrary to the DEIS.

We are not against the development of these pieces of property, but it must be done sensibly and within the character of the neighborhood. These huge developments are not within the character of our area and our infrastructure cannot handle so many new homes. We recommend no change in the zoning and have the developer work within the current constructs, one home per acre.

Sincerely,

Laurie Thompson  
24025 75<sup>th</sup> Ave. SE

cc: Concerned Neighbors of Wellington

Yahoo! Mail

47-1  
PD-4

47-2  
TR-6

47-3  
LU-2

March 2, 2006

48

Dick Fredlund

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

From: tonyvannatter@comcast.net  
Sent: Thursday, March 02, 2006 5:33 PM  
To: Dick Fredlund  
Subject: AGAINST WOOD TRAIL DEVELOPMENT

49

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

We find the DEIS inadequate for the following reasons:

In section 3.3.1, the DEIS states that the eastern portion of the site contains "relatively flat" areas interspersed with several steep-sided ravines. We walk through this area each week and immediately upon entering the utility road extending from NE 201st St you begin a downward decent. The same is true, in reverse, when ascending from the lower trails either to 148th Ave, just south of NE 202nd St, or directly onto NE 202nd St. When viewing this area from 148th Ave between NE 198th St and NE 202nd St, it appears that the slope begins immediately from the road and no "plateau" is evident.

It was stated that the majority of wildlife movement occurs through the western portion of the Wood Trails area. As we walk this area early each morning, we can attest to the fact that mule deer, coyotes and owl frequent the area on the eastern side of the property. Also, there was no mention of the Douglas' squirrels we see often in this area as well as the trillium that grow in the spring in several spots along the trails on the eastern edge of the property.

The high noise level from the industrial park to the west was acknowledged but not addressed. What will the impact be when the natural vegetation barrier is removed, both to the residents of the new development as well as to those living in the existing Wellington neighborhood?

The impact on traffic was not adequately studied. As residents of 198th Street, we are extremely concerned about the impact the addition of 66 households at the end of our road will have on the traffic flow in our neighborhood. However, the larger impact will definitely be on the outlying roads and highways such as 156th Avenue and Woodinville-Duvall Road. The number of serious injury and fatal accidents has increased on Woodinville-Duvall Road over the past several years and the volume of traffic on this major access road should not be increased until it has been widened, improved, etc.

Finally, the Wellington and larger Leota neighborhoods of Woodinville are zoned R1. Many residents, including ourselves, selected Woodinville for their home precisely because of the rural flavor. We do not feel that the DEIS adequately addresses the R1 alternative to the development of the Woods Trail and Montevallo properties and downplays the impact a change to R4 zoning will have on the existing community.

We feel the City of Woodinville needs to take to heart the city motto "Country Living City Style" when considering the inadequacies of the DEIS. As stated on your website, "although the saw and shingle mills have been replaced by boutique wineries and a vibrant retail core, Woodinville is a distinguished Tree City USA (1996 to present) and has incorporated the preservation of its "northwest woodland character" into design and development guidelines". Changing the zoning laws to allow as many as 66 homes on a 10 acre parcel will certainly not preserve the woodland character of Woodinville.

Sincerely

Craig & Marsha Tupper  
15419 NE 198th Street, Woodinville

cc: Concerned Neighbors of Wellington

Hello Dick Fredlund,

I would like you to know that I am against the development that is being proposed for the Wood Trail/Montevallo area.

From everything that I have read from their EIS report, it seems their information is outdated.

2 items that stick out to me about this project is that the increased traffic in the area is dangerous for everyone. The other item is that I cannot understand why our zoning is now R1 and how can someone just come in and try to change it to R4.

This is not right. At the meeting the other day at City Hall, one gentleman stood up and had so many facts about how the city of Woodinville was incorporated and trying to change our zoning was against the law.

Please put me on record that I am against this project.

A concerned neighbor,

Tony Van Natter

15021 N.E. 198th St. Woodinville, Wa. 98072

48-1  
ER-1

48-2  
PA-4

48-3  
EIS-6

48-4  
TR-8

48-5  
ALT-4

49-1  
S/O-4

49-2  
EIS-1

49-3  
TR-11

49-4  
LU-3

03/17/2006

**Dick Fredlund**

**From:** Becky Warden [beckynell@comcast.net]  
**Sent:** Thursday, March 02, 2006 12:23 PM  
**To:** Dick Fredlund  
**Cc:** Becky Warden; white.frank@comcast.net  
**Subject:** DEIS Comments on the 'proposed' Wood Trails and Montevallo development sites

March 2nd, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

I am writing today to explain where the DEIS for the proposed Wood Trails and Montevallo developments is inadequate. Please note below, section by section, where I have specific concerns. This issue is very emotional for me, because my husband and I moved 3 years ago from the over-development on the Sammamish Plateau, only to discover that Woodinville did not publicly oppose the Brightwater Sewage treatment facility. Now, the Wellington neighborhood is slated for proposed zoning changes which would allow much greater density (6 homes per acre) serviced by Brightwater. Allowing this zoning change will set precedent for more such dense development and possible subdividing of existing lots. I am also concerned about the tax consequences of this rezoning, and if this zoning change will force property owners into subdividing even their existing single-acre lots just to be able to afford their home.

I understand that property owners have the right to develop their property. But the right of developers to develop must be balanced with the right of existing properties within a rural neighborhood to protect and retain the natural property characteristics that they value. Our national politicians are constantly talking about family values. Where better to start to protect family values than to think globally and act locally. Washington state is currently ranked very low, 46th in the nation, with regards to overcrowded classrooms. The DEIS makes no mention of the impact of dense development on Wellington Elementary, Leota Jr. High, or Woodinville High School. I value the current character of the Wellington Neighborhood with its wooded lots providing ample bird and small mammal habitat. I value the protection of watershed and preservation of trees. I value the safety of children to walk to neighborhood schools safely. There are places better suited to the dense development proposed by Wood Trails and Montevallo. I am asking that you please consider the values of current property owners as well as the developers of Wood Trails and Montevallo, and reject the rezoning proposal to change from R-1 to R-4, and to reject the clustering development strategy.

**3.6.2 Zoning Alternatives**

The proposed rezoning alternatives for both of these development sites concerns me the most, and I will

03/17/2006

concentrate on those first. I am very much opposed to the R-4 rezoning, particularly paired with this 'clustering' development scheme. 'Clustering' is just a way to 'count' land that is unsuitable for building. If this were a fair development scheme, then every sloped, swampy, and protected piece of land in this country could be considered suitable for 'clustering.'

Quality of life and the environment should be as important as the number of small lots that a developer can divide up land into, and the density of homes that be put onto that land. If the city council allows the re-zoning and the clustering alternatives, they will be seriously degrading quality of life in this neighborhood, as well as doing even greater harm to the environment that they tout on the pretty signs and in the literature describing the city. I do not want to believe that my neighborhood is being degraded for the property revenue gains of dense housing, or short-term mitigation monies from developers, not to mention construction permitting fees. **This project is in the city's jurisdiction, unlike the claims made by the counsel regarding how their hands were tied by the Brightwater project.** My hope is that the city will curb development to reasonable and sustainable proportions in keeping with the character of the existing neighborhood. Allowing this project to proceed at these gross density levels will just set precedent for other developers to do so all up and down 156th. Have the courage to control the over-development within Woodinville's boundaries, and deny the rezoning and clustering alternatives. R-1 and no clustering fits this neighborhood.

Woodinville is not a city that provides numerous living-wage jobs. Most people who live here either commute down one of the horribly congested roadways (Woodinville-Duvall, Interstate 405, Woodinville-Redmond Road) to reach work, then return on those same roadways. It is disingenuous to sum up the traffic impacts of 132 new homes being added (homes with at least 2 car garages), as doing anything other than congesting already crowded roads with the 'promise' of a future plan that the city has a plan to fix those roads.

**3.3.1.a WILDLIFE**

The DEIS says this about the existing conditions around the proposed development site: Residential properties about the east and south portions of the proposed development site, and then the North about a "small tract" of forest and the Wellington Hills Golf course. **They say that based on this info there is "little functioning wildlife habitat bordering the WoodTrails developments site."** I greatly dispute this statement. They make no mention of the quality of those 'residential properties', which are large, natural, nearly one acre lots with trees, nor the wooded quality of Wellington Hills golf course. One has to only take a look at the aerial photographs in their DEIS to see how lush and treed the properties are. The aerial photograph if these developments are allowed, will show nothing but little strips of trees remaining, and nothing but pavement and rooftop to serve as watershed.

I have noted very rich and varied birdlife in my backyard since I moved to Wellington two years ago. I observe California Quail, Varied Thrushes, Pileated Woodpeckers, Flickers, Hairy Woodpeckers, Towhee Sparrows, Redbreasted Nuthatches, chickadees, Grosbeaks, and Oregon Juncos. **The DEIS says that NO pileated woodpecker nests were observed on the proposed development site.** I greatly dispute the fact of this statement. How could they determine this from a one or two day observation? Is the accuracy of this observation as solid as the one made about there being little or no bicycle traffic on 156th or Woodinville-Duvall road? Is the Pileated Woodpecker going to have to be exterminated, like the Ivory-billed Woodpecker, in order for people to understand the value of habitat preservation? Look at the excitement generated by the recent sighting of an Ivory-billed Woodpecker. Again, I ask that you think globally and act locally.

I am not comforted by the conclusions that this development company is going to go out of their way to save potential breeding and foraging habitat for the Pileated Woodpecker, as they elude to in the DEIS.

03/17/2006

The Pileated Woodpecker is listed as a "State Candidate" species for being listed as endangered. The DEIS notes what appears to be very convenient for the developers: That most of the suitable habitat for Pileated Woodpeckers is in the areas the developers have slated as retention as open space. Is this 'designated open space' in reality just 'unsuitable for building?' I am not confident at all that developers can be trusted to protect suitable habitat, especially based on what I have witnessed first hand seeing the dense home development being done in South Snohomish county, primarily north of 228th on 39th Street, toward Skyview Junior High. Also the dense development in Woodinville on 130th near Woodin Elementary leaves no trees. No trees means **no breeding** habitat for Pileated Woodpeckers, and **no foraging habitat**. Also the recent "Street of Dreams" development wiped out every tree on that property, save for a stand of spindly fir that separate the development from Wellington Elementary. Is the city name of "Woodinville" just going to be a quaint reminiscence of what the territory used to look like?

**Suggestion:**

**A credible Environmental Impact Statement needs to be prepared for both Wood Trails and Montevallo.**

An independent Wildlife Preservationist or Environmentalist should be hired to provide a detailed Tree-inventory, not just a general species list like what is currently in the DEIS, that shows the exact location and size of potential Pileated Woodpecker nesting and foraging, and then have the development of that property work around the wildlife rather than the other way around.

I know of a development in Bellingham Washington, Sudden Valley on Lake Whatcom, that requires each property owner to provide a tree-inventory, a physical map of the trees on the property and they do not allow cutting of healthy, coniferous growth, nor deciduous stands that provide bird habitat. I have read codes that Woodinville requires tree retention on property, but I have not seen these codes enforced, and they appear to allow the 'clustering' scheme regarding trees as well. Meaning, as long as a few trees stand somewhere, they will count the developer as following the per-acre tree-retention. **If the trees are not actually growing on the acreage, they do not protect watershed for that acreage.**

**3.5.1(c) TRAFFIC Volumes**

I have serious doubts regarding the accuracy of these figures regarding the number of cars at this intersection. This seems to be under-reported. I work as a school bus driver and frequent this road and intersection several times a day, both on the job and leaving and returning home. At peak hours, cars are often backed up down the western side of the Woodinville-Duvall Road waiting for a light that will allow about 7 cars to turn north onto 156th.

Even if these figures are close to correct, the proposed developments would easily DOUBLE these figures, with the promise that "eventually" road improvements in the Woodinville City Plan will accommodate the increase in cars. The promise of "eventually" fixing the roads is **not** good planning.

156th Avenue NE and Woodinville-Duvall Road  
 (220) 150 170 (1,300)  
 (75) 325 25 (10)  
 (495) 1,130 810 (1,000)

The proposed density of Wood Trails and Montevallo developments will funnel even more people down 240th through the Wellington Golf Course to reach 405. Single occupancy cars are the norm in Woodinville, and doubling the amount of them in this neighborhood is going to cause people to do almost anything to avoid the congestion of the intersection at Woodinville-Duvall Road and 156th

Avenue NE.

**TABLE 3.5 b Vehicle Queuing**

No mention is given to Vehicle Queuing on the Woodinville-Duvall Road heading East, and turning LEFT onto 156th. The peak pm volumes on this stretch of road can cause backups which clog traffic trying to continue straight EAST on Woodinville Duvall Road. Commuters often 'try' to avoid North 405 traffic by traveling North on Highway 202, the Redmond-Woodinville Road, and then cut through Woodinville on 175th to get to the Woodinville-Duvall road and head East. They can be 'queued' behind cars waiting to turn left (North) on 156th.

**3.5.1(c) Pedestrian Activity**

With 132 new residences, there will be about 780 additional car trips per day, with a 4% increase in the likelihood of a fatal accident involving a pedestrian.

**School Walking Routes /Bus Stops**

Northshore school district likely will **not** require that all students in the proposed developments walk to school, because 156th is already too dangerous of a street to cross. The added bus traffic which will have to be provided to these developments will have to travel down 156th to Woodinville-Duvall, headed both east and west to provide bus service to Leota Jr. High or Wellington Elementary.

**NO MENTION IS MADE OF POSSIBLE OVERCROWDING DUE TO AN INCREASE OF STUDENTS AT THESE SCHOOLS!**

Washington state is currently ranked very low, 46th in the nation, with regards to overcrowded classrooms.

**3.5.1(f) Bicycle Facilities and Activities:**

The DEIS reports "No formal bicycle facilities exist in the study area. Bicycle activity on the Woodinville-Duvall Road and 156th Avenue NE was observed to be minimal."  
 This is so wrong, they should be embarrassed, and the casualness of this incorrect observation makes me even less confident about the Wildlife environmental observations made in this DEIS. There are often large caravans of bicyclers on the 156th.

Sincerely

Becky N. Warden  
 20111 163rd Avenue NE  
 Woodinville, WA 98072



March 1, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

In reviewing the Wood Trails/Montevallo DEIS, it is disturbing at the lack of attention to appropriate issues this document is intended to address.

The most unsettling issue that flies in the face of fair dealing is this study was paid for and supervised by the developer. In the name of conflicts of interest this is entirely out of scope and lacks credibility from its inception.

Not surprisingly are deficiencies whose obvious intent would be to serve the success of the developer. There are misstatements of facts, erroneous and unsupported conclusions, suspect alteration of data or use of inaccurate data, and failure to seriously consider crucial alternatives or mitigation plans, it is clear that this entire document should be disregarded and if repeated done by well documented arm's length transaction.

Some of the deficiencies include, but are not limited to, the following:

- Use of outdated and erroneous base traffic data. It is so egregious in fact to be an embarrassing representation of what the real facts are.
- Failure to address many of the most critical traffic points in the area which will be obviously affected by the proposed developments.

For example,

- the off ramp of Highway 522 at NE 195<sup>th</sup> Street (where nearly all new residents will exit the highway to come home),
- the intersection of Route 9 and 195<sup>th</sup> Street directly east of the off ramp (from which traffic routinely backs up on to Highway 522 daily at the present),
- the intersection of Woodinville-Duvall Road and 156<sup>th</sup> Avenue NE (where nearly all residents will have to turn to approach the development), and

RECEIVED

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

➢ the intersection of the Woodinville Duvall Road and 168<sup>th</sup> Avenue NE (where many potential new residents would be turning to access the schools their children will attend).

These intersections, and in fact nearly all of the Woodinville-Duvall Road/NE N Woodinville Way (195<sup>th</sup>) from Highway 522 to Cottage Lake, are in an almost perpetual gridlock most days and most hours of the week at the present.

- The added impact of nearly 800 car trips per day (using the national average of 6 car trips per day per household) through these already-overstressed points is not even addressed.

- The statistics have been massaged and misrepresented the true impact of the development. The Wood Trails site, for example, will consist of only 10.4 "net residential" buildable acres; taking "credits" against unbuildable land is incorrect, deceptive and misleading, purely for the purpose of making the development seem less traumatic for the surrounding area than it inevitably will be. By using the entire Wellington Neighborhood as a base, the DEIS attempts to make the addition of 132 additional households look minor. |

- In the ten acres adjacent to the Wood Trails portion, there are approximately ten households, reflecting the current true R-1 zoning. By adding 66 new units to the adjacent area, the Wood Trails development alone would actually result in a 600% increase in traffic to the immediate area, all funneled through two streets. The building of 66 houses on 10.4 actual "net residential" buildable acres does not qualify even under R-4 zoning.

- Failure to consider the actual topography of the most heavily trafficked streets. Both 198<sup>th</sup> Street and 201<sup>st</sup> street, anticipated to handle all the traffic for the Wood Trails development, are winding narrow roads with numerous blind rises and curves; they are already hazardous to the many young children who play there at all hours of the day. Adding nearly 400 car trips per day to these narrow streets will inevitably result in a much more dangerous environment for current residents, yet this impact is not even addressed in the study.

- Failure to consider the additional burden on local schools. This is a very serious oversight. The schools currently serving the area are already severely overcrowded and are operating out of bungalows and other temporary structures inadequate to serve the children of the area. Yet this proposal will add the children of 132 additional households (potentially up to 300 children, using national averages) and the DEIS does not consider this issue.

- Who pays for this added infrastructure? It is not specified.

- Failure to seriously consider the R-1 alternative. While the charts and some of the text do pay cursory "lip service" to the idea of maintaining the R-1 zoning of the area, this study reaches the improbable conclusion that cutting the density

51-3  
cont'd  
TR-1

51-4  
PD-4

51-5  
TR-11

51-6  
EIS-7

51-7  
ALT-4

51-1  
EIS-1

51-2  
TR-4

51-3  
TR-1



by nearly 85% (a true 10 houses on 10 buildable acres, vs. 66 in the Wood Trails area alone) would not result in any difference in environmental impact. The conclusion is unsupported by the data. It is clear that the reason for the immediate dismissal of this alternative is due to the decreased profits for the developer, which should not be the focus or priority of a study such as this.

- Failure to seriously consider access to the Wood Trails area from the Industrial Area down below to the West. This alternative was dismissed without serious consideration or study. Is this because it would limit the profits for the developer. This is an improper use for this study.

- Failure to note that the proposal would eliminate access to current property by existing homeowners. The Wood Trails proposal includes a very quick mention of blocking off 148<sup>th</sup> Avenue NE at 195<sup>th</sup> Street to eliminate the possibility of access to the development from this point, but does not mention that access to at least two households currently on 148<sup>th</sup> Avenue would also be blocked. To require these residents to access their own property from 198<sup>th</sup> Street to the North, then wind their way through the development and finally approach their land from a direction opposite to which their driveways are angled, is a ludicrous – and potentially physically impossible, due to the narrowness of the proposed streets and the lack of any available turnaround -- burden to impose upon them.

- Failure to consider the well-known soil stability issues on 148<sup>th</sup> Avenue. Between the summers of 1999 and 2000, a large sinkhole appeared on 148<sup>th</sup> Avenue NE north of 195<sup>th</sup> Street. This was reported to the city of Woodinville, which dispatched a team of geologists and road experts to study the hole. This fissure was so deep that the bottom of it could not be seen even when lowering a light source deep into it. Initially, the team left the site without taking any action. It was only when the city was reminded that as there was now a public record of the city having knowledge of this dangerous condition, all liability for any personal injury occurring on this public street would fall to the city, that they finally returned to place yellow warning tape around the massive hole. Some weeks later, the city returned to fill the crevasse with gravel and rocks, but not before it was noted that the hole appeared to contain much landfill material, leading the city to suspect that the initial development of the area was built over potentially unstable landfill. This should all be a part of city records, yet it is not mentioned in the DEIS at all, as if it never happened. And no geologic cores or samples were taken from this area.

- Moreover, even the most cursory study of 148<sup>th</sup> Avenue itself reveals numerous large depressions and potholes which continually recur year round regardless of the weather conditions, and which must be filled at least quarterly. This is clear evidence of some form of soil instability or erosion occurring from beneath, yet again this is not mentioned in the DEIS because it was never studied. Who will take responsibility for maintaining the streets after the development is completed? It is never specified because this problem was never considered.

From these deficiencies alone it is clear that this document is insufficient to adequately assess the true environmental impact of the proposed development.

Should the city proceed with only a first blush of such a large amount of erroneous deficiencies, then the city should prepare itself for an immediate citizen's action, the least of which may result in, public outcry, litigation and a complete turnover of city staff originating from the very residents of whom they are charged to protect.

Respectfully,



Christy Diemond  
NE 203<sup>rd</sup> Pl  
Woodinville, WA 98072  
425-485-0044

cc: Concerned Neighbors of Wellington

March 1, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RECEIVED  
MAR - 3 2006  
City of Woodinville

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

I would like to register my concerns about the Wood Trails and Montevallo building sites. I believe the DEIS is inadequate because it does not fully address issues of traffic and character of our neighborhood. I also believe that inadequate study has been done concerning the overall geology of the site. I know that numerous neighbors, with more professional training than I, and the Concerned Neighbors of Wellington group have addressed these environmental concerns and the inadequacies of the DEIS on these technical topics. I support their concerns provided in writing and at numerous meetings with the city. For me, traffic and the character of the neighborhood remain my primary areas to address.

Traffic on 156th has significantly increased since the new COSTCO store has opened. The traffic study in the DEIS was done before the addition of this store and other neighborhood commercial and home building. The addition of 132 new residences will cause nearly 800 additional car trips per day. Our roads and, more importantly, intersections are not designed for this amount of traffic. Many of the roads near this project, including 156<sup>th</sup>, do not have sidewalks or road shoulders. This poses a risk to walkers, including children walking to school, and bicycle riders. I feel that a new traffic study should be done that addresses current primary and secondary road conditions and traffic.

The character of the Wellington neighborhood and Woodinville is of primary importance to our family. We carefully chose to live in Woodinville because of the city's vision statement and Woodinville's character. Woodinville's commitment to being safe, family-oriented, having a balance of neighborhoods and parks while preserving the Northwest woodland character were especially appealing to us. I believe that R1 zoning, which aligns with the current neighborhoods, matches the city vision statement.

I appreciate your careful research into these building projects.

Sincerely,  
  
Jennifer Hallman and Derek Luhn  
19160 160<sup>th</sup> AVE NE  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

52-1  
TR-4

52-2  
TR-8

52-3  
S/O-1

March 1, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

RECEIVED  
MAR 03 2006  
CITY OF WOODINVILLE  
PLANNING DEPARTMENT

Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

In reviewing the Wood Trails/Montevallo DEIS, it is disturbing at the lack of attention to appropriate issues this document is intended to address.

The most unsettling issue that files in the face of fair dealing is this study was paid for and supervised by the developer. In the name of conflicts of interest this is entirely out of scope and lacks credibility from its inception.

Not surprisingly are deficiencies whose obvious intent would be to serve the success of the developer. There are misstatements of facts, erroneous and unsupported conclusions, suspect alteration of data or use of inaccurate data, and failure to seriously consider crucial alternatives or mitigation plans, it is clear that this entire document should be disregarded and if repeated done by well documented arm's length transaction.

Some of the deficiencies include, but are not limited to, the following:

- Use of outdated and erroneous base traffic data. It is so egregious in fact to be an embarrassing representation of what the real facts are.
- Failure to address many of the most critical traffic points in the area which will be obviously affected by the proposed developments.

For example,

- the off ramp of Highway 522 at NE 195<sup>th</sup> Street (where nearly all new residents will exit the highway to come home),
- the intersection of Route 9 and 195<sup>th</sup> Street directly east of the off ramp (from which traffic routinely backs up on to Highway 522 daily at the present),
- the intersection of Woodinville-Duvall Road and 156<sup>th</sup> Avenue NE (where nearly all residents will have to turn to approach the development), and

53-1  
EIS-1

53-2  
TR-4

53-3  
TR-1

> the intersection of the Woodinville Duvall Road and 168<sup>th</sup> Avenue NE (where many potential new residents would be turning to access the schools their children will attend).

These intersections, and in fact nearly all of the Woodinville-Duvall Road/NE N Woodinville Way (195<sup>th</sup>) from Highway 522 to Cottage Lake, are in an almost perpetual gridlock most days and most hours of the week at the present.

- The added impact of nearly 800 car trips per day (using the national average of 6 car trips per day per household) through these already-overstressed points is not even addressed.

- The statistics have been massaged and misrepresented the true impact of the development. The Wood Trails site, for example, will consist of only 10.4 "net residential" buildable acres; taking "credits" against unbuildable land is incorrect, deceptive and misleading, purely for the purpose of making the development seem less traumatic for the surrounding area than it inevitably will be. By using the entire Wellington Neighborhood as a base, the DEIS attempts to make the addition of 132 additional households look minor. I

- In the ten acres adjacent to the Wood Trails portion, there are approximately ten households, reflecting the current true R-1 zoning. By adding 66 new units to the adjacent area, the Wood Trails development alone would actually result in a 600% increase in traffic to the immediate area, all funneled through two streets. The building of 66 houses on 10.4 actual "net residential" buildable acres does not qualify even under R-4 zoning.

- Failure to consider the actual topography of the most heavily trafficked streets. Both 198<sup>th</sup> Street and 201<sup>st</sup> street, anticipated to handle all the traffic for the Wood Trails development, are winding narrow roads with numerous blind rises and curves; they are already hazardous to the many young children who play there at all hours of the day. Adding nearly 400 car trips per day to these narrow streets will inevitably result in a much more dangerous environment for current residents, yet this impact is not even addressed in the study.

- Failure to consider the additional burden on local schools. This is a very serious oversight. The schools currently serving the area are already severely overcrowded and are operating out of bungalows and other temporary structures inadequate to serve the children of the area. Yet this proposal will add the children of 132 additional households (potentially up to 300 children; using national averages) and the DEIS does not consider this issue.

- Who pays for this added infrastructure? It is not specified.

- Failure to seriously consider the R-1 alternative. While the charts and some of the text do pay cursory "lip service" to the idea of maintaining the R-1 zoning of the area, this study reaches the improbable conclusion that cutting the density

by nearly 85% (a true 10 houses on 10 buildable acres, vs. 66 in the Wood Trails area alone) would not result in any difference in environmental impact. The conclusion is unsupported by the data. It is clear that the reason for this immediate dismissal of this alternative is due to the decreased profits for the developer, which should not be the focus or priority of a study such as this.

- Failure to seriously consider access to the Wood Trails area from the Industrial Area down below to the West. This alternative was dismissed without serious consideration or study. Is this because it would limit the profits for the developer. This is an improper use for this study.


- Failure to note that the proposal would eliminate access to current property by existing homeowners. The Wood Trails proposal includes a very quick mention of blocking off 148<sup>th</sup> Avenue NE at 195<sup>th</sup> Street to eliminate the possibility of access to the development from this point, but does not mention that access to at least two households currently on 148<sup>th</sup> Avenue would also be blocked. To require these residents to access their own property from 198<sup>th</sup> Street to the North, then wind their way through the development and finally approach their land from a direction opposite to which their driveways are angled, is a ludicrous -- and potentially physically impossible, due to the narrowness of the proposed streets and the lack of any available turnaround -- burden to impose upon them.

- Failure to consider the well-known soil stability issues on 148<sup>th</sup> Avenue. Between the summers of 1999 and 2000, a large sinkhole appeared on 148<sup>th</sup> Avenue NE north of 195<sup>th</sup> Street. This was reported to the city of Woodinville, which dispatched a team of geologists and road experts to study the hole. This fissure was so deep that the bottom of it could not be seen even when lowering a light source deep into it. Initially, the team left the site without taking any action. It was only when the city was reminded that as there was now a public record of the city having knowledge of this dangerous condition, all liability for any personal injury occurring on this public street would fall to the city, that they finally returned to place yellow warning tape around the massive hole. Some weeks later, the city returned to fill the crevasse with gravel and rocks, but not before it was noted that the hole appeared to contain much landfill material, leading the city to suspect that the initial development of the area was built over potentially unstable landfill. This should all be a part of city records, yet it is not mentioned in the DEIS at all, as if it never happened. And no geologic cores or samples were taken from this area.

- Moreover, even the most cursory study of 148<sup>th</sup> Avenue itself reveals numerous large depressions and potholes which continually recur year round regardless of the weather conditions, and which must be filled at least quarterly. This is clear evidence of some form of soil instability or erosion occurring from beneath, yet again this is not mentioned in the DEIS because it was never studied. Who will take responsibility for maintaining the streets after the development is completed? It is never specified because this problem was never considered.

From these deficiencies alone it is clear that this document is insufficient to adequately assess the true environmental impact of the proposed development.

Should the city proceed forward with only a first blush of such a large amount of erroneous deficiencies, then the city should prepare itself for an immediate citizen's action, the least of which may result in, public outcry, litigation and a complete turnover of city staff originating from the very residents of whom they are charged to protect.

Respectfully,  
  
Mary M. Holt  
NE 283<sup>rd</sup> PI  
Woodinville, WA 98072  
425-485-0044

cc: Concerned Neighbors of Wellington

March 1, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

MAR 03 2006

RECEIVED

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

In reviewing the Wood Trails/Montevallo DEIS, it is disturbing at the lack of attention to appropriate issues this document is intended to address.

The most unsettling issue that flies in the face of fair dealing is this study was paid for and supervised by the developer. In the name of conflicts of interest this is entirely out of scope and lacks credibility from its inception.

54-1  
EIS-1

Not surprisingly are deficiencies whose obvious intent would be to serve the success of the developer. There are misstatements of facts, erroneous and unsupported conclusions, suspect alteration of data or use of inaccurate data, and failure to seriously consider crucial alternatives or mitigation plans, it is clear that this entire document should be disregarded and if repeated done by well documented arm's length transaction.

Some of the deficiencies include, but are not limited to, the following:

- Use of outdated and erroneous base traffic data. It is so egregious in fact to be an embarrassing representation of what the real facts are.
- Failure to address many of the most critical traffic points in the area which will be obviously affected by the proposed developments.

54-2  
TR-4

For example,

- > the off ramp of Highway 522 at NE 195<sup>th</sup> Street (where nearly all new residents will exit the highway to come home),
- > the intersection of Route 9 and 195<sup>th</sup> Street directly east of the off ramp (from which traffic routinely backs up on to Highway 522 daily at the present),
- > the intersection of Woodinville-Duvall Road and 156<sup>th</sup> Avenue NE (where nearly all residents will have to turn to approach the development), and

54-3  
TR-1

➤ the intersection of the Woodinville Duvall Road and 168<sup>th</sup> Avenue NE (where many potential new residents would be turning to access the schools their children will attend).

These intersections, and in fact nearly all of the Woodinville-Duvall Road/NE N Woodinville Way (195<sup>th</sup>) from Highway 522 to Cottage Lake, are in an almost perpetual gridlock most days and most hours of the week at the present.

- The added impact of nearly 800 car trips per day (using the national average of 6 car trips per day per household) through these already-overstressed points is not even addressed.
- The statistics have been massaged and misrepresented the true impact of the development. The Wood Trails site, for example, will consist of only 10.4 "net residential" buildable acres; taking "credits" against unbuildable land is incorrect, deceptive and misleading, purely for the purpose of making the development seem less traumatic for the surrounding area than it inevitably will be. By using the entire Wellington Neighborhood as a base, the DEIS attempts to make the addition of 132 additional households look minor. |
- In the ten acres adjacent to the Wood Trails portion, there are approximately ten households, reflecting the current true R-1 zoning. By adding 66 new units to the adjacent area, the Wood Trails development alone would actually result in a 600% increase in traffic to the immediate area, all funneled through two streets. The building of 66 houses on 10.4 actual "net residential" buildable acres does not qualify even under R-4 zoning.
- Failure to consider the actual topography of the most heavily trafficked streets. Both 198<sup>th</sup> Street and 201<sup>st</sup> street, anticipated to handle all the traffic for the Wood Trails development, are winding narrow roads with numerous blind rises and curves; they are already hazardous to the many young children who play there at all hours of the day. Adding nearly 400 car trips per day to these narrow streets will inevitably result in a much more dangerous environment for current residents, yet this impact is not even addressed in the study.
- Failure to consider the additional burden on local schools. This is a very serious oversight. The schools currently serving the area are already severely overcrowded and are operating out of bungalows and other temporary structures inadequate to serve the children of the area. Yet this proposal will add the children of 132 additional households (potentially up to 300 children, using national averages) and the DEIS does not consider this issue.
- Who pays for this added infrastructure? It is not specified.
- Failure to seriously consider the R-1 alternative. While the charts and some of the text do pay cursory "lip service" to the idea of maintaining the R-1 zoning of the area, this study reaches the improbable conclusion that cutting the density

54-3  
cont'd  
TR-1

54-4  
PD-4

54-5  
TR-11

54-6  
EIS-7

54-7  
ALT-4

54-7  
cont'd  
ALT-4

54-8  
ALT-3

54-9  
TR-18

54-10  
ER-3

54-11  
TR-2

by nearly 85% (a true 10 houses on 10 buildable acres, vs. 66 in the Wood Trails area alone) would not result in any difference in environmental impact. The conclusion is unsupported by the data. It is clear that the reason for this immediate dismissal of this alternative is due to the decreased profits for the developer, which should not be the focus or priority of a study such as this.

- Failure to seriously consider access to the Wood Trails area from the Industrial Area down below to the West. This alternative was dismissed without serious consideration or study. Is this because it would limit the profits for the developer. This is an improper use for this study.
- Failure to note that the proposal would eliminate access to current property by existing homeowners. The Wood Trails proposal includes a very quick mention of blocking off 148<sup>th</sup> Avenue NE at 195<sup>th</sup> Street to eliminate the possibility of access to the development from this point, but does not mention that access to at least two households currently on 148<sup>th</sup> Avenue would also be blocked. To require these residents to access their own property from 198<sup>th</sup> Street to the North, then wind their way through the development and finally approach their land from a direction opposite to which their driveways are angled, is a ludicrous -- and potentially physically impossible, due to the narrowness of the proposed streets and the lack of any available turnaround -- burden to impose upon them.
- Failure to consider the well-known soil stability issues on 148<sup>th</sup> Avenue. Between the summers of 1999 and 2000, a large sinkhole appeared on 148<sup>th</sup> Avenue NE north of 195<sup>th</sup> Street. This was reported to the city of Woodinville, which dispatched a team of geologists and road experts to study the hole. This fissure was so deep that the bottom of it could not be seen even when lowering a light source deep into it. Initially, the team left the site without taking any action. It was only when the city was reminded that as there was now a public record of the city having knowledge of this dangerous condition, all liability for any personal injury occurring on this public street would fall to the city, that they finally returned to place yellow warning tape around the massive hole. Some weeks later, the city returned to fill the crevasse with gravel and rocks, but not before it was noted that the hole appeared to contain much landfill material, leading the city to suspect that the initial development of the area was built over potentially unstable landfill. This should all be a part of city records, yet it is not mentioned in the DEIS at all, as if it never happened. And no geologic cores or samples were taken from this area.
- Moreover, even the most cursory study of 148<sup>th</sup> Avenue itself reveals numerous large depressions and potholes which continually recur year round regardless of the weather conditions, and which must be filled at least quarterly. This is clear evidence of some form of soil instability or erosion occurring from beneath, yet again this is not mentioned in the DEIS because it was never studied. Who will take responsibility for maintaining the streets after the development is completed? It is never specified because this problem was never considered.



From these deficiencies alone it is clear that this document is insufficient to adequately assess the true environmental impact of the proposed development.

Should the city proceed forward with only a first blush of such a large amount of erroneous deficiencies, then the city should prepare itself for an immediate citizen's action, the least of which may result in, public outcry, litigation and a complete turnover of city staff originating from the very residents of whom they are charged to protect.

Respectfully,

  
Mike Roberg

NE 203<sup>rd</sup> Pl  
Woodinville, WA 98072  
425-485-0044

cc: Concerned Neighbors of Wellington

March 2, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Dear Mr. Fredlund,

RE: Comment on Draft EIS for Wood Trails/Montevallo

Our family became Woodinville residents in Nov 2004. As transplants from the mid-west we studied many areas in and around Seattle. After careful consideration and many hours researching the area we chose Woodinville as our home. The quality of the schools, rural and quiet surroundings, access to bus transportation for work in downtown Seattle, adequate shopping, and a nearby congregation of our church all contributed to our decision. This is the high quality of life we desired for our family. As time goes by our decision to live in Woodinville has been validated by many things we could not have guessed. One example is the wildlife we enjoy near our home. We hear the birds and frogs, watch the squirrels and rabbits, and now we're trying to find the owls that we hear.

We found out about the proposed developments about a year ago from my neighbors. We did not receive information about this potential project and are surprised by the scope of what the developer wants to do. Thank you for allowing the citizens of Woodinville to comment on this proposal and the DEIS.

We have read the DEIS on the proposed Wood Trails and Montevallo developments by Phoenix Development Inc. The city identified key environmental issues to be studied and reported in the EIS. We have comments and concerns on several of the findings in the DEIS.

Throughout the document, 156<sup>th</sup> Ave NE is also called Boston Rd. When 156<sup>th</sup> Ave NE leaves King County it's actually called 75<sup>th</sup> Ave SE or Bostian Rd.

The tone of the DEIS is negative towards R-1 zoning instead of being an unbiased look at the 'no nothing' vs. R-4 vs. R-1 development.

Our neighbors near the west end of 204<sup>th</sup> St have had owls in their backyard. We have seen pictures of the owl on their play set last summer. They are currently working with the Audubon Society and the Woodland Park Zoo to determine which species it is. Initial reports indicate that it may be a threatened spotted owl. Since owls are nocturnal their identity may be difficult to observe. In the last week we have heard owls on or near our property. We are still trying

RECEIVED

MAR - 3 2006

City of Woodinville



8:29 AM

55-1  
TR-2

55-2  
ALT-4

55-3  
PA-3



to determine what kind of owl this may be and if it's protection from future development is necessary.

Page 1-5 states: "To generate the site grade appropriate for the road, detention pond, and proposed houses, all of the vegetation within the developed areas of these sites will be removed." (page 2-4 estimates 1660 existing trees would be removed.) Our neighborhood has trees that are older than our homes. These trees are over 50 years old and the developer wants to just cut them all down. Our neighborhood is heavily forested. Cutting down all the trees around the proposed homes (and planting small saplings) does not keep with the character of the neighborhood.

Page 1-6 states that building Montevallo and Wood Trails would result in increased residential density and give the area a more 'urban' character. We do not want this. Our area should keep it's rural feel. It is just that rural feel that drew many of us to this area.

Page 1-12 suggests that getting sewer lines installed in the area could be redeveloped in the future at a higher residential density. The character of this neighborhood is at stake. We are happy with our septic and do not want sewer or the possibility of our neighborhood's character changing to more densely developed land because of the addition to sewer lines in the street.

With proposed lot sizes of 5000-7000 sqft, that's effectively putting 6.2 to 8.7 houses per acre. The neighborhood currently has lot sizes of 0.4 acres to 1.5 acres or effectively 2 to 0.75 houses per acre. Again, lot size does not fit with the character of the neighborhood.

Page 2-6 -- Montevallo rezoning to R-4 would allow 47 homes -- however Phoenix is asking for 66 units (credit from Wood Trails). A "traditional" R-4 would be bloated and definitely not be in character of the surrounding homes.

Page 3-49 states that the average density city wide is 1.9 units per acre. In single family residential areas it's 1.1 units per acre. The city of Woodinville is known for it's large lot size. Sandwiching these homes threatens not only our neighborhood, but the city as well.

Page 3-51 says all alternatives would preserve existing neighborhood character. I don't think so unless you define 'existing neighborhood character' as "house on land."

Land use policy LU-3.1 says development should complement existing residential development patterns. This can be achieved by leaving the zoning as R-1 and not changing it to R-4 for single family or attached housing.

Page 3-79 -- pedestrian count was taken in June 2005 on the Monday of the last

week of school. Like 90% of school days I (Lawanna) walked to the bus stop with my children. That day was not typical. There were only 9 of us walking to the morning bus stop. There can be anywhere from 4 to 10 children who ride the elementary bus each day. They are accompanied to the bus stop by 2 to 8 parents and siblings. Since the study was conducted 2 new families have moved onto 201<sup>st</sup> St with children. One household contributes 2 elementary children walking to the bus stop (at 202<sup>nd</sup> St and 153<sup>rd</sup> Ave) while the other house will have a kindergartner in 2006/7. Previously these homes did not have any elementary aged children. Other children are growing up and will continue to contribute to pedestrian traffic on the neighborhood roadways.

Page 3-83 says Wellington Elem. And Leota Jr are 1 mile away. This is as the crow flies. Due to blocked roads, you must drive down to Woodinville-Duvall then 168<sup>th</sup> Ave and 195<sup>th</sup> St to access the schools. This is approximately 2 miles from the proposed Wood Trails development. When we moved here we were told by Northshore Schools that they bus children west of 156<sup>th</sup> Ave because they feel it is not safe for children to walk along and cross busy 156<sup>th</sup> Ave. Since the traffic study was done (Dec '04 and June '05) we have noticed increased traffic on 156<sup>th</sup> Ave due to people cutting through Wellington Hills Golf Course (240<sup>th</sup> St SE in Snohomish County) going to and from Costco.

Page 3-84 says observed bicycle activity on 156<sup>th</sup> Ave was "minimal". Once warm weather hits, bicycle groups of 3-20 are commonly seen riding up and down 156<sup>th</sup> Ave. This is not an unusual occurrence. 156<sup>th</sup> Ave provides wonderful hills to test bikers endurance. With increased cars from the proposed developments I am concerned for their safety.

Traffic impact north of the King/Snohomish County line is not discussed. Montevallo borders Snohomish county and it would be prudent to look north as well.

Page 3-85 speaks of upgrade to Woodinville-Snohomish and 195<sup>th</sup> St. According to the city "Planning Commission Regular Meeting Packet" dated July 20, 2005 (page 24) these road improvements have been identified as a first tier CIP for the past 5 years and (page 55) not scheduled for completion until 2009. In my experience most road improvement projects take longer than expected I would not want to count on these road improvements to lessen the impact of additional traffic from these developments.

Page 3-126 (section 3.6.1) Proposed parks discussed -- One option listed is an undeveloped HOA property at 202<sup>nd</sup> St and 153<sup>rd</sup> Ave. This is neighborhood land not as an owner I do not want to sell it to the city to be developed as a city park.

Appendix J -- page 8 says there are no wetlands on the Montevallo site while discussion of the wetland on the western edge of the property begins on page

JIMS DESK

RECEIVED

3/02/06

MAR 03 2006

Dick Fredland  
Woodinville Planner  
Wood Trails/Montevallo

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

55-10  
cont'd  
PA-1

10.

Appendix J section 3 discusses the almost 2 acre wetland on the western edge of the proposed Montevallo site. Section 4 (page 11) discusses mitigation with respect to wetlands and states "Alterations of wetlands and buffers are generally not allowed under City of Woodinville Code except for specific conditions which are not met by this proposal." (emphasis added)

Another impact we didn't find discussed is that of school population. The proposed developments would send their young children to Wellington Elementary. This school already has nearly 600 students and uses portable classrooms to accommodate extra students. How many students are likely to live in these proposed developments? Are the schools (not just the bus transportation) able and willing to handle additional students without negatively affecting our children's education?

Sincerely,

*Robert K. Casto*  
*Lawanna J. Casto*

Robert K Casto  
Lawanna J Casto  
14950 NE 204<sup>th</sup> St

Cc: Concerned Neighbors of Wellington.

55-11  
EIS-7

Dear Dick, short and to the point! Nothing in GMA says that because a developer wants to go from R-1 to R-4 he can do it "just because". I have to believe that by now, you have seen a myriad of environmental issues that should kill the proposed project such as the one referenced above. R-4 would irretrievably alter the character and nature of Wellington forever. The city would be inundated with further R-4 applications and the resulting environmental impact would once again create an overpopulated Row House environment. If these land speculators want to develop, let them do it in a way that would work for the city and the community. Let them build R-1. If they don't know how, as land speculators they should sell to someone that can build upscale R-1 projects. The cities current infrastructure would suffer if just one R-4 is allowed in Wellington. Police protection or the lack of, as an example, shows that they can barely police what exists now in Wellington. Then theres the problem of fire protection. Just one 2 car accident can shut 156<sup>th</sup> NE, as it did last year in a multi car accident that made it difficult for even 1 EMT truck to get to the injured Given the fact there are plenty of other R-4's in the city, it makes sense to reject this zoning application from the Phoenix Development Co. I urge the city to reject this application to rezone to R-4

Sincerely

*Jim Hartman*

Jim Hartman  
14908 NE 201<sup>st</sup> Street  
Woodinville Wa 98072  
Jim.cbs@comcast.net

RECEIVED

57  
p.1

March 2, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville WA 98072

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

Dear Mr. Fredlund:

As long-term residents of Woodinville, we have watched with interest and concern the proposals for development in the Wood Trails area, and feel qualified to comment on some aspects of the Wood Trails/Montevallo DEIS for this area that we feel are certainly deficient, perhaps even misleading in some respects.

We have lived on 195th street for 25 years, and have raised two children in this location, so we have seen the natural pattern of their foot traffic to and from the Wellington schools. This street, 195th, is the normal access for that traffic, and can properly be expected to continue being the main access for any additional housing in the Wood Trails addition, even to the north of the present end of this street. Beginning even 20 years ago, the crossing of 156th caused responsible concern on the part of parents of this street, but in the last 5 years or so it has become enormously more dangerous to cross there.

We take walks twice on most days on this street, and have begun to avoid going east from our house simply due to the difficulty and danger of pedestrian crossing of 156th at the 195th street corner. As adults, we are now avoiding it, and would no longer consider permitting grade schoolers to do it alone.

The proposed additional traffic - both pedestrian and vehicular - would push this to a limit we don't feel the city should permit. The danger is simply too great.

Moving west from the intersection of 156th and 195th, the dangerous situation continues, as on 195th street there are a number of places where a pedestrian is completely out of sight of oncoming traffic due to the change in grade of this area. We invite the planners to visit this street and walk it to experience it personally. With any wind in the trees, it's quite common to be unable to hear traffic approaching. Again, this experience happens to adults, and children are only more subject to these issues due to their height and youth. There are no sidewalks, curbs, or shoulders to mitigate these problems.

We also must comment on the use of what we feel are questionable statistics regarding the number of vehicle trips per unit quoted in the DEIS. The numbers used for the higher-density housing may well be valid when these housing types exist in a more urban environment, where pedestrian access is both safe and prevalent to shopping, schools, and offices, but this neighborhood is remarkably different than that. It has by nature a very restricted access, that being exclusively from 156th street. Because of this, we must challenge these numbers as being grossly misleading.

In addition, we note that in section 3.4.2(a) of the DEIS, the comment is made that the proposed action would help the City to accommodate the GMA forecasts. We think it is well known that the city is in good shape in this area, and does not require such actions to meet the requirements. This action is simply not necessary for these purposes. Furthermore, the statement "preserve neighborhood character" in this section is utterly false to the point of comedy.

57-1  
TR-10

57-2  
TR-3

57-3  
LU-3

57  
p.2

Finally, the parcel of land in question is zoned R-1. This is presently in accord with stated Woodinville growth guidelines, neighborhood character and - while adding to present traffic congestion - is a reasonable zoning for the parcel. Without extreme extenuating circumstances the zoning should not be modified to R-4. Profit for the developer is not, in the judgment of this citizen, an extreme extenuating circumstance. In fact, if the city folds to the wishes of the developer, the extreme extenuating circumstances - safety, financial, tax burden, inconvenience, loss of quality of life, etc. - will be born by the current residents long after the developer has pocketed his profits and moved on to another unsuspecting neighborhood.

Unless accurate, current information can prove that there is a need to change the zoning from R-1 the burden is on the City of Woodinville to protect the interests of its citizens, NOT the interests of the developer.

Please respond to this letter of concern so we may be assured that our thoughts have been considered.

Sincerely,

Dave & Joyce Hyder  
15226 NE 195th St  
Woodinville, WA 98072

57-4  
S/O-1

March 2, 2006

RECEIVED

4-28 pm

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

Mr. Dick Fredlund  
City of Woodinville  
Community Development Department  
17301 - 133<sup>rd</sup> Avenue NE  
Woodinville, WA 98072

Subject: Review Comments, Draft Environmental Impact Statement  
Wood Trails and Montevallo Subdivisions

This letter provides my comments on the Wood Trails and Montevallo Subdivisions Draft Environmental Impact Statement (DEIS) dated January 2006. I have organized my comments according to the DEIS chapters, and have used page numbers where needed for ease by the DEIS comment reviewers.

**General Comments**

1. The limits of the Wood Trails Subdivision shown on many of the site plans and maps include a northern area that was subsequently removed via a boundary line adjustment. This appears to be an erroneous carry-over from other documents. The limits of the Wood Trails site should be the correct limits as the applicant has defined according to the most recent application documents and as defined in the legal descriptions of the sites included in the DEIS text. The site limits should be consistently and accurately depicted on all of the site plans, maps and figures included in the DEIS.
2. Many of the figures for the Wood Trails site are unclear and of no use for review purposes because of a combination of the scale being too small, missing legends or explanations, and poor reduction / copying quality. Examples include Figures 2.1b (Wood Trails Storm Drainage Plan) and 2.1c (Wood Trails Grading Plan). These figures should be presented in a more usable format and refined for the purposes of what each figure is attempting to illustrate. It is both confusing and disconcerting when reviewing critical parts of the DEIS to not be able to understand what the author(s) are attempting to depict in many of the figures for the Wood Trails site.
3. The topographic map for the Wood Trails site as currently presented is completely inadequate for evaluating potential environmental impacts at the site. This issue has been brought to the City's attention several times during the last two years, and remains unresolved. The applicant has apparently completed a detailed survey of only the developed area footprint of the site. For areas of the site beyond the developed footprint, it appears that the developer has used some very coarse contour approximations that do not represent actual site conditions with any degree of accuracy, and do not have the resolution to show some significant

ravines and areas of topographic relief. This results in the topographic base maps currently used for many of the figures in the DEIS being unusable and/or inaccurate for evaluating many of the environmental impacts. In particular, this deficiency severely restricts any meaningful evaluation of impacts from geologic hazards or the preliminary site grading plans. Why was the recent LIDAR topographic information provided by King County not incorporated with the detailed survey data to produce a more representative map of site topography?

4. The sanitary sewer line between the Montevallo and Wood Trails sites is an integral part of the Proposed Action (and the Attached Housing Alternative). However, the DEIS does not include any maps or descriptions (depths, type of construction, etc.) of the connecting sanitary sewer line between the two sites. This is a significant omission, resulting in the absence of any analysis of environmental impacts associated with construction of this sewer line. Mitigation measures for the significant construction-related impacts associated with excavation and installation of the sanitary sewer line through the existing neighborhood should also be identified.
5. The cumulative direct and indirect impacts on the Wellington neighborhood and surrounding areas that would result from the Proposed Action (or the Attached Housing Alternative) are of greatest importance. The DEIS does not include the appropriate level of analysis for the cumulative impacts that would result from the precedent of extending the sewer line into a large contiguous unsewered geographic area and the approval of the corresponding rezoning request. The DEIS should provide a range of probable projected growth scenarios that correspond to the precedents that each of the alternatives would have on future development in the Wellington/Leota area. Defining these types of projected growth scenarios would provide for a more meaningful and more complete analysis of potential cumulative impacts. This level of analysis should be one of the cornerstones of the DEIS to allow decision-makers a comparison of cumulative environmental impacts that could result from each of the alternatives. A more complete analysis is critical for understanding potential cumulative water, transportation, traffic, and public services impacts with the corresponding changes in residential densities that could occur via "infilling" on many other parcels in the Wellington/Leota area.
6. An FIS should be a critical well-understood analysis of environmental impacts that clearly shows the differences between the proposed action and several other alternatives. However, because of the numerous significant deficiencies, omissions, and poor organization, this DEIS does not fulfill this primary objective. Instead, the incomplete and misleading analysis of the potential impacts results in "conclusions" that whitewash over the intuitively obvious differences in environmental impacts associated with each alternative. The Proposed Action will undoubtedly result in a greater degree of adverse environmental impacts relative to the R-1 Zoning Alternative, and the DEIS should clearly demonstrate these differences.
7. There is no mention of City of Woodinville Resolution No. 93 in the DEIS. This resolution concerns the identification of a buffer between the industrial properties

and the residential neighborhoods east of the industrial area, with the steep slopes providing a natural boundary between the two land uses. The DEIS should evaluate the intent and applicability of Resolution No. 93 with respect to the Proposed Action and the alternatives. Some of the environmental impacts and land-use elements associated with the Proposed Action appear to contradict the intent of Resolution No. 93, and this resolution should be incorporated in the DEIS analysis.

8. Why does the DEIS limit the analysis of the listed elements only to the specific topics indicated in parentheses on page 3-1 ? Other critical topics that were identified during the scoping phase are noticeably absent on this list. Key topics missing in the DEIS analysis include the following: (1) school bus routes, especially considering the proposed narrower sub-standard street widths; (2) impacts to neighborhood schools given the existing high enrollment issues at Wellington Elementary; (3) access issues associated with public services and safety such as police and fire; (4) potential decrease in police response times given the already severely strained police coverage issues that the City is currently in the process of addressing; (5) noise issues associated with the elimination and/or significant decrease in the natural slope buffer for the Wood Trails site. These topics are important to the community, and should be addressed in the Final EIS. At the very least, if the City deemed an element or issue identified during the EIS scoping was insignificant, the DEIS should clearly state why that conclusion was reached.

**Chapter 1 – Summary**

9. The introduction of sanitary sewers into this area of the city would result in more intense redevelopment because of the GMA requirements concerning minimum residential densities. There appear to be some contradictory statements in the second and third paragraphs regarding this issue. Also, additional redevelopment at densities greater than existing densities could occur on any existing single lot (i.e. some of the existing 2 – 5-acre parcels) without requiring assembling of multiple lots. [page 1-12]

10. The statement regarding suitability of drainfield systems is unsupported given that there is no mention of soil permeability tests having been completed for the Wood Trails site. [page 1-12]

11. Regarding critical areas on the Wood Trails site as noted on page 1-13: Is it possible for technical solutions to erosion and landslide hazards to be well-understood when the specific hazards have not been delineated? Likewise, how can compliance with the applicable regulations be determined with the specific study that the DEIS states is needed? If a specific critical area study is required, why would this study not be completed prior to the DEIS? Completing the study could result in requirements and mitigation measures that affect the layout of the

Proposed Action in a manner that causes a re-evaluation of potential environmental impacts.

12. One of the noted significant impacts is the changes in the natural hydrologic regime resulting from decreases in groundwater recharge. This is followed by the statement that implementation of required stormwater mitigation measures would reduce this impact to a level of insignificance. However, there is no information in the DEIS about groundwater recharge, and there is no direct relationship between the proposed stormwater mitigation measures and commensurate reductions in the adverse impacts to groundwater recharge. [Page 1-16]

13. Are Growth Management Hearing Board decisions a significant unavoidable adverse impact? This statement about the R-1 alternative being inconsistent is conjecture. [Page 1-17]

14. The layout, format, and repetitive statements in Table 1 (Summary of Environmental Impacts by Alternative), results in an involved confusing presentation that does not provide a concise comparative summary of the alternatives. Some portions of Table 1 would probably be more effective for inclusion at the end of the impact analysis of each environmental element in Chapter 3. Having separate columns to list impacts from each site for each alternative does not allow a concise comparison of the cumulative impacts for each of the alternatives taken as a whole, and not split between the two sites. Perhaps developing a second summary table that distills the significant impacts down by treating the two sites as one entity would provide additional clarification as to the relative impacts between the four alternatives. This could be supported by additional tables, one for each site, that summarize the environmental impacts for each of the alternatives. Table 1 as currently constructed does not clarify the intuitive differences in environmental impacts that would obviously occur when comparing the Proposed Action with the other developed alternatives.

**Chapter 2 – Alternatives Including the Proposed Action**

15. Woodville street standards for residential streets in R-4 areas are 60-foot right-of-ways and 36-foot paving widths. The Proposed Action street widths are significantly less than the required street widths. Will a variance be required to construct these narrower streets? What would the justification be for the City to approve the variance(s)?

16. Why are traffic calming measures needed on NE 198<sup>th</sup> and NE 201<sup>st</sup> Streets? What are the potential traffic or road safety impacts associated with the proposed development that would warrant such a mitigation measure? [Page 2-2]

17. What information is available to ascertain whether or not the downstream stormwater conveyance system is capable of conveying the undetained 100-year peak flow from Wood Trails in addition to the flows already routed to the conveyance system ? [Page 2-3]



18. What are the maintenance requirements for the leaf compost filters? Who will be responsible for monitoring and maintaining the leaf compost filters after development of the site is completed, and what assurances will there be that the monitoring and maintenance continues to be performed?

58-11  
cont'd  
PD-9

19. Two conditions need to be met to obtain the conditional use permit required for the Attached Housing Alternative at the Wood Trails site [page 2-19]. How would these conditions be met? There is not any supporting documentation in the DEIS that indicates that these two conditions could be met. What are the substantive arguments for why these two conditions would likely be met? If there are no substantive arguments, it appears that obtaining a conditional use permit is not reasonable, and therefore the Attached Housing Alternative is not a realistic alternative and should not be included in the EIS analyses.

58-12  
ALT-1

20. The description for the Attached Housing (Townhouse) Alternative for the Montevallo site is very vague, and there are no figures or site plans to assist in evaluating this alternative. Why would this alternative not include attached housing on both sites? What would be the configuration of housing on the Montevallo site for the Attached Housing Alternative? Evaluating environmental impacts for this alternative with any degree of confidence is not possible without a site plan and a more detailed description.

58-13  
ALT-1

21. The description for the No Action Alternative is too general. Some type of assumed future use of the land should be determined for the purpose of evaluating potential environmental impacts as compared to the other alternatives. As stated in Ecology's SEPA Handbook, a No Action Alternative "is typically defined as what would be most likely to happen if the proposal did not occur". What is to prevent the City from approving development at the two sites at R-1 densities? Why would the applicant chose to not develop any of the properties, given that there are no known scenarios for not allowing residential development to occur at R-1 densities? What would the likely development scenario be if the rezoning request is not approved? Some general assumptions about near-term development of the site by the developer/owner if the rezoning request is denied would formulate a "likely" No Action Alternative that could provide a more comparative baseline scenario for analyzing potential impacts.

58-14  
ALT-2

22. The discussion of the benefits and disadvantages of future implementation is incomplete and overly generalized. This discussion should be expanded after a more complete evaluation of direct and indirect cumulative impacts is completed (see comment 5). What would be some specific benefits to the City for delaying implementation of the Proposed Action until some scenarios for projected growth associated with approval of the Proposed Action are developed? The cumulative impacts associated with the precedent the Proposed Action would set would undoubtedly impact City planning efforts, including providing the necessary infrastructure. Would the City reduce potential adverse impacts to area-wide planning efforts by reserving implementation of the Proposed Action until a later date? How would area-wide planning efforts be potentially undermined by implementing the Proposed Action as scheduled?

58-15  
EIS-14

Alternatives Not Considered in Detail (Wood Trails Access)

23. The conclusion on page 2-30 that "none of these other alternatives would be reasonable and that none needed to be evaluated in detail" is not completely supported given the information available in the DEIS. To not complete a more thorough, documented and quantifiable evaluation of access options as part of the EIS analysis is remiss given that (1) the City identified this topic as one of three primary issues in the Determination of Significance Notice, (2) the City's Revised EIS Scope also included this issue, and (3) the obvious priority this specific issue has with surrounding residences as noted during formal comment letters and the public hearing for EIS Scoping. The obvious unwillingness to more fully evaluate access alternatives to Wood Trails apparently based solely on the issue of increased costs is not a defensible argument for not completing the appropriate level of analysis in the EIS for this important and highly contentious issue.

24. The three access alternatives from the west of the Wood Trails site shown in Figures 2.3a, 2.3b and 2.3c should be presented as "overlays" within the context of the Proposed Action. These three figures present these access road alternatives as though they are through roads across the entire width of the Wood Trails project site, and would not have any physical relationship to the design and layout of the Proposed Action. It is readily apparent that the two access alternatives from the northwest portions of the property (Alternatives A and B) would only need to extend to the closest connecting point on the west side of the roadway loop (Road B) for the Proposed Action to gain access to the development.

58-16  
ALT-3

25. The statements about additional construction impacts for these roads (particularly Alternative B), although not false, are not supported by any real comparative information that more fully evaluates these access options. In reality, when one looks at how far west downslope that the northern pod of homes would extend to, the additional grading and filling would be relatively minimal in comparison to all of the construction-related and land modification activities that would already have to occur in this portion of the site. The additional earthwork that would be required to construct Alternative B (and to a lesser degree Alternative A) is misrepresented in the evaluation of this access alternative. There would be a significant amount of vegetation clearing, excavation activities, and grading of this area of the site in order to (1) excavate and construct the stormwater detention pond and associated rockeries, (2) construct the access road for the stormwater detention pond, and (3) excavate and construct the main sanitary sewer line and stormwater discharge pipe. Therefore, additional impacts associated with earthwork and site construction of an access road in this area of the site would be incremental and not disproportionate.



26. A more complete evaluation of Wood Trails site access alternatives is needed to compare the beneficial impacts relative to the adverse impacts. Examples of potential beneficial impacts associated with construction of an access road from the west side of Wood Trails include both site construction and post-development elements as noted below:

- Easier access for site construction and staging/ activities. Initial access to the site from the west is probably easier than accessing the site from the east.
- The industrial area would be more suitable for construction traffic entering and exiting the site as compared to the rural residential roads that would be used to access the site from the east. There would be less adverse impacts to existing residential streets as a result of construction traffic causing additional noise, dust and pedestrian safety concerns.
- The industrial roadways are designed for heavier vehicle weights. There would be less impacts to existing road integrity than would occur by construction traffic using the existing neighborhood streets, which are clearly not designed for this type of use.
- A western access road would provide more direct access to arterial streets, freeways and highways. As shown in Figure 3.5e, Project Trip Distribution, most of the trip destinations would be towards these arterial streets and highways.
- Less thru-traffic routed to 156<sup>th</sup> Avenue NE, Woodinville-Duvall Road and 240<sup>th</sup> Street SE, thereby minimizing long-term congestion and traffic safety impacts on these heavily used roads.
- A western access road would probably provide easier access and shorter response times for fire trucks.

27. The DEIS analysis for evaluating potential Wood Trails access options should compare both the net benefits and adverse impacts as compared to using the existing residential streets. This evaluation should be incorporated through all of the environmental analyses presented in Section 3 of the DEIS to clearly discriminate the impacts associated with the various alternatives.

28. It is obvious that the applicant is not pursuing alternative access roads because of the increased costs that would result from both additional site construction efforts and the loss of a few buildable lots. As stated on page 2-31, "With higher costs and potentially fewer units, the west access alternatives would be less capable of meeting the applicant's objectives for the proposal". Is the applicant's objectives limited to maximizing the number of lots and maximizing their profits? An EIS should not consider costs, or increased profits in this case, when evaluating reasonable alternatives when there are obviously more important qualitative considerations with respect to environmental impacts. Why would the potential loss of a few buildable lots not meet the applicant's objectives for the proposal? It is difficult to fathom why the main objective would be to build exactly 132 residential lots, with exactly 66 lots for the Wood Trails site. Reasonable

alternatives should include actions that could feasibly attain or approximate the proposal's objectives. The potential loss of a few buildable lots on the Wood Trails site to build an access road from the west does not run contrary to the Proposed Action's objectives, unless of course the objectives can be distilled down to minimizing costs and maximizing profits for the developer.

**Chapter 3 – Affected Environment, Significant Impacts and Mitigation**

**Earth – Wood Trails**

29. The discussion concerning the identification and description of the subsurface geology beneath the Wood Trails site is confusing and vague. Are the shallow subsurface soils observed in the explorations till or advance outwash? If it is a lodgement till, the contact between the lodgement till and the underlying sediments (outwash? lacustrine?) would be expected to be relatively abrupt given the likely depositional processes. Were advance outwash deposits observed in any of the explorations? Sediments described as a dense silty sand with gravel (SM) encompasses a relatively wide range of possible Quaternary-age stratigraphic units in the Puget Sound area. Are all of the silty sand soils presumed to be from the same geologic unit?

30. What is the nature and extent of the sandy silts and silts observed in several of the 300-series test pits in the northern portion of the property? The elevation of the sandy silt layer encountered in several of the explorations is too high for this deposit to be the Lawton Clay.

31. The stratigraphic relationships of the various soils / sediments encountered on the Wood Trails site is unclear, and does not appear to have been established. This is due in part to the limited depths of the explorations. Vashon-age lodgement till (Qvt) is often relatively thin. If Vashon-age till covers most of the eastern part of the site as somewhat implied in the text, there is no information about what is underlying the Vashon-age till. For example, the dense fine-grained sand that has been observed at several locations on the slope immediately below the proposed Road B lots is not incorporated into the discussion of existing geologic conditions. This information is critical for gaining an understanding of potential geologic constraints relative to the depths of cuts and grading needed to construct the development as planned, including erosion hazards and slope stability issues.

32. Subsurface data needs to be obtained at depths greater than proposed cuts/grading. This includes the construction pads that will likely be needed to be cut into the downslope areas to construct the numerous rockeries (or retaining walls). Soil borings should be drilled and sampled in the eastern and central portions of the site to evaluate subsurface stratigraphy and geologic constraints. At least two to three geologic cross-sections should be developed to gain a better understanding of subsurface characteristics and stratigraphic relationships.

33. The one cross-section presented as Figure 3.1b illustrates only the subsurface geology in the vicinity of the proposed detention pond, and does little to illustrate the subsurface stratigraphy east of the detention pond. The presence / absence and depth of a silt layer that corresponds to the silt encountered in the ESTP-series (or ESNW-series) pits, Boring B-1, and/or Boring B-2 have not been established beneath or immediately upgradient of the detention pond. This data gap is critical for understanding existing subsurface conditions relative to impacts associated with construction of the proposed stormwater detention pond.

34. There is no information concerning existing groundwater conditions beneath the site, except for the seepage noted in explorations in the vicinity of the stormwater detention pond. Groundwater discharge and areas of seepage from soil interflow have been observed at numerous locations in the central and western portions of the Wood Trails site. Soil borings and monitoring wells should be drilled and installed to measure the depth and thickness of the water table aquifer, and seasonal fluctuations in groundwater elevation and flow. Gaining an understanding of existing groundwater conditions is critical for evaluating potential impacts from the proposed development for various environmental elements, and this conspicuous data gap should be addressed.

35. Seepage was observed in sediments overlying the silt layer during the explorations completed during periods of low seasonal precipitation. What data supports the statement that this is a "perched" groundwater zone of limited areal extent? What evidence is there that this seepage zone is not representative of the shallow water table aquifer beneath the site, with the sandy silt / silt layer forming a base for the overlying aquifer?

36. It can be anticipated that the volume and rate of groundwater flowing along the contact between the silt and the overlying sediments would be significantly higher during periods of high seasonal precipitation. Additional data concerning intercepted groundwater flow volumes beneath or through the proposed rockeries and into the detention pond are needed to address environmental impacts (slope stability, seismic hazards, seasonal discharge rates, etc.) and the overall feasibility of the proposed pond as currently designed. The presence of shallow groundwater above the silt layer in the vicinity of the detention pond does not appear to be accounted for in the evaluation of slope stability issues for the permanent cut slopes.

37. What are the offsite impacts and associated risks for building the large Wood Trails detention pond approximately 50 feet upslope from the existing industrial building located on the adjacent property? Will leakage from the detention pond impact the building foundation or drainage?

38. How will the berm for the detention pond be designed and constructed to (1) minimize leakage through and beneath the berm, (2) provide the appropriate factor of safety for slope failures, and (3) minimize risks associated with seismic shaking?

39. The statement on page 3-6 that "heavy ground water seepage conditions were not encountered" is misleading and should be qualified, as 30 of the test pit explorations were completed during periods of low seasonal precipitation and/or below-average precipitation years.

40. There is no information concerning subsurface conditions along the sanitary sewer alignment between Wood Trails and Montevillo sites. Surface topography indicates that the sewer trench would have to be excavated to depths of at least 20 to 25 feet along portions of the alignment. Knowledge of subsurface conditions is needed to evaluate construction-related impacts (erosion, dewatering, surface water runoff) associated with installation of the sewer line.

41. The lack of information on existing conditions (topographic map coverage, shallow depth of explorations, subsurface stratigraphy, groundwater depth, erosion hazards, seismic hazards) prohibits any significant analysis of potential geologic impacts at the Wood Trails site. Construction will necessarily occur along many steep slopes according to the site plan and preliminary grading plan, such as for construction of the numerous rockeries and retaining walls. Vegetation in many of the steeper areas immediately adjacent to the developed footprint would not remain intact due to these types of construction activities. A more thorough analyses of slope stability and erosion hazard issues resulting from construction activities along the upper sections of the steep slopes are needed to evaluate potential impacts and appropriate mitigation measures

42. Erosion hazards are primarily based on characteristics of Alderwood surface soils as listed in the King County Soil Conservation Survey. However, site construction will include stripping, grading and cuts into subsurface sediments beneath the Alderwood surface soils. Erosion potential of these underlying sediments should be evaluated with respect to both construction activities and post-development conditions.

43. The statement concerning Alderwood soils having only moderate erosion hazards in much of upland portions of the site is misleading (page 3-3). The slope stability map indicates numerous and extensive upland areas having slopes greater than 15 percent covering at least as much, if not more, cumulative surface area, therefore indicating a severe erosion hazard for Alderwood soils in those areas of the site.

44. The analysis of potential construction and post-development erosion hazard impacts is based solely on the somewhat faulty assumptions stated in the DEIS as follows (page 3-10): "Development of the building sites would not occur on the steep-slope areas of the site, and vegetation in these areas would be preserved. Consequently, the relatively gentle slopes in most of the development area would naturally limit the potential for soil erosion on that portion of the site. In addition, the erosion hazard for the Alderwood soils that are predominant in the development area of the site is characterized as "moderate". What is assumed to be steep-slope areas? The slope stability map indicates many of the areas of the site slated for development or construction will be on 15 to 40-percent slopes, with numerous areas of greater than 40-percent slopes adjacent to roads/building

58-18  
cont'd  
ER-2

58-19  
ER-1

58-20  
ER-4

58-21  
ER-4

50. Significant soil management issues that will occur during the site grading, filling and development activities are not identified or described in the DEIS. There would be limited site access and limited space on-site for staging of construction equipment and stockpiling of soil and strippings. How will soil excavation, grading, transporting and stockpiling activities be managed at the site to minimize environmental impacts, including erosion, sediment transport, and stormwater runoff? How do these construction-related impacts for the Proposed Action compare with the other alternatives? What offsite areas will be impacted by construction staging areas? What mitigation measures would be used to minimize these impacts? What is the relative magnitude of the imported fill that would be needed for the Proposed Action relative to the other alternatives? Will all of the strippings and vegetation be removed from the site without any onsite recycling / reuse of these materials?

58-31  
ER-5

Earth - Montevallo

51. There is very limited subsurface information for the Montevallo site. The description of existing subsurface conditions in the DEIS is extremely brief. Subsurface geology at and beneath the total depth of the large detention vault is not known due to the limited exploration program. Groundwater conditions beneath the site are not known. Seepage zones and wet soils were encountered at depth in several of the ext pit explorations even though the pits were excavated during periods of low seasonal precipitation. Additional onsite explorations should be completed to evaluate if the upper till-like sediments comprised a shallow water table or perched aquifer above the sandy silt encountered in Pit ESTP-1 (TP-IESNW).

58-32  
ER-1

52. Potential impacts to wetland recharge have not been evaluated in the DEIS. There is no discussion of the source(s) for the existing hydrologic recharge of the onsite wetland.

58-33  
ER-1

53. Construction-related impacts associated with excavating the stormwater detention vault and the sanitary sewer line are not addressed. The stormwater detention vault will require the excavation of at least 1,500 yards of soil to total depths of about 15 feet below existing ground surface based on information provided in the DEIS. The sewer line will require excavation depths of at least 20 to 25 feet because of the adverse grades along the proposed alignment. Soil management, and control and treatment of stormwater runoff during excavation and construction of these facilities are not addressed in the DEIS. Potential groundwater impacts resulting from dewatering for construction of the stormwater detention vault and the sanitary sewer line should be completed.

58-34  
ER-5

lots that will need to be cleared to provide access for construction equipment (rockeries, cuts/fills, utilities, etc.). (See also comment 43.) Gaining an understanding of potential site-specific erosion characteristics and processes in these "severe" erosion hazard areas is needed to evaluate potential impacts. Delineation and characterization of erosion hazard areas / zones relative to existing soil and topographic conditions should be completed to provide a more complete analysis of impacts for the various development scenarios.

58-25  
cont'd  
ER-4

45. An evaluation of potential landslide hazard areas should be completed. Many of the criteria used as examples of landslide hazard areas in Chapter 21.24.290 of the Woodinville Municipal Code could be applied to many portions of the Wood Trails site. Both construction-related and post-development impacts should be evaluated with respect to delineated landslide hazard areas.

58-26  
ER-4

46. Seismic hazards are not addressed. Data from recent studies at the Brightwater site indicate the presence of several faults and/or lineaments that trend towards or near the Wood Trails site. The results of these studies should be incorporated into an analysis of seismic hazards, especially as it pertains to post-development slope-stability issues. Seismic hazards associated with construction of the stormwater detention pond, and especially the downslope berm, should be evaluated.

58-27  
ER-4

47. What is the nature of existing sediment transport in the numerous ravines, and in the stream channel located immediately adjacent to the northern group of homes? What are the potential impacts of clearing, grading and development of the Wood Trails site on existing sediment transport processes? What is the likelihood that the increased runoff and erosion that would occur during construction would result in mobilization of sediments in the bottoms of the ravines or the stream valley? If so, what mitigation measures will be used to minimize impacts from erosion and transport of sediments in the ravines and the stream channel?

58-28  
ER-5

48. What soil infiltration data supports the feasibility of using stormwater dispersion trenches? What are the anticipated stormwater flows that would be routed to the dispersion trenches, and how do they compare with existing recharge from direct precipitation? What are the downgradient discharge points for water infiltrating from the dispersion trenches? What field observations of existing surface water flows and/or subsurface conditions provides evidence for the conclusion regarding the flow paths the surface water or groundwater would follow?

58-29  
ER-1

49. What information was used to assess whether or not the likely increase in localized recharge to the shallow subsurface would increase the risks of slope failures immediately downslope of the dispersion trenches? What are the potential erosion and slope stability impacts associated with the construction and use of these trenches? The preliminary grading plan indicates site modifications at or immediately adjacent to several of the proposed dispersion trenches, which indicates that existing vegetation and shallow soil conditions would not be maintained at these sites, which are sited at the tops of very steep slopes. Who will be responsible for post-development slope failures or erosion issues associated with use of these dispersion trenches?

58-30  
ER-4

Section 3.2 - Water

54. The introductory paragraph states that existing groundwater conditions and potential groundwater impacts are included in this section of the report. However, except for two general statements in Section 3.2.2(d) and 3.2.4, there is no discussion of groundwater conditions or impacts in this section of the DEIS. (See comments 34 and 51.)

55. A water balance analysis should be completed for both the Wood Trails and Montevallo sites to evaluate potential impacts on existing groundwater and surface water conditions from the various alternatives. Groundwater that flows beneath both sites provides base flow for the Little Bear Creek drainage basin. The proposed action would result in a net decrease of groundwater recharge. Obtaining onsite groundwater data (see comment 34 and 51) and completing a water balance is needed to evaluate potential impacts to groundwater recharge and downgradient surface water flows for the proposed action relative to the other alternatives.

56. A water balance analysis is needed for the Montevallo site to also evaluate potential impacts to wetland hydrology. Because of the lack of onsite groundwater data, it is not possible to evaluate the relative contribution of groundwater flow for providing recharge to the wetland, and the potential impacts to wetland hydrology from the proposed action as compared to the various alternatives.

57. What mitigation measures are identified for minimizing impacts to the wetland hydrology from construction of the sanitary sewer line? What is to prevent the sanitary sewer line, both during and following construction, from acting as a conduit for discharge of water from the wetland area?

58. Although referenced in the text, there are no depictions of the developed drainage basins on Figure 3.24, and a comparison between the existing and developed conditions for the Wood Trails site is not possible with respect to conveyance of runoff to the three noted drainage basins.

59. What is the rationale for not incorporating Low Impact Development (LID) elements in the Proposed Action for minimizing potential impacts to aquatic resources from the increase in stormwater runoff? Applicable LID elements should be included in the analysis of potential mitigation measures that could be incorporated into the design of the Proposed Action and the other development alternatives.

60. There is no comparative analysis of stormwater runoff volumes for the various alternatives relative to the proposed action. How much less surface water runoff would be generated from the R-1 Alternative as compared to the Proposed Action or the Attached Housing Alternative? The differences in the percent impervious areas for these alternatives is significant. According to the Woodinville Municipal Code, the percentage of impervious surfaces allowed on R-1 lots is much less than allowed in the smaller lots resulting from the Proposed Action. What differences would result in detention pond facility storage requirements?

61. The impact analysis for the various alternatives ignores the additional groundwater recharge that would probably result from the R-1 Alternative because of (1) the lower percentage of impervious surfaces than the Proposed Action, and (2) the return flows from septic systems.

62. How and to what relative magnitude would the R-1 Alternative "still alter flows to the on-site wetland" as mentioned on page 3-28? Where is the analysis for the Proposed Action impacts that describes how flows to the wetland would be altered? There are only some general statements about design considerations with respect to maintaining flow towards the wetland on page 3-26. As noted in comment 56, there is no information concerning the existing source(s) and flow rates of recharge to the wetland.

63. The analysis of the water impacts for the Attached Housing Alternative (page 3-28) only includes the Wood Trails site. There is no mention of the Montevallo site, which is a significant omission.

64. Why are direct impacts from the proposed action to downstream receiving waters, such as Little Bear Creek, viewed as secondary or cumulative impacts? [page 3-29] Increased pollutant loading in surface water originating from the project sites is a direct impact that should be evaluated with respect to current water quality characteristics of the receiving waters.

65. The discussion about fecal coliform sources (page 3-29) focuses only on septic systems and only if the systems fail. There are other potential sources of fecal coliform bacteria detected in Little Bear Creek, such as leakage from municipal sewer lines and runoff from impervious surfaces, that should be included in this discussion.

66. There is no applicable evaluation of direct cumulative impacts to water. The analysis of cumulative impacts should consider additional higher-density development resulting from approval of the Proposed Action in this part of the Little Bear Creek drainage basin and/or the Lake Leota drainage basin (see comment 5).

67. There are several statements in Section 3.2 concerning potential impacts to existing water quality, and mitigation measures that could be used to minimize those impacts. However, there is no actual data concerning existing water quality of any water at either of the sites, or receiving waters located immediately downstream of the sites. Site-specific background water quality data are needed to substantiate an evaluation of existing conditions relative to potential impacts and mitigation measures. A water sampling and analysis program should have been implemented prior to any analysis of potential water quality impacts to onsite and offsite receiving waters.

68. Why are changes to groundwater recharge a significant unavoidable adverse impact? Groundwater impacts, although not evaluated at all in the DEIS, are unavoidable primarily because of the design of the Proposed Action (high increase in impervious surfaces, cutting off groundwater recharge, routing all runoff to a detention facility, etc). There are numerous other mitigation measures

58-39  
cont'd  
WR-1

58-40  
WR-3

58-41  
WR-8

58-42  
EIS-5

58-43  
WR-2

58-44  
WR-4



that could be used to minimize the impacts to groundwater, including those currently recommended in Puget Sound LID guidance documents.

69. What mitigation measures would be used to control and treat stormwater runoff during site construction activities? What would be the scope of the construction monitoring program for water quality that would be needed to minimize impacts to receiving waters (i.e. wetlands, streams, Little Bear Creek)?

Section 3.3. Plants and Animals

70. The northern limits of the Wood Trails site on Figure 3.3 do not correspond to the limits shown in the other site plans figures. Assuming the other site plans show the correct limits, then portions of the stream tributary along the north parcels are actually on or immediately adjacent to the site. (Note: It is not possible to conclude exact location because of lack of topographic detail beyond the developed lots – see comment 3)

71. Biofiltration is mentioned as being a component of the stormwater systems for both sites as a mitigation measure (pages 3-41 and 3-43). What biofiltration elements (except for the leaf compost filter) are being incorporated into the stormwater treatment/conveyance systems?

72. Why is the potential adverse impact on baseflow to Little Bear Creek (and tributaries) from loss of groundwater recharge not included in the analysis of offsite aquatic habitat impacts?

73. A figure or map showing the location and extent of the proposed offsite riparian wetland enhancement area should be included. How will approval to do this offsite work be gained from the owner of the offsite property? What post-development mitigation or restricted access conditions will be implemented to prevent foot traffic, trampling, soil erosion, and sediment transport from adversely impacting the enhancement area as a result of multiple lots being situated immediately upslope of the proposed enhancement area?

74. The hydrology of the offsite wetland located immediately west and downgradient of the Wood Trails site is probably supported by water flowing beneath the Wood Trails site. What is the impact to the hydrology (recharge) of the offsite wetland from the likely decrease in groundwater recharge that would result from the Proposed Action or the Attached Housing Alternative?

Section 3.4 Land Use

75. The Proposed Action results in both sites having an average “built” density of 6 to 8 houses per developed acre. This density is not compatible with the intent of the low-density residential zoning classification that currently applies to this area according to the City’s Comprehensive Plan. Several times in this section of the DEIS, this obvious incompatibility is glossed over by vague wording.

58-44  
cont'd  
WR-4

58-45  
WR-2

58-46  
PA-5

58-47  
PA-5

58-48  
PA-5

58-49  
PA-2

58-50  
PA-2

58-51  
LU-3

76. The development of either the Proposed Action or the Attached Housing Alternative would result in subdivisions that are essentially isolated from other similar moderate-density subdivisions located elsewhere in the City. There is no area within about two miles of the proposed developments that consists of residential lots as small as 5,500 square feet. The smallest existing lots in the Wellington area are typically on the order of about 1/2 - acre in size, with many of the lots being significantly greater than 1/2 - acre. The relatively high-density and urban character of the Proposed Action or the Attached Housing Alternative contrasts sharply with the surrounding R-1 rural residential character. This obvious conflict in neighborhood characteristics should be more clearly identified, described and evaluated in the DEIS.

Section 3.5 Transportation

77. Reference is made to summaries of actual traffic counts on page 3-74, being in Appendix L. This data is not included in Appendix L. There does not appear to be any information on actual traffic counts anywhere in the DEIS document, except for Figure 2 (or is it Figure 3.56?). What days were the actual traffic counts obtained for each of the road segments? Why were 2005 traffic counts not completed, given the steady increase in traffic that has been observed by the community during the last year or so? What actual hours of the day were determined to be the peak AM and PM hours?

78. What is the rationale for not adding left turn lane pockets on 156<sup>th</sup> Avenue NE for the roads that will be used to access the Wood Trails and Montevillo developments?

79. The intersection of NE 198<sup>th</sup> Street and 156<sup>th</sup> Avenue NE is offset. This results in some awkward and potentially unsafe maneuvers occurring on 156<sup>th</sup> if two cars traveling in opposite directions on 156<sup>th</sup> are both trying to turn left to head in opposite directions on 198<sup>th</sup>. The traffic safety analysis should account for the potential increased risks for accidents at this intersection as a result of the increase in traffic from the Proposed Action.

80. Why was the queuing analysis for the intersection of 156<sup>th</sup> Avenue NE and Woodinville-Duvall Road not completed for the weekday PM peak hour? The left turn queue capacity on southbound 156<sup>th</sup> Avenue NE at the intersection with Woodinville-Duvall Road is often exceeded during afternoon/evening peak traffic time periods. This results in traffic trying to turn left on to Woodinville-Duvall eventually blocking the single lane of southbound traffic on 156<sup>th</sup> Avenue, and not allowing cars to proceed towards the intersection in the southbound right turn lane. When this situation occurs, which is happening with increasing frequency, it creates a line-of-sight safety issue for cars coming south on 156<sup>th</sup> Avenue at the top of the hill, and not anticipating traffic to be backed up so far north on 156<sup>th</sup>.

58-52  
LU-1

58-53  
TR-4

58-54  
TR-9

58-55  
TR-11

58-56  
TR-7

81. There appears to be some errors in how the credits were calculated for the five existing homes on the Montevallo site as shown in Table 3.5e. Considering that there will be total of 66 new homes on the Montevallo site, the five existing homes represent about 8 percent of the total homes. Yet the credits (less existing values) shown in Table 3.5e represent higher relative percentage values, with up to about 23 percent of the total AM peak hour trips accounted for by 5 homes. This intuitively appears to be wrong, and results in an over-estimation of the "credits" for the 5 existing homes, and an under-estimation of net new trips.

82. The assessment of parking impacts for the Proposed Action does not seem reasonable given the average number of vehicles for homes in the existing neighborhood and the proposed site layouts. The average number of vehicles per home in the existing Wellington / Leota neighborhood areas is easily greater than 2, and is probably closer to 3. This higher number of vehicles per household than the referenced "standard" number of 1.83 is probably due to a combination of (1) the area being relatively rural in character, (2) the lack of public transportation, (3) the lack of services within reasonable walking distances, and (4) number of drivers per household (i.e. teenage children). In addition, the combination of sub-standard street widths and limited street-frontage for most of the individual lots (not including driveway access), would result in very little available on-street parking that does not impede roadway traffic, pedestrian traffic on sidewalks, or driveway access. These "real-life" neighborhood conditions should be applied to the parking impact analysis.

83. On Table 3.5i, why are there zero (0) outbound daily and AM peak hour trips listed for the Montevallo R-1 Zoning Alternative?

84. What is the rationale for 5 percent of project trips directed towards NE 195<sup>th</sup> Street east of 156<sup>th</sup> Avenue NE as shown in Figure 3.5e (aka Fig. 6), Project Trip Distribution? NE 195<sup>th</sup> Street is a dead-end street, and traffic cannot continue east past the traffic gate.

85. What actual traffic count data supports the 45 percent of total PM outbound trips leaving the project area and heading north on 156<sup>th</sup> Avenue NE as shown in Figure 3.5e (aka Fig.6) ? The text references the City's VISUM model as the source of information shown in the Project Trip Distribution figure. But what data was used to construct the model? Anecdotal information from existing residences indicates that this percent of trips heading north is too high, as very few trips leaving the Wellington neighborhood streets head north as compared to the number of trips heading south on 156<sup>th</sup> Avenue NE.

86. What actual traffic count data supports the 20 percent of commuter project trips originating from the Wellington Hill neighborhood and heading in and out of the project area via 160<sup>th</sup> Place as shown in Figure 3.5e?

87. The project trips assigned to the Montevallo development appear to be missing from the figures that exhibit the results of the trip assignment analysis for the Proposed Action (Figures 3.5f and 3.5h).

88. How is the potential livability criterion of 1,000 vehicles a day derived? (Page 3-98). If this number is more reasonable than the 7,400 vehicles a day, then why is it not presented in Table 3.5h for comparative purposes?

89. Students are also dropped off at Wellington and Leota via NE 198<sup>th</sup> Street to 164<sup>th</sup> Avenue NE. There are probably as many, or more, student drop-offs occurring via this route than the NE 195<sup>th</sup> Street route described on page 3-87. (Limited personal experience indicates at least 30 vehicle student drop-offs occurring at this location in the morning). What is the rationale for assuming 670 parcels of land (residences) would utilize the NE 195<sup>th</sup> Street drop-off location for students?

90. The student drop-off ratio for homes from the Wood Trails site would probably be much higher than the 0.03 drop-off ratio derived from the entire 670-parcel area (page 3-100). By the time they drive their children up to the nearest bus stop at 152<sup>nd</sup> Avenue, parents would be almost halfway to the schools and would likely continue driving their children all the way to the back school gate via NE 198<sup>th</sup> Street. Many of these trips would occur during peak AM traffic time periods.

91. What is the justification for less project trips from the Wood Trails site for the Attached Housing Alternative as compared to the Proposed Action as shown in Table 3.5m? If there are more dwelling units (85 compared to 66 for the Proposed Action), how can this result in 150 less trips daily? Whatever general references are being used as a basis for having less numbers for the Attached Housing Alternative do not seem to be applicable to the Wood Trails site. Why would it be assumed that there would be less people needing vehicles to travel to and from their residents, although there would be more 29 more residential units? There is no public transportation available nearby, and the site is not located within easy walking distance of services (grocery stores, etc.). The analysis of parks and recreation impacts assumes the same number of people for both the Proposed Action and the Attached Housing Alternative (page 3-129), which contradicts any notion of less vehicle trips for the Attached Housing Alternative.

92. The analysis of sight distance issues for the roads that would be used to access Wood Trails should be presented in the DEIS as part of the impact analysis. The sight distance limitations on these roads is a significant traffic safety concern for pedestrians using these roads. Doubling the amount of vehicles that would be using NE 198<sup>th</sup> Street and NE 201<sup>st</sup> Street would increase the traffic accident and pedestrian safety risks because of line-of-sight issues. This safety issue is particularly acute during times when sunlight effectively blinds drivers as they approach the hill crests on these streets due to the east-west orientation of the roadways.

93. Construction-related impacts to existing roadways will likely result in considerable damage to existing road surfaces. Will the applicant be responsible for maintaining the roadways, and repairing/replacing the damaged asphalt and subgrades that will likely result from heavy construction equipment heading to and from the sites? Will part (or all?) of the transportation impacts fees be used for construction-related impacts? What about the complete repaving of NE 204<sup>th</sup> Street that will be needed after construction of the sanitary sewer line?



94. The section of 240<sup>th</sup> Street SE (golf course road) that runs through the Wellington Hills Golf Course is a private road according to anecdotal information and readily-available parcel information from Snohomish County. The traffic analysis includes a significant percentage of project trips using 240<sup>th</sup> Street SE. What is the significance of this road being a private road with respect to future access of the road? Is it possible that this road might not be available for public thru-traffic at some time in the future because of change in ownership or land use? If so, how does this affect the traffic impact analysis?

Section 3.6 Public Services

95. In the discussion of secondary and cumulative impacts on page 3-129, it is stated that the City's population projections account for "assumed development and some degree of infill", and thereby the recreation demands for the Proposed Action are already accounted for in the City's PRO Plan. However, the Proposed Action includes a rezoning request combined with extension of sewer into the Wellington area. How does the City's PRO Plan incorporate the additional population for the Wood Trails and Montevallo Proposed Actions on parcels that are currently zoned for R-1 densities? How does the City's PRO Plan incorporate additional future population densities that would occur on other parcels at higher densities than R-1 as a result of the extension of sewer services into this area and the precedent of the Wood Trails / Montevallo rezoning request?

96. Based on the discussion of parks and recreation mitigation measures (pages 3-129 to 3-131), the only proposed mitigation for the Proposed Action is payment of park impact fees. The discussion in the DEIS indicates an unwillingness by the applicant to incorporate parks or recreation facilities that the City considers appropriate for receiving credits against the impact fees. Why would the City approve the Proposed Action without incorporating some onsite or nearby parks that would directly address some of the deficiencies in park and recreation facilities identified for the Wellington neighborhood? This could result in a mitigation measure (payment of fees only) that results in no action being taken by the City to address the identified deficiencies in parks, recreation facilities, and pedestrian trails in the Wellington area, while simultaneously adding a significant number of residents.

In closing, I would like to comment on the increased difficulty in reviewing and commenting on the DEIS in its present form. As stated in the SEPA regulation and Ecology guidance documents, the DEIS should be concise, clear, readable and easily understood. The current document does not fulfill these requirements. Technical terms, most noticeably in the transportation analysis, are not explained for the common layperson to understand what the data means, especially with respect to the significance of the information on real-life impacts.

The overall organization of the report should be improved, particularly with respect to assisting the reader in sorting through which of the two sites is being referred to in discussions of environmental impacts and mitigation measures for the various alternatives. In addition, some type of end-of-section summaries and accompanying tables that list the combined impacts/mitigation measures for both sites for each of the alternatives might assist reviewing parties and decision-makers in obtaining a clearer understanding of the EIS document.

There is very little emphasis on comparing the various environmental impacts and mitigation measures associated with each of the alternatives. This is one of the primary goals of an EIS. The comparisons between the alternatives that are presented often are overly-generalized, unclear, based on incomplete data or analysis, or are based on inapplicable or misleading data and facts. Consistent information should be presented for each alternative for direct comparison purposes.

The issues associated with the City's distribution of incomplete documents (missing figures) also resulted in additional frustrations when trying to complete a thorough review of the DEIS. The mislabeling of figure numbers and titles in the printed copy as compared to references in the text resulted in having to use both the electronic (pdf) files and the printed copy simultaneously to understand which figure was actually being referred to in the text.

It is my opinion that this version of the DEIS is deficient for numerous reasons, some of which are described in my comments. There are also numerous errors / typos / omissions that should be corrected and resolved. Either a revised DEIS or a Supplemental EIS is clearly warranted, and should be completed to provide for a second episode of public review and comment before preparation of a Final EIS.

Sincerely,



Otto K. Paris, L.G., L.HG.  
Hydrogeologist

14906 NE 198<sup>th</sup> Street  
Woodinville, WA 98072

RECEIVED

March 2, 2006

MAR 03 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133<sup>rd</sup> Ave NE  
Woodinville, WA 98072  
Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund,

We are a family that lives right next to the proposed land development of Wood Trails (off of 148<sup>th</sup> Ave NE). We purchased our home August of 2005 and we were not informed by anyone that this plan was in the works. We moved out to Woodinville to move away from houses stacked right next to each other. We enjoy the space and beauty that the Wellington neighborhood had to offer us. We asked the previous home owner and they assured us that many developers have tried and failed to build on the land. They, nor anybody else, failed to mention that this study was going on.

As a person who sees what goes on every day on part of the property, I am concerned with trying to put so many houses in one area. As everyone already knows, we have had a lot of rainfall this past winter. There is an easement off of 195<sup>th</sup> and 148<sup>th</sup>. This easement is paved with crushed rock. Water from 195<sup>th</sup> runs down this easement causing erosion of the rock and dirt. I have had to fill these cracks in twice with crushed rock since we moved in 6 months ago. Some of the water then collects in the area down below by our house. However, this water is not a significant amount. Most of the water drains in to the potential building site. If this area is paved and trees removed making room for driveways, I am worried that the water will run faster down the hill with no where to go. Thus, our house and/or the houses that are built close to this easement might have potential water trouble. I would prefer to see this easement left alone so the water drains naturally.

59-1  
WR-1

I am not totally against the Wood Trails development, however, there are things that we are worried about. We would like to see less houses built on the land to preserve most of the trees. Living up on the hill, one would think that it is nice and peaceful. However, it is noisier then I thought it would be. We hear the hum of the traffic from the highway and heavy machinery clanking. With the removal of many trees, we will hear these noises more and thus when and if we sell our house in the future, the potential buyers may pass on our house due to noise. We use to live by I-405 and we could hear the freeway all the time. When we went to sell to our house, there were many potential buyers for our house that passed on buying it due to the amount of noise they heard. The little things like noise can bring down value on a home. Another concern with the removal of the trees on the proposed building site is if these trees are cut down and we have strong winds

59-2  
EIS-6

59-3  
S/O-6

59-3  
cont'd  
S/O-6

from the North, we do not have the 'shield' against the wind and thus, it could affect the trees next to our home and trees in our neighbors yards also. I have seen too many trees come down this winter. If fewer houses are built, hopefully more trees can be spared to help our neighborhood be spared from wind damage.

Thank you for your considering our concerns in this matter.

Sincerely,

Alfred and Thelma Pasion  
Robert and Liane Stroud

19417 148<sup>th</sup> Ave NE  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

RECEIVED

4:28 pm

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

*[Signature]*

March 2, 2006

Dick Fredlund  
City of Woodinville  
Community Development Department  
17301 133<sup>rd</sup> Avenue NE  
Woodinville, WA 98072

**RE: Comments on Wood Trails and Montevallo Subdivisions – Draft Environmental Impact Statement, dated January 2006**

Dear Mr. Fredlund:

I am submitting this letter in response to the above referenced document. I would like to comment on three aspects of the document that I believe were ignored in the development and drafting of this Draft Environmental Impact Statement (DEIS).

**Noise**

I am currently a certified industrial hygienist and a researcher at the University of Washington. For the past seven years, I have specialized in the measurement and control of noise, and noise-related impacts on people. I know from experience that the exposure to noise, although not life-threatening, can profoundly degrade the quality of an individual's life.

The adverse impact of noise is felt most acutely when ambient levels increase at a person's residence. To reduce the chances of noise impacting residential neighborhoods, the Department of Ecology established a regulation specifically restricting residential noise (Chapter 173-60 WAC, Maximum Environmental Noise Levels).

Under this regulation, the existing Wellington neighborhoods, and the two proposed subdivisions, are categorized as Class A EDNA (environmental designation for noise abatement). The regulation states "that no person shall cause or permit noise to intrude into the property of another person where noise exceeds the maximum permissible noise levels". The maximum permissible environmental noise levels for Class A EDNA between 7 am and 10 pm are 60 A-weighted decibels (dBA). This level drops to 50 dBA between 10 pm and 7 am.

Under the Proposed Action for Wood Trails, as described in Section 1.3.1 of the DEIS, the applicant intends to develop lots to within 200 or 300 feet of the industrial area located on the western side of the property. The DEIS provides no information on current ambient noise levels for the proposed Wood Trails property (not surprising, as this is only one of many technical errors and oversights made by the applicant). The only mention regarding noise comes on page 3-33. The document clearly states:

"The Wood Trails site has a high ambient noise level as a result of machinery operation and other activities in the industrial park and traffic on the highway located to the west. The noise is most noticeable on the western half of the property, where the westerly aspect receives the most direct noise."

This statement acknowledges the problem exists, yet the applicant does not explain why the problem is not evaluated as part of the EIS process. This violates the SEPA regulations that govern the EIS process.

Further, the term "high ambient noise level" is unacceptably vague. Washington State regulations list specific noise levels with which the applicant should comply. Therefore, the applicant should:

1. Collect actual noise levels measurements. The types of noise meters that should be used to collect this information are listed in the regulation.
2. At a minimum, noise levels should be made at the property boundary and at the proposed lot boundaries, at times before 7 am, throughout the day, and after 10 pm.
3. These measurements should be used to assess whether the noise levels on the property currently meet Class A EDNA standards. If not, how does the applicant intend to mitigate these noise impacts?
4. The applicant must also take into account that once the vegetation is removed from the site to allow for construction, those ambient noise levels will increase even more. Therefore, even if the noise levels are below Class A EDNA standards, the very act of development may cause noise levels to exceed these standards. This should also be addressed in the final EIS.

**Wood Trail Access to the West**

Under "Alternatives Not Considered in Detail", (Section 2.3), there is an examination of options to establish access to the Wood Trails site from the west via 144<sup>th</sup> Avenue NE. Most of the adverse impacts for the three alternatives concerns the need for additional clearing and grading, and an increase in impervious surface. Plus, with "the higher costs and potentially fewer units, the west access alternatives would be less capable of meeting the applicant's objectives for the proposal." Based on these issues, the applicant dismisses the need to look at this alternative entrance.

I think a closer examination of the applicant's inadequate maps shows that Alternative B could take advantage of an existing easement to access the west side of the site. This means initial property access is simpler than multiple access routes from the east side of Wood Trails. The DEIS states that an additional 750 linear feet of roadway would be needed to implement Alternative B. But the claim that to construct this additional roadway "would require removal of a disproportionate amount of existing vegetation in a portion of the site that would otherwise remain largely undisturbed" is ludicrous. Both the storm drain and one of the proposed pathways for the sanitary sewer lie within 50 to 100 feet of the Alternative B roadway location. The damage caused by heavy equipment and dump trucks accessing the area, not to mention the earthwork needed to trench and place utility piping, significantly reduces the vegetation removal and grading that would be solely attributable to the new roadway.

In comparison, routing the traffic through the existing residential roadways, mainly 198<sup>th</sup>, 201<sup>st</sup> and 202<sup>nd</sup>, degrades residential roads not designed for exponentially higher traffic counts, increases stress and noise in the existing neighborhoods, and puts at risk many residents – especially children – that live and play around these streets. Each of the three streets has significant line-of-sight issues for oncoming cars and pedestrians. This is especially true in the afternoons, when most children are out of school and playing outside. The setting sun blinds drivers traveling west, which would be the predominant traffic direction for vehicles using an east entrance for Wood Trails. Allowing entrances on the east side puts people at unacceptable

risk. Increasing the amount of earthwork on the west side, considering the level of devastation planned for the entire hillside, is a small additional price to pay for continued public safety.

The applicant's main objective is to maximize his profitability, i.e. lower costs and more "buildable" units. My objective is to keep our children and all our residents safe. **Therefore, the applicant should fully evaluate the Alternative B option for access to the west side of the property**, taking into account other construction that will be occurring in the area of the proposed roadway, and eliminate "maximizing his profitability" as a reason for not providing a more complete evaluation of this alternative.

Development Construction

A third important consideration overlooked by the applicant concerns the noise and traffic safety hazards as well as road damage that construction will create if the Proposed Action is followed. The applicant glosses over the construction-related impacts (page 3-57), without considering or proposing mitigation.

The Proposed Action on these two developments calls for lots so tightly packed that much of the staging activities will have to take place on the streets of the existing neighborhoods. This will be especially true in the early stages of site development. My own research has demonstrated that noise created by heavy equipment, even with extremely brief exposure durations, can cause permanent hearing loss in individuals, especially without hearing protection. Critical warning sounds used by heavy equipment, such as equipment horns or backing alarms, are frequently overwhelmed by the noise generated by other heavy equipment. This can lead to serious accidents and injuries. Traffic jams created by idling trucks inhabiting residential roads, normally used only by buses and commuters, will at best create daily frustrations. At worst, it could also lead to traffic and pedestrian accidents.

Finally, when construction is completed, roads designed for commuter automobiles and trucks, as well as light commercial vehicles, will have been subjected to constant abuse by hundreds of construction-related road trips. The same people who were forced to live with the hazards and hassles of construction equipment will no longer have decent roads on which to drive.

To start, the applicant should give equal consideration to a west entrance to the Wood Trails site (see previous section). This would move staging activities to the industrial areas, where streets are more suited to these types of activities. For the Montevallo development, the applicant should:

1. Create an initial staging area outside of the Wellington neighborhood. Restrictions should be placed on the number of large construction vehicles that can park or idle on neighborhood roads during construction.
2. Create a pre-established route within the existing neighborhood for construction-related road trips. This route should be clearly signed and alternate routes marked as "Residential and Pedestrian Access Only".
3. Specific hours for construction should be established and strictly followed. These hours should not start earlier than 7 am, and should end by 6 pm.
4. Plans and funding for road replacement once construction is completed should be established in advance by the applicant. Construction should not be permitted until both of the plans are in place and funding has been received by the City of Woodinville.

Closure

These are only three areas where the DEIS is incomplete, inadequate, or incorrect. It is disheartening that the City of Woodinville allowed such a poorly organized and substandard document to be released for public comment. The applicant plans to come into our city, exploit our land and our resources, then leave with as much profit as possible in the bank. The residents and city officials will be the ones that are left behind to pay the price. It is time for the City to stand up for its residents, and require the applicant to adequately evaluate all alternatives.

Sincerely,

Sue Swan  
14906 NE 198<sup>th</sup> Street  
Woodinville, WA 98072

RECEIVED

March 2, 2006  
DICK FREDLUND, PLANNER  
PLANNING DEPARTMENT  
CITY OF WOODBRIDGE  
17301 133<sup>rd</sup> Ave NE  
Woodinville, WA 98072

MAR 03 2006

CITY OF WOODBRIDGE  
PLANNING DEPARTMENT

RE: DEIS for Wood Trails/Montevallo

Dear Mr. Fredlund,

I have reviewed the Wood Trails/Montevallo DEIS and find it inadequate, misleading and missing data for the reasons I state below:

Inadequate Traffic Study

- 1) Traffic study was done before Costco was built. This has already resulted in many more vehicles traveling to Costco through 156<sup>th</sup> and the Wellington Golf Course. I have already seen a dramatic rise in traffic on 156<sup>th</sup> due to Costco. Trying to turn from 195<sup>th</sup> to 156<sup>th</sup> has become more dangerous because of the excessive traffic now barreling down 156<sup>th</sup>. I understand that 156<sup>th</sup> was supposed to be a local access road according to your posted sign. This obviously is being ignored and was not addressed in the study either. The addition of the new offramp at Paradise Lake Road will also add an additional burden to 156<sup>th</sup> as more people begin to use that offramp/onramp going to and from work. This all affects the 156<sup>th</sup>/Woodinville Duval intersection. Also the development going in next to the Texaco station on that corner will add even more congestion to that intersection.
- 2) The study was done on days that were not typical days for traffic in this area. The last day of school often is very light as many students don't even go on that day. Also people are often out of town right before Christmas so these days are not typical. This study needs to be redone.
- 3) The addition of these homes will increase the traffic on the 2 streets designated to take the brunt of the new traffic. If you consider the national average of 6 car trips per day per household this amounts to a 600% increase if you compare an acre with 1 home to an acre with 6 homes. You are asking 2 narrow, winding and hilly streets to take all of this traffic! The topography of these 2 streets was not addressed and no mitigation measures were mentioned.
- 4) The study does not take into account the additional traffic to and from school. This includes new school bus stops on 156<sup>th</sup> St, traffic at the intersections of 156<sup>th</sup> and Woodinville/Duval Road, Macks Corner (168<sup>th</sup> Ave NE) and also traffic thru the neighborhood directly to the east of 156<sup>th</sup> that many people go through to drop off their children at the Jersey barrier, only to have to turn around at the Jersey barrier and go back through the same neighborhood to return. You are now adding many more vehicle trips to that neighborhood as well. No mitigation measures were mentioned.
- 5) The offramp at Highway 522 at 195<sup>th</sup> street already backs up to include waiting to get off while still on the highway lane!
- 6) The intersection of Route 9 and 195<sup>th</sup> St, which backs up way up the hill on 195<sup>th</sup> every day. Also when the school lets out it is very bad.
- 7) The traffic study did not use state requirements for residential roads. It instead used state requirements for highways.

Inadequate Study of R-1 Zoning Option

- 1) The study did not adequately explore the R-1 zoning option to the same extent as the R-4 option.
- 2) The statement that the environmental impact would be the same is a gross misstatement. The amount of ground that is impervious cover is much greater with an R-4 zoning. The R-4 zoning would amount to much more water runoff towards the industrial zone below. The impact to the soil, trees and wildlife during construction would be much more with R-4 because of the amount of trees cut down and ground made impervious.
- 3) Going from R-1 to R-4 constitutes an 85% increase in density on the 10 acres and most definitely would impact the soil, trees, wildlife and water runoff to a much greater degree than staying at R-1.

Missing Data on Additional Burden to Local Infrastructure

- 1) Local schools – no data at all addressing this. They are already using temporary structures now because there are not enough classrooms for the students we have now. This proposal will add 300 – 350 additional new students to the overcrowded schools. That amounts to at least 10 new classrooms. Who will pay for them?
- 2) Roads- additional traffic on all streets mentioned above. Very little data on this.
- 3) No shoulders on any streets in the Wellington area or sidewalks for school children. No data on this.

Inadequate Study of Access from Industrial Area

- 1) Because the slope needs to be surveyed accurately to determine whether this option if viable, the developer did not pay enough attention to this option because of cost to him.
- 2) Access through the industrial area is more in keeping with the R-4 instead of access straight through – not around – an existing R-1 neighborhood. **If this is allowed to go to R-4 it will be a virtual island with no other R-4 around it –ever. Most high-density housing developments are bunched together to minimize impact on R-1 areas and also ease of access and traffic issues.**

Missing Data on Blocked Access to Current Residents Homes

- 1) The DEIS fails to show accurate data concerning the bollards proposed at the intersection of NE 195<sup>th</sup> Street and 148<sup>th</sup> Avenue NE. These bollards will block access to driveways to 2 residences on this street leaving them no viable alternative to access their homes. This would force financial and physical hardship on these residences. If not corrected these homeowners could be forced to take legal action against all parties involved.

Missing Data on Soil Stability on 148<sup>th</sup> Avenue NE

- 1) A very large sinkhole developed several years ago on 148<sup>th</sup> Avenue NE just north of NE 195<sup>th</sup> Street. When the city finally decided to fill it in it was unsure what caused it. It was speculated that it either was caused by a major amount of landfill from the surrounding development of approximately 8-10 acres that was leveled from a very steep hill or could possibly be an underground water source such as a stream, etc. Neither speculation was confirmed. It is possible that the major portion of the 10 acres of the proposed Wood Trails sits on either a large amount of downed trees, brush and other debris used to fill in the canyon that exists there now on each side of this area and therefore is unstable soil. Or it could have underground water because a stream does run through the area and south of it also. This needs to be addressed and investigated.



Missing Data on Impact of Industrial Area

- 1) The current neighborhood above the industrial area experiences on a daily basis lots of noise and smells coming from the industrial area including the Recycling Station which makes clanking sounds starting at 6:30 am. This acreage currently acts as a buffer to this area, which is required by law. Since most of it is vertical acreage and not horizontal, much more sound and smells will be experienced as both sounds and smells rise up vertically much more dramatically than horizontally. Cutting this buffer away will only make this worse. It was not addressed in the DEIS.
- 2) This buffer also helps to mitigate the freeway noise that has risen dramatically in recent years.
- 3) Woodinville City itself stated this area was to be preserved as a buffer between the industrial area and the existing neighborhood. This was ignored in the DEIS.

In addition to the above these points must be noted:

- The city already has an amount of R-4 zoned land in excess of what is required to meet the 20 year growth requirement by the Growth Management Act. There is no need for more just to satisfy a builder's appetite because Woodinville's inventory is adequate for the next 20 years.
- Sewer infrastructure was not adequately discussed. The financial impact to the surrounding neighborhoods was not discussed as we are made to hook up by our local water district which most assuredly will happen.
- The DEIS failed to address the fact that the proposed Montevello is a Class 2 wetland that requires a minimum 50 foot buffer.
- The R-4 designation for Wood Trails would make it a virtual island surrounded by an R-1 neighborhood. Typically R-4 developments are bunched together to mitigate traffic, infrastructure, etc. This would not be the case here as there would not be any other R-4 developments next to it. It would be the only one surrounded by R-1. This is untypical and not considered best practice for any city development and not to be considered the "highest and best use" of this land.

In closing I would like to ask that the city require 2 separate DEIS and EIS to be done for each development. The Wood Trails and Montevello sites are very different from each other. So much so that it is unfair to ask the citizens and the city council to make a fair assessment of a combined DEIS that tries to speak to both developments as though they are one and the same. Does it follow that you could grant R-4 to one which means you have to grant R-4 to the other simply because they are in the same document? Does it not make more sense to separate these entirely different developments and treat them and your citizens fairly?

I feel this was a cheap and underhanded way for the developer to get what they want by lumping them together as though they were alike. They are not. If they had been done a year apart they would have been done with different DEIS's with their own unique issues discussed.

Respectfully,

Joan Stoneking  
14808 NE 195<sup>th</sup> Street  
Woodinville, WA 98072  
425-486-9853

**William R. Trippett**  
**Attorney at Law**

e-mail: [wrt@comcast.net](mailto:wrt@comcast.net)  
Fax: (425) 486-6327

15525 NE 195<sup>th</sup> St, Woodinville, WA, 98072-8465 - (425) 398-7299

Admitted in Washington Virginia (Inactive)

4:07 PM  
MAR 03 2006

March 2, 2006  
Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

*RF*

RE: Wood Trail/Montevello Development  
Draft Environmental Impact Statement

Dear Dick:

It was nice to see you again at the recent public comment session for the Draft Environmental Impact Statement issued with respect to the Wood Trail/Montevello Development. I know you, like me, are winding down a career in municipal government and I wish you well as you look to a more leisurely future.

The Wood Trail/Montevello Development, like many others we have seen over the years, is not without controversy. Indeed when a project of this magnitude comes along it inevitably strains the ability of even the most competent and conscientious planner. The evaluation of this proposed development calls for an examination of the details in the most rigorous way in order to avoid creation of irreparable damage to a valued part of the Woodinville community.

I do not come to you in my usual capacity as the legal representative of a party to this controversy, but rather as a resident of the Wellington community. My family will be affected by the long-term consequences of this action. In that context I bring to this issue the many years I have worked on land use related legal issues as a land use attorney, Civil Deputy Prosecutor, City Attorney and City Administrator. I hope you will accept my comments as being constructive based on the many years of experience we have both had in looking at the effects of land use proposals.

In my spoken comments at the public comment session I advised that the Draft EIS is woefully incomplete in one major respect, that it does not consider the long term affect thrust upon the Wellington community by these proposals. It has been my experience, and one which I suspect you share, that proposals to increase the density of a neighborhood, particularly by the use of sanitary sewers, inevitably results in substantial infill to the surrounding areas in a manner that has significant consequences. Those consequences manifest themselves in negative impacts on transportation and other services.



In the present matter, the draft Environmental Impact Statement does not enumerate or quantify the character of those impacts in any meaningful way. I would suggest, based on my own experiences, that within ten years the pressure imposed on the current R-1 landowners, both as a result of financial strain and inadequate infrastructure, will force the conversion of what is now exclusively an R-1 zone, to R-4. No amount of good intentions by the City Council can avoid that result and promises to the contrary are, in my experience, meaningless.

Thus the approval of this proposal is a virtual guarantee that the entire neighborhood will be at the R-4 density within only a few years.

It is my understanding that the Woodinville is well ahead of its UGA population targets. If that is so there is very little need to force this degree of infill in this area.


I thus have significant reservations regarding the compliance with consistency and concurrency under the Growth Management Act.

Legal actions (or threats) by developers have often colored the decision making process for proposals such as these. In this instance the approval of the proposal requires a number of discretionary acts by the City Council. Thus while the application may be vested under existing law, that vesting does not compel the approval of a rezoning. I urge the city not to be pressured by any developer under such circumstances. It is emphatically not actionable for a city to deny a rezoning where the action was taken in a legal and orderly manner under the law, particular where the negative consequences of the approval are as clear as they are here.

I urge you, then, to require that the Draft Environmental Impact Statement be revised to show a detailed projection of the infill that will occur in the Wellington area based on reasonable and prudent projections instead of merely referring to these impacts as "indirect consequences."

Thank you for the opportunity to make these comments and I look forward to seeing you again

soon

Sincerely,  
  
William R. Tappett  
Attorney at Law

62-1  
cont'd  
EIS-5

62-2  
LU-3

62-3  
LU-3

62-4  
EIS-5

safety measures for the children in the area.

**Dick Fredlund**

**From:** Makhdoom Ahmed [makhdoom\_family@yahoo.com]  
**Sent:** Friday, March 03, 2006 3:10 AM  
**To:** Dick Fredlund  
**Cc:** CNW@Wellington-Neighborhood.org  
**Subject:** RE: Comment on Draft EIS for Wood Trails/Montevallo

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

The DEIS is inadequate because it calls for building up to 6 homes per acre. Currently the surrounding properties are no more than 1 home per .08 acre. This puts these new developments at odds with the character of the existing neighborhood. Not only does it change the character of the neighborhood we cherish, it also decreases the property values of the neighborhood property.

Furthermore, this plan increases the burden on the existing infrastructure. For example, 195<sup>th</sup> Street is already beginning to see substantially increased traffic since the opening of Costco and Woodinville-Duwall Rd continues to increase in congestion without any remedy insight. Building up to 6 homes per acre as the DEIS will allow significantly increases the traffic on the narrow street (195<sup>th</sup> Street) instead of alleviating the existing problem. It is appalling to see that these changes are being proposed without weighing the impacts they will have on the infrastructure and without investigating whether the current infrastructure can withstand the impacts of the proposed developments. A review of traffic congestions and recommendations for possible remedies is desirable before proceeding with the DEIS.

This area is home to a significant wildlife population including endangered or at risk bird species, which would be harmed by such wide-scale development. Cutting down trees and forcing several homes per acre will have an adverse effect on the natural inhabitants of this neighborhood. The wood trails area especially provides undisturbed wildlife habitat and a migratory passage for migrating birds. It may be beneficial for the EIS to investigate and document the species of birds and other wildlife which will be impacted by these projects. Sizeable green belts provide substantial undeveloped areas as shelter for the area wildlife. Destruction of these safe havens could mean harm to the natural world.

New residents to the neighborhood means additional enrollment for local schools. Especially when the number of new residents is unusually high, it is expected that the increased burden on the system will have negative impacts. A few considerations are how the student teacher ratio will be impacted and will the ability to provide the quality of education which we have come to expect, be jeopardized? A complete analysis of increasing needs of the school system needs to be completed.

The pedestrian routes from the Leota Jr. High to the development are not referenced. The EIS should identify existing walking routes from schools and analyze safety issues along these routes.

Increased traffic on the streets due to the increased homes and cars also increases the likelihood of accidents involving children who may either be at play or reroute to schools. The EIS needs establish

Sincerely

Makhdoom Ahmed  
14849 NE 195<sup>th</sup> Street  
Woodinville, WA

cc: Concerned Neighbors of Wellington

Do You Yahoo!?  
Tired of spam? Yahoo! Mail has the best spam protection around  
<http://mail.yahoo.com>

63-1  
LU-1

63-2  
TR-8

63-3  
PA-4

63-4  
EIS-7

63-5  
TR-10

RECEIVED

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17501 133<sup>rd</sup> Ave NE  
Woodinville, WA. 98072

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

RE: Comment on Draft EIS for Montevallo/Wood Trails

Dear Mr. Fredlund,

As a resident of the Wellington Hills Estates neighborhood and Woodinville area since 1974, I have been keenly aware of the changes happening in my community for the past thirty plus years.

I've attended community meetings, researched proposed changes and listened to the City of Woodinville's elected official's promises.

After attending the most recent hearing on the proposed Montevallo, 70 homes with sewers and Woods Trail, 66 homes with sewers, developments, purchasing (\$56) and reading the EIS reports, I've concluded that if the City of Woodinville Planning Commission allows either one or both of the above named developments to happen with a rezone of the land and the import of sewers to our neighborhood, it will be like accepting the **Trojan Horse** and all that implies.

Some of my specific concerns related to the EIS are:

-Transportation and Public Services: The traffic study results conducted at a time "not typical" so show less impact than is realistic to expect. With 136 new residences there will be about 800 additional car trips per day with an increase in the likelihood of a serious or fatal accident involving a pedestrian.

-Mistake: Bostan Road in Snohomish County is actually Bostian Road

-The overburdening on community resources like schools and police protection are not recognized for the actual dollar amounts and stress involved.

Plants and Animals: An ecosystem is just that, an interconnected system. The EIS doesn't acknowledge this when it states that there are no Pileated Woodpecker nests on the part of the hillside to be developed into Wood Trails so it is minimizing the damage to that as well as other species of animals.

-They do state that the stormwater holding ponds will inhibit the movement and migration of animals, but don't mention the hazard to human health from breeding mosquitoes, and safety hazard to children and pets.

Earth: Air quality and Noise with accompanying stress levels aren't adequately addressed both in the construction phase with such land changing developments and after completion when the density of the area is quadrupled!

-Impervious surface is mentioned, but not the stability of our soil structure with potential damage to houses, roads, drain fields from the jarring by heavy equipment and the weight to soil of added buildings.

Water: Water resources would be stretched and therefore made more expensive for us all as well as the guaranteed problems with surface water and run-off.

All in all even though there was a high stack of pages in the EIS, I don't believe there was a good grasp of the scope of the problems addressed that a rezone and development with sewers would cause.

My hope would be to allow development of each property only after ALL issues are properly and accurately addressed, (or no development if they can't be) **within the current zoning only: R-1 on septic systems**. That would be the proposal of 23 single family homes for Wood Trails, and 14 single family homes for Montevallo.

Yours truly,

*Nancy Bacon*

Nancy Bacon  
14918 NE 204<sup>th</sup> ST.  
Woodinville, WA. 98072

64-7  
ER-4

64-8  
WR-1

64-9  
EIS-1

64-10  
S/O-2

64-1  
SO-4

64-2  
TR-10

64-3  
TR-2

64-4  
EIS-7

64-5  
PA-4

64-6  
EIS-6

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

I've reviewed the draft EIS for Wood Trails and Montevallo proposed developments. The report seems to be grossly inadequate in its analysis, unless its objective is only to articulate baseless support for development. As a citizen sure to be impacted if these developments are allowed, I have serious concern for the reports lack of rigor in general, and inappropriate conclusion on many points.

If it is within your power to do so, I would ask that the report be thrown out, and the developer asked to start again with a consultant who is committed to taking a thorough and honest look at the impacts of the proposed development. I believe the report is inadequate and inaccurate on many levels, including but not limited to:

- Impact on surrounding neighborhoods is understated, and inadequately addressed.
  - What about impacts on neighborhood north of 156<sup>th</sup>?
  - Why wouldn't this development set a precedent for rezoning individual lots from R1 to R4? What would be the impact of widespread short-plats?
  - The alternate development scheme involving attached residences is completely out of character for this location.
- The suggested traffic impacts are irrational.
  - How could 132 new homes generate only 141 peak hour trips? How could 141 new peak hour trips be considered within acceptable levels of service?
  - Did the study consider the impact of 141 left turns from 156<sup>th</sup> to NE 195<sup>th</sup>, NE 198<sup>th</sup> or NE 202<sup>nd</sup>? Did it consider the impacts of morning departures from these developments? Did it consider the impacts on the Wellington neighborhood East of 156<sup>th</sup>?
  - What about the impacts at other intersections such as Hwy 9 and 195<sup>th</sup>, Woodinville-Duval Road and 156<sup>th</sup>, and Hwy 522 and 195<sup>th</sup>?
- Section 1.4.3 (d) states that the "land use analysis did not identify any significant impacts to land use patterns." Apparently the report does not address set-backs, side yards, density, lot coverage, or character of development. Clearly, the proposed development would have significant impacts on the nature of existing and new developments in the area. How could the report consider a zoning change from R1 to R4 without impact to land use patterns. This is a fundamental change in land use pattern. Further, the proposal to consider unbuildable land in the density calculation is an irresponsible rationalization. Besides masking the real comparison to adjacent existing developments, it could set a precedent for development at even greater densities on sites without unbuildable land.

65-1  
EIS-1

65-2  
LU-1

65-3  
TR-3

65-4  
TR-1

65-5  
LU-1

65-6  
TR-8

65-7  
TR-3

65-8  
EIS-7

- Section 1.4.3 (c) ignores the fact that the roads serving the Wood Trails development are dead-ends currently serving only the Wellington neighborhood. The roads within Wellington are clearly not designed as arterials. What will be the impact to the houses and occupants on these roads, or to those living nearby? Obviously, 141 peak trips will have an impact on these roads and the residents. This section also ignores impacts of turns to and from 156<sup>th</sup> on surrounding neighborhoods.
- Section 1.5.5 suggests that the traffic impacts of each alternative would be comparable. The report fails to analyze the differences between 132 new homes in the proposed plan against 37 homes allowed by current zoning.
- What would be the impacts on schools? The proposed development and the multifamily alternate would both create far more students per household than of existing development. This issue should be carefully reviewed, and impacts appropriately mitigated.

These concerns are barely a short list of report inadequacies. However, it is clear that a great deal of objective research and analysis would be required to support either of the proposed developments; best performed by an objective expert.

Sincerely,

Gary Blakelee  
19914 - 163<sup>rd</sup> Avenue NE  
Woodinville, WA 98072  
425/485-9093

**Dick Fredlund**

**From:** dinocarlo@comcast.net  
**Sent:** Friday, March 03, 2006 4:33 PM  
**To:** Dick Fredlund  
**Subject:** Wood Trails Draft EIS Comment

Mr. Fredlund,

Please DO NOT permit the Wood Trails project. I live on 198th N/W of 156th. This is a long stretch of street with no traffic slowing devices. Even now with the lower RI density, this street experiences too many vehicles traveling at dangerous speeds up to 40-50 MPH (usually young drivers) at all hours. You can sit on my porch for a few evenings and mornings and observe this. I have a 5 year old son and a 4 year old foster daughter and I do not feel it is safe for them even now, let alone with dozens of more homes, with 2 to 3 cars per home, increasing the danger to neighborhood residents (not just children, but pedestrians of all ages who enjoy walking through our neighborhood). I am greatly concerned that with 4-6 school bus stops per day, a tragedy will occur. Any development that is permitted needs a separate access, rather than use our streets. Our Wellington streets are just too long and unfettered to reasonably expect people to consistently transit through at a safe speed, not to mention the increased construction and commercial traffic that this development will bring.

The City should focus on permitting current R4 zoned neighborhoods while developing rules to protect current neighborhoods from the kind of degradation Wood Trails would bring to Wellington.

Thanks You,

Dino Cecchetto  
15320 NE 198th St  
Woodinville

66-1  
S/O-4

66-2  
TR-10

66-3  
V/B-3

**Dick Fredlund**

**From:** Denzil Dwelle [ddwelle@verizon.net]  
**Sent:** Friday, March 03, 2006 4:34 PM  
**To:** Dick Fredlund  
**Subject:** comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund,

The DEIS is inadequate because I do not believe that traffic has been accurately assessed. Just today I witnessed the aftermath of two accidents within a mile stretch of Woodinville-Duval Rd. in a three hour time frame. More houses means more people and cars. Please consider the effect these things have on the city and it's residents.

Sincerely,  
Heidi Dwelle  
14652 NE 179th St.

67-1  
TR-11

**Dick Fredlund**

**From:** Brian Fountain [bfountain@comcast.net]  
**Sent:** Friday, March 03, 2006 8:16 AM  
**To:** Dick Fredlund  
**Subject:** Comment on Draft EIS for Wood Trails/Montevallo

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

We believe the DEIS should project or consider future development of property and infill caused by sewers and rezoning of surrounding properties.

Why would the City allow existing R-1 property to be rezoned, if the State's Growth Management Act does not require R4 developments and the City meets its 20-year growth planning?

Sincerely,

Brian and Cheryl Fountain  
14823 NE 198<sup>th</sup> Street  
Woodinville, WA

68-1  
EIS-5

68-2  
LU-3

**Dick Fredlund**

**From:** Ivanhel@aol.com  
**Sent:** Friday, March 03, 2006 3:06 AM  
**To:** Dick Fredlund  
**Subject:** Comment on Draft EIS for Wood Trails/Montevallo

**Dear Mr. Fredlund:**

**In the limited time that I have had to look at the Draft EIS for Wood Trail/Montevallo, several inadequacies and points of misinformation have caused me grave concern. Much of what concerns me involves the studies done regarding traffic.**

**The school traffic counts don't represent a typical day's traffic because they were done before Christmas and on the last day of school. Also, the report mentions the student drop off at the 195th Street gate would increase by one new student with the addition of 37 homes; and would increase by four new students with the addition of 132 homes. I just don't see anything realistic in these numbers.**

**The report notes that "bicycle traffic on 156 Street N. E. is not really an issue" when, in fact it is an officially designated bicycle route and is highly congested with bicycle traffic especially on weekends and especially during the spring and summer months when the traffic studies were not done.**

**"No left-turn lanes are warranted on 156 Street N. E." according to the DEIS. I am confident that I am not the only resident of Wellington who has experienced the unnerving anxiety of watching approaching traffic in my rearview mirror as I wait to make a left turn onto my street from 156 Street N. E.**

**The traffic study was conducted before Costco was opened. Make no mistake: traffic has increased tremendously and dangerously since the opening of Costco. Vehicles use 156 Street N. E. and the "Golf Course Road" as a shortcut. The "No Through Traffic" sign that is posted at the south end of 156th near Woodinville-Duvall Road does not deter this use of these roads.**

**Elsewhere in the report it states that "project traffic could create a proportionate increase in traffic collisions relative to increase in traffic**

69-1  
TR-12

69-2  
TR-13

69-3  
TR-9

69-4  
TR-4

69-5  
TR-11



volumes. However, based on accident history in the area, no specific existing safety deficiency has been identified that would be exacerbated with the R-1 zoning alternative".

69-5  
comtd  
TR-11

An alternative traffic access for Wood Trails was not examined sufficiently in the Draft EIS. And that alternative is the access through the industrial area.

69-6  
ALT-3

Concerning the Growth Management Act, the City of Woodinville has met it 20-year growth. The Growth Management Act doesn't require R-4 developments. When the City already has an excess inventory of R-4 zoned land, why would there be a need to request a rezoning from existing R-1 to R-4 zoning? The R-1 zoning was insufficiently considered in the Draft EIS.

69-7  
LU-3

There was no thought given in the study to the impact of City sewers when the higher taxes that will result from those sewers will literally force many existing homes on R-1 lots to convert to R-4 if such zoning is granted.

69-8  
EIS-8

No studies were updated in the DEIS after the record-setting rain that we experienced this winter.

69-9  
WR-1

The Draft EIS hasn't adequately addressed the issue concerning the fact that Montevallo is a Class 2 wetland that requires a 50-foot buffer. Montevallo borders on a swamp.

69-10  
PA-1

Wood Trails and Montevallo are two very different parcels of land. Why is there only one DEIS?

69-11  
EIS-13

The Draft EIS is a first for the City of Woodinville and is a precedent-setting event which will be the benchmark for all that follow. This DEIS is sorely inadequate. It must be redone before the City of Woodinville can even consider rezoning. The safety, the health, indeed the future and the success of the City of Woodinville demand that we get it right.

69-12  
EIS-1

Sincerely,  
Helen Fry  
15317 N. E. 201 Street  
Woodinville, WA 98072

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133<sup>rd</sup> Avenue NE  
Woodinville, Wa 98072  
[DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

Dear Mr. Fredlund,

I have been a resident of Woodinville since 1980. I have lived at 14830 NE 198<sup>th</sup> Street since September 1, 1986. I have raised two children in this house as have other families on our street. We now have greater than 50% turnover in home ownership on our street and new young families are now moving in. This is a great neighborhood with excellent families-just what Woodinville has been noted for.

Sadly, this is about to change if the Woodtrail development is allowed to proceed at a higher density than the current R-1 zoning. Others are more eloquent in their specifics regarding soils, grades and water management. My issues are traffic, access and irreparably damaging the character of this neighborhood.

Is is not uncommon for our neighborhood children to litter the street with toys. Their presence is a joy! The neighborhood is vibrant and safe. The attempt to place a number of homes at the end of NE 198<sup>th</sup> Street will jeopardize this. I am opposed to any development more dense than R1 since this will, in its current configuration increase traffic tremendously on our street.

70-1  
TR-10

The current configuration that appears to be the preferred alternative for the developer is not to have access from the west. It appears this is clearly driven by economics, not any other concern. It is unacceptable to me that this development be allowed, regardless of zoning with only access from the east. The developer must put in an access from the west. This will mitigate traffic trips to SR 522 for work commutes.

70-2  
ALT-3

One only has to travel north of the Bothell Home Depot to see how dense the developer intends to build. No sane mind can contemplate how this level of development is consistent with the current character of the neighborhood. I am opposed to anything greater than R1 zoning!

70-3  
S/O-1

In summary R1 zoning should not be changed and the development halted. If development is allowed to occur it should be at the R1 level only. Any development must be accompanied by access from the west. Agreeing to any zoning designation greater than R1 will irreparably damage the community. Do the right thing-use the clout of the city to protect this neighborhood with the same effort to save our parks and our environment. Woodtrail is development at its worst in order to maximize financial return

70  
p.2

to the developer. He is here to build as many homes as quickly and cheaply as possible. We, the citizens, are then left with his mess for the future while he performs the same disservice in another area. Preserve Woodinville's few remaining great neighborhoods by halting this effort.

Sincerely,

Douglas L Gibson  
14830 NE 198<sup>th</sup> Street  
Woodinville, Wa 98072

Jeff Glickman  
Board Certified Forensic Examiner  
Fellow, American College of Forensic Examiners  
email: jeff@glickman.com  
mobile: 503-705-6900

RECEIVED  
3:55 PM  
MAR 03 2006

19405 NE 148<sup>th</sup> Avenue, Woodinville, WA 98072  
PLANNING DEPARTMENT

March 2, 2006

71  
p.1

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

RE: Wood Trails/Montevallo Development Draft Environmental Impact Statement

Dear Dick,

As you know, the SEPA process was designed by the State of Washington to govern the State Environmental Policy Act. WAC 173-802, SEPA Procedures, WAC 197-11 SEPA Rules, 42 U.S.C. 4321-4347 National Environmental Policy Act, 7 U.S.C. 136; 16 U.S.C. 460 et seq. Endangered Species Act, 33 U.S.C. ss/1251 et seq. Clean Water Act, 42 U.S.C. s/s 300f et seq. Safe Water Drinking Act, and the codified ordinances adopted by the City of Woodinville ("City"), among other ordinances, codes, statutes and laws, govern this process. An Environmental Impact Statement ("EIS") is required to comply with all of these regulatory legislations, *without exception*.

WAC 173-802-090 governs EIS preparation. The City of Woodinville has not met the criteria under WAC 173-802-090 for the preparation of an EIS. Specifically, criteria for the independent preparation of the EIS under the direct supervision of the responsible official were not met. This is a breach of SEPA procedures, for which there is no remedial action.

71-1  
EIS-1

WAC 173-802-100 governs Public notice requirements. The City of Woodinville did not comply with the conditions and requirements of WAC 173-802-100 subsection (4) thus denying due process to the citizens of Woodinville. This is a breach of SEPA procedures, for which there is no remedial action.

71-2  
EIS-2

Errors and omissions on the part of the City of Woodinville caused incorrect and incomplete copies of the draft EIS ("DEIS") to be delivered to the Citizen's of Woodinville. The City of Woodinville did not deliver corrected materials until after the public meeting, denying due process under WAC 197-11 Part Five, Commenting, to the

Citizens of Woodinville wishing to make verbal comments. This is a breach of SEPA procedures.

Missing sections are not permitted in a draft EIS. Examples include, but are not limited to, page 8-1 which reads "Temporary Erosion and Sediment Control measures will be included in final engineering", page 9-1 section 9.1 which reads "A Site Improvement Bond Quantity Worksheet will be provided at the end of the engineering review process", and page 9-1 section 9.2 which reads "Pond details and detention facility summary worksheet will be provided with the next submittal." Omission of key information and data deny due process to the Citizens of Woodinville who are entitled to read and comment on all EIS content at the draft EIS stage. These omissions from the draft EIS violates WAC 197-11-444 and constitute a breach of SEPA procedures. Information and data regarding ground water analysis are missing, hence there is no content in the DEIS to address 42 U.S.C. s/s 300f et seq. Safe Water Drinking Act.

WAC 197-11-060 governs the content of the environmental review. The DEIS is required to consider short-term and long-term impacts of development. WAC 197-11-060 subsection 4, sub-subsection d, specifically anticipates that introduction of sewer into an unsewered area will encourage development in previously unsewered areas. The DEIS is materially deficient in that it does not address the short-term and long-term impacts resulting from growth caused by the proposal. Such impacts that must be considered in the DEIS include, but are not limited to, the additional trip and traffic generation caused by infill as a result of the sewer area.

The position of the Wood Trails plat shown in the maps in the DEIS is in error. This substantive error cascades to all sections of the DEIS. The position of the Wood Trails plat must be corrected, and all sections of the DEIS must be rewritten, and data recalculated, to incorporate the correct boundaries of the proposed development.

The topological cross-section has previously been demonstrated to be in substantive error. This information was admitted into evidence at the February 16<sup>th</sup> public meeting. An accurate topological survey is required because of restrictions set forth by City of Woodinville legislative action Resolution 93, March 13<sup>th</sup> 1995. This legislative action restricts the buildable elevation of the proposed Wood Trails development. The proposed plat is non-conformant with the extant legislation and must be corrected in the DEIS. Landfill of any kind is not an alternative because of the instabilities in the slope and ground that are already known to the City of Woodinville.

The developer proposes filling in a Wetlands on the proposed Wood Trails plat. The slope on or about the proposed Wood Trails plat is documented and known to the City of Woodinville to be unstable. Substantial sinkholes have developed in and around the proposed development site. As known to the City and contained in City records, the

71-2  
cont'd  
EIS-2

71-3  
EIS-2

71-4  
EIS-5

71-5  
EIS-3

71-6  
LU-4

71-7  
ER-3

proposed development and environs consist of landfill as City employees have observed both tires and lumber in a sinkhole that developed immediately adjacent to the proposed Wood Trails site. The reasonable conclusions are the proposed site consists of, in part, landfill, and has significant potential for the formation of additional sinkholes. These issues are not addressed in the DEIS. The DEIS must specifically address these issues, with respect to, but not limited to, Earth, Water, Geology, slope stability and water runoff.

Section 3.5, Transportation, of the DEIS fails to take into account the King County traffic concurrency map. This is public information that is readily available from the King County Department of Transportation. It has been confirmed with the Office of CIP and Planning Section, King County Department of Transportation, Road Services Division that traffic concurrency requirements exist for proposed subdivisions in King County. New subdivisions that will contribute traffic to KCDOT "red" zones are not permitted. The DEIS does not address this traffic issue. The proposed Wood Trails and Montevallo subdivisions must demonstrate in the DEIS that there will be no traffic impact to the KCDOT "red" zone.

Page 10-1, section 10, "Operations and Maintenance" reads "The drainage system will be publicly maintained." This is the full and entire disclosure given to the operation and maintenance of the drainage system. This is a violation of WAC 197-11-060, subsection (4) "Impacts", which requires assessment of the long-term impacts and effects. The cost to the City of maintaining a drainage system the type of which the City has no familiarity with has not been considered. The DEIS must address the short-term and long-term impacts of the operation and maintenance of this drainage system.

Appendix J, page 8, section 4.0 states that "...there is no other alternative location for the sewer location other than through the wetland..." and then suggests that the Planning Director has the authority to issue a variance. The Planning Director has no such authority and would violate State and Federal laws protecting wetlands if he were to issue this variance. The DEIS must be so corrected.

The data in Appendix E, section 4, "Flow Control and Water Quality Design" demonstrates that Little Bear Creek will be contaminated every two years during big storm events via downstream discharge. This discharge will endanger salmon in the Little Bear Creek that are on the Federal and State of Washington's Threatened Species list. The DEIS must address this issue.

The draft EIS fails to take into consideration the Endangered Species Act, 33 U.S.C. ss/1251 et seq. with respect to the spotted owls that have been photographed on or about the proposed Wood Trails development. Their presence is common knowledge

71-7  
cont'd  
ER-3

71-8  
TR-16

71-9  
WR-7

71-10  
PA-1

71-11  
PA-5

71-12  
PA-3

within the City of Woodinville's Wellington neighborhood. The DEIS must address the issue of spotted owls located on and about the proposed Wood Trails site.

The draft EIS does not conform with WAC 197-11-425 Style and size. WAC 197-11-425 subsection 2 requires that "EISs shall explain plainly the meaning of technical terms not generally understood by the general public." The draft EIS is out of compliance with WAC 197-11-425 as it fails to meet this criteria, and the DEIS must be so corrected. WAC 197-11-425 subsection 4 requires "...the EIS shall not exceed one hundred fifty pages." The draft EIS is out of compliance with WAC 197-11-425 as it fails to meet this criteria, and the DEIS must be so corrected.

There is an excess inventory of R4 within the City of Woodinville. As GMA objectives have already been met by the City, unnecessarily increasing the amount of R4 within the City is non-concurrent with the City of Woodinville's Comprehensive Plan and conflicts with WMC 14.04.240. As the City has discretionary authority on the matter of R4 rezoning, as the City has already met GMA growth objectives, as the City has an extant excess inventory of R4, the City must exercise its discretionary power to enforce and maintain concurrency and consistency with the City of Woodinville's Comprehensive Plan.

For the record, based upon the above information and other information the City has received in evidence both verbally at the public meeting and in writing during the commenting period regarding the proposed Wood Trails and Montevallo subdivisions, there is no other reasonable conclusion possible than the Environmental Checklist that is required as part of the application per WAC 197-11-960, contains materially false and misleading information.

Thank you for taking these comments as evidence into the public record regarding the draft Environmental Impact Statement for the Wood Trails and Montevallo proposed developments.

Sincerely,



Jeff Glickman  
Board Certified Forensic Examiner  
Fellow, American College of Forensic Examiners

Attachments: Formal Notice of DEIS Material Deficiency  
Notice of Receipt - Wood Trails and Montevallo DEIS Replacement Pages

71-12  
cont'd  
PA-3

From: Jeff Glickman [Jeff@glickman.com]  
Sent: Thursday, February 16, 2006 12:02 PM

To: 'maries@ci.woodinville.wa.us'; 'peter@ci.woodinville.wa.us'; 'deborahk@ci.woodinville.wa.us'; 'rays@ci.woodinville.wa.us'; 'dickf@ci.woodinville.wa.us'; 'cwonwald@ci.woodinville.wa.us'; 'hstecker@ci.woodinville.wa.us'; 'eprice@ci.woodinville.wa.us'; 'shageman@ci.woodinville.wa.us'; 'mroskind@ci.woodinville.wa.us'; 'gleonard@ci.woodinville.wa.us'; 'dbrochia@ci.woodinville.wa.us'  
Subject: Formal Notice of DEIS Material Deficiency  
To City of Woodinville Mayor, City Manager, City Council and Director of Community Development.

I am a property owner in the Wellington Neighborhood. I live within, or about, the 500' radius of the proposed Wood Trails plat. I have never received a single notice from the City of Woodinville regarding this proposed plat. The City is obligated to notify me and arguments incorporating errors and omissions as to why I have not been notified are not a valid defense.

I accidentally discovered the existence of this proposed development from a neighbor approximately one week ago. The proposed Wood Trails plat is in the DEIS phase. I visited the City of Woodinville Planning office this past week to obtain a full and complete set of documentation, without limitation, regarding the proposed Wood Trails development, and all city codes and ordinances. At this time I was informed of the existence of the DEIS and was directed that the sole means to obtain a copy was from Kinko's. Upon this direct instruction from City of Woodinville Planning Office employees, I attempted to obtain a copy of the Draft EIS Statement from Kinko's, Woodinville. Initially, Kinko's was not aware that they had a city document - it took hours to find someone who was even aware that there was a city document available for reprint. Ultimately, Kinko's was not able to produce a complete copy for me. As with most citizens, it is an undue economic burden to read a multi-hundred page document at City offices or the library.

As I know you are already aware from internal city communications, the DEIS is materially deficient. Most notably, figures and pages are missing. Arguments incorporating errors and omissions as a defense are invalid. Furthermore, of the pages which are present, the area delineated as the study area of the DEIS is in error, which invalidates the DEIS in its entirety. The city is obligated by SEPA to present a complete and accurate DEIS to the citizens of Woodinville. This DEIS violates both SEPA and NEPA requirements, and is a material misrepresentation of the facts to the citizens of Woodinville. State SEPA law specifically states that a minimum 15-day review period for the DEIS must be granted to the citizens. The city of Woodinville has violated this statute.

This is a formal demand to invalidate the DEIS process because of flagrant process errors and city violation of SEPA statutes. The DEIS process cannot be construed as even having been started because an incomplete and invalid document was provided to the citizens, and because the citizens have not had 15 days to review a complete document. The only remedy for the city is to write a new DEIS that is accurate and complete, provide notice to all property owners with 500' as required by law, and provide the citizens of Woodinville the minimum 15-day review period as required by SEPA.

Do not deny the citizens of Woodinville the due process that is guaranteed to them by State and Federal law. You, the city work for us, the citizens. You are here at our bidding to protect our rights, not violate them. We will hold you collectively and individually accountable in a court of law if you fail to protect our rights.

Sincerely,

Jeff Glickman  
19405 148<sup>th</sup> Ave NE  
Woodinville, WA 98072

Letter to the City of Woodinville  
RE: Wood Trails/Montevallo Development Draft Environmental Impact Statement

**From:** Jeff Glickman [jeff@glickman.com]  
**Sent:** Tuesday, February 21, 2006 3:46 PM  
**To:** 'maries@ci.woodinville.wa.us'; 'peter@ci.woodinville.wa.us'; 'deborahk@ci.woodinville.wa.us'; 'rays@ci.woodinville.wa.us'; 'dickf@ci.woodinville.wa.us'; 'cwonwald@ci.woodinville.wa.us'; 'hschecker@ci.woodinville.wa.us'; 'cprince@ci.woodinville.wa.us'; 'shageman@ci.woodinville.wa.us'; 'mroskind@ci.woodinville.wa.us'; 'gleonard@ci.woodinville.wa.us'; 'dbrochta@ci.woodinville.wa.us'  
**Subject:** Notice of Receipt - Wood Trails and Montevallo DEIS Replacement Pages  
To City of Woodinville Mayor, City Manager, City Council and Director of Community Development.

Thank you for the replacement pages for the Wood Trails and Montevallo DEIS. As you are already aware, approximately 270 sets of these replacement pages were placed in the mail by City of Woodinville employees on Thursday February 16<sup>th</sup> 2006, the same day as the City of Woodinville's Wood Trails and Montevallo DEIS Public Meeting. I received my copy of the replacement pages on Friday February 17<sup>th</sup> 2006, the day after the City of Woodinville's Wood Trails and Montevallo DEIS Public Meeting. While those persons who were a party or record on this matter received replacement pages, the City of Woodinville has not been able to identify, notify, or otherwise reach the many citizens who are not a party of record on this matter and provide them with corrected replacement pages.

State SEPA statutes direct cities to provide a verbal means and written means for citizens to respond to the DEIS. The mailing of 270 sets of DEIS page corrections is tantamount to an admission by the city of the substantive nature of the DEIS omission. The purpose of the public process established by SEPA is to guarantee due process to the citizens for the DEIS process. Delivering the 270 sets of replacement pages the day after the DEIS public meeting has denied due process to those citizens wishing to respond verbally to the DEIS. SEPA does not give the city the option to force citizens to respond in writing.

The City of Woodinville, in its handling of the Wood Trails and Montevallo DEIS process, has violated the process set forth by the State of Washington and SEPA designed to protect its citizens. This is a second formal demand to invalidate the DEIS process because of process errors and city violation of SEPA statutes. The DEIS process cannot be construed as having been started because an incomplete and invalid document was provided to the citizens, and because the citizens have not had 15 days to review a complete document. The only remedy for the city is to write a new DEIS that is accurate and complete, provide notice to all property owners with 500' as required by law, and provide the citizens of Woodinville the minimum 15-day review period as required by SEPA.

Sincerely,  
Jeff Glickman  
19405 148<sup>th</sup> Ave NE  
Woodinville, WA 98072

71-17  
EIS-2

RECEIVED

3:35 p.m.

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

We are writing this letter to help the City produce a usable DEIS. The present document has many deficiencies and inaccuracies that need to be corrected. The basic conclusion is that this DEIS is so flawed and poorly written that it must be redone.

One of us, Mr. Gottschalk is a physicist with extensive experience in data analysis, statistics and simulations of complex systems. He has spent approximately 80 hours reviewing volume 1 and most of volume 2. He took five days off from work to partially analyze the DEIS; we took this very seriously. Nights and weekends were donated as well. This is far more time than SEPA guidelines recommend. It is because the DEIS is unclear, is not concise and is very hard to follow. There is no glossary and few summaries and erroneous or unsupported conclusions. Many Wellington neighbors have simply given up. SEPA guidelines are designed to insure that this does not happen and we are certain that this was not the goal of the City.

The format of this letter is to give a top level overview of some of the DEIS deficiencies and how we think it could be improved. After that there are detailed discussions of sections 3.4, 3.5, Appendix E, Appendix J, and Appendix K. A discussion of Appendix L is included in the comments on section 3.5. In order to facilitate review, we have indicated key points in the longer and more detailed comment sections by bold, red letters. When appropriate there is introductory text.

**Spotted Owls**

There are numerous statements in the DEIS that there are no protected, sensitive or endangered species in the area with the exception of pileated woodpeckers. This is not true. There are two recent photographs of spotted owls in or around the proposed Wood Trails site. These photographs have been examined by a professional biologist who identified them as spotted owls. The geographic location of the photograph can be visually identified. One photograph shows a single spotted owl and the other shows two juvenile owls. The spotted owl is identified by the State of Washington as an Endangered Species and is a federally Threatened Species. These designations legally require protection of these birds and their habitat which includes the proposed Wood Trails development.

**Salmon Habitat**

Little Bear Creek is a salmonid-bearing stream that supports runs of Chinook, Sockeye, Kokanee and Coho salmon. The Wood Trails development will contribute sediment, chemicals such as motor oils and gas spills that will impact Little Bear Creek. The

72-1  
EIS-1

72-2  
PA-3

72-3  
PA-5



72-3  
cont'd  
PA-5

Chinook salmon is designated as a Threatened Species by state and federal agencies. The DEIS failed to address this.

The StormFilter system can only handle 2 year peak flows before it is bypassed entirely. This bypass process flushes out the pollutants stored in the leaf filter into the storm water conveyance system which in turn empties into Little Bear Creek. When infill occurs, the load on the StormFilter system will double, triple or maybe quadruple. This will make it totally ineffective. The City will have to pay for the repairs and/or redesign.

The R-1 alternative and no-action alternative do not increase pollution or erosion of Little Bear Creek. Both the R-4 alternatives do, but the amount is not discussed. The simplest solution is to deny the R-4 zoning request and leave both areas at their present R-1 zoning.

**Montevallo Wetland destruction**

The DEIS states, regarding the proposed Montevallo site, in section 3.3.2(a) on pages 3-41 and 3-42 that, "Extension of sanitary sewer to the Montevallo site from the west and construction of a soft-surface pedestrian path along the sewer route would require some permanent and temporary impacts to the wetland and buffer in the western part of the site. Alterations of wetlands and buffers for these purposes are generally not allowed under the Woodville Municipal Code (WMC), except for limited, specific conditions that are not met by this proposal. There is no alternative location for the sewer line other than through the wetland as proposed, however, and the Code encourages development of trails or visual access through wetland buffers." The DEIS continues on to suggest that the WMC allows the Planning Director to waive this law. Does the Planning Director have the authority to override state and/or federal law?

**Pileated Woodpecker**

Pileated woodpeckers frequent the area in and around the proposed Wood Trails site. They are listed as a State Candidate Species and a Species of Concern by the state of Washington. The finding of a pair of pileated woodpeckers together suggests a mating pair, and evidence was found of a nesting cavity. The DEIS must prove that this species will not be harmed by the proposed development.

**Infill caused by R-4 zoning**

The addition of sanitary sewers to the Wellington neighborhood will apply significant financial pressure on the Wellington residents to convert from R-4 to R-1. This is especially true of elderly residents. When this is coupled with an inadequate infrastructure many residents will have to resort to subdividing their properties and move away. There has already been a large increase in housing sales and an R-4 decision would generate more. Housing values will decrease if R-4 development is approved. Historically infill starts happening after only a few years and is virtually complete in 10 years. The storm water, sewer, roads, schools, fire, safety, police and other City facilities are not prepared for this. Infill will stop when all properties have been converted from R-1 to R-4. Since infill is a direct impact of R-4 development it must be included in the DEIS.

**Neighborhood character**

The Wellington neighborhood is R-1. The proposed action more than doubles the number of houses. The Wood-Trails development is like "row-housing". Under R-4 zoning the existing homes will have 3-4 neighbors each. No visual buffers have been proposed to maintain the privacy of current residents. The as-built density due to clustering of the proposed actions would look like R-6 to R-8. This is visually and aesthetically inconsistent with the rest of the neighborhood. When infill occurs after 5-10 years the Wellington neighborhood will cease to exist.

Maintaining the present R-1 zoning is consistent with the existing neighborhood character and is supported by all Wellington residents.

**R-4 zoning request and GMA requirements**

We understand that the City has met long term growth requirements already. Because of this GMA does not require a zone change from R-4 to R-1. A perfectly valid alternative is to develop existing, excess R-4 inventory rather than change the zoning of an Erosion Hazard Area from R-1 to R-4.

**Insufficient consideration of the R-1 alternative**

While this particular developer has no history of building R-1 housing, there are other builders who could do so. There are a number of large, high end R-1 houses in the area already.

The DEIS falsely argues that septic systems may degrade water quality. This is not true. We have had two septic systems in Ohio. The soil had much poorer drainage than exists in the Wood Trails or Montevallo sites. On one house we had a large pond without any liner. A properly designed and maintained septic system will improve water quality. This is well known and well documented. Requiring proper septic maintenance is not an unreasonable burden to place on residents.

**Sewer vs. Septic Considerations**

The Wood Trails development with R-4 density will contribute a significant amount of pollution in the form of motor oils, fuel spills and pesticides to mention a few. The actual housing density for Wood Trails is 66 houses in 10.4 buildable acres. Present Wellington housing density in the region that presently generates sediments that flow into the Wood Trails area is 1 house per acre. Wood Trails represents a 630% increase in untreated pollution per acre. Much of the Wellington Hills pollution needs to percolate through heavy understory plants all the way down a hill before it reaches Little Bear Creek. This is not the case for Wood Trails. There will be significant impacts on water quality. No analysis is presented and no mitigation measures are proposed.

The proposed StormFilter plus detention pond system does not do a good job of eliminating chemical pollution. Oil floats on water and it will bead on top of leaves. This is not mentioned in the DEIS.

72-8  
LU-1

72-9  
LU-3

72-10  
ALT-4

72-11  
WR-8

72-12  
WR-2



We were unable to find measurements of groundwater levels or how the proposed developments will impact groundwater flows. This is a major omission in a DEIS.

**Pollution and erosion impacts of Little Bear Creek**

Appendix E contains the only mention of Little Bear Creek erosion. No analysis is presented and no measurements were made. Construction related pollution and erosion are not even discussed. A DEIS must consider pollution and erosion, during and after construction.

**Drainage system maintenance by Woodinville**

Both Montevillo and Wood Trails use StormFilter systems and retention ponds. There are 45 cartridges in the leaf filters. No mention is made of how the City will get its equipment to the Wood Trails detention pond for servicing. No mention is made of costs, service frequencies, failure rates or monitoring systems that will tell the City when these systems have failed. Failure of the Wood Trails system directly impacts Threatened Chinook salmon in Little Bear Creek. Failure analysis of the drainage system needs to be included in the DEIS. This DEIS omission is unacceptable.

**The developer is proposing to rebuild an entire wetland**

In Appendix J, section 4.0, the fourth paragraph there is a description of a trading 385 square feet of class 2 wetlands destroyed by the Montevillo sewer system. The entire wetland reconstruction is a numbers game that completely ignores the complex ecology of an established wetland. It takes years for a wetland habitat to develop. Clearly this is an environmental impact that must be addressed by the DEIS. Please ensure that this is done.

**The DEIS asserts in Table 1 and numerous other places that water quality as well as plant/animal impacts are essentially identical for R-4 and R-1 alternatives**

This statement is obviously incorrect. Properly designed septic systems on R-1 lots have minimal impact on water quality and preserve existing drainage patterns, unlike R-4 developments. There is less impervious surface for R-1 than R-4 and more habitat for animals as anyone who lives in Wellington can attest. The proposed R-4 Wood Trails development will destroy the existing north-south wildlife corridor and eliminate a small stream used by wildlife. Lastly, with R-1 development there is no need for a sewer line that damages the Montevillo wetland and no need for a detention pond that destroys an existing wetland on the Wood Trails site. Therefore, R-1 and R-4 have significantly different environmental impacts on water quality, plants and animals. The DEIS analyses are seriously flawed and must be corrected.

**Traffic analysis has many errors**

There is a long discussion in the attached document of this. The LOS, ADT, Left-turn warrants, pedestrian counts and other technical issues contain numerous errors. One obvious example is that the LOS analysis says that the average delay at the intersection of 195<sup>th</sup> Ave and Woodinville-Snohomish is about 22 seconds (AM or PM)! We both know that this is not true.

The traffic accident data was taken from 2001-2003, which does not include recent fatalities. Pedestrian traffic counts were taken before Christmas 2004 (no date given) and on June 13, 2005, the last week of school. No mention was made of Costco traffic. No traffic counts were taken east of the 156<sup>th</sup> Ave NE Woodinville-Duwall Rd intersection. This eliminates all traffic coming or going to the Cottage Lake area plus nearly all school related traffic at the intersection of Woodinville-Duwall Rd and 168<sup>th</sup> Ave NE.

Morning traffic counts were taken from 7am to 9am which is after high school students have left the neighborhood. The left-turn warrant analysis underestimate ADT's by 21% and had other errors that favored the developer. The determination that there is 'no significant' traffic impact was based on incorrect road capacities.

There are so many errors in the traffic analysis that it must be thrown out and a new study performed. The alternative is to conform to the existing R-1 zoning. This will have 50% lower traffic for Wood Trails and 80% lower for Montevillo (Table 1, page 1-9). We hope that the numerous questions and cross checks that we describe in our discussion of section 3.5 and appendix L will help the City to produce the high quality, technically sound DEIS that everyone desires.

**School walking routes/bus stop analyses are incomplete and do not include the safety of children**

Children play outside at all times of the day, not just the peak AM and PM hours used for ADT trip analyses. On average every household generates 6 trips per day. There will be approximately 400 car trips per day added to the end of NE 198<sup>th</sup> St and NE 201<sup>st</sup> St based on an average of 6 trips per day for 66 residences. Presently there are about 8 houses at the ends of these streets which generate 48 trips per day. Therefore, Wood Trails with R-4 66 units will cause an 800% increase in traffic at the ends of these streets where there are limited sight distances.

There have not been any accidents on these streets because essentially all drivers are parents of the children playing in the streets. However, this is not guaranteed. Approximately 5 years ago several teenagers decided to use NE 198<sup>th</sup> St as a drag strip. We and a neighbor stood in the street to block them and called the police to report the incident. What will happen when 66 new houses are added?

Deeply buried in Appendix L is the fact that NE 201<sup>st</sup> St has a limited sight distance of 584 feet! It's not mentioned in the text and it is in an unlabeled figure. These roads are already dangerous to young children and pedestrians for this reason and now there will be increased traffic from 158<sup>th</sup> Ave NE coming down these streets to reach Wood Trails.

In fact the most likely traffic scenario is that most of the cars will travel down 198<sup>th</sup> St which has better visibility with 'only' an 85 foot limited sight distance. This will further increase the hazards to school children on NE 198<sup>th</sup> St.

The R-1 alternative would place 23 units on the Wood Trails site. This generates 3X fewer total daily trips. However, they are now spread over 4 residential streets, not 2 so there will be 23\*6/4 new trips per road or about 34.5 new trips per day compared to 400 new trips per day with R-4 development. Clearly R-1 zoning is safer for children.

Buses cannot turn around at the ends of any of the residential streets due to steep slopes and limited sight distances. Elementary school students from the Wood Trails development will have to walk ½ mile to the nearest bus stop.

A van cannot be used for the R-4 proposals because there would be too many students. Vans would be an acceptable alternative for R-1. The pickup would be at the present terminus of NE 198<sup>th</sup> St because NE 201<sup>st</sup> St has a 584 foot limited sight distance and a slope that is too steep for any bus (see Appendix L)

This part (school children safety) of the DEIS needs to be redone.

We have lived in our present home since 1986, raised a family here and have many friends in the neighborhood. Our plan was to retire in this neighborhood. Please support R-1 zoning.

Thank you,

Steve and Helen Gottschalk  
14918 NE 198<sup>th</sup> St  
Woodinville, WA 98072  
<mailto:thegottschalks@comcast.net>

cc: Concerned Neighbors of Wellington

### Section 3.4 Questions

## Steve and Helen Gottschalk 14918 NE 198<sup>th</sup> St

**Section 3.4.1(b) Impacts of the Alternatives**

There is a consistent trend to imply that all developments of "single family residences" do not represent "significant conflicts with adjacent uses". One example from page 3-56 is:

*In terms of land use, the proposed Wood Trails subdivision would be compatible with existing adjacent single-family residential land use to the north, south, and east of the site in Wellington Hills. The proposed detached single-family structures would be compatible in type and form with the existing adjacent detached single-family structures. However, the Wood Trails subdivision would result in smaller lots and higher-density development than currently exist in the neighborhood: 1.7 dwelling units per acre gross density, 3.1 dwelling units/acre net density, compared to surrounding densities of 1 dwelling unit per acre. The proposed homes would be closer together than most homes in the area, which are on larger lots and thus generally spaced farther apart. In this sense Wood Trails could be viewed as an intensification of the existing land use pattern, i.e. a change from larger-lot, detached single-family homes developed under R-1 zoning to smaller-lot detached single-family homes developed at R-4 density. Densities would generally be characterized as urban in character. The proposal would not result in significant conflicts with adjacent uses.*

The only mention of infill is on page 3-57:

*It could establish a precedent, and create pressure for additional infill and intensification. As such, the Proposed Action could indirectly promote the rezoning and redevelopment of other larger-lot single-family residential properties at higher (i.e. R-4) densities.*

There is no analysis or discussion of the following obvious issues:

1. How quickly infill will occur? This is typically 5-10 years. It is a direct impact of the proposed development because it would never occur otherwise;
2. How will redevelopment at R-4 impact sewer usage?
3. How much will runoff increase when R-4 redevelopment occurs? The additional impervious surface could easily triple or quadruple the runoff that goes into the stormwater system.
4. How will the stormwater system handle the additional runoff? The present design will pass untreated water when a 2-year storm occurs. When infill occurs then this will be a yearly or more frequent occurrence during much of the year.
5. What is the City's liability when the stormwater system is insufficient? Who will pay for a new treatment system? What environmental impact will that imply?
6. What will happen if the city has to stop R-4 redevelopment when the stormwater system cannot handle the runoff?

After that they conclude the section with this non sequitur:

*Because the City's Comprehensive Plan and zoning do not allow commercial development in this area, however, these potential changes probably would not result in a change to the underlying single-family residential character of the neighborhood or this portion of the City.*

**Section 3.4.1(d) – Significant Unavoidable Adverse Impacts**

The DEIS states

*Under the R-1 Zoning Alternative, development densities could be viewed as inconsistent with Growth Management Hearings Board decisions.*

The developer has no authority make such a statement; this authority lies with the hearing examiner. Also the City has exceeded Comprehensive Plan Growth and it has excess R-4 inventory that could be used instead.

**Section 3.4.2 Plans, Policies and Regulations**

The first question that needs to be asked is simple. Which of the Land Use, Housing, Community Design Element, Capital and Public Facilities Element and Environmental policies requirements are mandatory (or required by law) and which are not?

The remainder has summary comments on many of the policy discussions. They are identified by the same number as used in the DEIS, i.e. LU-1.1, H-1.1, etc.

**Land Use Policy LU-1.1**

**Summary: Preserve neighborhood character, while accommodating GMA growth forecasts.**

The discussion ignores present growth, planned increases in development along Woodinville-Duvall Road and the fact that Comp Plan growth has been exceeded. The City should not fear GMA based law suits.

**Land Use Policy LU-1.3**

**Summary: Phase growth and municipal services together.**

The only municipal services mentioned are sewer. What about fire, safety, police, roads and water? Some other questions:

1. How will a fire truck maneuver the tight roads in the proposed developments? Fire access is not mentioned at all.
2. How much longer will it take fire and safety vehicles to get to the Wellington neighborhood because of increased traffic on Woodinville-Duvall Road?
3. How many police officers are needed for 132 residences? The City has insufficient police for the existing population and insufficient funds to hire more.
4. How will road improvements be phased with the development?
5. Who will pay for construction related road damage and repairs caused by heavy equipment? Road impacts are significant, especially residential roads and 156<sup>th</sup> Ave NE.
6. How many road trips will be needed during construction and what types of equipment will be used?
7. Since the amount of water needed for the proposed action is about 2-3 times higher than presently required, how much pressure drop will occur? The water pressure is already very low, around 30 psi. Will the pressure be so low that the City will need to increase the pipe diameter? Who will pay? Where is the analysis?

**Land Use Policy LU-2.2**

**Summary: Connect development, open space, recreation areas by planned street, path, and utility corridor networks.**

The discussion in this section is inconsistent with the discussion on Housing Policy H-2.1, Capital and Public Facilities Policy CF-3.1 and all of section 3.6 (Public Services). The developer is proposing to meet this requirement by paying mitigation fees ranging from \$117,475 for R-1 to \$403,225 for R-4.

**Land Use Policy LU-3.1**

**Summary: Development should complement existing residential development patterns.**

Only the R-1 alternative will complement existing patterns. The developer says of the attached housing alternative that it "would introduce attached townhouse housing, a new development form, into the area." This directly contradicts LU-3.1.

**Land Use Policy LU-3.6**

**Summary: Allow moderate (5-8 du/acre) and medium-density (9-18 du/acre) housing where services are available, land is suitable, and compatible with adjacent uses.**

Why is this here? Does it mean that the developer is being "nice" by not asking for R-8 or R-18 density? Is this a requirement imposed by the City?

**Land Use Policy LU-3.7**

**Summary: Permit a range of densities to encourage a variety of housing types to serve a range of incomes.**

None of the developments would do this. There will be a tight clustering of prices. What geographic area does this apply to? Is this policy meant to apply on average to the City? How many houses need to meet this criterion?

**Housing Policy H-1.1**

**Summary: Allow a variety of housing types/lot sizes.**

Exactly the same comments and questions as for Land Use Policy LU-3.7.

**Community Design Policy CD-1.2**

**Summary: Preserve views, natural features, and landmarks.**

Both the proposed action and townhouses after clustering and credits generate an 'as-built' density that is R-6 to R-8. This closely resembles "row-housing". How would townhouses or the proposed action developments preserve views for the existing houses?

**Capital and Public Facilities Policy CF-3.1**

**Summary: Require the City or other service providers to establish capital facility service standards; parks and recreation standards are as follows.**

In section 3.6 there is a lot of discussion that shows all ways of satisfying this requirement do not work. Either neighborhood associations, the Woodinville Water District or the City will not agree to them. The only thing that the developer can do is pay the City mitigation fees. Therefore, this requirement cannot be met.

**Environmental Policy ENV-3.1  
Summary: Encourage urban forest preservation.**

This is incomplete. It is incorrect to assume that only the trees that the developer removes will be impacted. A large number of the downlope trees will die in less than 5 years. This is because the impervious surfaces, ground water migration and stormwater control will divert water from them. When those trees die then there will be a major change in the soil stability, runoff, hydrology and other environmental impacts. Why isn't any of this discussed? What is the developer's liability?

**Environmental Policy ENV-3.2  
Summary: Protect sensitive habitat areas.**

The following statement is made: "there are no streams or shorelines on either site". This is false. In Appendix K, Section 3.2.1 and elsewhere, the applicant specifically mentions a stream on the site.

**Environmental Policy ENV-3.3  
Summary: Maintain a standard of no net loss of sensitive habitat functions and values.**

The basic assumption is that mitigation, in compliance with Code requirements, is equivalent to "No net loss of sensitive habitat functions and values." This seems like a word game. Later they state that the two R-4 proposals may improve water quality while septic systems may make it worse. There is no data in support of either of these contentions. It ignores the fact that septic systems are designed improve water quality. All references to septic systems degrading water quality should be removed from the final EIS. A properly designed septic system will not degrade water quality.

**Environmental Policy ENV-3.4  
Summary: Maintain sensitive area connectivity.**

The two Wood Trails R-4 plans disrupt connectivity. That is inconsistent with this policy. As pointed out elsewhere in the DEIS, the primary wildlife migration path is north-south and these plans put a big wall in the way. How many animals will migrate around the detention pond?

**Summary: Both proposal sites are zoned "R-1 (Low Density Residential)" (City of Woodinville [Zoning Map] 2005a). The Proposed Action and the Attached Housing Alternative would include rezones of these sites to R-4. The Zoning Code (21.04.080) describes the purpose of the "R-1" and "R-4" zones as follows:**

Another huge topic. The main issue is the following:

*The development alternatives would generally be consistent with the use of the R-4 zone, provided that the sites are adequately served by utilities and other public facilities at the time of development, and that the sites are "predominantly environmentally unconstrained."*

Sites must be adequately served by utilities and public facilities. Only the sewer system is discussed and other issues such as fire, safety, police are not. Also the term "predominantly environmentally unconstrained" is vague and could be interpreted using whatever criterion the developer chooses. Please require an unambiguous definition of "predominantly environmentally unconstrained". In addition the statement is made that:

*The applicant has not yet conducted a formal critical area study for the subject properties.*

In view of the vague nature of the requirement and the lack of a formal study why is this included at all?

**Section 3.5 – Transportation**

This is a large section with many errors. The major flaws are:

1. Where is the data for traffic counts? Appendix L shows exactly one 2 hour period from 7am to 9am of southbound traffic on 156<sup>th</sup> Ave NE. This is totally inadequate. 72-28  
TR-4
2. All traffic accident data is out of date (2001-2003) and does not include accidents east of the 156<sup>th</sup> Ave, Woodinville-Duvall Rd intersection going towards Cottage Lake. 72-29  
TR-11
3. No data was taken on Woodinville-Duvall Rd east of the 156<sup>th</sup> Ave intersection going towards Wellington Elementary School, Leota Junior High School or Cottage Lake. Figure 2, page 3-75. 72-30  
TR-1
4. Level of Service (LOS) analysis shows that for the present conditions the wait time for NE Woodinville-Snohomish Rd/NE 195<sup>th</sup> St is 22.7 (AM) or 25.4 (PM) seconds! Table 3.5a, page 3-77 72-31  
TR-9
5. Left-turn lane warrant analysis is wrong. It is based on the last figure in Appendix L labeled Appendix T-9. Any small errors in the DHV or %DHV will necessitate left turn lanes at both 201<sup>st</sup> St and 198<sup>th</sup> St. The same erroneous data used for the LOS is used here. 72-32  
TR-7
6. Vehicle Queuing analysis on 156<sup>th</sup> Ave ignores the limited sight distance just North of the Woodinville-Duvall road intersection. Traffic backups combined with the limited sight distance will cause numerous rear-end collisions. Table 3.5b and elsewhere 72-33  
TR-2
7. Limited sight data in Appendix L is omitted. The proposed action ignores the 584 foot limited sight distance at the end of 201<sup>st</sup> St. This means that most of the traffic will travel on 198<sup>th</sup> St. This is not considered. 72-34  
TR-8
8. Roadway volume data in text is inconsistent with data shown in tables. For example Table 3.5c quotes 7,400 average daily trips (ADT's) for residential roads, but the text on page 3-78 says that **"practical capacity of roadways similar to the four subject roadways are often considered to be around 1,000 ADT."** The data presented in Table 3.5h shows that the proposed action will increase the ADT on 198<sup>th</sup> and 201<sup>st</sup> to 700 and 740 respectively. Therefore, the ADT for the proposed action is 70% to 74% of capacity. This is a major impact. Numerous tables show capacity of 7,400 based on cars spaced 20 feet apart in a continuous line (appendix L, table labeled Appendix T-2b on page 3, fine print foot note.) This is deliberately misleading and was done so that the developer could claim no significant impact. 72-35  
TR-10
9. Pedestrian Activity data was taken 6/13/2005 which was the last week of school and in December 2004 right before Christmas break. It does not represent typical conditions. Figures 3 and 4, pages 3-80, 3-81. 72-36  
EIS-1

There are significant errors, omissions, missing data and other faults in the transportation analysis. All analyses, data, model parameters and statistics need to be reviewed by technical experts who are not hired by the developer. Obvious reality checks have not been made.

**Questions on Section 3.5  
Transportation  
Steve and Helen Gottschalk  
14918 NE 198th St**



This entire section is inadequate and incomplete. It must be re-done and a new DEIS generated.

### 3.5.1(c) Traffic Volumes

Exhibit T-1 is a definition of Level Of Service (LOS) classifications used by the Washington Depart of Transportation. This is from a 6 year old highway manual. What are the residential standards? Are they the same or different? There is a small amount of data in Exhibit T-2 for the intersection of 156<sup>th</sup> Ave and Woodinville-Duvall road, southbound from 7-9am. There are a number of deficiencies here:

1. Where is the rest of the data for the locations shown in figure 2, page 3-75?
2. What were the study dates?
3. What were the study times?
4. What is the mean and variance of the traffic volume data?
5. How does this variation impact all the analyses?
6. Why was only 7-9am chosen? Everyone who lives in the area knows that morning traffic backs up between 6 and 10 am.
7. Was any traffic volume data taken between 2-4pm when there is a large amount of school related travel?
8. How was the data taken? No one remembers any traffic counters on 198<sup>th</sup> St.
9. Was the side street data a simulation or based on real measurements?
10. How much of the data shown in figure 2 is simulation? If the data shown in figure 2 contains a substantial amount of simulated inputs then the entire study is invalid. This could also be the reason for the large number of nonsensical conclusions.

### 3.5.1(d) Traffic Operations

#### Intersection Level of Service

The data shown in Table 3.5a on page 3-77 defies belief. The questions are:

1. The AM delay at 195<sup>th</sup> St is 22.7 seconds and PM is 25.4 seconds. This is a serious error. Why wasn't this caught and the analysis input parameter corrected? No one who lives in the area has had less than a 1 minute delay during peak hours which are 6-10am, 2-6pm.
2. Why was 195<sup>th</sup> St given a classification of C when citizen experience supports a classification of E?
3. The state of Washington has determined that 195<sup>th</sup> St is a Red Zone which is consistent with a Class E LOS rating. Why wasn't this used to check the validity of the LOS analysis?
4. Who has reviewed the run parameters used for the Synchro v6.0 model?
5. Who has reviewed the data input into the model?
6. How do statistical variations impact the analysis?

For the Level Of Service (LOS) analysis the simplest summary is that the data is wrong or the analysis is wrong. There is not enough information being supplied to determine which of these are true. Simply put, this is an example of "garbage in, garbage out". Based on these deficiencies the entire LOS analysis is invalid and should be re-done.

### Vehicle Queuing

In Table 3.5b, the existing queue length for southbound left traffic is 175' while the storage capacity is 170'. Therefore, the storage capacity has been exceeded. Footnote 3 of the table says the right turn lane storage capacity is thousands of feet north of the intersection. This completely ignores the fact that southbound 156<sup>th</sup> Ave is a one lane road just before the intersection. The effective storage capacity for right hand turns is the same as left turn lanes or 170'. Traffic wanting to turn right cannot do so because the left turn lane blocks them. This is not included here. Questions are:

1. Why did the queuing analysis ignore the one lane to two lane transition on southbound 156<sup>th</sup> Ave?
2. Why was the limited sight region just north of the 156<sup>th</sup> Ave, Woodinville-Duvall Rd intersection not considered?
3. What corrections to the queuing analysis need to be made for limited sight distances?
4. What corrections to the queuing analysis need to be made when a one-lane road transitions to a two-lane?

Based on these deficiencies the entire vehicle queuing analysis is invalid and should be re-done.

### Roadway Volume/Capacity Conditions

The text on page 3-78 is inconsistent with Table 3.5c. In particular an unreasonable ADT of 7,400 was used in the table to 'prove' no impact. The text says:

*"practical capacity of roadways similar to the four subject roadways are often considered to be around 1,000 ADT."*

Note that if this practical capacity criterion is used then the conclusions based on Table 3.5h would be completely different. That table shows that NE 201<sup>st</sup> St ADT would be 740 while NE 198<sup>th</sup> St ADT would be 700. These are 74% and 70% of the practical capacity of these roads, which is a significant impact.

ADT analysis made by the developer was deliberately biased in order to "prove" no significant traffic impacts. An unbiased ADT analysis shows a significant traffic volume impact for practical road capacities. A major claim of the applicant is unsupported by their own analysis. The LOS analysis is incorrect so what cross-checks have been made of the ADT analysis?

Based on these deficiencies the entire ADT analysis is invalid and should be re-done.

### 3.5.1(e) Pedestrian Activity

The data shown in figures 3 (page 3-80) and 4 (page 3-81) was taken on June 13, 2005 which was the week before school ended. This does not represent actual conditions. In addition, the data along 156<sup>th</sup> Ave was taken in December 2004 right before Christmas break. Questions:

1. Why were these dates chosen?
2. Was this a deliberate attempt to pick favorable dates or simply sloppy test design?

### School Walking Routes/Bus Stops

This is part of section 3.5.1 (e). One obvious deficiency is the lack of any discussions of how children in the Wood Trails development will be picked up. The proposed plan has access via 198<sup>th</sup> and 201<sup>st</sup> St's. For 201<sup>st</sup> St there is a 584 foot limited sight distance at the end of the road and a very steep grade. This is shown in the figure mislabeled Appendix T-5a on Appendix L. Currently a school bus cannot travel on that portion of the road and there is no way for one to turn around after the intersection of 201<sup>st</sup> St and 152<sup>nd</sup> Ave. That's the reason the school bus stops at both 201<sup>st</sup> and 198<sup>th</sup> St and 152<sup>nd</sup> Ave. For elementary school students the walking distance from Wood Trails to the nearest existing bus stop is 2-3X farther than any students have to walk right now. For junior high school students the only bus stop is off of 156<sup>th</sup> Ave which is a very long distance from Wood Trails. When referring to elementary age students the DEIS says

*"with the bus routes extending into the neighborhood, their walking distance and direct exposure is minimized."*

The argument is that just so long as the bus routes extend into a neighborhood it will minimize student walking distance. This is a nonsensical argument that is not acceptable to anyone.

The questions are:

1. Where will elementary age students be picked up?
2. What additional expenses to the City, the school system and the proponent will there be for an acceptable bus stop?
3. What other environmental impacts will be incurred so that a bus can get to the end of 198<sup>th</sup> St and turn around? It is totally unacceptable to parents to have small children walk long distances for bus pickup.

The school walking route analysis is deficient and must be redone to include reasonable bus routes for elementary age students.

**3.5.1(f) Bicycle Facilities and Activities**

The statement that

*"Bicycle activity on NE Woodinville-Duvall Road and 156<sup>th</sup> Avenue NE was observed to be minimal."*

The claim of no bicycle activity is incorrect. The City of Woodinville's own maps as well as other area maps designate 156<sup>th</sup> Ave NE as a major bicycle route. The lack of any observed activity reinforces the conclusion that the traffic analysis is biased, poorly designed and inadequate. The bicycle activity analysis was poorly designed, not checked against the City's own maps and needs to be redone.

**3.5.1(h) Traffic Safety**

This section is essentially useless. The accident data is taken from 2001-2003 which was 2 years out of date at the time of the study. The statement is made

*"Based on a detailed review of the 3-year accident history, the data do not suggest a current safety hazard within the study area."*

The accident data shown in Table 3.5d does not include any regions east of the 156<sup>th</sup> Ave, Woodinville-Duvall Rd intersection (going towards Cottage Lake). Also, no mention is made of the substantial increase in accidents on Woodinville-Duvall Rd, the new developments along Woodinville-Duvall Rd or fatality accidents. The questions are:

1. Why was old data used?
2. Why was the entire region to the east of the 156<sup>th</sup> Ave NE, Woodinville-Duvall Rd intersection ignored?
3. How will new developments on Woodinville-Duvall Rd impact the conclusions?
4. What is the result of the traffic safety study when recent data and the eastern portion of Woodinville-Duvall Rd are included?
5. Recent King County zoning approval of a large church on Woodinville-Duvall Rd near Cottage Lake will further increase traffic. The revised DEIS must include this.

In short, the entire traffic safety study is deficient and must be redone.

**3.5.1(i) NE 195<sup>th</sup> Street Student Drop-Off Activity**

The entire "study" was done in December of 2004, from 7-9 am right before Christmas break and on June 13, 2005 which is the last week of school. This data is not representative of actual conditions. However, it is used to determine that 0.03 student drop-offs will occur. There are several flaws with this analysis.

1. What is the area used to determine 670 houses?
2. Why was the data taken right before Christmas and in the last week of school? This is not representative and is poor test design.
3. What is the current drop-off percentage? Some parents would take their children directly to school using Woodinville-Duvall Rd. This is especially true around Christmas when traffic is lower. Now that traffic on Woodinville-Duvall Rd is much higher, more parents will take their children to 195<sup>th</sup> St.
4. How much will the proposed action increase the drop-off percentage?
5. How will a lack of bus pickup for Wood Trails impact drop off rates for children attending Leota Junior High School and Wellington Elementary School?

The 0.03 student drop offs per household is an underestimate. The student drop off study is incomplete, used poor test design and must be redone.

**3.5.1(k) Planned Transportation Improvements**

This is a superfluous section. As stated in the beginning:

*"No City of Woodinville or King County transportation improvements were identified that would directly impact the operations analysis conducted for this study, as none of them are expected to be constructed within the 2008 horizon year."*

Why was this included? It falsely implies that traffic will get better but this is not the case.

### 3.5.2 Impacts of the Proposed Action

There is no analysis of how construction will impact local roads, traffic, noise, damage to roads or other impacts. It implies that all that will be needed is a permit. The questions are:

1. How much damage will occur to local streets?
2. Who will pay for repairing the damage?
3. How many trips will be required?
4. What is the size and number of trips by vehicle type?
5. What will be the noise impact?
6. What is the noise spectrum?
7. What noise abatement measures will be used during construction?
8. What permanent noise abatement measures will be provided?
9. Who will pay for noise abatement measures?
10. How much oil and other pollutants will the construction create on local roads? In our experience virtually every piece of heavy equipment that has come to our property has left a trail of oil. In addition heavy equipment 'deints' the asphalt.
11. Who will pay for cleaning the local roads of construction pollution and debris?
12. How often will this be done?
13. Who do we call at City Hall to complain when this doesn't happen?
14. What hours of the day will have construction noise?
15. How many months or years will it last?
16. Is the project duration 2 years? Based on this section, the 'full buildout' year for the project is 2008.

### 3.5.2(b) Proposed Action Traffic Volumes

There are errors in Table 3.5e. These errors favor the developer. Specifically, the ratio of AM Peak Hour + PM Peak Hour to Daily totals are inconsistent. For the existing Montevallo conditions this ratio is  $(13+7)/66 = 0.303$ . For the proposed action it is  $(56+74)/709 = 0.183$ . The model is a linear regression with zero intercept (because no houses produce no new trips). Traffic volume measurements appear to have been made for Montevallo but the VISUM model was used to estimate Wood Trails and Montevallo trips. Linear scaling of actual Montevallo daily trip data predicts 66 trips\*66homes/5homes = 871 new trips, not 709. Because of this error, the number of trips is low by 21%. This directly impacts left turn warrants. By referring to the very last figure in volume 2, an increase of 20% will push the DHV for A4 above the 40 mph curve and require left turn warrants. Why was a low estimate of traffic volume used?

The data shown in figure 7 is not consistent. Location 1 shows an AM increase of 18, location 6 shows an increase of 51 trips. Locations 3, 4, 5 show 3+2+4 additional trips, therefore the total trip increase is 78. Table 3.5e shows an AM trip increase of 56+43 = 109. The analysis lost 30% of the cars! Why wasn't the data checked? The traffic volume analysis needs to be redone.

### 3.5.2(c) Traffic Operations

As has already been shown, the entire LOS is flawed. Basically, the original LOS shows silly numbers so then this silly data was added to inconsistent data in Table 3.5e and figure 7 to generate really silly results. As already noted, the queuing analysis for the present conditions is flawed because it ignores traffic backups for the right turn lane caused by the finite queuing length for left turns. It also ignores the limited sight distance. Continuing to use flawed assumptions invalidates all the queuing analyses. All queuing analyses need to be redone.

In Table 3.5h we have already noted that the correct capacity is 1,000 ADT's and this means that the proposed action has a major impact on residential street traffic.

### Left-Turn Lane Warrants

This section refers to Appendix L (Exhibit T-11). There is no figure in that section with this designation. It is actually the one labeled Appendix T-9. This is a very important figure and it is buried in an appendix as well as being mislabeled and without any captions that would help a reviewer. Why was this allowed to happen? However, ignoring these obvious procedural errors, it is very important to understand that 10% inaccuracies of DHV estimates (the y-axis) are enough to change the conclusion from not needing left turn warrants to needing them. Also, 1% inaccuracies in the %DHV estimates when the DHV is 600-800 trips changes the conclusions entirely. It is noteworthy that the analyses have larger inconsistencies than this and that the ADT numbers for side streets are only shown in 5 unit quanta. The standard way of dealing with this is to perform statistical analyses. These have not been done. Why wasn't a statistical analysis performed? If it was, then it is not shown and this makes it impossible for a reviewer to assess left-turn lane warrants.

Clearly it would be very easy to 'tweak' the analysis a few percent and favor no left turn lane warrants. In short, the left turn lane warrant analysis is biased, inconsistent, inaccurate and it needs to be redone.

### 3.5.2(e) Traffic Safety

This is a meaningless section. There is no traffic safety analysis and this must be included. Everyone in Woodinville and especially the Wellington area is aware of the significant increase in traffic on Woodinville-Duvall Rd. There have been fatality accidents, near misses, long delays every day (well in excess of class C designation), cars that decide to turn right onto Woodinville-Duvall Rd rather than turn left because of traffic and other traffic safety issues. Since erroneous traffic data is used, incomplete traffic counts are made, data is missing and analyses are inconsistent, the entire traffic safety analysis needs to be done. The DEIS traffic safety analysis is defective and needs to be redone.

### 3.5.2(h) Parking

The assumptions used in this analysis are incorrect. The developer does not state whether the 1.83 vehicles per unit applies to urban or suburban areas. Since there are no nearby amenities within walking distance there are more cars per unit than for an urban setting. For example, every house in the Wellington area has at least two cars per household. The statement

*"On-street public parking available throughout either development should adequately serve any occasional overflow from these areas."*

is false. In fact there will be a significant amount of on-street parking at all times for the proposed action. It will not be an occasional overflow.

1. Why weren't a more realistic number of vehicles per unit used?
2. Is there sufficient parking in the proposed action?
3. What variances will this require?
4. How does this impact pollution of the storm water system?
5. What mitigation is needed?

The parking analysis is inadequate and needs to be redone.

**APPENDIX L**

The first part of this section contains a copy of the highway safety manual. This is a highway manual, not a residential roads manual.

1. What are the residential road LOS criteria?
2. What are the present standards? This data is dated 2000.

There is an important subsection on limited sight distances that is never mentioned in the main body of the DEIS (volume I). It is labeled Appendix t-5:Technical Memorandum. A relevant excerpt is

mph) plus eight mph, per City of Woodinville standards. Using these assumptions, City of Woodinville stopping sight distance standards are met at all locations along NE 202<sup>nd</sup> St. The proposed development, along NE 198<sup>th</sup> Street only one location, extending 85 feet, is shown to be deficient in the estimated stopping sight distance. Along NE 195<sup>th</sup> Street, one segment of 468 feet in length is shown to be deficient. Along NE 202<sup>nd</sup> Street, two segments are shown to be deficient, each extending 357 feet and 389 feet

Notice that no mention is made that NE 201<sup>st</sup> Street has a limited sight distance of 584 feet! This is shown in Appendix T-5a. The reason that 195<sup>th</sup> St and 202<sup>nd</sup> street were rejected as access roads was that they had 468 feet and 357 feet limited sight distances. Whereas a road with 584 foot limited sight distance is acceptable. This omission supports the developer's desire that it not improve any roads. This is an improper use of a DEIS. Since it was buried about as deep as possible it is understandable that it was not caught by the City's reviewers. Explicit mention is made of limited sight distances for all other roads by 201<sup>st</sup> St. Was this deliberate a omission by the developer?

1. Why wasn't the 584 foot limited sight distance mentioned in any part of the text?
2. Why was it deemed acceptable to use a road with 584 foot limited sight distances?
3. Why were other roads with 468 or 357 foot limited sight distances rejected?
4. What variances will this require and does the City have the authority to grant them?
5. What mitigation measures will be required of the developer?
6. How many more cars will go up 198<sup>th</sup> St instead to avoid the limited sight distance?
7. How will this impact ADT analysis and left-turn warrant analysis?
8. How will this impact road wear?
9. Who will pay for these road repairs when 198<sup>th</sup> has even more traffic?
10. How many accidents will now occur on 198<sup>th</sup> St?
11. There are a number of young children on this street and what is going to be done to protect them?
12. What kind of traffic calming is allowed by Code in a residential area with narrow streets?
13. Who will pay for the traffic calming?
14. Where will the traffic calming be located?

15. How many houses will need to be purchase and then demolished to put in traffic calming? There is no room for it right now.
16. Will residents need to be evicted to put in traffic calming?
17. What mitigation measures are appropriate?



**Question on Section E  
Preliminary Technical Information  
Report (Drainage)  
Wood Trails**

**Steve and Helen Gottshalk  
14918 NE 198<sup>th</sup> St**

**Appendix E – Preliminary Technical Information Report (Drainage) – Wood Trails**

The main flaw in this section is the lack of any analysis of the impact of the proposed action on Little Bear Creek which is a salmonid-bearing stream.

A drainage report must include analysis of how water will flow under normal conditions, 2 yr peak conditions and any other Code required conditions. The flow analysis for the proposed action should compare water flows in the three systems (called A, B, C in this appendix) as it exists now, and with the proposed StormFilter including diversions.

The proposed filter location is between the drainage pipe for system A and system B. Depending on City variances and other factors, some water may flow thru system A which has a small settling pond (noted on an unlabeled figure) and some may flow thru system B, which does not have a settling pond. If a large portion of the water flows thru system A then the small settling pond may cease to function. Even under normal flow conditions, industrial waste and other water that is presently handled by the settling pond in system A could pass untreated into Little Bear Creek.

Again, under normal flow conditions, if most of the water from the StormFilter system flows thru system A (option 1, section 4.2) or system B (option 2, section 4.2) then there will be increased erosion of Little Bear Creek. There is no analysis of how much the flow will increase for the different options. There is no analysis of increased erosion of Little Bear Creek.

Next, consider the 2 year peak flow condition when the StormFilter system is bypassed or worse yet there is backflow and turbulence that severely dirties the effluent. Now there is a high flow of untreated water thru one system rather than three. Presently, system C has a large detention pond which would help treat the water, even at 2 year peak flows. This system is very far from the proposed StormFilter system and will not help reduce pollution of Little Bear Creek. It may be sufficient to handle the increased flow from the bypassed area but this is not clear.

The following deficiencies have been noted and should be addressed.

1. In Section 4.2 there is no analysis of Option 1 (System A), only the statement that a variance will be requested.
2. In Section 4.2 there is no analysis of Option 2 (System B), only the statement that a variance will be requested.
3. There is no analysis of how much any of the proposed actions will increase pollution of Little Bear Creek.
4. There is no analysis of how much any of the proposed actions will increase erosion of Little Bear Creek.
5. There is no drainage analysis for the townhouse option.
6. Where is the Geotechnical report that is mentioned in Section 2.2.1? This is an erosion hazard zone and it is required.
7. Do the reports in Appendix A-D meet the drainage system Geotechnical analysis requirements or are they addressing other issues?
8. Section 2.5 says Special Requirements #4: Source Controls are not required. However, the townhouse option is a multifamily project and therefore this component is required. This is a deficiency of the DEIS and must be remedied.

72-58  
cont'd  
WR-3

Section 4.3 may actually contain useful information, but the presentation and format is very confusing.

**Section 5 – Conveyance system analysis and design**

The pipe size of 12" is sufficient for the proposed action. A direct impact of the proposed action is inflill which will occur in 5-10 yrs. When that happens then a 12" pipe will be insufficient. It would be shortsighted to simply allow a smaller pipe. For the proposed action the City should require a larger pipe based on inflill and the analysis should be redone.

72-59  
WR-7

**Section 6 – Special reports and studies**

This is missing. Does it exist?

**Section 7 – Other permits**

One drainage variance request is included in appendix H. Is this the only one that is being considered?

72-60  
WR-7

**Section 8 – ESC analysis and design**

The construction phase may be 2 years. There is no ESC analysis. Why wasn't this required? Pollution, erosion, silting and uncontrolled runoff during construction will pollute Little Bear Creek. This must be included in the revised DEIS.

72-61  
WR-7

**Section 10- Operations and Maintenance**

This section has one line "The drainage system will be publicly maintained". This raises the following issues that should be addressed.

1. What is the impact to the City of maintaining a more complex StormFilter detention pond?
2. There are 30 cartridges (section 4.4.2) in the vault. How much will it cost the City to purchase them and what is the labor cost to inspect and replace them?
3. How often do the cartridges need to be replaced?
4. What are the maintenance requirements for the wetpond?
5. Is there sufficient access to the site after terracing and planting for maintenance operations?

# Questions on Appendix J Wetland and Stream Analysis Report Montevallo

Steve and Helen Gottschalk  
14918 NE 198<sup>th</sup> St

## Appendix J – Wetland and Stream Analysis Report – Montevallo

The wetland analysis appears to be based on data taken on one day: December 19, 2004. This data showed that by United States Fish and Wildlife Classification Methods there is a class 2 wetland that requires a 50 foot buffer. A variance will be needed to permit development on this wetland. Top-level questions are:

1. Can the City grant the variance required in section 4.0? If not then no development is allowed for Montevallo. This is a major issue
2. Is it sufficient to base an entire wetland analysis on one day of data taking?
3. Is this sufficient and accepted practice in the industry to use 5 datapoints for an entire wetland analysis? It seems like it is not enough.
4. Where was the data taken? It is not on the maps, in the data forms, or described in the text.
5. How can a reviewer assess the wetland analysis if the data points are not identified? Reference is made to "Wetland A/B" but none of the figures indicate where this is.
6. Were the data point locations a good representation of the site?
7. How does the development meet the 50 foot buffer requirement?

The most important part of the "Montevallo – Wetland and Stream Analysis Report" prepared by B-12 Wetland Consulting is section 4.0. The exact words are:

The proposed project is the construction of a residential plot with 66 single family lots, associated roads and stormwater facility. The requirements to tie the sewer system into the City's sewer on the west side of the wetland, as well as the City's requirement for a path to cross from the site to 204<sup>th</sup> street require some permanent and some temporary impacts to the wetland. The City's requirements for the permanent impacts are not met by this proposal. However, Woodville Code except for specific conditions which are not met by this proposal. However, there is no alternative location for the sewer location other than through the wetland as proposed, and the trail through the wetland and buffer is a requirement imposed on the plat by the City. The Planning Director may determine the proposed wetland impacts require a Variance from the Code.

This excerpt says that the City will need to grant a Variance from the Code to develop the Montevallo wetlands and there are no alternative locations for the sewer.

1. Doesn't this mean that the City will need to grant a variance of State and/or Federal laws?
2. Can the City grant this variance and would it hold up in a court of law?
3. Why wasn't this explicitly mentioned anywhere in volume 1 of the DEIS?

It would appear that the only legal recourse is to deny an R-4 development permit for the Montevallo site.

**Appendix K – Wildlife Habitat Report – Wood Trails and Montevallo**

Data was taken in July 2004, December 2004 and January 2005. In section 3.1 and 3.2 it is shown that existing site documentation disagrees with field observations.

1. All references to site documentation in the DEIS should be replaced by field observations. Existing site documentation is inaccurate, out-of-date and misleading.
2. Are observations in summer and winter sufficient to assess wildlife impacts? Is this the accepted practice in the industry? Please provide justification for this test approach.
3. Where is the analysis of the impact on Little Bear Creek (LBC)? The analyses shown in Appendix E are incomplete and simply say that all the stormwater eventually reaches LBC. The leaf compost filter is designed for 2 year flows under existing conditions. Excess flow bypasses the filter and empties directly into LBC. When inflow occurs the filter will routinely pass untreated storm water directly into LBC. This is a major deficiency of the entire DEIS and must be rectified.

72-63  
PA-4

**Questions on Appendix K  
Wildlife Habitat Report  
Wood Trails and Montevallo**

**Existing site documentation – Section 3.1**

Mention is made of an attached letter from the Washington State Department of Natural Resources Natural Heritage Program. This letter is not included. This must be corrected in the revised DEIS. This is an important piece of information that has been omitted and must be corrected.

**Stream impact – Section 3.2.1**

**Section 3.2.1 A - Habitat – Wood Trails**

There is a small stream on the Wood Trails site. There is no analysis of how development will impact this stream.

1. Why wasn't the impact of the proposed action on the stream included in the DEIS? The proposed action affects the water that feeds the stream so it is a direct impact and must be included.
2. How much new pollution will flow into it?
3. Where will wildlife get water after the development is completed?

Mention is made of the very high noise level from the industrial park. Noise levels will increase after the proposed action is taken.

1. Why wasn't there a noise analysis?
2. What were the 'very high noise levels' in decibels?
3. How does the noise level compare with highways? Those require noise abatement.
4. How much will noise levels increase after trees are removed for the proposed action?
5. How much will the developer pay for noise abatement?
6. What are the Code requirements on noise levels for new developments?

**Section 3.2.1 B – Habitat – Montevallo**

This section has many of the same deficiencies with respect to wildlife that the Wood Trails section has. There is another stream on this site. The report states:

*draining to the Little Bear Creek drainage. These streams within the Little Bear Creek drainage provide hydrologic support that the onsite wetland provides to these off site features, although not large is important in maintaining summer flows. The site also has the ability to allow wildlife to get to and from the wetland from the immature forest to the north as well as the golf course area.*

There is no discussion of how Little Bear Creek drainage will be impacted, especially when the storm water system cannot handle 2 year flow rates.

1. How will Montevallo development impact this other stream and the wildlife that depend on it?

**Conclusion**

There is no description of how wildlife will be impacted by either proposed action. This section simply describes existing wildlife. Statements that there will be an impact are inadequate. Therefore, this section needs to be redone.

**Comment on Draft EIS for Wood Trails/Montevallo**

Attention; Ray Sturtz Planning Director  
Planning Department  
City of Woodinville  
17301 133<sup>rd</sup> Ave NE  
Woodinville, Washington 98072

RECEIVED

MAR - 3 2006

City of Woodinville

Regarding the Wood Trails development;

Please be advised that Resolution 93 was an instrument adopted on March 13<sup>th</sup> 1995. It is very specific regarding the development of the Wood Trails proposed development site. The text of the Resolution and the transcription of the audio clearly demonstrates the city council's concern over having the area remain a buffer. There is no vagueness in the message that they clearly recognize the importance of the steep slopes, erosion hazards protection of wildlife, and to maintain the integrity of the seasoned R-1 neighborhoods and the residential neighborhoods should be buffered from the industrial areas below. It is very inconsistent on the part of the city to adopt Resolution 93 and then permit a developer to apply for a site development permit on the site designated as a critical area.

In referencing the City of Woodinville's Standards/Codes/Ordinances Resolutions as outlined in Woodinville's Municipal Code  
Definition of Resolution:

Resolutions act as less formal rules than a city ordinance but are generally an expression of the City Council and the Mayor's opinion. Resolutions may be changed or repealed only by a subsequent resolution. Resolutions become effected the day of approval. Resolutions may be modified to an amendment or by being repealed. An amendment is typically a change to an existing

document, such as, revising or deleting existing language or adding new language.

In researching public documents no discovery of changes to Resolution 93 has been found. In referencing the City's own By-laws to Resolution 93 the assumption would be that the Resolution as adopted in 1995 is active and a living document.

If it is discovered that tampering or altering this Resolution by the City staff, council members, or by members of the planning commission that tampering or altering will be considered by the citizens or citizens groups as a BREACH of trust and dereliction of duty.

Pursuant to Woodinville Municipal Code under Environmental Regulations, current through Code 383:  
Title 14 Environmental Regulations

14.04.320 Critical Areas

- (1) The City has selected certain categorical exemptions that will not apply in critical areas identified in the development regulations required under RCW 36.70A.060 (see Chapter 21.24WMC for critical areas regulations). For any critical area the exemptions within the WAC 197-U-800 that are inapplicable for that area are WAC 197-11-800 (1), (2) (a) through (25)(h) (i).
- (2) The scope of environmental review of actions with these areas shall be limited to:
  - (a) Documenting whether the proposal is consistent with the requirements of the critical area ordinance; and

73-1  
cont'd  
LU-4

(b) Evaluating potentially significant impacts on the critical area resources not adequately addressed by GMA planning documents and development regulations, if language includes any additional mitigation measures needed to protect the critical areas in order to achieve consistency with SEPA and with other applicable environmental review laws. (Ordinance 204- 2, 1998)

21.24.50

Alterations

Any human activity which results or is likely to result in an impact upon the existing condition of a critical area is an alteration which is subject to specific limitations as specified for each critical area. Alterations include, but are not limited to grading, filling, dredging, drainage, channelizing, applying herbicides or pesticides, or any other hazardous substance, discharging pollutants, construction, grading, applying to modify surface, pruning, topping, trimming vegetation, or removing vegetation, or any other human activity which results or is likely to result in a negative impact to existing vegetation, hydrology, wild life, or wildlife habitat. (Ord. 375-3, 204 Ord. 175-1, 197, formerly 21.24.045)

Further research has revealed that the city has been negligent in reporting to King County Assessors Office the effects of the adoption of Resolution 93 that (CLOUDS) the land title---tax parcel #032605-9038-09. The current records at King County Records show in the (Environmental Section) YES for erosion hazard.

The current DEIS is a distortion of facts, omits most of the fundamental

73-2  
LU-4

73-3  
LU-3



critical ordinances codes including but not limited to;

- 21A.24.100 Critical area review---21A.24.110 Critical area report
- 21A.24.125 Avoiding impacts to critical areas---21A.24.170 Notice of critical areas---Critical area tracts and designations on site plans---
- 21A.24.220 erosion hazard areas-development standards and alterations
- 21A.24.230 Flood hazard areas---21A.24.280 landslide hazard areas
- 21A.24.290 Seismic hazard areas---21A.24.310 Steep slope hazard
- 21A.24.318 through 21A.24.342 discovery of wetlands---21a.24.382 through 21A.24.388 disturbance of wildlife habitat---21A.24.520 Buffer modifications.

The current DEIS up for review is blatantly deficient, lacks attention to address; ; Environmental Issues

Omits addressing the rules and regulations of the Department of Development and environmental services

- Avoids addressing the sensitive area codes regarding;;; Steep Slopes Hazard Areas, Vegetation Removal, Trimming, Trimming Restrictions, Presumption of Salmonids, Sensitive area and Buffer Modifications

CONCLUSION;;;

The current DEIS is not valid----

Resolution 93 has legal standing, under current city rules and negates the current application on record to develop Wood Trails, and sets aside the Wood Trails site as a critical area

The GMA (Growth Management Act) does not issue a blank check to any government to agency to destroy, negatively impact an existing natural wildlife habitat, or alter a sensitive ecosystem. Its function is balance. Growth has to protect critical areas.

The City of Woodinville's erroneous claims that the GMA forces the City to issue a use permit, for every piece of vacant land, is a LIE .

The GMA does not assume that authority. The RCW's of the State of Washington set certain parameters for the protection of the citizens, rural integrity, urban separators, wildlife, wildlife habitat, and ultimately give the responsibility for managing local growth and shaping the city's future with the local community (CITIZENS). The GMA board will deference to cities in how the plan for and manage Growth. See Chapter 242-02 WAC---WAC242-02-020---  
RCW36.70A.3201---

Dave Henry  
15019 NE 201<sup>st</sup> Street  
Woodinville, Washington 98072  
206-940-1203  
425-483-1712  
Fax425-398-9004  
A 30 year resident

Also please advised, I am forwarding copies of this complaint, opposed to Woods Trails to ;;;

Joe Miles regional supervisor with CAO (Critical Areas Ordinance)  
Leonard Baer managing director of CTED's in Olympia  
Brigid Dean CTED Growth Management Services Specialists

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

I have read the 14 page letter submitted to the City of Woodinville by the Concerned Neighbors of Wellington. My husband and I have also attended a meeting held at city hall regarding the Wood Trails and Montevallo developments. The concerns voiced in that letter are our concerns. Rather than paraphrase 14 well researched, well documented pages, let me just say that we are counting on you as a public official to do the right thing for the residents, not vested business interests, of Woodinville.

If you do the right thing, these projects will not go through as the developer envisions. If you do the right thing as a public official, rezoning from R1 to R4 or greater will not happen because it will reduce the value of existing residential properties. The allure, thus value of existing properties, exists in part because of the quiet, spacious, away from the hub-bub feel inherent in low density housing.

I think I am correctly informed when I state that the City of Woodinville is in compliance with the Growth Management Act without adopting more high density development.

At this point you serve best by preserving the character of Woodinville and addressing issues that are becoming problems in older areas such as Wellington. For example, on our street (201<sup>st</sup>), alone there have been three septic system failures. I suspect this problem is endemic and will become epidemic as our high water table tries to accommodate even R1 growth.

The Wellington area is in much need of renovation. The roads are pot-holed, the streets are totally black at night having no street lights. (This lack of street lighting has invited burglars into the Wellington neighborhood.) Above ground wires are unsightly, and finally, it is really about time for sidewalks and sewers in this highly taxed and under-served neighborhood. THIS PARAGRAPH IS WHAT I WOULD SUGGEST AS PART OF MITIGATING MEASURES TO BE BORN BY PHOENIX DEVELOPMENT EVEN IF THEY ARE NOT ALLOWED A ZONING CHANGE TO R4.

Sincerely

Jo and Mel Jackson  
15347 NE 201<sup>st</sup> Street  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

74-1  
S/O-1

74-2  
LU-3

74-3  
V/B-3

74-4  
V/B-1

RECEIVED

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA, 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

It is in my opinion that the DEIS for Wood Trails/Montevallo is riddled with deficient research, lack of planning, and inaccuracies. I support this opinion with the following assertions:

**Bicyclists:** The DEIS minimized the impact to bicycles using Woodinville-Duvall Road and 156<sup>th</sup> Street. As a resident off of WD road, I seem to be always aware of bicyclists zooming down the road both morning and night and I am concerned for their safety, as well as for the safety of my family.

75-1  
TR-13

**Increased Traffic:** Adding several hundred citizens in proposed high-density housing and respective car trips would do worse than clog the streets and traffic intersections; it would make the roads unsafe for the amount of pedestrian and bicycle traffic that uses WD road and 156<sup>th</sup> Street. Widening the roads would help with traffic only superficially – safety would continue to be an issue with more cars, more congestion, and more confusion. Is this what would be beneficial for the citizens of Woodinville? I say no.

75-2  
TR-11

**Impact to the Land:** The potential development is located on a ridge line, which is at high risk for erosion and contaminating proper water run-off. The DEIS does not adequately address the destabilizing effect of adding high density housing into such an environment.

75-3  
ER-4

**Wildlife:** It has been noticed that wildlife use the proposed area to transit around other developed zones. If the trees come down and every possible open space is utilized in high-density housing, asphalt, and postage-stamp yards, the wild-life will no longer frequent our city. Instead, they will become a hazard, a nuisance, and will be driven further out. Not only is this not living in harmony with nature, but it will jeopardize the personality that Woodinville has maintained over the years of development, and take away the character that drew my family to move here in the first place.

75-4  
PA-4

**Noise:** If the existing trees are removed, much more noise will permeate from the industrial areas to the rest of the community, decreasing the quality of living for the existing residents. This impacts of this are not adequately addressed in the DEIS.

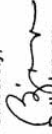
75-5  
EIS-6

**Character of our city:** My family moved to Woodinville seven years ago because of its trees, rustic but convenient atmosphere, sophistication from the wineries, animal friendly environment, and larger plots of land. High-density housing obliterates all of these positive attributes and for all of the reasons listed above, will seriously decrease our current standard of life in Woodinville.

75-6  
LU-1

I sincerely hope that the City Council and the City Planning Committee will consider these opinions in assessing the deficiencies of the DEIS and in planning for the future of Woodinville. Thank you for your time.

Sincerely,



Beth Jensen  
19122 148<sup>th</sup> AVE NE  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

RECEIVED<sup>76</sup>  
p.1

March 3, 2006

MAR 0 3 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

RE: Comment on Draft EIS for Wood Trails/Montevaillo

Dear Mr. Fredlund:

I believe that the DEIS is inadequate and inaccurate for many of the same reasons as cited in the Comments prepared by the Concerned Neighbors of Wellington. However, I want to personally amplify several reasons that are of the greatest concern to me. As the parents of two children in diapers, my wife and I do not have the time to write a fully fleshed out and thoroughly presented set of comments regarding the DEIS. But, we do want to ensure that our concerns are considered along with the many others who believe like us, that the DEIS is deficient in so many ways.

First, it is clear that the planned developments of Wood Trails and Montevaillo would be located on two distinctly separate sites with vastly different topologies and surroundings. We cannot understand how it came to pass that two very different proposals are considered by the same DEIS. I believe that this alone is basis enough for the DEIS to be considered inadequate, and the EIS process restarted from the beginning.

Secondly, we are horrified that R1 was not considered as the baseline option. For more than fifty years, the surrounding neighborhood has maintained a character that is consistent with it present R-1 zoning. The analysis done on the R-1 alternative is lacking in "deep-dive" details and gives the appearance of being set up as hollow option that is not worthy of any further consideration. I believe that DIES was written in a manner that purposely undermines R-1 zoning as a bona fide option in favor of the higher density options. The bias inherent in the DEIS casts serious doubts on the document as a whole and renders it deficient.

As was pointed out by many of my neighbors who spoke at the February 16<sup>th</sup> meeting, the traffic study is simply not realistic. It was taken at time when the traffic pattern was decidedly not normal and most likely under-represents the true extent of the current traffic situation by a significant margin. It makes poor assumptions as to the traffic patterns of the future residents (e.g. what percentage will turn right versus left at key intersections? how much traffic will flow on the "Golf Course" road? the supposed non-existence of bicyclists on 156<sup>th</sup> AVE NE, etc.). To correct these deficiencies, a properly conducted traffic analysis that more realistically reflects the true traffic patterns must be conducted.

Insufficient detail is provided on how and to what extent the addition of these two developments will impact the existing schools in the area. It is not clear how will the schools accommodate the increased load of new students or how many existing students might need to be reshuffled to attend other schools than those that they are attending now.

The DEIS does not adequately address some of the temporary disruptions to the surrounding community that will occur during the construction phase. Undoubtedly, there will be increased

construction traffic, increased construction noise, increased dust. How will the developer adequately mitigate these impacts to the surrounding community?

Several geologists spoke at the February 16<sup>th</sup> meeting. Some of the points that I found most interesting were the use of substandard topographic maps in the DEIS and the poor or improper analysis of the drainage into the commercial areas below the Wood Trails development. I would like to see these given proper attention.

Finally, the aesthetic impact to the surrounding neighborhood of shoe-horning-in patches of higher occupancy housing was inadequately considered and should be properly addressed before the EIS is considered final. I note that Woodinville's downtown district has done a wonderful job of maintaining certain aesthetic standards across the major businesses that remind us all of Woodinville's more rustic roots. It creates a sense of commonality and unity that is an important factor in the district's success. Why should that be any different for a residential community?

Sincerely,



Matthew Jensen  
19122 148<sup>th</sup> AVE NE  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

76  
p.2

76-5  
cont'd  
TR-17

76-6  
PD-2  
76-7  
WR-5

76-8  
LU-1

75-1  
EIS-13

75-2  
ALT-4

75-3  
TR-4

76-4  
EIS-7

76-5  
TR-17

**Dick Fredlund**

**From:** samiam522@aol.com  
**Sent:** Friday, March 03, 2006 2:33 PM  
**To:** Dick Fredlund  
**Subject:** WoodTrail/Montevallo development

Dick,

I would like to voice my opposition to the development of WoodTrail/Montevello. The main reason for my opposition:  
-Change in zoning from R1 to R4. Purchased this house with the intent of the quality of life that it held being zoned R1.  
-Lots of environmental problems with the location of WoodTrail. Also it seems that there was not enough cost that the developer would incur that would improve THIS neighborhood.

77-1  
S/O-4

Joel

**Dick Fredlund**

**From:** Tim Krey [timkrey@comcast.net]  
**Sent:** Friday, March 03, 2006 4:08 PM  
**To:** Dick Fredlund

Dear Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133<sup>rd</sup> Ave NE  
Woodinville, WA 98072

Email: [dickf@ci.woodinville.wa.us](mailto:dickf@ci.woodinville.wa.us)

Dear Mr. Fredlund:

We have lived in Woodinville for more than thirty five years and have owned a home on NE 195<sup>th</sup> Street for about 35 years and we are very concerned about the two new developments planned for Wood Trails and Montevallo in the Wellington Hills area. They do not fit the area and are high density developments that will adversely affect our property values and quality of life. We are concerned about the increase in traffic and burden on our local schools. We feel that these developments violate the 20 year growth management act and are an unwise use of our valuable neighborhood property. Please evaluate very carefully the impact of these high density projects on our neighborhood and reconsider allowing these developments to degrade our neighborhood and forcing us to go elsewhere to find a peaceful rural setting to spend our golden years. We love Woodinville and hate to see it adversely affected by these unneeded and unwanted high density housing projects.

78-1  
S/O-4

Thank you for your assistance in reevaluating and hopefully stopping the overpopulation of the Wellington community.

Sincerely,  
Timly and Susan Krey  
15212 NE 195<sup>th</sup> St.  
Woodinville, WA 9072  
(425) 483-0537

RECEIVED

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: DickF@ci.woodinville.wa.us

SUBJECT: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

I have been a Woodinville resident since June of 1994, having owned two homes, one formerly at 23527 - 82<sup>nd</sup> Avenue SE in Woodinville, and my current home at 24321 - 75<sup>th</sup> Avenue SE, where my family and I have resided since March of 2005. This home is across the street (156<sup>th</sup> Avenue NE/75<sup>th</sup> Avenue SE) from the northeast corner of the proposed Montevallo development and on the north side of the King County/Snohomish County line.

I am deeply concerned about the proposed Wood Trails and Montevallo developments and appreciate the opportunity to comment on the DEIS. Briefly, the DEIS is inadequate for the following reasons:

- The proposed Wood Trails and Montevallo projects will increase traffic on 75<sup>th</sup> Avenue SE. Neither consideration for nor documentation of traffic volumes on 75<sup>th</sup> Avenue SE has been provided in the DEIS. This must be identified as an adverse effect in the document.
- Traffic volumes for 156<sup>th</sup> Avenue fail to consider the increased traffic caused by the building of Costco and the use of 240<sup>th</sup> St. SE (the "private road" through the golf course) that is now frequently used by patrons of Costco. The traffic volumes provided are therefore inaccurate and must be corrected and addressed.
- It is estimated that the proposed Montevallo development will generate an additional 43 net new weekday AM peak hour trips. With 66 new homes proposed, this estimation appears to be inaccurate and must be corrected and addressed.
- Speeding traffic continues to be a problem in front of my home, as well as all along 75<sup>th</sup> Avenue SE and 156<sup>th</sup> Avenue NE. Speed monitoring equipment (those that post a vehicle's rate of travel as it passes) and traffic officers with radar guns have been used in an attempt to alleviate the problem with little success. Impatient drivers frequently pass even though there is a solid double line. Speeding is so bad that I consider it unsafe to pick up the litter in front of my house that is thrown from passing cars. Increased traffic volumes will further exacerbate the situation, must be identified as an adverse effect in the document, and must be mitigated.
- Expected wait times for me to exit my driveways at 24321 - 75<sup>th</sup> Avenue SE have already increased from 0-15 seconds (when we took occupancy in March 2005) to typically 30 seconds to 1 minute (and sometimes higher) during morning and evening peak trip times. New traffic generated by the proposed developments will increase this wait time even further for me as well as for the other property owners on 156<sup>th</sup> Avenue NE and 75<sup>th</sup> Avenue SE. This must be identified as an adverse effect in the document and must be mitigated.
- The use of NE 204<sup>th</sup> Street as one of two egress routes for the proposed Montevallo development will have a detrimental effect on the ability to enjoy privacy in my home and yard; the same is true for my neighbors to the south. Headlights from cars turning onto 156<sup>th</sup> Avenue NE/75<sup>th</sup> Avenue SE from the private road that is to be replaced by NE 204<sup>th</sup> Street are noticeable now but infrequent; the significant increased intrusion from vehicle traffic exiting NE 204<sup>th</sup> Street will include, but not be limited to, vehicle headlights at night. Additionally, this will have a significant negative effect on property value. This must be identified as an adverse effect in the document and must be mitigated. The location of a road at

79-1  
TR-1

79-2  
TR-4

79-3  
TR-3

79-4  
TR-11

79-5  
TR-6

79-6  
TR-22

79  
p.2

79-6  
cont'd  
TR-22

79-7  
TR-13

79-8  
LU-1

79-9  
EIS-6

79-10  
WR-8

79-11  
EIS-1

79-12  
S/O-2

NE 203<sup>rd</sup> Street and eliminating any ingress/egress in the immediate vicinity of NE 204<sup>th</sup> Street would eliminate this problem altogether.

- The King County Bicycle Map describes 156<sup>th</sup> Avenue NE as "moderate traffic street without wide curb lane or shoulder"; this description of 156<sup>th</sup> Avenue NE in the document is inconsistent with King County's existing description and must be corrected and addressed.

156<sup>th</sup> Avenue NE is a route recognized on the Cycling Guide Map for King County. During late spring through fall, I have witnessed several major organized bicycle rides (i.e., >100 riders) on the weekends as well as individual bicyclists too numerous to count throughout the week passing by my home. During these months, I frequently must wait for a safe time to pass bicyclists as they hinder the regular flow of traffic on both 156<sup>th</sup> Avenue NE and 75<sup>th</sup> Avenue SE. Therefore, the description of bicycle traffic as "minimal" in the document is incorrect and must be corrected and addressed.

- The Montevallo and Wood Trails projects involve building up to 6-8 homes per acre. Surrounding properties are developed at no more than one house per 0.8 acre. As proposed, the projects are inconsistent with existing neighborhoods, would completely change the character of those neighborhoods, and would lower the value of the surrounding homes. This must be identified as an adverse effect in the document.

The elimination of any or all of the natural buffer (set aside in Resolution 93) as proposed in the Wood Trails development would eliminate the protection from noise, air and other environmental pollutants generated by the industrial area to the west. This would significantly impair the ability of existing homeowners to enjoy their homes and negatively affect land values. This must be identified as an adverse effect in the document.

- It is inaccurate to assume that the septic systems that would be used by the alternative R-1 proposal have an inherent negative impact on the environment and are therefore a less environmentally sound choice than sewer. I am required by law to test the efficiency of my septic system on an annual basis to ensure that it is performing to code and causing no hazard to health or environment. This same requirement can be applied to the homes in the alternative R-1 proposal. This inaccuracy must be corrected and addressed in the document.

As a general comment, it is absurd to believe that there would be little difference in impact to the surrounding area if the properties are developed at R-4 density (either with single family homes averaging 6-8 dwelling units per acre or attached housing) versus the alternative proposal of R-1 (approx. one home per 0.85 acre). I believe this to be an expression of bias, whether intentional or otherwise, because the DEIS has been prepared by the project proponent.

The list above should not be deemed to be an exhaustive list of the reasons that the DEIS is inadequate. Rather, these are the only reasons that I have had time to research and comment on at this time.

I do, in fact, support the alternative proposal of developing these properties as R-1 and will strongly urge the City of Woodinville to reject the proposed rezoning of these properties to R-4. I am hopeful that the Council will likewise value and preserve the rural character of our neighborhoods. After all, it's this rural character attracts most residents to Woodinville: "Country Living, City Style".

Sincerely,

Janet Littlefield  
24321 - 75<sup>th</sup> Avenue SE  
P.O. Box 550  
Woodinville, WA 98072  
Email: jlittlefield@verizon.net

cc: Concerned Neighbors of Wellington (Email: [CNW@Wellington-Neighborhood.org](mailto:CNW@Wellington-Neighborhood.org))



STEVE'S DESK

3/03/06

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133<sup>rd</sup> Ave NE  
Woodinville Wa 98072

RE: Wood Trail/Montevallo Development  
DEIS

Dear Dick:

I have reviewed the document put forward by the city and like many in the Wellington area, there are many concerns. I believe that the more technical objections by the community will be voiced by those with much more expertise than myself.

My objection has to do with the mindset of any developer that would change the scope of an entire established residential community just because they are not in the business of R-1 development. There is a place for R-4 in Woodinville and there are already numerous areas designated as such. The Draft Environmental Impact Statement spends little time discussing the more palatable development, an R-1 project. The area is currently zoned R-1 as is the entire neighborhood of Wellington.

It makes more sense in planning a project to conform with existing established neighborhoods, rather than allow a rezone that will negatively impact the whole city of Woodinville. The negative impact would be the direct result of allowing just one R-4 and the ensuing sewers that would open all of Wellington to R-4 conversions. Now that would be the most negative impact one rezone could do.

Why R-4. Recent conversations with several builders, assures me that R-1 is the development of choice for Wellington. Less invasion, less infrastructure costs for the city and just as profitable for the builders and the city.

Using Wood Trails as an example, close to 25 homes could be built in the \$1.5 million dollar range turning it into a near \$38 million dollar project. The development as proposed might bring in \$35 million. The profit margins are similar so why even consider turning a neighborhood upside down when R-1 is already in place?

80  
p.1

Steve Maloney  
14824 NE 201<sup>st</sup> Street  
Woodinville Wa 98072

80-1  
S/O-2

RECEIVED  
3:35 PM  
MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

Roger J. Mason PE  
15023 NE 195th Street  
Woodinville, WA 98072  
March 3, 2006

Mr. Dick Fredlund, Project Planner  
City of Woodinville  
Department of Community Development  
17301 - 133rd Avenue NE  
Woodinville, WA 98072

Subject: Wood Trails and Montevallo Subdivisions - Draft Environmental Impact Statement Review Comments

Dear Dick,

Jill and I have reviewed the DEIS information, discussed its potential impact to our quality of life, and the greater community, and have prepared the comments below. Knowing that we have a large group of talented people in our area who are providing comments on all sections of the report, I have focused most of my attention on Transportation. As you may know, I am a professional engineer, specializing in Transportation. I was a member of the City's Transportation Citizen Advisory Panel that developed and adopted the City's street standards.

Jill and I have lived here for almost 18 years, raised our children here, and continue to enjoy the quality of life and unique character of our R1 neighborhood. In part, we feel responsible to report to you and others governing the City that the character and quality of life that we all treasure is in serious jeopardy. The consequence of decisions made from this DEIS are significant to us individually, and to the greater Woodinville community.

As responsible citizens we have taken a considerable amount of time to become informed and prepare our comments for the City. As you know, the FEIS is to be a defensible, effective decision making document. We expect the City of Woodinville to take a responsible and assertive position in its role as SEPA official to ensure this occurs.

We appreciate the opportunity to provide these comments to the City. It is unfortunate that so much information is incomplete or missing - making it very difficult to provide an objective review and meaningful comments. We again urge the City to take action to ensure a defensible and effective decision making document.

Sincerely,  
Roger and Jill Mason

cc: Concerned Neighbors of Wellington  
enc: Review Comments

Wood Trails and Montevallo DEIS Review Comments  
By: Roger J. Mason PE - March 3, 2006

3.5 Transportation

3.5.2 (c) Traffic Operations

Left Turn Lane Warrants - Pg 3-99

The WSDOT left turn lane warrant guidance cited is suited for higher volume facilities and/or state highways - and thus understates the adverse impacts the additional project volumes have on traffic operations and safety along 156th Ave NE. The applicable guidance to evaluate these left turn lane facilities for two lane roadways is noted below (and attached).

- Highway Research Record #211 - Used by local agencies and consistent with AASHTO
- AASHTO 2001 Policy - Exhibit 9-75 - Guide for Left-Turn Lanes on Two-Lane Highways
- Oregon Dept of Transportation - Left Turn Lane Criteria - Figure 1

Using the intersection volumes in "Figure 9 - 2008 Future with Proposed Action - Peak Hour Traffic Volumes", with the applicable guidance, left turn lanes are warranted as noted below.

- The ODOT warrant criteria is met/exceeded for NE 198<sup>th</sup>, and NE 201<sup>st</sup> (and perhaps at Montevallo intersections? - volumes were not shown)
- The HRR #211 and AASHTO warrant criteria are nearly met for NE 198<sup>th</sup>, NE 201<sup>st</sup>.

NOTE: Traffic volumes for the two Montevallo intersections are not included in the Traffic Analysis - and may also meet warrants for left-turn lanes. However, the locations and spacing of these two new intersections are problematic - and need to be evaluated in detail - See Comment 3.5.2.

Roadway widening requirements and intersection modifications for left turn lanes on 156<sup>th</sup> Ave NE must be determined along with impacts at each warranted intersection.

3.5.2 Impacts of the Proposed Action - pg 3-88

"Access to the Montevallo site would be provided via two new roadways connecting to 156<sup>th</sup> Ave NE to the north and south of NE 203<sup>rd</sup> Place."

There is no analysis to support creation of two new intersections on 156<sup>th</sup> Ave NE? As proposed, there would be four closely spaced "T" intersections (NE 202<sup>nd</sup>, NE 203<sup>rd</sup> and 2 MV accesses) across a total length less than 900 ft, resulting in blocks spaced at less than 250 ft each, creating a hazardous condition that could be avoided by providing one four-way intersection at S. 203<sup>rd</sup>. Traffic safety and operational analysis of access to Montevallo is not included and the location and spacing of intersecting roadways with 156<sup>th</sup> Ave need to be carefully analyzed to avoid creating a safety problem that will require taxpayer funded retrofit later.

Wood Trails and Montevallo DEIS Review Comments  
By: Roger J. Mason PE - March 3, 2006

**Figure 7 (Project Trips) and Figure 9 (2008 Volumes) present traffic volumes at intersections. The two proposed intersections for Montevallo are not shown nor are their respective traffic volumes. This is incomplete, incorrect and extremely misleading for reviewers, and has obviously been missed by the City's internal review. These "missing" volumes represent half of the total project trip generation and must be properly presented and accounted for before any objective review of traffic safety and operations can be made or meaningful comment can be provided.**

The proponent is attempting to mislead the reviewers by not providing the information noted above, hoping it will be overlooked, and thus **avoiding the cost of constructing a four-way intersection at NE 203<sup>rd</sup>, with widening for left turn lanes. Street improvements and right-of-way dedication (consistent with "Minor Arterial" classification) along 156<sup>th</sup> Ave NE should be provided for the Montevallo frontage.**

**3.5.2 Impacts of the Proposed Action - pg 3-88**

Extending sewer from Wood Trails to Montevallo will allow much of the surrounding residential area to be easily served by this sewer line. It is reasonable to expect "spot" development of smaller parcels in this surrounding area to occur within 1-2 years. A five acre R4 development could support 16-20 units and would generate 160-200 additional trips per day - meaning every 5 acre redevelopment that follows, generates another 160-200 trips per day. These indirect impacts will exacerbate traffic safety and operations at intersections along 156<sup>th</sup> Ave NE and require specific improvements at these and other deficient locations within the Wellington area. An analysis of these cumulative effects is required, and critically important to compare the traffic (and other) consequences of extending sewer into this area. Currently, there are no street improvement projects in the City's 6 year CIP to provide for this unplanned growth, and therefore necessary CIP updates should be identified and evaluated also.

**3.5.2 (b) Proposed Action Traffic Volumes - pg 3-90**

Figure 6 (Project Trip Distribution) shows a significant percentage (PM 45% out; AM 45% in) of trips ingress/egress to the north along 156<sup>th</sup> Ave. into Snohomish County. Many of these trips are then routed east/west across S 240<sup>th</sup> St (Wellington Hills Golf Course Rd) and connect to Woodinville-Snohomish Rd/SR 9. The report fails to describe the deficient conditions of S.240<sup>th</sup> St, including its narrow width, its steep and curving route, and that much of its length is not on dedicated road right-of-way (private land). Research is required to confirm the use of this road; including the potential impacts to 156<sup>th</sup> Ave NE intersections should this road be closed/vacated or re-routed by future development of the property.

A traffic analysis for the intersection of SE 240<sup>th</sup> / 156<sup>th</sup> Ave NE, confirming volume information and left turn lane warrant analysis is also required. The intersection occurs on a fairly steep grade and the geometric constraints (sight distances) should be evaluated as a part of this analysis.

The high percentage of trips distributed to the north are misleading and intended to understate the adverse impacts to other intersections along 156<sup>th</sup> Ave NE. Considering

the substandard nature and risky future of S.240<sup>th</sup> Street, not to mention actual travel patterns, such high trip distributions to the north should be reduced....including closed for icy/snow conditions

The trip distribution shown in **Figure 6, Project Trip Distribution** shows 45% of the outbound PM trips travel north and 45% of the inbound AM trips are from the north. This is **not consistent** with actual travel patterns by residents who live in the area. By far, most outbound and inbound trips are related to **southbound trips to/from downtown** or to school activities. The heavy north distribution appears to be another attempt to **understate the impacts** to the intersection at 156<sup>th</sup> Ave NE / Woodinville Duvall Rd. along with avoiding requirements for northbound left turn lanes, thereby **avoiding costs to mitigate for adverse impacts. Corrections** to the trip distribution to match actual travel patterns **are required** so that accurate impacts can be determined and mitigated for.

The "pipeline" projects listed are undefined, and their location, timing and impacts on the street network is **missing**. Their impacts are important and are **required** to determine the short term and long term adequacy of the street network.

**Figure 8 - No Action Alternative.** The source of these volumes is not provided and is confusing, including how they relate to existing volumes. They appear to be the same volumes as presented in the original application where they were presented as "existing". Confirming the **accuracy of these volumes** - as either existing or no-action is required to adequately compare them with build alternatives. It is likely that corrections will result in increased volumes, specifically turn volumes; demonstrating need for left turn lanes.

**3.5.1 (a) Study Area- pg 3-72**

**75<sup>th</sup> Ave SE (156<sup>th</sup> Ave NE) / SE 240<sup>th</sup> Street** must be added to the study area - especially considering the percentage of trips distributed through this intersection.

**SE 240<sup>th</sup> Street / Wood-Sno Rd** must be added to the study area - especially considering recent impacts of Costco development

**3.5.1 (b) Roadway System- pg 3-72**

**156<sup>th</sup> Ave NE**

156<sup>th</sup> Ave NE is **incorrectly classified** as a collector roadway. The road is classified as a minor arterial (see attached) in the Comp Plan and City Street standards. This classification was also confirmed by the Public Works Director. The minor arterial is a **three lane roadway** with a center turn lane, bike lanes, sidewalks and planter strips, and requires 74 feet of right-of-way as shown on Dwg 107A-2 dated Nov 1998. Street improvements and right-of-way dedication (consistent with "Minor Arterial" classification) along 156<sup>th</sup> Ave NE are **required** and must be provided for the Montevallo frontage and at intersections where left turn lanes are warranted. See comment 3.5.2.

156<sup>th</sup> Ave NE is the only north-south corridor that connects the Wellington residential area to Woodinville-Duvall Rd - which is the only east-west corridor and connection to

81-4  
TR-4

81-8  
TR-11

81-10  
TR-1

81-6  
TR-5

81-7  
TR-1

81-12  
TR-11

downtown Woodville and SR 522. The impacts and risks to residents, of increased growth, congestion, emergency vehicle access, and emergency road closures on this fragile single point of access (156<sup>th</sup> Ave NE / Wood-Duvall Rd) are not discussed and require a thorough and complete evaluation.

There is no reference to operating speeds along 156<sup>th</sup> Ave NE, which often exceed the posted speed of 35mph. Operating speeds likely range between 45mph to 50mph, and enforcement is rare due to police officer limitations within the City. The operating speeds need to be confirmed and documented so that traffic safety can be properly analyzed. Increased left turn volumes will result in vehicles stopped more frequently, and the differential speed is a critical factor in severity of rear-end crashes that are likely to result.

**NE 195<sup>th</sup> Street**

As a resident of this street for 18 years, I am quite familiar with its deficiencies and how they have been understated - rather, "covered up" in this report. The description of the existing conditions on page 3-74 do not mention the inadequate sight distance (468 ft Appendix T-3b), or that the sight distance zone occurs at the most narrow point along the street (20-22ft) where there are NO shoulders, just hillside; and that several residential driveway connections occur in this deficient zone; or that pedestrians must (and often do) walk in the street through this hazardous zone, nor that there are no drainage facilities/ditches, so the water drains down the street - and when it freezes creates an even more hazardous condition; nor does it mention that this area is signed: "Limited Sight Distance - Road Narrows - 15mph"; nor does it mention that the western 600 ft of the road paving is a thin section of paving that is fractured and does not meet any street standard - rather more for dust control. This road was built to serve the few homes that were initially built here in 1960's and is not capable of serving as a "collector" without significant improvements that will require widening and reconstruction for much of its length.

The description above proves at least two points. 1) The existing street conditions are substandard and hazardous. 2) The proponent is purposely understating these deficiencies to avoid having to address the adverse impacts that require costly mitigation.

The other streets in the Wellington area have similar characteristics to NE 195th - all have sight distance deficiencies (Appendix T), and other hazardous conditions - which are not reported. Using these existing streets as the primary access for the proposed residential population will increase traffic volumes and speeds - coupled with the compounding of existing hazards will ultimately result in vehicle/pedestrian crashes. The lack of pedestrian connections to the schools and/or downtown will require more auto oriented trips than expected for each of the residential alternatives. This report does not address these facts and they must be considered to determine the actual impacts this growth will cause.

The intersection at NE 198<sup>th</sup> / 156<sup>th</sup> Ave NE is not a traditional four-legged intersection as it is depicted in many of the figures. The west leg/approach is actually located north of the east approach, creating a hazardous (head-on) condition for opposing left turn vehicles. Considering NE 198<sup>th</sup> is identified as a primary access street and will involve

many more left turning vehicles, intersection modifications, including left turn lanes are justified. See comment 3.5.2 Left Turn Warrants.

**3.5.1 (d) Traffic Operations - pg 3-77**

**Vehicle Queuing**

The results of this analysis are not consistent with actual existing operations and greatly **understate the impacts** additional project trips will have on this intersection - the **one-and-only connection** (aka bottleneck) from Wellington to downtown and the schools. The storage capacity for the SB turn lanes are often exceeded (especially when school buses are present). Often times the left turn lane exceeds its length and then blocks access to the right turn (sometimes vice-versa) - extending the queue such that it blocks the adjacent driveways and intersection to the north. As this queue extends north it becomes hazardous as the roadway crest has **constrained sight distance** for SB approaching vehicles. Another safety and operational issue that is not mentioned or considered is the NB left turns into AM/PM - along with the left turns from the Shell station to SB during these congested periods. With additional project trips, the **queue will extend more frequently** to this crest and **rear-end collisions will occur** due to **inadequate stopping sight distance**. The analysis should evaluate increasing the storage capacity to adequately handle the project trips - and it should also determine the capacity requirements for the **R4 related cumulative growth** resulting from sewer being extended to Montevallo by this project.

Another oversight in the analysis is **NO** evaluation of the EB to NB left turn storage capacity. Currently the queue extends beyond its capacity - and safety is compromised due to the left turn access into the AM/PM driveway. **Rear end and sideswipe crashes** are common for these conditions. As noted above, the capacity of this left turn lane should be sized adequately for the project trips. An analysis should also be performed to determine the capacity requirements for **R4 related cumulative growth**.

**Roadway Volume/Capacity Conditions**

There is **no traffic count data or explanation** on how existing traffic volumes were established. **Information is required** to present the basis for existing volumes, including the date counts were performed (daily, weekly, etc), how counts were collected (tube, manual, etc), and how they were adjusted to determine existing counts.

References using ADT to determine capacity of these collector dead-end roads is **NOT appropriate** - and have no basis, other than to **mistake the reviewer** into believing there is more than adequate capacity based on this ADT at mid-block locations. The 7,400 ADT referenced from King County is for an arterial roadway - and is **not** applicable. For this context, roadway capacity should be **measured by intersection capacity** using peak hourly volumes (HV). **Turning vehicle capacity** should be evaluated, with left turns most likely to **create congestion and safety problems** if not provided for. See Comments on Left Turn Lane Warrants. An analysis is required that accurately presents the capacities of this **unique network** of "dead-end" roads such that impacts can be determined and mitigated properly.

**3.5.1 (e) Pedestrian Activity** - pg 3-79 and  
**School Walking Routes/Bus Stops** - pg 3-83

It is unclear what the intended conclusion was from this information. It is sorely incomplete – in part because minimal information was collected and no conclusion is drawn or recommended. It appears to be another attempt to mislead a reviewer to believe that pedestrian safety and existing hazardous locations have been identified, and impacts from additional traffic evaluated – which they have not. There is no analysis to identify walking routes and hazardous pedestrian locations. The analysis does not assess the safety issues associated with pedestrians crossing 156<sup>th</sup> Ave NE, nor propose any improvements.

There is no pedestrian connectivity to schools or downtown – which will require more auto trips than expected – and will impact those who chose to walk. Since NE 195<sup>th</sup> Street provides the most direct connection to the schools, it is most likely to be used by children from Wood Trails who do walk to/from school or the bus stop. Ironically, NE 195<sup>th</sup> Street has no place for pedestrians except for the roadway. The risks and effects of this situation are not mentioned in the report and must be addressed. Both sections are incomplete and cannot be reviewed objectively.

**3.5.1 (f) Bicycle Facilities and Activities** - pg 3-84

156<sup>th</sup> Ave NE is a regional bike route (see King County Bike Map) and is used for major regional bicycling events. It is common to see hundreds of bicyclists traveling northbound on weekends. Unfortunately the northbound travel lane has no bike lane or shoulder, so bicyclists use the travel lane requiring approaching vehicles to crossover the double yellow line into the opposite lane to pass bicyclists. The minimal width of travel lanes coupled with inadequate bicycle facilities create a very hazardous condition. Increased volumes along 156<sup>th</sup> Ave NE will have adverse effects on bicyclists.

**3.5.1 (g) Transit Service** - pg 3-84

There are no nearby transit facilities and no pedestrian connectivity to transit facilities, schools or downtown – which will require more auto trips than expected.

**3.5.1 (h) Traffic Safety** - pg 3-85

The focus of the information provided is historical and concludes there are no safety problems in the Wellington area. However, the important issue is predicting future traffic safety considering the increase in traffic volumes. The expected increase in both through and turning vehicle volumes at intersections, especially northbound left turns on 156<sup>th</sup> Ave NE will result in more frequent crashes without adding left turn lanes. (See Comment 3.5.2 Left Turn Warrants) The additional volumes resulting from the cumulative impacts of R4 expansion due to sewer extension to Montevallo are not presented and are required to determine adverse impacts to traffic safety in the area.

**3.5.1 (i) Parking** - pg 3-87

Parking within the proposed R4 and townhouse alternative will be very minimal due to substandard street widths, and minimum setbacks. This is likely to result in impacts to nearby existing residential R1 parcels being used for "overflow" parking. To minimize this impact, the alternatives should be required to construct street widths that meet City standards – which require the City to NOT approve a design variance for street standards.

The R4 alternative includes bollards to prevent use of NE 195<sup>th</sup> Street from Wood Trails. The bollards actually block access to existing private residences that currently have access from NE 195<sup>th</sup> and create unacceptable impacts which constitute a property take for loss of access. It is also likely that vehicles will drive down NE 195<sup>th</sup> and park at the bollard area and then walk across the bollards to the R4 residential area – these "unattended" improperly parked vehicles are unacceptable and a solution is required to prevent this from occurring.

**3.5.1 (k) Planned Transportation Improvements** - pg 3-87

The projects listed in the CIP are not funded – and are noted: "no specific completion date". Due to this funding shortfall, it is doubtful that any of these projects will be constructed in the near future. Wood Trails and Montevallo will increase traffic volumes and create safety and operational problems on the local collectors and on 156<sup>th</sup> Ave NE. By extending sewer to this area additional and significant development will follow and create a need for major widening and improvements to 156<sup>th</sup> Ave NE – which is not in the CIP. The City will be unable to fund the necessary improvements from this growth – as it has a long list of higher priority transportation projects with funding shortfalls. Meaning, the consequences of this increased traffic will require additional funding – perhaps by local citizens in the form of increased taxes – to fix the problems created by these developments. The programming and funding of capital projects related to growth in this area is missing from this report and is required to understand the cumulative impacts from these developments.

**3.5.3 (b) Attached Housing Alternative** - pg 3-109

The use of all four existing streets (NE 195<sup>th</sup>, 198<sup>th</sup>, 201<sup>st</sup>, 202<sup>nd</sup>) to serve the higher density Wood Trails alternative is apparently based on the use of traditional trip generation guidance assumptions for attached housing. Considering the remote location of these housing units, it is unreasonable and irresponsible to use lower trip generation factors that are based on an urban setting, with services and schools close by that allow walking and thus fewer auto trips. There are no nearby transit facilities and no pedestrian connectivity to transit facilities, schools or downtown – which will require more auto trips than expected.

Oregon Department of Transportation  
Left Turn Lane Criteria

3.5.5 Significant Unavoidable Adverse Impacts - pg 3-123

The analysis in this report is misleading and consistently understates the impacts additional traffic will have on the surrounding residential area. The deficient and fragile street network will be adversely impacted by this development, and most significantly by the action of extending sewer into this area, which will result in almost immediate follow on unplanned traffic growth. These impacts have not been identified which is required to provide an effective decision making document. Two alternatives are available that greatly reduce these adverse impacts. Not extending sewer into this area, and providing access from the west – these alternatives are unfortunately lacking any serious consideration in this report and must be evaluated in more detail.

Purpose

A left turn lane improves safety and increases the capacity of the roadway by reducing the speed differential between the through and the left turn vehicles. Furthermore, the left turn lane provides the turning vehicle with a potential waiting area until acceptable gaps in the opposing traffic allow them to complete the turn. Installation of a left turn lane must be consistent with the access management strategy for the roadway.

81-23  
ALT-4  
ALT-3

Left Turn Lane Evaluation Process

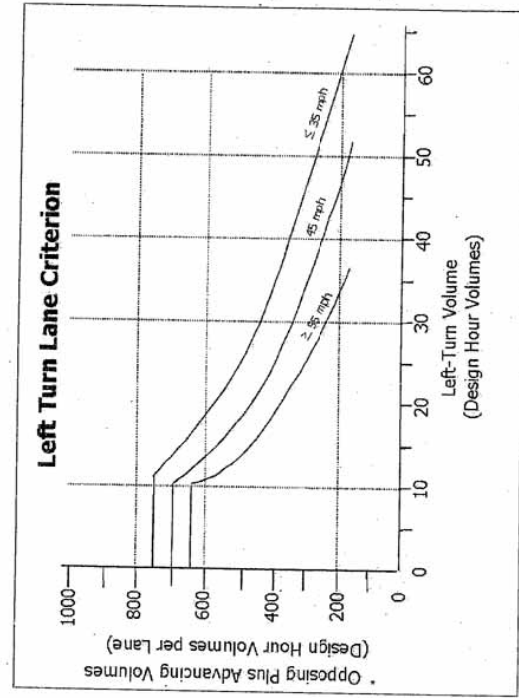
- 1.) A left turn lane should be installed, if criteria 1 (Volume), or 2 (Crash), or 3 (Special Cases) are met, unless a subsequent evaluation eliminate it as an option, And;
- 2.) The Region Traffic Engineer must approve all proposed left turn lanes on state highways, regardless of funding source, And;
- 3.) The State Traffic Engineer shall review and approve all proposed left turn lanes at signalized intersection locations on the State Highway System to ensure proper signal operation, prior to design and construction, And;
- 4.) Complies with Access Management Spacing Standards, And;
- 5.) Conforms to applicable local, regional, and state plans.

**L) Criterion 1: Vehicular volume**

The vehicular volume criterion is intended for application where the volume of intersecting traffic is the principal reason for considering installation of a left turn lane. The volume criteria is determined by the Texas Transportation Institute (TTI) curves in Figure 1.

The criteria is not met from zero to ten left turn vehicle per hour, but indicates that careful consideration be given to installing a left turn lane due to the increased potential for accidents in the through lanes. While the turn volumes are low, the adverse safety and operations impacts may require installation of a left turn. The final determination will be based on a field study.





\* (Advancing volume/number of advancing through lanes) + (opposing volume/ number of opposing through lanes)

FIGURE 1

II.) Criterion 2: Crash experience

The crash experience criteria is satisfied when:

- 1.) Adequate trial of other remedies with satisfactory observation and enforcement has failed to reduce the accident frequency; and
- 2.) A history of crashes of the type susceptible to correction by a left turn lane; and
- 3.) The safety benefits outweigh the associated improvement costs; and
- 4.) The installation of the left turn lane does not adversely impact the operations of the roadway.

III.) Criterion 3: Special Cases

- 1.) Railroad crossings - If a railroad is parallel to the roadway and adversely affects left turns, a worst case scenario should be used in determining the storage requirements for the left turn lane design. Other surrounding conditions, such as a drawbridge, could adversely affect left turns and must be treated in a similar manner. The left turn lane storage length depends on the amount of time the roadway is closed, the expected number of vehicle arrivals, and the location of the crossing or other obstruction. The analysis should consider all of the variables influencing the design of the left turn lane, and may allow a design for conditions other than the worst case storage requirements, providing safety is not compromised.
- 2.) Passing lane - Special consideration must be given to installing a left turn lane for those locations where left turns may occur and other mitigation options are not acceptable.
- 3.) Geometric/safety concerns - Consider sight distance, alignment, operating speeds, nearby access movements, and other safety related concerns.
- 4.) Non-traversable median - As required in the Median Policy, a left turn lane must be installed for any break in a non-traversable median.
- 5.) Signalized intersection - Consideration shall be given to installing left turn lanes at signalized intersection. The State Traffic Engineer shall review and approve all proposed left turn lanes at signalized intersection locations on the state highway system.

IV.) Evaluation Guidelines

- 1.) The evaluation should indicate the installation of a left turn lane will improve the overall safety and/or operation of the intersection and the roadway. If these requirements are not met, the left turn lane should not be installed or, if already in place, not allowed to remain in operation.
- 2.) Alternatives Considered - List all alternatives that were considered, including alternative locations. Briefly discuss alternatives to the left turn lane considered to diminish congestion/delays resulting in criteria being met.

- 3.) Access management - Address access management issues such as the long term access management strategy for the state roadway, spacing standards, other accesses that may be located nearby, breaks in barrier/curb, etc.
- 4.) Land Use Concerns - Include how the proposed left turn lane addresses land use concerns and transportation plans.
- 5.) Plan - Include a plan or diagram of proposed location of left turn lane.
- 6.) Operational requirements - Consider storage length requirements, deceleration distance, desired alignment distance, etc. For signalized intersections, installing a left turn lane must be consistent with the requirements in the Traffic Signal Guidelines.

**Volume Criterion Example**

Figure 2 shows an unsignalized intersection with a shared through-right lane and a shared through-left lane on the Highway. The peak hour volumes and lane configurations are included in the figure. The 85<sup>th</sup> percentile speed is 45 mph and the intersection is located in a city with a population of 60,000.

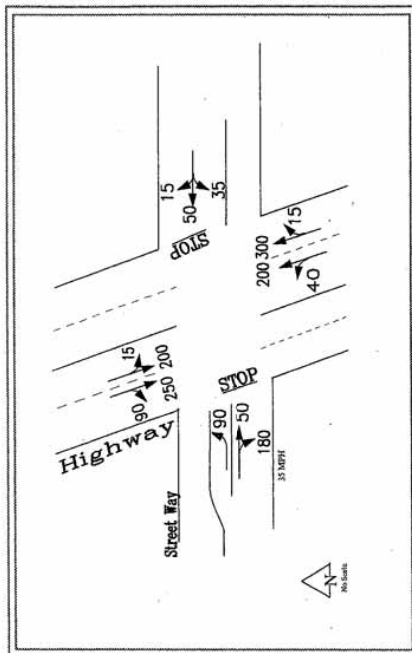


Figure 2

**Southbound:** The southbound advancing volume is 555 (90 + 250 + 200 + 15) and the northbound opposing volume is 515 vehicles (the opposing left turns are not counted as opposing volumes). The volume for the y-axis on figure 1 is determined using the equation:

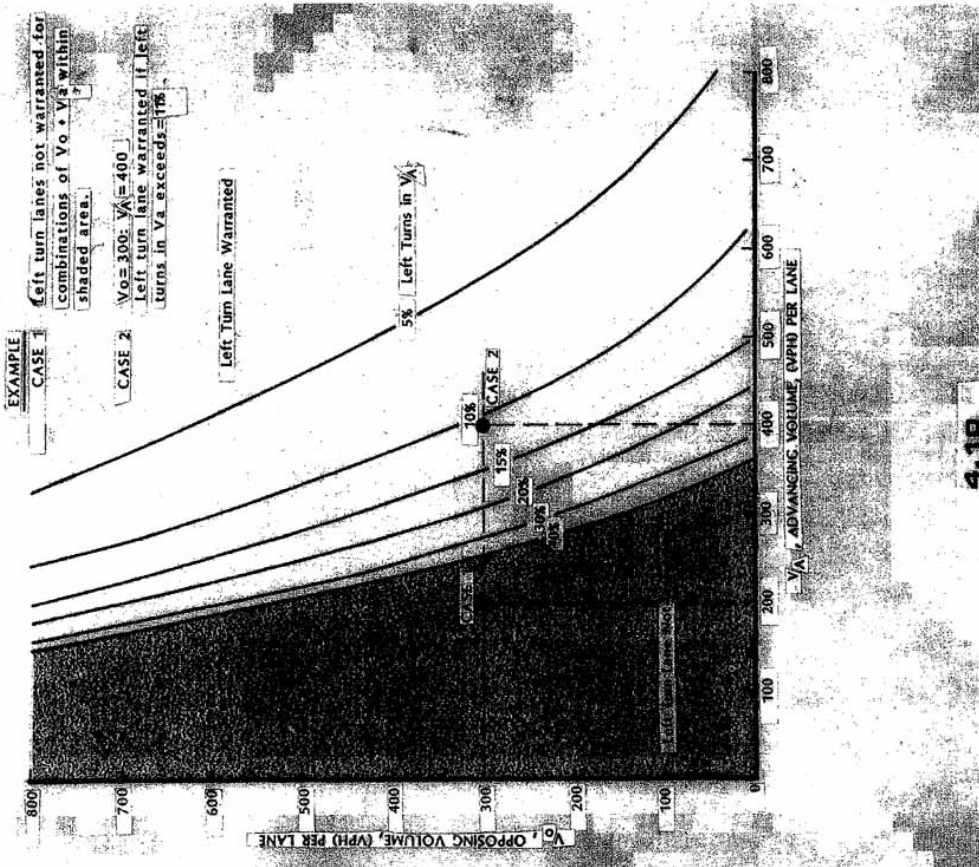
$$y\text{-axis volume} = ((\text{Advancing Volume}/\text{Number of Advancing Lanes}) + (\text{Opposing Volume}/\text{Number of Opposing Lanes}))$$

$$y\text{-axis} = (555/2 + 515/2) = 535$$

To determine if the southbound left turn volume criteria is met, use the 45 mph curve in figure 1, 535 for the y-axis, and 15 left-turns for the x-axis. The volume criterion is not met in the southbound direction.

**Northbound:** The northbound advancing volume is 555 (40 + 200 + 300 + 15) and the southbound opposing volume is 540 vehicles (the opposing left turns are not counted as opposing volumes). The volume for the y-axis on figure 1 is (555/2 + 540/2) = 548. To determine if the southbound left turn volume criteria is met, use the 45 mph curve in figure 1, 548 for the y-axis, and 40 left-turns for the x-axis. The volume criterion is met in the northbound direction.

# VOLUME WARRANTS FOR LEFT-TURN LANE



- Where space permits, left-turn lanes should be considered when left-turn volumes exceed 100 vph (left-turn lanes may be provided for lower volumes as well on the basis of the judged need and state of local practice, or both); and
- Where left-turn volumes exceed 300 vph, a double left-turn lane should be considered.

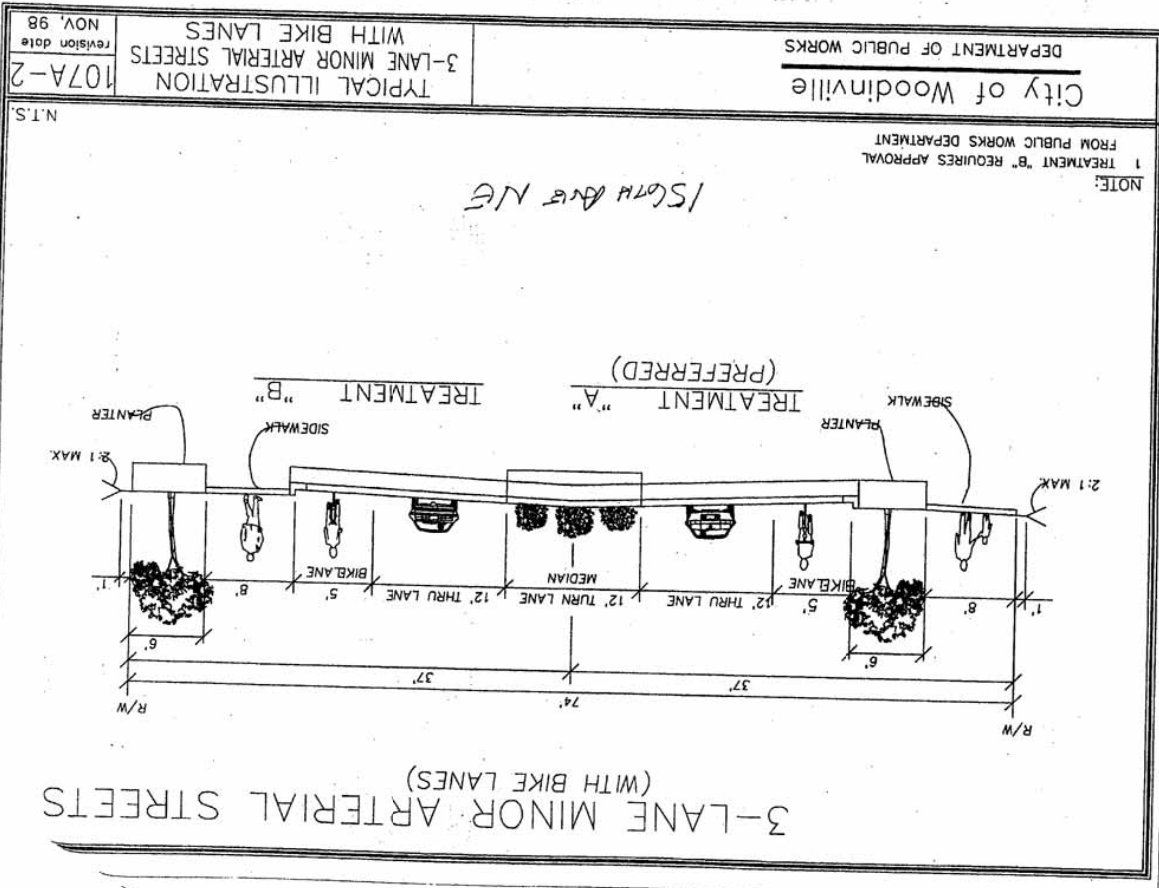
Exhibit 9-75 is a guide to traffic volumes where left-turn facilities should be considered on two-lane highways. For the volumes shown, left turns and right turns from the minor street can be equal to, but not greater than, the left turns from the major street.

Opposing Volume (veh/h)	Metric				US Customary			
	5% Advancing volume (veh/h)	10% Advancing volume (veh/h)	20% Advancing volume (veh/h)	30% Advancing volume (veh/h)	5% Advancing volume (veh/h)	10% Advancing volume (veh/h)	20% Advancing volume (veh/h)	30% Advancing volume (veh/h)
800	330	240	180	160	800	330	240	180
800	410	305	225	200	800	410	305	225
400	510	380	275	245	400	510	380	275
200	640	470	350	305	200	640	470	350
100	720	515	390	340	100	720	515	390
60-mph operating speed								
800	280	210	165	135	800	280	210	165
600	350	260	195	170	600	350	260	195
400	430	320	240	210	400	430	320	240
200	550	400	300	270	200	550	400	300
100	615	445	335	295	100	615	445	335
80-km/h operating speed								
800	280	170	125	115	800	280	170	125
600	365	270	200	175	600	365	270	175
400	450	330	250	215	400	450	330	215
200	505	370	275	240	200	505	370	240
100-km/h operating speed								
800	280	170	125	115	800	280	170	125
600	365	270	200	175	600	365	270	175
400	450	330	250	215	400	450	330	215
200	505	370	275	240	200	505	370	240
60-mph operating speed								

Exhibit 9-75. Guide for Left-Turn Lanes on Two-Lane Highways (6)

Additional information on left-turn lanes, including their suggested lengths, can be found in published sources (2, 11, 13). In the case of double left-turn lanes, a capacity analysis of the intersection should be performed to determine what traffic controls are needed in order for it to function properly.

Local conditions and the cost of right-of-way often influence the type of intersection selected as well as many of the design details. Limited sight distance, for example, may make it desirable to control traffic by yield signs, stop signs, or traffic signals when the traffic densities are less than those ordinarily considered appropriate for such control. The alignment and grade of the intersecting roads and the angle of intersection may make it advisable to channelize or use auxiliary pavement areas, regardless of the traffic densities. In general, traffic service, highway design, designation, physical conditions, and cost of right-of-way are considered jointly in choosing the type of intersection.



March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Email: DickF@ci.woodinville.wa.us

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

We are concerned residents of Woodinville and the Wellington area specifically. We are writing this letter to vehemently appose the Wood Trails/Montevallo development.

As we understand it, the City of Woodinville has already met its 20 year growth requirement as outlined by the Growth Management Act. As a result, any proposal for additional growth submitted to the city should be a moot point. We are extremely disappointed that we are now in a position to even have to address this proposal.

In reviewing the EIS for Wood Trails/Montevallo we have determined one thing, common sense really isn't all that common. There are several statements in this report which are incomplete, inaccurate or deficient in representing the true negative impact Woodinville will experience with this type of growth. In truth, we were unable to glean any positive impacts this excessive growth would have in relation to the detriment it will cause.

Here is a list of items we believe have not been adequately or reliably represented in the EIS report:

1. Existing traffic and insufficient traffic studies
2. Wetlands development and appropriate usage of available net residential property
3. Purpose of re-zoning from R1 to R4
4. School overcrowding
5. Alternative access routes directly off of Highway 9
6. Woodinville has already met the 20 year Growth Management Act requirements.

Mr. Fredlund, you are the Planner for the City of Woodinville. In this position, you are empowered to recognize the misstatement of facts, erroneous and unsupported conclusions, inaccurate data and lack of consideration of crucial development alternatives provided in the EIS for Wood Trails/Montevallo.

All of the residents, businesses and visitors of Woodinville are relying on you to make the right decision as it pertains to Wood Trails/Montevallo. It's time to put a stop to it.

82-1  
S/O-4

82-2  
LU-3

82-3  
EIS-1

Thank you for your time and consideration.

Dan and Jill McMillan  
14869 NE 195<sup>th</sup> Street  
Woodinville, WA 98072  
425.482.0197

March 3, 2006

Via Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 - 133rd Avenue, NE  
Woodinville, WA 98072-8563

Re: Wood Trails/Montevallo Development DEIS

Dear Mr. Fredlund:

My family and I reside on NE 202<sup>nd</sup> Street and would be affected by the Wood Trails and Montevallo developments. Please be advised that my husband and I are against these developments and do not believe the Draft Environmental Impact Statement is correct or adequate to properly address allowing these developments to proceed.

It appears to us that the DEIS is inadequate because many factors were not fully studied or considered. The following represent just a few.

Traffic: Traffic on 156<sup>th</sup> Avenue NE is presently very busy during the rush hour period. Additional housing would increase the traffic greater than what was considered. Right now, if a driver plans to go south on 156<sup>th</sup> to use Woodinville-Duvall Road, timing is critical because of the school bus schedules. Additional housing for families with children would require more buses for these children, causing a longer delay to travel on 156<sup>th</sup>. Presently, the opening of Costco has increased the traffic for people who use 240<sup>th</sup> (Golf Course Road) as a shortcut. Additionally, the impact of a new church at the Woodinville Riding Club location, with a school, would greatly increase the traffic on Woodinville-Duvall Road, resulting in more drivers using 156<sup>th</sup> Avenue and Golf Course Road to reach SR-522. Neither access at SR-9 nor 195<sup>th</sup> Street is adequate to handle this additional traffic. We understand the counting in the traffic study was done during the holidays and at the end of the school year, which doesn't make any sense. Obviously, traffic will be lighter at these times of year due to vacations, holiday schedules, etc. This is not what a normal and typical day would usually be.

cc: Concerned Neighbors of Wellington

Dick Fredlund, Planner  
March 3, 2006  
Page 2

Zoning: We bought our house in this neighborhood in 1996. The quiet rural setting, lot size, and low traffic usage appealed to us. We believed it would be a safer and more peaceful location to raise a family than a cramped neighborhood in Seattle. (We rented in Ballard prior to purchasing our home in Woodinville.) We oppose the request to rezone our area from R-1 to R-4. Additionally, we understand that the City of Woodinville has allowed so much development so quickly that the requirements of the Growth Management Act have already been met, and the GMA does not require R-4 developments. In keeping with the presence of the neighborhood, any developments considered should only be R-1.

Education: We also knew that moving to this neighborhood in Woodinville would put us in a good school district. Unfortunately, the public schools in our area are now overcrowded, with temporary buildings in use. R-4 housing would greatly increase the population of our local schools, affecting the quality of education in an already burdened system, and increase the issues of child safety, both during the trip to/from school and in the school itself.

While this list does not address all of the issues that make the DEIS inadequate, we respectfully wished to document our disapproval and dissatisfaction with these developments. Thank you for your consideration

Very truly yours,

Evelyn Champagne Moriarty  
Patrick M. Moriarty  
15104 NE 202<sup>nd</sup> Street  
Woodinville, WA 98072-6451  
425-485-8856

cc: Concerned Neighbors of Wellington  
ECM/

83-3  
S/O-1

83-4  
EIS-7

84-1  
EIS-5

84-2  
LU-1

84-3  
LU-2

Dick Fredlund

From: Fred Motteler [fmotteler@uascwa.com]  
Sent: Friday, March 03, 2006 3:11 PM  
To: Dick Fredlund  
Cc: CNW@Wellington-Neighborhood.org  
Subject: RE: Comment on Draft EIS for Wood Trails/Montevallo

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

The Draft EIS for Wood Trails/Montevallo is inadequate. For the Proposed Action and the Attached Housing Alternative, the draft does not adequately deal with the impact of allowing R-4 residential zoning and sanitary sewer lines in the middle of existing R-1 development.

Allowing R-4 and sanitary sewer lines in the West Wellington Neighborhood will encourage the entire area to become at least R-4, with a high probability up to R-24 (or higher) and new commercial zones along the arterial routes (156th Ave. NE and the Woodinville-Duvall Rd).

Once initiated, this process will happen very quickly. It is this accelerated re-development of the surrounding that the Draft EIS does not adequately access.

Accelerated re-development of the surrounding area will result in far greater impact on transportation and public services than that described for the Proposed Action and the Attached Housing Alternative. The Draft EIS does not adequately discuss this impact.

As stated in the Summary Section 1.4.2 "Comparison of Alternatives", paragraph 7:

"Development of the Wood Trails and Montevallo properties to a density of 4 dwelling units per acre, as would occur under the Proposed Action or the Attached Housing Alternative, would change the character of a portion of the West Wellington Neighborhood."

The Draft EIS does not fully address the impact of the Proposed Action or the Attached Housing Alternative on the character of the existing neighborhood.

As stated in the Summary Section 1.4.2 "Comparison of Alternatives", paragraph 8:

"The introduction of sanitary sewers to this portion of the city and urban growth area (as reflected in the Proposal and Attached Housing Alternative) eventually could result in additional redevelopment within this area of existing large lot single-family residential properties, and thus could have an indirect impact on the existing land use pattern that cannot be mitigated. For additional redevelopment to occur within the area, however, developers would need to assemble multiple lots into sites for proposed development."

Ironically, Montevallo is an assemblage of multiple lots. The close proximity to sanitary sewers, together with the presence of either the Proposed Action or the Attached Housing Alternative will strongly encourage assemblage of surrounding multiple lots and re-development.

Furthermore, the "financial pressure" of high land cost and the need for developer's and realtor's to maximize their

03/17/2006



profits will "require" the City to support R-6 or more likely R-8 zoning. Existing residents will "get fed up" with the increased traffic and noise and move out. Many of the single acre lots could be easily divided into four or more lots.

The phrase "cannot be mitigated" is highly inadequate in the draft EIS. This implies that the author of the draft EIS is unable or unwilling to estimate the true "environmental impact" of the Proposed Action or the Attached Housing Alternative on the character of the surrounding neighborhood. The true cost of this "environmental impact" must be investigated and documented before any decision about the development of either Wood Trails and Montevallo occurs.

As stated in the Summary Section 1.4.2 "Comparison of Alternatives", paragraph 9:

"Because these alternatives would include the extension of public sewer service to the area, they could indirectly contribute to or expedite future redevelopment of the area at somewhat higher residential densities. Such a long-term change would be consistent with the adopted Comprehensive Plan policies for minimum urban densities and compact urban development in the residential areas of the City. Change of that nature would likely be viewed as negative by many existing residents of the West Wellington neighborhood, however, as would the additional traffic from Wood Trails and Montevallo on the existing local streets serving the area."

The real question here is how quickly "future redevelopment" will occur. Observation from other areas (such as the areas north of Woodinville High School) indicate that once sewers become available in the region (or even just nearby) then re-development will take off.

The draft EIS presents no analysis about the rate or extent of future redevelopment that is "expedited" due to either the Proposed Action or the Attached Housing Alternative.

For example, the draft EIS states that additional traffic from either Proposed Action or the Attached Housing Alternative will have no significant impact on the surrounding neighborhood. However, the analysis presented ignores what happens when the rest of the neighborhood rapidly transitions to significantly higher density.

Even with the eventual widening of Woodinville-Duvall Road to 4 lanes (doubling of existing capacity) and the proposed "improvement" of 156th Ave. NE by adding a turn lane (minor increase in existing capacity) will not reasonably handle the quadrupling of traffic (R-1 to R-4) from the Wellington/Leota region and the continued growth in the surrounding un-incorporated areas.

Until the draft EIS includes analysis of the full impact of the Proposed Action and the Attached Housing Alternative on the surrounding Wellington/Leota neighborhood, it is significantly inadequate.

Sincerely,

Frederick C. Mottleier  
19616 156th Ave. NE  
Woodinville, WA 98072

P.S. -- Please make sure to include my name and address on your list of parties of record.

cc: Concerned Neighbors of Wellington

RECEIVED

Michael & Charlotte Ochoa  
15403 - NE 198th Street  
Woodinville, WA USA 98072-7055  
michaeldochoa@msn.com

MAR 0 3 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

March 3, 2006

Ray Sturtz, SEPA Official  
Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 - 133rd Avenue NE  
Woodinville, WA 98072

84-3  
LU-2

My family and I have now reviewed the Wood Trails Montevallo DEIS, and we have reached several inescapable conclusions. The information I have obtained about the DEIS / FEIS process is that this process is not put in place for every development, but only those that have the potential of adversely affecting a number of citizens or property holders. The stated purpose of this EIS is not to make sure that the developer makes money, but rather that the rights of neighbors and citizens, and the local environment is not adversely affected.

I believe that there are serious discrepancies and deficiencies in this document. They include:

85-1  
TR-4

1) **The traffic data is out of date, and was collected at a time of day and year that are not "normal", considering the day to day experience of those of us who live here.** Costco was not even built yet, and the anticipated development of the Catholic Church and School near Cottage Lake was not even mentioned in the traffic "study" used in this DEIS. The capacity and flow of the freeway 522 access ramp at NE 195th Street has not been addressed at all. This ramp and freeway access system is already at maximum capacity. This freeway access system and local arterials include the following intersections: SR9 & NE195th St, NE N Woodinville Way & NE195th St / Woodinville-Duvall Rd, Wood-Duvall Rd & 156th Ave. The impact of 800 additional car trips per day has been completely ignored by this DEIS.

85-2  
LU-2

2) **The impact of re-zoning and sewer connections on the basic character of the Wellington neighborhood are not explored at all in this DEIS.** This re-zone is likely to start a cascade of events leading to the complete destruction of all R1 housing lots from the proposed developments right up to the 156th NE boundary. Financially, many homeowners would not have the resources to withstand the pressure of re-zoning, leading to the tearing down of all R1 housing, replacing them with a hodgepodge of small 1-2 acre developments, all zoned R4 - R8. This would exponentially increase the overall impact on all infrastructure; traffic, schools, safety, etc.

85-3  
EIS-7

3) **This DEIS does not address the impact of these developments on local schools, retail, crime, emergency response, and other needed social services that are already stretched.** This development could add as many as 300 students to our local

schools. Fire and police response times are above the national average. The number of officers per thousand residents is significantly below the national average already.

4) **This DEIS fails to consider the geography and street width of the existing streets.** NE 198<sup>th</sup> St and NE201st St are designated to handle all the traffic to these new developments. Yet these streets are winding, 22 foot wide roads without street lights, curbs or sidewalks. They also have open ditches that in many places are four to six feet deep. This study says exactly NOTHING about the impact on our children's safety, when an additional 400 car trips, per day, per street are added to the obvious additional pedestrian and bicycle traffic on these narrow roads. Who will be responsible for the inevitable fatal accident that will occur on these inadequate streets?

5) **This DEIS ignores the impact of an additional 800 car trips per day on bicycle traffic along 156<sup>th</sup> NE.** As a member of Cascade Bicycle Club, I know that several significant bicycle events use this street for large numbers (hundreds) of riders. It is a regular route for many Cascade Club training rides. ***This route is shown as a Bicycle Route on the Official "King County Bicycle Guidemap" published by the King County DOI!*** The DEIS did not study bicycle traffic along this arterial during a nice spring or summer weekend, from 7:00 AM to 3:00 PM. If they did, they would count dozens and if on an event weekend, perhaps hundreds of bicycles passing down this road in both directions. 156<sup>th</sup> NE has a bicycle lane in one (southbound) direction, but nothing on the northbound direction. **The DEIS does not address this significant safety issue.**

6) **This DEIS does not address the geology, hydrology and topography impacts on the industrial area.** I sold my manufacturing business in January 2005 after 22 years of operation on 144<sup>th</sup> Avenue NE. The address of Precision Technology Corporation was 19610 - 144<sup>th</sup> Avenue NE, directly west and downhill of the proposed Wood Trails development. My personal experience of the drainage problems this development will cause should not be understated. During heavy rainstorms, (something that does occur here in Woodinville!) the driveway adjacent to my shop would flood with sheets of water, sometimes so heavy that the storm water manhole would be pushed right out of its base, by the pressure in the storm sewer, of the water flowing downhill. This effect was made much worse when the industrial property up the hill from Precision was developed. After several of these occurrences, the manhole was bolted down! Still, our parking lot flooded many times, as did several of the businesses around us.

7) **This DEIS does not address the character and nature of the Wellington neighborhood. Resolution 93, passed by the Woodinville City Council and signed by Mayor Lucy DeYoung in 1995, dedicated the area to be developed for Wood Trails as a permanent buffer zone between the industrial area and Wellington Hills.** This buffer is a highly effective noise and natural geographic barrier and a place for wildlife. This DEIS does not address the significant numbers and variety of wildlife including hawks, bald eagles, owls, ducks, flickers, woodpeckers, crows, deer, coyotes, raccoons, squirrels, muskrats, beavers and countless others.

8) **This DEIS does not seriously consider retaining the R-1 alternative. I support private property rights. However, we all live and purchased our homes in Wellington because of the specific character of the neighborhood.** Now, by building these homes in a properly dedicated buffer area, we are allowing a developer to forever change the character of our neighborhood. The right to develop our private property ends where me and my neighbors' rights to the quiet enjoyment of our property begins.

9) **The DEIS does not seriously address the impact of alternative access routes through the industrial area.** The obvious unspoken reason for this is the additional cost to the developer. It is my observation that this is a repeated pattern of reasons for not addressing issues in this DEIS.

10) **The DEIS does not address the problems of slope or soils.** During the summer of 1999, a large sinkhole formed on 148<sup>th</sup> Ave just north of 195<sup>th</sup> street. This sinkhole was finally repaired by a city street crew, but nowhere is this event mentioned in the DEIS! The slope downhill from the Wood Trails development is exceedingly steep, becoming more than 40% in some places. There is a lot of clay and sand, that might just come loose if anything were to disturb them. Not to be looking out for the developer, but I would not want to be him after a 6.0 Richter scale or greater earthquake, if these unstable soils were to cause a serious slide. Nothing in this DEIS says anything about these issues.

This is far from a complete list of the deficiencies of this document and this development plan. My family and I have been business owners and residents of Woodinville for more than 30 years, and I am dismayed at the this rush to cram socially engineered, rampant urban development into this community that I love, "Country Living, City Style" Does this fit into Wellington? Clearly it does not. Does it fit into Woodinville? Perhaps, but only if it is done correctly and does not infringe on my neighbors and my hard earned and well paid for property rights and the quiet enjoyment of our homes and property.

Sincerely,

Michael & Charlotte Ochoa  
15403 - NE 198<sup>th</sup> Street  
Woodinville, WA 98072-7055  
425-485-7492

CC: Concerned Neighbors of Woodinville

Dick Fredlund

From: Julie Parrott [julie5006@earthlink.net]
Sent: Friday, March 03, 2006 9:53 AM
To: Dick Fredlund
Subject: Draft EIS for Wood trails/Montevallo

Julie Parrott
julie5006@earthlink.net

Dear Mr. Fredlund:

The Growth Management Act specifies that all cities have a duty to determine if new projects and subdivisions have appropriate provisions for public services and facilities.

The City of Woodinville incorporated with the commitment to maintain the "quality and nature" of the residents as existed at the time of incorporation.

With that in mind I find there to be many omissions and deficiencies in the DESI.

-----Traffic data presented in DESI is outdated. This data was collected on non-typical days with anticipated non-typical results. This was also pre-Costco and anticipated business development along Hwy 9 and 522. What will be the effect of the widening of Hwy 9 have on traffic patterns as well as the re-zoning of the Wellington Golf Course to light industrial? We already know that the junction of 195th and 522 is a designated "hot spot" by the DOT.

-----On any day, at any time, you will see bicyclist, joggers, children as well as adults on the roadways enjoying the rural Woodinville setting. With increased traffic it is statistically a matter of time before fatal human/car incidents occur.

-----The DESI states "declining water quality", How can that be when we are on city water?

-----The DESI states "land not amenable to septic". This can only be considered a scare tactic. Septic systems have been used for hundreds of years and developed for different types of soil. Septic systems are one of the most efficient and best methods of water recycle into the habitat. Let us ask the question "why can't the developer amend the soil if it is so undesirable?"

-----Questions of land/soil stability. This recent rainy period should have pointed out to all parties the folly of building on unstable soil.

-----"Minimal impact on current wildlife". How minimal can it be if water supply is cut off on one entire side of the development? Let's also consider territory and migratory paths of all our indigenous species, deer, coyote, raccoon and etc. Not to forget native bird species. We have pleated woodpeckers (a Species of Concern by the Federal Government), wood ducks, mallard ducks and blue heron.

-----At the very least the City of Woodinville and the citizens of Woodinville need accurate, current data without prejudice or omission.

Sincerely,

03/17/2006

Dick Fredlund

From: Parrott, Shari [sparrott@ebay.com]
Sent: Friday, March 03, 2006 4:14 PM
To: Dick Fredlund
Subject: Comment on Draft EIS for Wood Trails/Montevallo

Dick Fredlund, Planner
Planning Department
City of Woodinville
17301 133rd Ave NE
Woodinville, WA 98072

RE: Comment on Draft EIS for Wood Trails/Montevallo dated January 2006

Dear Mr. Fredlund:

I found the DEIS to be inadequate for but not limited to the following reasons:

- Rezoning would downgrade the quality of life and the existing character of the affected neighborhoods. This cherished character, the current residents' privacy, the increased noise and real impact on our small town infrastructure, has been considered in detail. High density, be it the 132 total single family residence or the mixed townhouse and SF lots, will indeed "promote change from single-family residential character of the area".
Rezoning will set precedence for further high density housing and the current residents' financial investments will be impacted. There would be an added expense to current residents' if sewers are then required. Who will carry this burden?
There is already an existing deficient support infrastructure, and I see no specific plan for mitigation before the homes are built and families moved in the DEIS. Specifically in respect to:
Road infrastructure. The Hwy 522 and 195th interchange is always backed up. 156th Ave is only a two lane road without shoulders and there are limited streets, most through neighborhoods, for parents dropping off their kids at school, or for pedestrians walking. I don't understand how the report can say there will be "no change in future Level of Service conditions at most study area intersections" when Costco traffic has already impacted traffic flow.
The traffic volumes mentioned in the EIS are misleading. "Peak" hour trips are only a subset of total trips, all of which add wear and tear to the roads, would mean higher chance of incident with pedestrians and cyclists, and slower traffic flow. The traffic volume ratios are inconsistent. 132 homes are estimated to generate 56 new weekday AM peak-hour trips and 74 new weekday PM peak hour trips. (0.42 and 0.56 trips per home, respectively) Yet with R-1 zoning, the 37 homes would generate 26 new weekday AM peak-hour trips and 29 new weekday PM peak-hour trips. (0.7 and 0.78 trips per home, respectively.) Why would the ratios differ? I did not see in the report the total anticipated traffic "load" on our current roads and residential streets.
Schools - what is the student/teacher ratio currently and can the schools that might be impacted in King and Snohomish county support the increased population?
Fire & police - we already know the crime rate is increasing and we have no plans for growing our police department. Do we have the funds to support the necessary emergency support needed with increased population?
There are several areas in the report that state, "...unless appropriate mitigation measures are implemented." Specifically, what are these measures, at whose expense, and on what timeline will they be addressed?
Besides decreasing green space, several residents have ponds fed by the water runoff and it has been this way for 20 years. This is part of the property's character and adds to the wildlife that the area can sustain. It

03/17/2006

also adds to our property value. With the change in surface area absorption and a change in the runoff toward sewers that high density housing would bring, is the developer and city confident current residents will not be affected?

- I saw no mention to Snohomish County. Certainly traffic in that county would be affected. How might their infrastructure be affected - roads, schools, emergency services, and the current residents that would now have to contend with a greater population overnight?

Finally, I hope you will consider that Woodinville has already met our GMA required growth for the next several years. I have no right to request there be no development of the area. I would request, in keeping with the GMA charter, that our neighborhood, and all R-1 zoned residential neighborhoods of Woodinville maintain this zoning to keep Woodinville the beautiful and tranquil town that brought us all here to begin with. Is this really the way we want Woodinville to develop?

Regards,

Shami Parrott  
16212 NE 200th Court  
Woodinville, WA 98072

A member of Concerned Neighbors of Wellington

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

RE: Comment on Draft Environmental Impact Statement (DEIS) for Wood Trails/Montevallo

Dear Mr. Fredlund:

There are several issues with the DEIS that must be addressed before it can be considered complete and accurate:

- The critical areas boundaries are not accurately defined. The DEIS actually states in paragraph 13 of section 1.4.2, regarding landslide hazards, "the specific hazards and their associated buffers have not been completely delineated." It is not possible to ascertain what modifications might be required for the proposed development without the details for the critical areas boundary. Any change to zoning for higher density must be considered premature without these details. Furthermore, the nature of this deficiency of the DEIS is of such significance that additional time for public comment should be allowed if at any point in the future the DEIS is modified to include this critical areas study.
- Data for the traffic studies were collected before the opening of the new Costco, and therefore significantly underestimate the traffic along the 156th Avenue. Particularly, the impact of actual current traffic rates combined with new traffic due to the proposed developments on the ability to make left turns to and from the streets affected by the proposed development will be much more significant than stated in the DEIS.
- The DEIS does not provide any details regarding the traffic on eastbound Woodinville-Duval Rd. The left turn queue (to northbound 156th Ave.) regularly backs up beyond capacity for normal afternoon weekday traffic, and effect blocking of the left hand lane for eastbound traffic before the light. The effects of additional afternoon traffic to the proposed development sites from eastbound Woodinville-Duval Road MUST be considered.
- The study for pedestrian traffic on the affected streets appears to have been conducted on a non school day, as the number of stated pedestrians is less than 1/3 of the number of students who I regularly observe currently using the bus stops along 198th St. during school days. The data must be corrected to accurately represent real pedestrian traffic, and the effects of the proposed development re-addressed.

On a final note, I would like to voice my strong dissatisfaction with a process that allows/requires a proponent for a rezoning proposal to prepare such a sensitive document as the Environmental Impact Statement. I am not an expert in the legal issues regarding land development, and therefore I only address those issues that seem

RECEIVED<sup>88</sup>  
p.1

MAR 03 2006

CITY OF WOODINVILLE  
PLANNING DEPARTMENT

88-1  
LU-3

88-2  
TR-4

88-3  
TR-7

88-4  
TR-10

88-5  
EIS-1

**Dick Fredlund**

**From:** Pomeroy [pomeroy5@verizon.net]  
**Sent:** Friday, March 03, 2006 7:38 AM  
**To:** Dick Fredlund  
**Subject:** Citizen Response to WoodTrail/Montevallo Development

To: Mr. Dick Fredlund  
Planning Department  
City of Woodinville  
17301 133rd Ave. NE  
Woodinville, WA 98072

Dear Mr. Fredlund:

I last communicated by letter to you 11/1/04 in which I stated my concerns for the Phoenix Development Group's proposal to develop land for the WoodTrail/Montevallo projects. Today I write again to reinforce my support for you to maintain the R-1 zoning status of our neighborhood here in Wellington. I would also like to pose a few questions to you in your position as city planner.

Albeit the DEIS for the WoodTrail/Montevallo project is lengthy and difficult for the layman to sift through, it does not take an observer long to see some real concerns come to light about this supposed objective, environmentally focused study. Here are some of my main concerns:

1) Throughout the summary of the comparisons for the R1 and R4 alternatives, there are frequent references to the fact that the zoning change from R1 to R4 would only result in "slight" or "minimal" impact differences ENVIRONMENTALLY between the two. From my standpoint, as a potential neighbor to all this development, nothing could be further from truth. LESS DEVELOPMENT WILL GREATLY, not minimally, CURB TRAFFIC CONGESTION ON OUR NARROW STREETS, EASE THE BURDEN OF THE BYPRODUCTS OF EROSION AND SOIL RETENTION FOR THE CITY BUSINESS OWNERS DOWNHILL FROM THE PROPOSED DEVELOPMENT, AND LESS DEVELOPMENT WILL ENABLE HOMEOWNERS (LIKE ME) TO SEE THAT THE CITY OF WOODINVILLE IS SMARTLY MAKING PLANNING POLICIES THAT HELP MAINTAIN PRECEDENTED AND CURRENT CHARACTER OF OUR NEIGHBORHOODS WHILE STILL PERMITTING PROGRESS AND DEVELOPMENT TO OCCUR.

2) 1.2 Proposal Objective states "...for the construction of new single family residences and supporting infrastructures." Using the plan's own projections of increased traffic flow on NE 198th (our main road off 154th Ct.) I do not support the condensed housing (Proposal 1) objective. Would Phoenix widen the road in their work on "supporting infrastructures"? Would white shoulder lines be put in similar to 156th? In order to ensure some semblance of order and safety for the increased flow, it would be incumbent for them to! Yes, we are in city limits here, but this neighborhood has a more rural feel that many neighborhoods in Woodinville. You all know this and you must be wise about these decisions.

3) All throughout the document traffic studies and more are done by "...a consultant for the applicant." Where is the objectivity here? The developer wants his proposal to be seen in the best light on all areas.... Was COSTCO traffic factored in to the study? Are you supposed to ignore that, in the summary, it states that the traffic queuing (3.5) length is beyond maximum capacity right now at the 156th-Woodinville/Duvall road interchange? Was increased school enrollment factored in to the traffic congestion? This is a huge concern for those of us who desire to maintain a less congested neighborhood. Was there ever a consideration in the ENVIRONMENTAL study for road access to this new neighborhood be from the west (industrial area below) or from a cut-through on Woodinville/Duvall road?

4) Summary page 5 states that there "would be the creation of substantial areas of impervious surfaces" with proposal 1 (R-4 and less so with proposal 2 (R-1). How will this environmentally impact what is downhill from the proposed development? Does the city not foresee great problems here?

5) What about sewers? In the new world of possible R-4 zoning, will we be required to hook to sewer eventually

obvious to a layman such as myself. I know there are several other deficiencies with this DEIS that have been raised by other individuals in my community who do have specific expertise regarding the sewers (both effects of construction and placement, and taxes on existing homeowners), water quality study, infrastructure, city growth targets (with respect to the Growth Management Act), etc., etc., etc.... **This is not a document that has been prepared and presented in good faith. All deficiencies and inaccuracies appear to be calculated to support a rezone.** A DEIS prepared in a truly qualified and conscientious manner I would still expect to contain inaccuracies and deficiencies, but they would fall equally on both sides of the line (for and against rezone). I am not really trying to lay blame for this, but feel it is something that must be corrected. This process would be much better served if a true third-party is retained to re-write the DEIS and address all the deficiencies voiced by the public.

Sincerely,   
Matt Perran  
15206 NE 198th St  
Woodinville, WA 98072

cc: Concerned Neighbors of Wellington

89-1  
S/O-1

89-2  
ALT-4

89-3  
TR-21

89-4  
TR-4

89-5  
ALT-3

89-6  
WR-1

89-7  
EIS-4

03/17/2006

88-5  
cont'd  
EIS-1



and is it possible that my neighbor to the right or left could build houses on his horse acre because of the new zoning? Oh, this is not the road the residents want to go down, literally!

There are too many concerns to enumerate here. So I will close with my very initial response as a neighbor and citizen. Please respond as a city government, one that represents the desires and visions of its constituents, should. Be measured and hesitant, please, in allowing the R-4 development to occur here. The face of Wellington, the impending lifestyle and economic changes and burdens that could face us, will forever change and be marred from its original vision. I ask that you maintain the R-1 zoning in order to keep a firm handle on how development occurs in OUR NEIGHBORHOODS. (We are not talking about downtown Woodinville here!) Please consider the character here, the community here, and for this particular proposal, please reject the R-4 condensed housing proposal and accept the R-1 zoning that helps us grow while maintaining what we all bought our homes for: in the first place... a reasonably quiet, spacious neighborhood for our families in the greater excellent community of Woodinville.

Respectfully submitted,  
Marjorie Pomeroy  
19815 154<sup>th</sup> Ct, NE  
Woodinville, WA 98072  
425.483.9448

cc: Concerned Neighbors of Wellington

1

No virus found in this outgoing message.  
Checked by AVG Free Edition.

Version: 7.1.375 / Virus Database: 268.1.1/272 - Release Date: 3/1/2006

Dick Fredlund

From: Joerav@aol.com  
Sent: Friday, March 03, 2006 3:05 PM  
To: Dick Fredlund  
Subject: Draft EIS for Wood Trails/Montevallo/lived on 148th for 22 years

Dear Mr. Fredlund and City of Woodinville,

We are very concerned about what will happen to our neighborhood if the huge amount of homes are built. It will hurt traffic, noise, schools, and just the feeling of our small neighborhood. For over 22 years we have lived in our home, raised four children, watched our neighborhood schools grow, taught in the schools, lived on a special small neighborhood road...and now we have a huge concern with the possibility that this may all change. Why? We bought in this area because we like the homes on large pieces of land. We like the woods. Our road, 195th going into 148th, is a very narrow road and does not need added traffic. I know it is said the traffic will go down the next road, but still will you keep your promise and not bring it down 195th? What impact will all these homes and cars have on our area? 156th is already busy and the light/traffic at Woodinville road has already caused several accidents. Drive down the road in the early evening and just look at the traffic.

Why does the city request re-zoning from existing R1 to R4. I am told we already have an inventory of R4 zoned land. Woodinville has grown a lot in the 22 years we have been here. The growth management act does not require R4 developments, so why are they being considered in this neighborhood?

We are concerned about the wetland and know of homes in the area that already have problems with water. If you decide to go ahead and allow so many homes, what will this do to the wetlands, the water, the city sewers? Why don't you consider the R-1 zoning stronger? Keep the homes on larger pieces of land and keep Woodinville the type of place it always has been. I hear the long-term impact to city sewers with higher taxes may force existing houses to convert to R4....I am not sure what all this will mean. I do know that friends of ours, people in their 50s, are already having trouble keeping up with the increase of taxes. We do not need higher costs. We do not need the traffic or added people, added amounts of students to our schools. Classes at Leota are already 20-35 students. Why crowd a beautiful area. What about the impact of being on the hill...cutting down the trees, water...???? Our small residential roads are not ready for this huge impact of traffic.

I have loved living in Woodinville and hope to continue living here. We only have a few houses on 148th Ave. N.E. and already two of our neighbors of 18 to 20 years have decided to sell their homes. With added traffic of Costco on 156th, added traffic of day cares that you have added to this area, new homes already built, and now the thought of possibility of all these homes crowded together.....please stop and think of what you are considering to do to our special neighborhood, to the City of Woodinville.

Thank you for your time and consideration.

Sincerely,  
Connie and Joe Ravenel  
425-481-3278

89-7  
cont'd  
EIS-4

89-8  
S/O-1

90-1  
TR-8

90-2  
LU-3

90-3  
EIS-8

90-4  
S/O-4



**Dick Fredlund**

**From:** Jack Riggs [j.riggs@comcast.net]  
**Sent:** Friday, March 03, 2006 1:50 PM  
**To:** Dick Fredlund  
**Subject:** Comment on Draft EIS for Wood Trails/Montevallo

March 3, 2006

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072  
Email: [DickF@ci.woodinville.wa.us](mailto:DickF@ci.woodinville.wa.us)

RE: Comment on Draft EIS for Wood Trails/Montevallo

Dear Mr. Fredlund:

We don't feel the DEIS was conducted in the interest of the citizens of Woodinville.

In our November 1<sup>st</sup> letter to you we stated, "We are counting on the City of Woodinville to have the EIS conducted by an unbiased group whose responsibility is to the 'City' and not the developers".

This DEIS was not done by an "unbiased" group. We plead with the City to set this one aside and start over. Let's take the time now to really plan how our environment will be permanently affected. We live here, not the developers.

**Keeping R-1 zoning** would have the least negative effects; however, in the DEIS it was not sufficiently considered and treated like an after thought. There is not a valid reason to change the zoning.

**Traffic:** Timing of the study has not taken into account additional traffic as a result of Costco and should be conducted on a day of typical traffic when schools are in full session. Increased enrollment was not included.

This has been our home for over 26 years and we want to keep Wellington a desirable area to reside.

Sincerely,

Jack & Clarice Riggs  
14952 NE 202<sup>nd</sup> St  
Woodinville WA 98072

91-1  
EIS-1

91-2  
S/O-1

91-3  
TR-4

**Dick Fredlund**

**From:** Sharp Products, Inc. [paul.sharp@verizon.net]  
**Sent:** Friday, March 03, 2006 2:08 PM  
**To:** Dick Fredlund  
**Subject:** Draft EIS for Wood Trails /Montevallo concerns

Mr. Dick Fredlund  
City of Woodinville

Dear Mr. Fredlund,

My family and I are residents of Woodinville, residing at 15008 NE 198th St and are very concerned about the inadequacy of the DEIS for Wood Trails / Montevallo. We are regular attendees at the public meetings and we feel this survey is lacking in many areas, not limited to but definitely including the following:

1) The traffic study was done prior to the Costco opening and does not factor in the additional flow of traffic we're all experiencing in the Wellington area. Additionally, this study was done on the last day of school in our area. This is of great concern as the numbers will not be accurate, therefore jeopardizing the safety of our children and all pedestrians. Lastly, it is my understanding that this study's bases is for highway requirements and yet we are clearly residential.

92-1  
TR-4

2) Schools - Our schools are heavily overcrowded already. What impact would these new development have on the public school system?

92-2  
EIS-7

3) The wildlife in our area is a concern for us as well. What effects will this have on the habitats for these animals? The DEIS does not address these issues. They merely skim the surface at best.

92-3  
PA-4

We love our home, our neighborhood and the environment we live in. We hope to preserve this lifestyle and to ensure the safety and well being of all it's residents.

Respectfully,

Paul Sharp and Family

03/17/2006

03/17/2006

RECEIVED

MAR 0 3 2006  
CITY OF WOODINVILLE  
PLANNING DEPARTMENT

March 3, 2006

Diak Fredlund  
Planner  
City of Woodinville  
17301 133<sup>rd</sup> Ave NE  
Woodinville, WA 98072

RE: Comment on Draft EIS for Wood Trails/Montevallo

Mr. Fredlund,

I am a fairly new resident in the Wellington neighborhood but a long time resident of Woodinville. I have lived in Woodinville since 1983 & have always loved the area. The city slogan of "Country Living - City Style" has always fit our life styles here. However, the proposed new developments referenced above are a contradiction to this slogan. "Cracker Jack" home developments do not belong here. They are not why people live here, visit here or what people think of when you tell them that you live in Woodinville. Those houses are seen along I-5, not Woodinville-Duvall Road.


I bought my house on 202<sup>nd</sup> last July and new nothing about these proposed developments even though I could throw a stone from my driveway to the new site. I can honestly say that it would have impacted my decision to buy here. As the saying goes, the 3 most important decisions when buying a house are, "location, location & location". In the last 8 months I have watched my neighbors as they walk with their children & pets in our "Country Living" neighborhood. With these proposed developments we would now be dodging over 250 additional vehicles a day! With over a 130 homes planned, each will have at least 2 vehicles. It's pretty easy to do the math. Where will all these people be commuting to & from? Right through our "Country Living" neighborhoods.

I am also failing to understand why King County's CAO has placed restrictions on people who own their properties & how they use them while the City of Woodinville is allowing this over development of a green buffer zone between the industrial & residential portions of our community. I guess in the end it is all about the money & the increased tax revenues to support future poor planning.

I am not sure where you live Mr. Fredlund, but I'm pretty sure that you would be as concerned as we are if the developments were planned in your back yard. I am not totally familiar with all of the impacts from these developments, but I know that there are a few obvious ones:  
Increased traffic congestion on Woodinville-Duvall Rd & 156<sup>th</sup>.  
Lack of Police, Fire & Emergency capabilities.  
Expansion of sewers into adjacent neighborhoods.  
Increased taxes to accommodate all of the above.

Most importantly:  
Quality of life changes for those who have resided here & raised their families in this community because of the "Country Living" which brought us all here.

Mr. Fredlund, I urge you to drive to Duvall around 5:00PM & witness first hand the traffic which already exists here. When you get to Duvall, you will see our future when the first thing you see as you cross the valley is the same type of development on the hillside. No trees, just "Cracker Jack" homes crammed onto small lots. It is not a pretty sight and it is not what Woodinville should ever become.

Sincerely,  
  
Robert Stevenson  
14835 NE 202<sup>nd</sup> St  
Woodinville, WA 98072

**Dick Fredlund**

**From:** Susan Swanson [SusanSwanson@MSN.com]  
**Sent:** Friday, March 03, 2006 10:23 AM  
**To:** Dick Fredlund  
**Subject:** Comment of Draft EIS for Wood Trails/Montevallo

Dick Fredlund, Planner  
Planning Department  
City of Woodinville  
17301 133rd Ave NE  
Woodinville, WA 98072

Dear Mr. Fredlund:

The DEIS is inadequate.

We have lived here just off of 156th and 195th since 1972 and have seen many changes in Woodinville.

When we were urged to vote to become a city, we did so to control growth, crime and traffic. Since then, we have done nothing but grow, crime has risen and traffic is worse than ever.

Rezoning from R1 to R4 in not in character with our city and we do not understand why it is even being considered. The city has an excess of R4 zoned land already. We do not want our zoning changed to accommodate high density row houses that will certainly have a negative impact on our neighborhood.

Sincerely,

Sue and Gary Swanson  
15505 NE 195th Street  
Woodinville, WA 98072

94-1  
S/O-1

*This page left intentionally blank.*

WOOD TRAILS/MONTEVALLO DEIS PUBLIC COMMENTS, 2-16-06

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

I N D E X O F S P E A K E R S		
		Page ---
JEFF GLICKMAN 19405 148th Avenue NE Woodinville, Washington 98072		10, 66, 87
FRED GREEN 15218 NE 198th Street Woodinville, Washington 98072		13, 70
STEVE GOTTSCHALK 14918 NE 198th Street Woodinville, Washington 98072		16
BOB HARMON 149149 NE 202 Woodinville, Washington 98072		19, 78
NADINE JONES N14903 NE 201st Woodinville, Washington 98072		22
SHARON PETERSON 15206 NE 202nd Street Woodinville, Washington 98072		24, 88
DAVID SHEPHERD 17615 148th Avenue NE Woodinville, Washington		29
DAVE HENRY 15019 NE 201st Woodinville, Washington		31, 73
OTTO PARIS 14906 NE 198th St. Woodinville, Washington		34, 82
MARC KRAMER 23514 82nd Avenue SE Woodinville, Washington 98072		38
JOAN STONEKING 14808 NE 195th Street Woodinville, Washington		40, 67

1  
2  
3  
4  
5  
6  
7  
8  
9  
10  
11  
12  
13  
14  
15  
16  
17  
18  
19  
20  
21  
22  
23  
24  
25

CITY OF WOODINVILLE

---

WOOD TRAILS/MONTEVALLO  
DRAFT ENVIRONMENTAL IMPACT STATEMENT  
PUBLIC COMMENTS

---

February 16, 2006  
7:00 p.m.

Woodinville City Hall  
17301 133rd Avenue Northeast  
Woodinville, Washington

JACQUELINE L. BELLOWES, CCR  
Court Reporter

I N D E X O F S P E A K E R S		Page
		---
1	ROGER MASON	43, 75, 90
2	15023 NE 195th	
3	Woodinville, Washington	
4	JAMES HARTMAN	45
5	14908 NE 201st	
6	Woodinville, Washington	
7	STEVE MALONEY	46
8	14824 NE 201	
9	Woodinville, Washington	
10	ROBERT CASTO	49
11	14950 NE 204th Street	
12	Woodinville, Washington 98072	
13	SUSAN HUSO	51
14	24330 75h Avenue SE	
15	Woodinville, Washington	
16	BILL TRIPPETT	53
17	1525 NE 195th Street	
18	Woodinville, Washington	
19	CLIFF GRIFFIN	56, 72
20	14907 NE 198	
21	Woodinville, Washington	
22	MICHAEL OCHOA	59, 85
23	15403 NE 198	
24	Woodinville, Washington	
25	HELEN FRY	61
	15217 NE 201	
	Woodinville, Washington	
	MATT SCHULTZ	63
	16206 NE 200th Court	
	Woodinville, Washington	
	WHITNEY BARNES	90
	1416 Northeast 202nd	
	Woodinville, Washington	

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

A P P E A R A N C E S	
1	For the City of Woodinville:
2	RAY STURTZ
3	Community Development Director
4	17301 133rd Avenue NE
5	Woodinville, Washington 98072
6	
7	
8	
9	Court Reporter:
10	JACQUELINE L. BELLOWES
11	VAN PELT, CORBETT & ASSOCIATES
12	423 Second Ave. Ext. S, #21
13	Seattle, WA 98104
14	* * * * *
15	* * * * *
16	* * * * *
17	* * * * *
18	
19	
20	
21	
22	
23	
24	
25	

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339



1  
2 MR. STURTZ: We have three different clocks in the  
3 room. They all say different times. So we'll average it  
4 out.  
5 Good evening. Thank you all for coming. I'm Ray  
6 Sturtz, community development director for the City of  
7 Woodinville.  
8 Welcome, if this is your first time to our city  
9 hall. And I hope you are here tonight for the Wood  
10 Trails, Montevallo preliminary plat Draft Environmental  
11 Impact Statement comments. We actually have two meetings  
12 going on in city hall. And I remember a few weeks ago, we  
13 were talking; and finally two or three people stood up and  
14 go, We're in the wrong meeting. So you can get up now and  
15 go out. So . . .  
16 But thank you all. If you haven't done so and  
17 wish to speak tonight, please sign in on the sheets in the  
18 back of the room. The meeting is being recorded. We ask  
19 you to print. My third grade teacher always told me,  
20 Raymond, print your name nicely so that -- and your  
21 address, because we will be mailing out a public notice  
22 for a public hearing that will happen, oh, probably late  
23 May or early June, something like that.  
24 This tonight is not a public hearing. It is taped  
25 for the record. The comments received tonight will be

1 addressed in the Final Environmental Impact Statement.  
2 Again, I mentioned Wood Trails, Montevallo preliminary  
3 plat.  
4 That final impact statement will then go on to the  
5 hearing examiner, who will consider the environmental  
6 impacts and potential mitigation as part of his  
7 consideration of the preliminary plat, like I say, at a  
8 public hearing. I'm not a hearing examiner. I'm just a  
9 member of the staff. I happen to be the SEPA official.  
10 So what we're interested in tonight is receiving  
11 your comments. It's really important to get your comments  
12 at this stage, up until March. The comments period goes  
13 up until March 3rd. So even if you don't want to speak  
14 tonight or you think of something later on, well, that's  
15 fine. You know, mail it in; and those comments will be  
16 included.  
17 So, you know, the copies of the draft EIS have  
18 been made available at city hall and at the public  
19 libraries and at Kinko's for purchase.  
20 I just got a sign from the back of the room. I  
21 forgot. We'll turn off our cell phones, please. There we  
22 go. I've turned mine off, too -- thank you -- as a  
23 courtesy.  
24 But as I mentioned, copies of the draft EIS are  
25 available at both the Kings Gate and Woodinville

1 Libraries, here at city hall. And copies of the draft EIS  
2 or a compact disk can be purchased at Kinko's, and of  
3 course they're open 24/7 there.

4 One thing about the compact, the CD's, it has come  
5 to my attention that four or five CD's may have been  
6 purchased that didn't contain some maps and figures, 2.2A  
7 through 2.3D; and we're under the advice of the city  
8 attorney to remedy this. Today we mailed out 266 copies  
9 of those maps or to 266 addresses in Wellington and other  
10 parties of record 'cause we don't know who those four or  
11 five people were and so to cover that.

12 The mailing list of those people is, we have that  
13 available and copies of those maps are available if you  
14 don't think you may have been on the mailing list before.  
15 We certainly have everybody within 500 feet, and other  
16 people that have corresponded with the city are on that  
17 list. Like I say, it's 266.

18 But if you feel you may not be on that list,  
19 you're certainly welcome to sign up, sign the sheet there;  
20 and we'll provide you with a copy of those. Again, you  
21 may, if you don't have a CD or a draft EIS at this time,  
22 you may just simply go up to Kinko's and purchase it.  
23 Then you have the entire document.

24 I'll warn you: It comes in two volumes. I feel  
25 like a commercial right now. There's the draft

1 environmental statement, itself, and then the technical  
2 appendices. It's a rather thick document. The main  
3 document is, of course, the body of the work, to which you  
4 want to pay attention. So if you're interested, like I  
5 said, those are available at Kinko's for purchase; or you  
6 can go to the library or come to city hall and do a quick  
7 read.

8 The process for tonight will be to step to the  
9 podium as I call on you. I will use the sign-up sheets.  
10 And speak into the mike, 'cause as I said, we are  
11 recording this; and it's important to get the information  
12 so it appears in the final EIS. State your name and  
13 address. You will have three minutes if you're here  
14 representing yourself or five minutes if you're  
15 representing a group.

16 If you need more time, we will provide that after  
17 everybody's had a chance, had a turn to speak. Please, in  
18 the interests of time and courtesy to your fellow speakers  
19 and because this all is on tape, no clapping, cheering,  
20 jeering, speaking from the audience. It messes up the  
21 tape.

22 We will take a break in about 90 minutes. And  
23 also I may have to stop you, and we'll try to do it  
24 between. But if we need to change the tape, why, we'll  
25 pause for that administrative work.

1 May I have the sign-up sheet, please? It's great  
 2 to see so many people out. I was telling somebody I've  
 3 gone through -- I've been here 13 years, since the start  
 4 of incorporation. I've been down here, and this room has  
 5 been empty. Maybe three people show up. You know, it's  
 6 kind of disheartening. So it's great to see all of you  
 7 here tonight.

8 Again, this is a proposal by Phoenix Development.  
 9 They submitted a preliminary plat. This is not a city  
 10 proposal. It's not a city project. We're sitting in the  
 11 form of a regulator and reviewing this project. And the  
 12 first step in that review, of course, is environmental  
 13 review.

14 So I will just call them in the order that I see  
 15 them here, and we'll put the time over here.

16 My last name is Sturtz, and I'm used to having it  
 17 mispronounced. So I will try my very best, and please  
 18 correct me and make sure that name is stated clearly on  
 19 the tape. The first name I have here is Jeff Glickman,  
 20 and he's representing himself. Mr. Glickman.

21 MR. GLICKMAN: Getting to an age where --  
 22 MR. STURTZ: Yes. I can't even take mine off  
 23 anymore.

24  
 25

1 STATEMENT OF JEFF GLICKMAN

2

3 MR. GLICKMAN: My name is Jeff Glickman. I'm a  
 4 resident at 19405 148th Avenue Northeast.

5 And I'm your neighbor, and I share with you the  
 6 same values as each and every one of you as to why I have  
 7 chosen to purchase land and a home here in Woodinville.  
 8 I'm going to use my three minutes this evening to read to  
 9 you a letter that I've written and to place it into public  
 10 record. This letter was written today to the City of  
 11 Woodinville.

12 First, before I do that, a quick comment, it is  
 13 great to see so many people here; but it is because the  
 14 city's making this error in this land-use issue, not  
 15 because people are uniquely interested.

16 To the City of Woodinville, mayor, city manager,  
 17 city council, and director of community development.

18 I'm a property owner in the Wellington  
 19 neighborhood. I live within the bounds of the 500-foot  
 20 radius of the proposed Wood Trails plat. I've never  
 21 received a single notice from the City of Woodinville  
 22 regarding this proposed plat. The city is obligated to  
 23 notify me in arguments incorporated in errors and  
 24 omissions as to why I've not been notified or not availed  
 25 of the facts.

1 I accidentally discovered the existence of this  
2 proposed development from a neighbor approximately one  
3 week ago. The proposed Wood Trails plat is in the DEIS  
4 phase. I visited the City of Woodinville planning office  
5 this past week to obtain a full and complete set of  
6 documentation, without limitation, regarding the proposed  
7 Wood Trails development and all city codes and ordinances.  
8 At this time I was informed of the existence of the DEIS  
9 and was directed that the sole means to obtain a copy was  
10 from Kinko's.

11 Upon this direct instruction from the City of  
12 Woodinville planning office employees, I attempted to  
13 obtain a copy of the draft EIS statement from Kinko's  
14 Woodinville. Initially, Kinko's was not aware that they  
15 had a city document. It took hours to find someone who  
16 was even aware that there was a city document available  
17 for reprint. Ultimately, Kinko's was not able to produce  
18 a complete copy for me and has not yet, as of today.

19 As with most citizens, it is an undue economic  
20 burden to me to read a multi-hundred-page document at city  
21 offices or the library. As I know you are already aware  
22 from your internal city communications, the DEIS is  
23 materially deficient. Most notably, figures and pages are  
24 missing. Arguments incorporated in errors and omissions  
25 as a defense are invalid. Furthermore, for pages which

1 are present, the area delineated as the study area of the  
2 DEIS is in error, which invalidates the DEIS in its  
3 entirety.

4 The city is obligated by SEPA to present a  
5 complete and accurate DEIS to the citizens of Woodinville.  
6 The DEIS violates both SEPA and NEPA requirements and is a  
7 material misrepresentation of the facts to the citizens of  
8 Woodinville. State SEPA law specifically states that a  
9 minimum of a 15-day review period for the DEIS must be  
10 granted to the citizens. The City of Woodinville has  
11 violated the statute.

12 Do not deny the citizens of Woodinville the due  
13 processes guaranteed to them by state and federal law.  
14 You, the city, work for us, the citizens. You're here at  
15 our bidding to protect our rights, not violate them. We  
16 will hold you collectively and individually accountable in  
17 a court of law if you fail to protect our rights.

18 Thank you.

19  
20 MR. STURTZ: Mr. Fred Green, and then after that  
21 Mr. Steve Gottschalk.

22 Mr. Green, you are representing the CNW?

1 STATEMENT OF FRED GREEN  
 2 CONCERNED NEIGHBORS OF WELLINGTON

3 MR. GREEN: Yes. Fred Green, 15218 Northeast  
 4 198th Street, Woodinville. And I'm the president of  
 5 Concerned Neighbors of Wellington, CNW, which -- we  
 6 represent 184 households, approximately, in the Wellington  
 7 surrounding community. Thank you to the neighbors that  
 8 have come.

9 So a point of clarification to the audience, if  
 10 you're signed up as a -- to represent yourself, you get  
 11 three minutes; five minutes if you represent an  
 12 organization.

13 MR. STURTZ: Thank you. I will conduct this  
 14 meeting. Proceed with your comments, Mr. Green.

15 MR. GREEN: Thank you. First of all, Mr. Sturtz,  
 16 I'm deeply disappointed that the city would not post this  
 17 DEIS online. It was an electronic document you made  
 18 available electronically via disk, easily able to put  
 19 online, which we did, ourselves, for our neighbors. And  
 20 I'm not sure of the reason why the city felt they couldn't  
 21 do the same.

22 I did it myself. I have no technical training or  
 23 background. It was not a complicated matter, and we took  
 24 care of that for many citizens of Woodinville, and I'm  
 25 disappointed the City of Woodinville didn't take care of

T2

T2-1  
EIS-2

1 that issue for us.

2 Regarding the matter of the DEIS and the missing  
 3 documents, I received a copy of an e-mail that I did  
 4 purchase six of those documents for our neighborhood,  
 5 which I indeed did. They are missing the maps.

6 I have not been contacted about replacing those  
 7 six maps or how I'm going to get those documents  
 8 corrected. And I understand you mailed some out, but  
 9 those certainly haven't come to me. I haven't been  
 10 notified that I'm going to get six of those yet. And I  
 11 don't know what the process is, but it seems like it's  
 12 kind of a messed-up situation.

13 My concern in the actual DEIS has to do with the  
 14 technical appendices. We were told by the city that the  
 15 DEIS reports, the various engineering reports, were going  
 16 to be reported directly to the city. The city took over  
 17 the project through another third party. And all reports  
 18 were going to be completed and given back to the city.

19 And what my concern is, is the DEIS was  
 20 established or published back in September of '04. And a  
 21 number of technical reports were conducted and used in  
 22 this DEIS prior to that point, meaning these various  
 23 engineering studies such as a geotech study done in early  
 24 September and August. Also the drainage report was done  
 25 back in June of '04, prior to the issuance of the DEIS.

T2-2  
EIS-2

T2-3  
EIS-1

1 So these reports were done for just the plat  
 2 approval and not for an EIS. And engineers have different  
 3 standards for EIS reporting and strictly plat reporting.  
 4 Yet almost all these reports were conducted prior to the  
 5 DEIS even being announced. I find that a little bit  
 6 disturbing, and I'd like to see the engineers give an  
 7 updated report and/or a letter that these reports are  
 8 accurate for an EIS.

9 The other thing, every one of these reports was  
 10 not sent to Woodinville. All these were addressed to  
 11 Phoenix Development. Each and every one, 100 percent of  
 12 the reports, were addressed to Phoenix Development; and we  
 13 were clearly told that the City of Woodinville was  
 14 conducting these reports and all the reports were  
 15 subjected -- or would be submitted to the City of  
 16 Woodinville and/or their designated representative.

17 And none of the reports -- each and every one I'm  
 18 looking at here, there's five or six appendices. Each one  
 19 is prepared for Phoenix Development with those dates prior  
 20 to the issuance of the EIS. So those are my concerns.

21 Thank you. And thank you again for all the  
 22 neighbors coming out tonight.

23 MR. STURTZ: Thank you, Mr. Green.

24 Mr. Steve Gottschalk, please. And you're  
 25 representing the Concerned Neighbors as well?

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 MR. GOTTSCHALK: I'm primarily representing  
 2 myself. I'm a member of CNW.

3 MR. STURTZ: I see.

4

5 STATEMENT OF STEVE GOTTSCHALK

6

7 MR. GOTTSCHALK: I'm Steve Gottschalk. My family  
 8 lives at 14918 Northeast 198th Street.

9 I'm a physicist, and I've read Volume I of the  
 10 DEIS in its entirety. I would like to highlight a few of  
 11 its deficiencies. I am also writing a longer letter to  
 12 the city.

13 The DEIS states that traffic impact will be  
 14 insignificant. This is stated many times as if by  
 15 repetition it will become true, sort of like saying two  
 16 plus two equals three a lot of times and making it true.  
 17 The transportation portion of Table 1 of the DEIS states  
 18 that "there will be no significant impacts," close quote,  
 19 on traffic. This is incorrect. It is based upon  
 20 incomplete and out-of-date data as well as faulty  
 21 assumptions.

22 In particular, the accident data presented in  
 23 Section 3.5 is based on 2001 to 2003 information. It does  
 24 not include injury or fatality accidents in the last two  
 25 years, let alone make an estimate of how much this will

T2-3  
 cont'd  
 EIS-1



1 increase if 132 new houses are added.

2 The DEIS data shows that about half of the cars on

3 156th Avenue turn east towards Cottage Lake and the other

4 half turn west towards downtown Woodinville and Highway

5 522. However, none of the traffic analysis or accident

6 data include the section of Woodinville-Duvall Road

7 between 156th and Cottage Lake. It's like it doesn't

8 exist.

9 Using this method, the recent fatality accidents

10 only a few hundred feet from the 156th intersection would

11 not be included in the traffic analysis. Why was the

12 eastbound traffic between 156th and Cottage Lake omitted

13 entirely? Why was old data used for the analysis? Why

14 wasn't traffic to and from schools included? This would

15 have a tremendous impact on student safety. Why weren't

16 construction traffic, road damage, limited site road

17 areas, or traffic calming included in the DEIS?

18 The local streets had data for Northeast 195th,

19 198th, 201st, and 202nd -- shows that an average of 325

20 trips per day on each street. Tables in the traffic

21 section state that the capacity of each road is 7,400

22 trips. This means that significant impact will only occur

23 when we have 23 times as many cars on the roads as there

24 are now. That means that each residential road can have

25 almost as many cars as the Woodinville-Duvall roads. And

VAN PELT, CORBETT, BELLOWS  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 we all know that that's nonsense.

2 This analysis is the main reason for the claim

3 that traffic impact will be insignificant.

4 And Section 1.4.1 states that "The existing

5 character of the neighborhood would be modified," close

6 quote. This is an understatement. Zoning at R-4 is

7 completely inconsistent with the character of the

8 Wellington neighborhood, and no resident supports it.

9 There is support for R-1 housing.

10 One environmental argument against R-1 and in

11 favor of R-4 in the DEIS is the implication that septic

12 systems will not work for R-1 housing. I have a personal

13 story on this. We moved to Woodinville from Ohio. We own

14 two houses. The soil in Ohio has a lot of clay in it. In

15 fact, when we dug a pond, we didn't even need a liner.

16 However, both our Ohio houses had septic systems. Why

17 would septic systems work for slow-draining clay and, by

18 magic, not for fast draining?

19 MR. STURIZ: We'll give you some more time later

20 on, if you like. Thank you, sir. Very good.

21 And you're welcome to hand in your comments once

22 you've spoken from them.

23 Bob Harman and then Nadine Jones.

24 Thank you, Bob. And Bob, you're here representing

25 yourself tonight?

VAN PELT, CORBETT, BELLOWS  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T3-2  
TR-1

T3-3  
TR-8

T3-4  
LU-1

T3-5  
WR-1

1 MR. HARMAN: Yes.

2 MR. STURTZ: Okay.

3

4 STATEMENT OF BOB HARMAN

5

6 MR. HARMAN: My name is Bob Harman, and I live on

7 202, 14949. I'm a retired geologist and taught EIS

8 concepts at Shoreline Community College, in which we did

9 permeabilities, porosities, stream profiles, all of the

10 things that this study has not addressed.

11 MR. STURTZ: Please speak into the mike.

12 MR. HARMAN: One of the things that all of you

13 have seen in the thing is a series of unplotted --

14 MR. STURTZ: Sir, if you could speak to me. I'm

15 the SEPA official.

16 MR. HARMAN: -- unplotted data --

17 MR. STURTZ: And speak into the mike. Thank you.

18 MR. HARMAN: And photographs that were taken at

19 the highest level of our study. So let me show you . . .

20 MR. STURTZ: Bring that over, please, Bob. Bob

21 and I go way back.

22 MR. HARMAN: Yes. What they haven't done --

23 MR. STURTZ: And Bob, could you turn that so --

24 MR. HARMAN: Oh, that's okay. I don't -- I'll

25 take this around and show it to --

1 MR. STURTZ: Thank you. Bob, I'm sorry . . .

2 MR. HARMAN: I have a loud voice. I'm a teacher.

3 MR. STURTZ: No. But you have to --

4 SPEAKER: It doesn't get recorded, Bob.

5 MR. HARMAN: Oh. Okay. I'm sorry.

6 What they have here is a map that they didn't use.

7 They used old topographic maps. And when you look at

8 that, one side of the area is different from the other

9 side. It's more traversed by canyons. They drew no

10 profiles of this. This place would have flunked because

11 none of this data was plotted.

12 It's basic to all geology that not only do you

13 draw a profile from a good map, which they didn't do, but

14 you also plot each of those cores, there, to see the

15 relationships between them, which they did not do.

16 In the previous presentation that we made, Redmond

17 city had 80 cores down into their area. We have one. We

18 have three in the detention pond in which there's nothing

19 but blue clay. You see my symbols? All the green is

20 blue. So it's totally inaccurate in that they didn't try

21 to find out what are the substrates here.

22 And the other thing that shocked me is down in the

23 wetlands, there's a poor discussion about the impact on

24 the industrial park. Here you can see one of the conduit

25 pipes, totally broken up, and, with the erosion of this

T4-1  
ER-2

T4-2  
WR-5

T4

1 stream, all this material going down into the city's sewer  
 2 system. So that's not good.  
 3 And what do they plan to do? They plan to put, in  
 4 this blue clay thing -- it's like a swimming pool. This  
 5 stuff will not perc at all. They don't have one mention  
 6 of permeability, porosity, all of these terms that are  
 7 important. Darcy's law and discharge to groundwater, all  
 8 of these terms are missing from their report.  
 9 So anyway, for those of you that love our wooded  
 10 area with homes, with trees older than your home, and our  
 11 park that gets flooded, like this Montevallo site, is  
 12 going to totally just be a disaster for our area.  
 13 MR. STURTZ: Thank you, Bob.  
 14 MR. HARMAN: I promised you I'd talk about it.  
 15 MR. STURTZ: Bob's going to take that over to get  
 16 that photographically reduced so I can have it.  
 17 MR. HARMAN: Maybe I can. I'm going to try.  
 18 MR. STURTZ: Okay. Thanks. Please, Nadine.  
 19 I once had an elderly gentleman come up and say he  
 20 wouldn't speak because people were clapping. He didn't --  
 21 necessarily didn't disagree, but he felt intimidated. And  
 22 ever since then, I've always tried to make it just  
 23 speaking. Thank you.  
 24 Nadine, thank you.  
 25

T4-2  
cont'd  
WR-5

T4-3  
WR-6

1 STATEMENT OF NADINE JONES  
 2  
 3 MS. JONES: My name is Nadine Jones. I live at  
 4 14903 Northeast 201st Street in Woodinville.  
 5 I'm opposed to building Wood Trails and Montevallo  
 6 development. I live on 201st, which Phoenix properties  
 7 thinks is one of the best routes to the proposed housing  
 8 development.  
 9 I am proud to live in Woodinville. When my  
 10 husband and I retired, we bought this property 21 years  
 11 ago. We were very pleased to move into a neighborhood  
 12 that had the foresight of planning one home per acre. It  
 13 was excellent planning all those years ago, and certainly  
 14 I would be distressed to see the plans change now.  
 15 We were told about the wonderful sound barrier,  
 16 buffer of trees, on the west to protect us from the noise  
 17 of the commercial area and the highway below. If the  
 18 trees are removed, the noise will be terrible.  
 19 Our yard has been one of the best assets of the  
 20 property. It has a chainlink fence that protects the  
 21 wildlife that frequently visit. Today and most every day  
 22 I see rabbits, squirrels, robins, northern flickers,  
 23 Stellar jays, and woodpeckers. At night I hear owls  
 24 hooting.  
 25 As my late husband said, This is heaven. Will I

T5

T5-1  
EIS-6

T5-2  
PA-4

1 still have this beauty after the trees are cut down and  
 2 the wildlife perishes? No, it will disappear and be a  
 3 great loss to the citizens of Woodinville. I truly do not  
 4 want to give up the natural beauty that has been here for  
 5 so long.  
 6 If the rezoning is approved, our investment will  
 7 have changed a great deal. Who would want to buy property  
 8 with the unknowns of sewer costs, change to R-4, widening  
 9 and resurfacing the streets, and traffic zooming by?  
 10 There must be a better access road to that property.  
 11 Changing the lives of all these owners seems a mistake.  
 12 Could a fire truck get there in time to be of any help?  
 13 In conclusion, please continue to keep the  
 14 Wellington Hills area as an R-1. Thank you.  
 15 MR. STURTZ: Thank you. Good job.  
 16 Nancy Bacon, Jennifer Hallman, and Jonathan Yang.  
 17 And who else? So Nancy Bacon?  
 18 MS. BACON: I'm not going to talk.  
 19 MR. STURTZ: You did not want to speak. Okay.  
 20 You did not want to speak tonight, nor Jonathan; is that  
 21 right?  
 22 MR. YANG: Not yet. No.  
 23 MR. STURTZ: All right. Well, we've got your  
 24 addresses here so you'll receive further notice. Thank  
 25 you. Just want to make sure. Maybe you changed your

T5-2  
cont'd  
PA-4

T5-3  
S/O-1

1 mind. Okay.  
 2 On this list, they all want to speak. Sharon  
 3 Peterson and I think the next name is Michael Odenius.  
 4 MR. ODENIUS: Odenius.  
 5 MR. STURTZ: Odenius. Thank you, sir.  
 6 MR. ODENIUS: I don't need to say anything. She  
 7 said it all.  
 8 MR. STURTZ: Yes. She was very articulate, wasn't  
 9 she? Thank you.  
 10  
 11 STATEMENT OF SHARON PETERSON  
 12 CONCERNED NEIGHBORS OF WELLINGTON  
 13 MS. PETERSON: Sharon Peterson. And I'd like to  
 14 change and represent myself as a member of CNW. So let's  
 15 change to five minutes, please.  
 16 MR. STURTZ: Okay.  
 17 MS. PETERSON: So, Sharon Peterson, member of CNW.  
 18 I was here --  
 19 MR. STURTZ: Please speak this way so the recorder  
 20 can -- she needs to see you.  
 21 MS. PETERSON: Thank you. I will speak to you,  
 22 and I will occasionally address the other audience  
 23 members.  
 24 I was here a year ago, in October of 2004, when  
 25 the city first introduced this proposal and made it

1 available for public comment. I agree with the statements  
 2 that were made previously, and I do want to repeat them  
 3 because I would like to have them on the record more than  
 4 once since the CNW does represent 184 households that  
 5 currently exist within the areas most heavily impacted by  
 6 Wood Trails and Montevallo.

7 The entire document of the DEIS has not been  
 8 published online, and the City of Woodinville does have a  
 9 legal responsibility to do so. Considering that the  
 10 official comment period does end at 12:00 midnight,  
 11 exactly, on March 3rd and all citizens are encouraged to  
 12 make public written comments to the city prior to 12:00  
 13 midnight of March 3rd, because the city has not been in  
 14 compliance with their legal obligation to post this  
 15 document for public review in its entirety for a period of  
 16 30 days, I formally request that the city extend the legal  
 17 period of comment so that they will be in compliance with  
 18 the law.

19 Secondly, the material misrepresentation that the  
 20 City of Woodinville has made is a violation of the statute  
 21 that has legal ramifications. I believe that has been  
 22 addressed already. I just want to let you know that the  
 23 Concerned Neighbors of Wellington does have a lot of  
 24 concerned members. Many of those concerned members are  
 25 here tonight. Many of them, unfortunately, were not able

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 to be here tonight because they are committed to both  
 2 their homes and to their schools where their children  
 3 attend. Very unfortunately, there happens to be a school  
 4 auction occurring this evening to raise money for an  
 5 important benefit for the children.

6 So concerned parents had a conflict of interest  
 7 tonight where they were forced to make a decision between  
 8 attending a City of Woodinville meeting versus attending a  
 9 meeting so that they could raise funds for computers for  
 10 their kids. I think it's very unfortunate that the  
 11 conflict was not raised and was not addressed earlier so  
 12 that parents had an opportunity to both support their  
 13 children in a school environment and also to raise and  
 14 voice their concerns. I think that voicing one's concerns  
 15 in a written format is very different from being able to  
 16 voice one's concerns in a personal, face-to-face format.

17 Moving on. The DEIS does conflict with a  
 18 precedent-setting resolution that is on file. I don't  
 19 remember if it's resolution 92 or 72. But years ago the  
 20 city adopted and has as part of their formal public record  
 21 a resolution to protect an area of -- wooded area that the  
 22 previous woman spoke to that protects the residents from  
 23 the industrial area.

24 Now, that resolution is a precedent-setting  
 25 resolution where the city made a formal commitment to keep

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T6-2  
 contd  
 EIS-2

T6-1  
 EIS-2

T6-2  
 EIS-2

T6-3  
 LU-4

1 an area set aside as a buffer between the residential R-1  
 2 zoned area and the industrial area further down the road.  
 3 By building Wood Trails and Montevallo, the city will  
 4 conflict with that precedent-setting resolution; and I  
 5 believe that there could be a legal ramification to that  
 6 and an important mitigation, if you will, of a previous  
 7 commitment that the City of Woodinville made.  
 8 Another item that has been brought to my attention  
 9 is that the proposed changing of zoning from R-4 or R-6,  
 10 or to R-4 or R-6 -- or 8, even, in some cases, depending  
 11 on which alternative of the DEIS you wish to consider --  
 12 seems to be in direct violation with the vision statement  
 13 that the City of Woodinville has published and has  
 14 repeatedly referred to in its papers and in other such  
 15 documents.  
 16 One of the things about this, the vision  
 17 statement -- I don't remember it off the top of my head --  
 18 but it is about a commitment to community, a commitment to  
 19 closeness. And impacting our roads, the infrastructure,  
 20 the schools, forcing children to change schools because  
 21 the density increases from R-1 to R-4 and suddenly  
 22 children who got to go to school with each other will no  
 23 longer be able to get to school with each other because  
 24 the 124 or 132 new houses are going to force kids to  
 25 suddenly go to different schools than they used to be able

T6-3  
cont'd  
LU-4

T6-4  
LU-3

1 to go to is in direct conflict, in my opinion, with the  
 2 vision document that the city has published.  
 3 Another point, there are many places in the DEIS  
 4 where it is clear that by studying the detail you can see  
 5 that the detail is incredibly deficient. It is very easy  
 6 to demonstrate that the infrastructure cannot support the  
 7 proposed density. Increasing the zoning and the number of  
 8 houses from 124 to 132 in an area which should really  
 9 support 64 houses and be left as R-1, which is the  
 10 alternative, one of the alternatives that is proposed,  
 11 will not cause the city to be able to support roads,  
 12 emergencies, flooding, water issues, the ability for  
 13 emergency vehicles to get down the streets, sidewalks.  
 14 There may be sidewalks in the new proposal, but there are  
 15 no sidewalks on these streets that the children have to  
 16 walk down to get to their school buses.  
 17 The alternative of R-1 is a viable alternative. I  
 18 encourage the city to adopt that alternative instead of  
 19 the current proposal. Thank you.  
 20 MR. STURTZ: Thank you. David Shepherd and then  
 21 Dave Henry and Otto Paris.  
 22  
 23  
 24  
 25

T6-4  
cont'd  
LU-3

T6-5  
EIS-1

T6-6  
S/O-2



1 STATEMENT OF DAVID SHEPHERD

2

3 MR. SHEPHERD: Yes. My name is Dave Shepherd.

4 MR. STURTZ: David Shepherd?

5 MR. SHEPHERD: Yes. I live at 17615 148th Avenue

6 Northeast, Woodinville, Washington, close here to

7 downtown.

8 MR. STURTZ: If you'd just speak close to that

9 mike.

10 MR. SHEPHERD: I'm not as versed as the rest of

11 you on this. I just learned about this yesterday. But I

12 did try to get a copy of this Draft Environmental Impact

13 Statement, and it's not available at Kinko's. So

14 that's -- I don't know. So I don't know what's in it.

15 But I do know that 132 new homes out on the

16 Woodinville-Duvall Road is going to drastically impact

17 traffic, not only on the Woodinville-Duvall Road; but if

18 anybody's driven down 175th Street in downtown

19 Woodinville, it will impact it. It has the proximity that

20 it will impact traffic on that road. And we've walked

21 down that road on weekends. It's a traffic jam. My

22 little daughter has asthma. She's four. And it's become

23 almost intolerable. So the environment in downtown

24 Woodinville is affected by a project that's out there.

25 Also, the additional burden of that traffic will

1 have to be -- infrastructure will have to be improved, and

2 that's going to have a reflection on my taxes. Otherwise,

3 we wouldn't need something like the Garden Way Passthrough

4 I guess they're proposing. And so that's my -- my tax

5 money is paying for that, paying for that new development,

6 paying for that infrastructure. That's not in the

7 Environmental Impact Statement, I'm sure.

8 My kids go to Wellington. The added children that

9 would go to that school is going to impact the quality

10 that they have on their education. It will also impact

11 the traffic on the Woodinville-Duvall Road where I'm going

12 out to pick them up.

13 Now, with the Drom property, we did some studies,

14 the Drom property in years back. They averaged six car

15 trips per household per day, which comes up to be about

16 5,600 car trips per week for 132 homes or 292,000 car

17 trips in a year.

18 If you multiply that over the 10 years, you'll

19 find out how many millions of additional car trips; and

20 from that, you can find the statistics and the death

21 statistics, the average age of a child that would be

22 killed, you know. And the time of day between 4:00 and

23 6:00 p.m., the average age of them will be between 8 and

24 12. You can't put a name on them, but you can say that

25 those deaths will happen. And I don't believe that that's

T7-2  
EIS-8

T7-3  
EIS-7

T7-4  
TR-11

T7

T7-1  
TR-1

1 probably in the Environmental Impact Statement, either.  
 2 Anyhow, so I, I'm a voice against this proposal.  
 3 And anyhow, I'm leaning my support to the friends of  
 4 Wellington.  
 5 MR. STURTZ: Thank you. Dave Henry.  
 6  
 7 STATEMENT OF DAVE HENRY  
 8  
 9 MR. HENRY: I'm Dave Henry.  
 10 MR. STURTZ: And representing?  
 11 MR. HENRY: Just representing the City of  
 12 Woodinville. And I am at 15019 Northeast 201st Street,  
 13 30-year resident. And I feel like a paralegal.  
 14 You know what Resolution 93 is? I have it right  
 15 here. It is pretty clear. The City of Woodinville should  
 16 know what it is, 'cause you guys put it together. It was  
 17 signed on March 13th, 1995, by Lucy De Young. The DEIS  
 18 was signed by Lucy De Young on the 13th of March, 1995;  
 19 and she was the mayor, according to this. And according  
 20 to this, this looks like a legal document. It looks like  
 21 it's binding.  
 22 If this document is a fraud or the mayor didn't  
 23 have the authority or the city clerk didn't have the  
 24 authority or the city council didn't have the authority to  
 25 sign such a document, that brings up other issues. But it

T7-4  
cont'd  
TR-11

T7-5  
S/O-4

T8

T8-1  
LU-4

1 looks pretty official to me. It has all the necessary  
 2 signatures.  
 3 And in this document it states: "The city  
 4 encourages maintaining the integrity of residential  
 5 neighborhoods." It talks about steep slopes providing a  
 6 natural boundary and buffer. There's three sections that  
 7 outline that. The entire resolution is focused on  
 8 neighborhood row integrity.  
 9 I also got an audiotape of that meeting 10 years  
 10 ago. And the language in here -- it's about eight  
 11 minutes -- speaks entirely to Resolution 93, 'cause that's  
 12 what this meeting was about. And it addresses steep  
 13 slopes and a natural boundary barrier.  
 14 The bigger question here is, if this is a legal,  
 15 binding contract put together by representatives of the  
 16 community of the City of Woodinville and it has all of the  
 17 integrity of being official, why did the City of  
 18 Woodinville not tell Phoenix Development that this thing  
 19 existed? This is a stopping point, right here. The City  
 20 of Woodinville should have, when this thing came through,  
 21 told Phoenix Development: You're going to have to find  
 22 another place to develop because we already have addressed  
 23 this issue. The citizens have stepped forward.  
 24 Maybe the city just forgot. Or maybe the city  
 25 just thinks all these people are stupid and we're all on

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T8-1  
cont'd  
LU-4

1 morphine and we're walking around in a daze and we don't  
 2 know what's going on. So I'm going to help you remember.  
 3 So I had these audiotapes professionally reviewed  
 4 at a studio, and I had a professional transcriber put this  
 5 to text. Guess what? For your convenience, I have it  
 6 right here. It talks about intricate parts of  
 7 Resolution 93, about maintaining R-1, the integrity of the  
 8 rural area, steep slopes, and setting aside that area as a  
 9 buffer.  
 10 I've also been working with the GMA, Growth  
 11 Management Act. That's been enlightening. For the past  
 12 six months I've spent time with these people, learning  
 13 about the regulations. Chapter 2, 02.42.02 of the WAC  
 14 code, page 2: "The responsibility for managing local  
 15 growth and shaping a city's future rests with the  
 16 community." You folks, you have the say.  
 17 The ROW also speaks to 36.70(a) (80), referring to  
 18 concurrent with development. I have a report from King  
 19 County sheriff about how the increase of crime has taken  
 20 place in the city of Woodinville. We're understaffed with  
 21 law enforcement. Concurrency with development talks about  
 22 crime, emergency response, traffic, and overall community  
 23 safety.  
 24 This city has inflicted a great injustice on its  
 25 citizens with this out-of-control growth. We want Wood

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 Trails stopped: Now, not tomorrow, not next week. We  
 2 want it stopped now. You made the rules. We didn't.  
 3 MR. STURTZ: Thank you.  
 4 Again, we're not here tonight to make a decision.  
 5 I don't have that authority. I only have the authority to  
 6 receive your comments.  
 7 SPEAKER: We just gave you that.  
 8 MR. STURTZ: I understand that, sir. But I want  
 9 you to understand that there's no decision. I don't have  
 10 that authority. I'm just here to receive comments.  
 11 So if we can move forward with courtesy and  
 12 consideration for one another. Mr. Paris, please.  
 13  
 14 STATEMENT OF OTTO PARIS  
 15  
 16 MR. PARIS: My name is Otto Paris. I reside at  
 17 14906 Northeast 198th Street.  
 18 The errors, poor assumptions, incomplete analysis,  
 19 and misleading statements in the DEIS are too numerous to  
 20 list, given the limitations of this public meeting. An  
 21 EIS should be a critical analysis that clearly shows the  
 22 differences between a proposed action and several other  
 23 alternatives. Instead, the numerous significant  
 24 deficiencies in the DEIS results in an incomplete and  
 25 misleading analysis of potential impacts.

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T8-3  
cont'd  
S/O-4

T8-1  
cont'd  
LU-4

T8-2  
V/B-3

T8-3  
S/O-4

T9

T9-1  
EIS-1

1 A glaring example of poor presentation and

2 misleading information is the limits of the Wood Trails

3 site as shown on all the site plans, maps, and figures in

4 the DEIS. The site plans and figures include the northern

5 11.88 parcel that was removed from the Wood Trails project

6 through a boundary-line adjustment as stated in the EIS

7 scoping meeting and approved by the city over a year ago.

8 Therefore, the limits of the Wood Trails site would not

9 include this northern parcel; and the site plans and maps

10 included in the DEIS are not accurate representations of

11 the project site, are contradictory to the text in the

12 report. They potentially mislead the reviewers and should

13 have been corrected before the DEIS was issued.

14 The DEIS does not include a description or

15 analysis of the sanitary sewer line to be located through

16 Montevallo and Wood Trails. This is an integral component

17 of the proposed action. Yet there are no maps or

18 descriptions about the location of the sewer lines. There

19 is no analysis of potential impacts associated with the

20 excavation of the very deep trench that will be needed to

21 construct a gravity sewer line on either Northeast 202nd

22 or Northeast 204th streets between the Montevallo and Wood

23 Trails sites.

24 The decision by the city did not include a

25 complete analysis of access road alternatives is

VAN PELT, CORBETT, BELLOWS  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 completely unsupported in the current document. Figures

2 to the access road alternatives are misleading at best as

3 they do not overlay the access road alignments with

4 respect to the proposed development. It is obvious that

5 the applicant is not pursuing alternative access roads

6 because of the increased costs that result from both

7 additional site construction efforts and the loss of a few

8 buildable lots.

9 Being unwilling to more fully evaluate access

10 alternatives in Wood Trails based solely on the issue of

11 increased cost is not a defensible argument for not

12 completing the appropriate level of analysis in the EIS

13 for this important and highly contentious issue.

14 Construction-related impacts are not adequately

15 described and addressed in the various elements. This

16 includes numerous soil management and erosion issues that

17 will occur during site grading, filling, and site

18 development activities for the Wood Trails site, which is

19 identified as an erosion hazard area.

20 Construction-related impacts to existing roads are

21 also not addressed in the DEIS. The existing neighborhood

22 streets that would be used intensively by heavy

23 construction equipment accessing two development sites

24 would likely be severely degraded.

25 What there is of any comparative analysis between

VAN PELT, CORBETT, BELLOWS  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T9-4  
confd  
ALT-3

T9-5  
ER-5

T9-6  
TR-17

T9-7  
ALT-4

T9-2  
EIS-3

T9-3  
EIS-4

T9-4  
ALT-3

1 the various alternatives contains erroneous statements and  
 2 repeatedly uses misleading text that results in a  
 3 whitewashing of the relative impacts between the various  
 4 alternatives. This also results in basically all the  
 5 development alternatives appearing to have the same  
 6 impacts, which anyone who would obviously read through the  
 7 details would probably disagree with. There is a big  
 8 difference between 130 homes and 60 homes or whatever.  
 9 Cumulative and indirect impact analyses are either  
 10 not addressed in the various elements or overly  
 11 generalized. The construction of a municipal sewer line,  
 12 approval of the rezoning request, and approval of these  
 13 higher density developments will set a precedent for  
 14 future development of other parcels in this area of  
 15 Woodinville. Therefore, it is imperative that the DEIS  
 16 includes a complete and thorough analysis of all future  
 17 cumulative and/or indirect impacts that will likely result  
 18 from the proposed action as compared with various  
 19 alternatives. Thank you.

20 MR. STURTZ: Thank you. Do we have any more?  
 21 Please. Marc Kramer and Mr. Stoneking or Ms. Stoneking  
 22 are the two names up here.

23 Marc?

24 MR. KRAMER: Yeah.

25 MR. STURTZ: Please step forward to the mike and

1 give your name and address, please.

3 STATEMENT OF MARC KRAMER

4  
 5 MR. KRAMER: My name is Marc Kramer. I live at  
 6 23514 82nd Avenue Northeast, which is actually in South  
 7 Snohomish County.

8 But I use 156th several times a day and just  
 9 wanted to offer some of my experience, having lived in a  
 10 few different communities over the past five years.

11 MR. STURTZ: Please keep speaking into the mike.

12 MR. KRAMER: Okay.

13 And one of the towns that I lived in is called  
 14 Westford, Massachusetts, which is not unlike Woodinville  
 15 in that there's a lot of people concerned about the  
 16 development that's occurring, very few developable parcels  
 17 left. And what that town ended up doing is -- well, the  
 18 citizens in the town, as well, formed an organization to  
 19 purchase land.

20 And fortunately the town also had the foresight to  
 21 purchase some of the last developable properties and turn  
 22 those properties -- which are very similar, by the way, to  
 23 the proposed Wood Trails area in terms of topography,  
 24 vegetation, proximity to neighborhoods with 1-acre lots --  
 25 and develop parks and trails. That turned out to be quite

T9-7  
 cont'd  
 ALT-4

T9-8  
 EIS-5

1 a good proposition in Massachusetts. People very much  
2 utilized the trails -- even more inclement weather than we  
3 have in this area.

4 And so I just thought that, having walked through  
5 that area today, myself, looking around, that it reminded  
6 me so much of the parks in Western Massachusetts and  
7 knowing what a benefit that proposed to the community,  
8 felt it would be something that the city should consider  
9 as well and perhaps some of the neighborhood groups to get  
10 together and put some funds together to purchase that.

11 Another area that I lived after Western  
12 Massachusetts is Madison, Wisconsin. And some of your  
13 people in the city planning department may know of the  
14 Madison Plan as being a kind of a foremost forerunner for  
15 a lot of the city planning that goes on across the  
16 country. In Madison they had the foresight to -- albeit,  
17 with a somewhat Draconian planning department -- they did  
18 purchase plenty of land in the area. And every time a  
19 developer comes in and wants to draw up a couple corn  
20 fields, they require that the city purchase land in order  
21 to have a neighborhood park.

22 And again, you know, parks were extensively  
23 utilized. Most people who come from that area comment on  
24 the quality and convenience of the parks that are used.

25 And the last comment, as far as the Environmental

1 Impact Statement goes, one environmental impact of the  
2 Wood Trails development would be increased noise in the  
3 Wellington area. As streets and homes are put in, they  
4 would lose a lot of the deciduous and evergreen trees; and  
5 noise would be transmitted from 522 and the industrial  
6 park into that Wellington neighborhood. Thank you.

7 MR. STURTZ: Thank you. Stoneking? Is it Joan?

8 MS. STONEKING: Yes.

9 MR. STURTZ: I'm sorry. Not only am I deaf, I  
10 can't see.

11 MS. STONEKING: Well, you do need to hear us  
12 tonight, don't you?

13 MR. STURTZ: Yes. Thank you.

14 STATEMENT OF JOAN STONEKING

15  
16  
17 MS. STONEKING: I'm Joan Stoneking. I live at  
18 14808 Northeast 195th Street, Woodinville.

19 I'm right at the corner of 195th and 148th, which  
20 right now is a driveway for my house, 148th. And also my  
21 neighbor, here in the red jacket, we use that little area  
22 that is not a street right now as our driveway. It is our  
23 driveway. It's the only driveways we have for the access  
24 to our houses. As of right now, it is blocked off,  
25 according to the map for the proposed development, with

T10-2  
EIS-6

T11

T11-1  
TR-18



1 bollards and will effectively block us from being able to  
 2 use our homes. So we do need to address that.  
 3 I'm here, obviously, because I don't want it to  
 4 become R-4. I needed to say -- not needed, but I wanted  
 5 to say our main reason is because the whole region right  
 6 there is all R-1. And talking about putting that into R-4  
 7 or R-6 or even R-8 back in that little area, that is a  
 8 little pocket that is surrounded completely by us, R-1.  
 9 To force the people in our area to have this type of  
 10 development and the traffic that is ensued go through it  
 11 just to this little pocket, is not matching the vision  
 12 that you have set up for years.  
 13 I've watched the city of Woodinville becomes a  
 14 city, read all the articles, sat in all the meetings.  
 15 I've lived here since 1989 and listened to all the  
 16 rhetoric and the visionary statements that you guys have  
 17 spoken about at the city hall and want to see you guys  
 18 live up to what you've been saying all along.  
 19 And there were three attempts to become a city  
 20 here, and I don't think you were around at this time. But  
 21 each time it was because people were afraid of something  
 22 like this. We fought King County for various things. And  
 23 the reason we become a city was because it was told us  
 24 that we would have the ability to fight development and  
 25 issues that the county would force upon us.

T11-1  
cont'd  
TR-18

1 Now we find the city forcing them upon us because  
 2 of the lack of vision of themselves. And we want to see  
 3 you guys come out for your city because that's what you  
 4 said and that's why we voted for you. That's why we voted  
 5 the city in.  
 6 I have another thing that I needed to talk about.  
 7 It's on the particular note 2.3.3. I don't have a copy of  
 8 it here at the moment, but it does talk about the  
 9 Montevallo access to the west. And the statement in that,  
 10 in the DEIS, says that the Montevallo neighbors were angry  
 11 and upset and expressed opposition to the roads being put  
 12 in through that area. Therefore, they were mitigating  
 13 that with putting other roads in around them.  
 14 We're all at Wellington, and we're expressing the  
 15 same thing, but there's nothing that's been said about us  
 16 saying the same thing. Thank you.  
 17 MR. STURTZ: Mr. Fred, any other sign-up sheets  
 18 with names on them? Mr. James Hartman, Roy Mason and  
 19 Steve -- Mr. Hartman? Mr. Mason?  
 20 SPEAKER: James is outside. He'll be back in a  
 21 minute. Name and everything?  
 22 MR. STURTZ: Please. Thank you.  
 23  
 24  
 25

T11-3  
cont'd  
V/B-3

T11-2  
S/O-1

T11-4  
ALT-3

STATEMENT OF ROGER MASON

1  
2  
3 MR. MASON: My name is Roger Mason. I live at  
4 15023 Northeast 195th Street. I'm a civil engineer  
5 specializing in transportation and a former member of the  
6 city's Transportation Advisory Board, who's responsible  
7 for developing street standards for the city.

8 I want to just spend my three minutes pretty  
9 briefly talking about four subjects. One is the entire  
10 scoping process that I think has resulted in a Draft  
11 Environmental Impact Statement that's obviously  
12 inadequate. Back in the fall of 2004, Ray, you issued a  
13 Determination of Significance that indicated that there  
14 were significant adverse impacts as a result of these two  
15 developments and therefore we needed to produce an EIS.

16 We went through a scoping period where we had a  
17 crowd this size stand here and tell you the same things  
18 again that they told the city about a year and a half ago:  
19 to incorporate the concerns, to incorporate the  
20 alternatives, to incorporate all of the ideas in the  
21 analysis of this document. And here we are a year and a  
22 half later to find out that there are no adverse  
23 environmental impacts, there is no mitigation, because  
24 basically these two developments don't impact the  
25 environment at all.

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 And the reason why that happened is because our  
2 scoping comments were ignored. There was not a scoping  
3 document that was prepared to direct either the city or  
4 the proponent in what they should do or what they should  
5 study. So it's no surprise that they studied what they  
6 chose to and they ignored a lot of the indirect and other  
7 impacts. And there are some specific, you know, examples  
8 of that.

9 We don't know where the sewer line's going to  
10 connect Montevallo to Wood Trails. It's going to come up  
11 the hill. Let's say it comes up 201st. Now, we've got a  
12 sewer line down the middle of 201st; and for every 5 acres  
13 of land now that gets developed, we've got another 200  
14 vehicles of trips. Those indirect and cumulative impacts  
15 like that have not been identified or studied. The  
16 connection between the sewer, extending the sewer, where  
17 is the sewer, what's the future impact of this entire  
18 area, this entire traffic area, has not been studied.

19 One of the things that I just wanted to talk about  
20 is granting a variance. My review of the document is  
21 there's probably 8 or 10 if not 12 variances that are  
22 required that the city must approve in order for this  
23 development to move forward. Again, referencing back to  
24 my role on the street standards, a 60-foot right-of-way is  
25 what we have adopted as a street standard; and yet the

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T12

T12-1  
cont'd  
EIS-12

T12-1  
EIS-12

T12-2  
TR-15

T12-3  
PD-9

1 development is proposing half of that, 30-foot-wide  
 2 streets. That's obviously an impact. And it's an impact  
 3 of the developer because he can pack more lots on.  
 4 Sorry I couldn't have some more time.  
 5 MR. STURTZ: We'll probably get back to you after  
 6 everybody's had a turn. Thank you, Mr. Mason.  
 7 Mr. Hartman, are you back?  
 8 MR. HARTMAN: I'm here.  
 9 MR. STURTZ: Please. And Mr. Fred, if you'll  
 10 check to see if there are any other signatures.  
 11 Okay. Lean into it.  
 12  
 13 STATEMENT OF JAMES HARTMAN  
 14  
 15 MR. HARTMAN: James Hartman, 14908 Northeast 201st  
 16 Street.  
 17 "Vote for Woodinville Cityhood for  
 18 Representation," that was the slogan ten-plus years ago.  
 19 Well, the city has represented almost every permit  
 20 proposal with a yes. It's time for our city  
 21 representatives to step up to the dirt and keep our  
 22 neighborhood the designation that it originally is and the  
 23 character to help make the character of Woodinville the  
 24 way we know it. Keep our Wellington neighborhood R-1.  
 25 You can, you know, there's a lot of things you

T12-3  
cont'd  
PD-9

1 guys are doing that are positive. You can keep this  
 2 super-density down in the downtown area and all that and,  
 3 you know, according to the *Woodinville Weekly* and what  
 4 you're proposing to do. But you don't need it up on top  
 5 of us there. That's changing too much of Woodinville.  
 6 The state law you're using as a big excuse has  
 7 wiggle room, and nothing in GMA says that R-1 has to  
 8 become R-4. It's time the city steps up and all these  
 9 cities in the whole state a little bit; and maybe you've  
 10 got to call it a challenge to the state on some of this,  
 11 because you're just rolling over. I guess that's about  
 12 it.  
 13 MR. STURTZ: Thank you.  
 14 MR. HARTMAN: Thanks.  
 15 MR. STURTZ: Thank you. Mr. Maloney, Steve  
 16 Maloney?  
 17  
 18 STATEMENT OF STEVE MALONEY  
 19  
 20 MR. MALONEY: My name is Steve Maloney. 14824  
 21 Northeast 201.  
 22 I'm just reminded of a meeting in April 2004,  
 23 which you conducted, talking about the need for the  
 24 neighborhood to come up with a fatal flaw. That's what  
 25 this whole process is about, looking for fatal flaws,

T13-1  
S/O-1

T13

T14

1 amongst other things.

2 But it seemed to me at the time, I wondered why

3 the reverse wasn't true: Why there wasn't a compelling

4 reason for a developer to be given a designation as R-4?

5 Well, we had an R-1 neighborhood established. It's been

6 established for well over 50 years, the beginning of it on

7 202nd. I guess it just has kind of bothered me this whole

8 time that it's always us, the neighborhood, established

9 neighborhood, that has to sit here and jump hoops to prove

10 why we should keep our neighborhood rather than the

11 developers who are invading all of Woodinville to sit here

12 and prove why they need to go from an R-1 to an R-4

13 designation. I just don't get that.

14 People have a right to build on their land. I

15 don't have a problem with that. These people that own the

16 property down below us here in that canyon have owned that

17 property for generations. They pay taxes on dirt, not

18 homes. They've had an opportunity to develop at R-1.

19 They've had many opportunities over the last 50 years.

20 So now the Growth Management Act comes into being,

21 and growth management says that low density is R-1 to R-4.

22 Where does it state in growth management that R-4 is a

23 given? Where does it say in growth management that

24 established residential neighborhoods don't have rights?

25 Where does it say in growth management that people can

1 come in and develop a community and upset the apple cart,

2 sit here and change the direction of traffic to triple,

3 quadruple, probably quintuple? Where does say that the

4 neighborhoods have to create more taxes and create more

5 schools? Where's the safety issue? Fire?

6 All of these issues that people are talking about

7 tonight are hoops, hoops that we have to jump to prove to

8 you that R-1 should be the remaining designation. Okay?

9 Since this is primarily about money -- and that's,

10 I don't have a problem with that, either. I like money.

11 But I think it should be pointed out that this Wood Trails

12 proposal and the Montevallo one, which I wish I could

13 pronounce right sometimes.

14 MR. STURTZ: Me, too.

15 MR. MALONEY: Couldn't we have a name like Smith?

16 With not much effort, truly without -- not much

17 effort, they could create an R-1 project and an R-1

18 project with homes, with a project with 23 to 25 homes,

19 that could come up with, easily, a 23- to \$30-million

20 project. That revenue stream is exactly along the lines

21 of what they're proposing now or at least what they

22 proposed in April of 2004. So it's six of one, half a

23 dozen of another.

24 My question is: Why are we jumping the hoops?

25 Why aren't they proving why R-4 is a necessary designation

T14-2  
confd  
V/B-3

T14-1  
V/B-1

T14-2  
V/B-3

T14-3  
S/O-2

1 for a neighborhood that's been established, as I said, for  
2 50 years? Am I done? I'm done.

3 MR. STURTZ: Thank you. Robert Casto?

4 MR. CASTO: Casto.

5 MR. STURTZ: Casto. I'm sorry.

6  
7 STATEMENT OF ROBERT CASTO

8  
9 MR. CASTO: My name is Robert Casto. I live at  
10 14950 204th Street. I'm representing myself. I've been  
11 writing down a few comments and thoughts. I am a member  
12 of the draft EIS committee; and I've only lived here for  
13 about a year, year and a half.

14 First of all, I have read through the entire first  
15 document of the draft EIS. And I'm not an expert, but I  
16 notice a lot of consistent things that are happening in  
17 it.

18 Number one, the traffic study was done on a Monday  
19 of the last day of school. This is not a normal traffic  
20 pattern. When you do a study, you should pick a normal  
21 day of the year; and the last Monday of school there's  
22 lots of things going on. So that's going to skew a lot of  
23 the traffic studies that are going on there.

24 R-1 is not shown as an option in this study. It  
25 is referred to as, Well, this won't work or something else

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 won't work. We're not going to consider R-1. They only  
2 considered a no-build option, an R-4 option with  
3 high-density housing, or connected townhome housing.

4 Also, there's no mention of a traffic impact to  
5 the north of 202nd into Snohomish County. The roads  
6 through the Wellington Hills Golf Course are private.  
7 They are owned by the golf course. They don't want  
8 anybody driving down there to the Costco building. So,  
9 you know, I live there; and I drive that way. But my  
10 property touches the golf course, so I kind of feel  
11 justified.

12 There are mitigation options mentioned in the  
13 draft EIS that say that We're going to build various  
14 parks, and they mention a couple of these places. Well,  
15 the park on 202nd is owned by 19 homeowners. I own a  
16 piece of that park, along with 18 other people. I don't  
17 think we're going to let them use that as a community  
18 park. They also mentioned other parks that are also owned  
19 by homeowners.

20 My feeling is Wood Trails should not be developed  
21 at all. It's a buffer area. If they want to build  
22 Montevallo, by all means, but R-1. It is bordering on a  
23 swamp area, and there's lots of water issues.

24 The GM goals for the city will still be met by  
25 developing R-1, and there is already a very high

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T15-2  
cont'd  
ALT-4

T15-3  
TR-1

T15-4  
PS-1

T15-5  
S/O-4

T15-6  
S/O-2

T15

T15-1  
TR-4

T15-2  
ALT-4

1 profitable project near the Wellington Hills Elementary  
 2 where some million-dollar homes were built. Why not do  
 3 the same kind of thing there and bring in a profit that  
 4 way, with much better-quality housing that is in character  
 5 with the neighborhood? Thank you.

6 MR. STURTZ: Thank you. Susan Huso and Bill  
 7 Trippett.

8

9 STATEMENT OF SUSAN HUSO

10

11 MS. HUSO: Susan Huso, 24330 75th Avenue  
 12 Southeast.

13 My husband and I are 10-year residents of  
 14 Woodinville. We purchased our home on an acre with the  
 15 intent to start and raise a family and ultimately retire  
 16 here. Woodinville at that time represented the kind of  
 17 country-living, city-style atmosphere we wanted to raise  
 18 our children in.

19 It now seems that the very city mantra of country  
 20 living, city style is being assaulted. Taking miles of  
 21 neighborhoods where houses are on an average of  
 22 three-quarters of an acre and then slamming right in the  
 23 middle of that a set of homes where there will be  
 24 approximately six homes to an acre is an assault on the  
 25 environment, an assault on the flavor and character of the

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 neighborhood, and an assault on the citizenry.

2 I would like to say right up front another reason  
 3 that makes Wellington a great place to live is the local  
 4 schools, particularly Wellington Elementary. Right now,  
 5 part of the Concerned Citizens of Wellington are  
 6 supporting their local school by participating in an  
 7 auction to raise money for computers. It's disappointing  
 8 that the citizens were placed in the difficult decision of  
 9 making the choice of which event to support. But I'm sure  
 10 you'll see their support in the high number of written  
 11 comments you'll be seeing.

12 In the final, complete version of the DEIS -- and  
 13 thank you to Fred Green for getting the citizens a  
 14 friendly means to read that document. I'm disappointed  
 15 the city couldn't use its technical resources better and  
 16 put a full and complete copy of the DEIS on their  
 17 website -- I came away with quite a few items.

18 First, when bicycle facilities were addressed, the  
 19 report made the statement, quote, "Bicycle on activity on  
 20 156th Avenue is minimal," which I had to laugh out loud.

21 I'm not sure exactly when this was studied; and let's face  
 22 it, December of 2004 when most of these studies were done  
 23 is a woefully inadequate period of time to study this  
 24 particular portion. I can't tell you the number of times  
 25 I've had to creep up past my driveway and wait for a large

T15-6  
 cont'd  
 S/O-2

T16

T16-1  
 S/O-4

T16-2  
 EIS-2

T16-3  
 TR-13

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339



1 number of bicyclists to clear.

2 Traffic volumes were taken from a 2004 study.

3 Although multiplying for a 2.5 for increased traffic, I

4 don't believe this fully covers the traffic that's been

5 generated by new developments and the addition of Costco.

6 Also, I'm thinking that a better time frame to gauge

7 traffic accurately would be to count cars in early fall

8 and late spring. At both of these times, the children's

9 afterschool sports are up and going and the counts would

10 be much more reliable.

11 Lastly, as a neighbor directly affected by

12 Montevallo, I don't want to give the impression that I'm

13 anti-development. Contrary to that, I welcome responsible

14 growth that mirrors the neighborhood where the proposed

15 site will go. To crow-bar in homes that would be almost

16 the equivalent of six homes per acre, to the reasonable

17 eye, isn't responsible growth.

18 MR. STURTZ: Thank you. Bill.

19

20 STATEMENT OF BILL TRIPPETT

21

22 MR. TRIPPETT: Evening. I'm Bill Trippett, 15525

23 Northeast 195th Street.

24 And some of you probably know me. I used to tell

25 my students that experience is what you get immediately

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 after you need it most. And some of us, having been on

2 both side of the dais, have been dipped in that experience

3 often enough that we have to carry our deodorant with us

4 when we come to these hearings.

5 Suffice it to say, as a former city attorney and

6 city administrator and having represented developers and

7 cities over a period of more than 32 years, I have a feel

8 for where this project's going. I also have a good feel

9 for the honesty and integrity of the people who are in the

10 position of having to make judgments as to how to regard

11 this draft impact statement. And I'm certain, knowing

12 some of you over the years, that we will get that honesty

13 and integrity when the time comes to make that review.

14 The consequence, however, of this particular

15 project are enormous. And the ones that have not

16 adequately been addressed in the Environmental Impact

17 Statement draft are those which are indirect in nature:

18 the ones that are the consequence of putting sewers, for

19 example, into an area that's presently unsewered and in an

20 R-1 status. That consequence is going to have an enormous

21 impact on infill.

22 You've heard some of the representations made

23 about the impact of GMA, and I think you need to ask

24 yourselves whether the infill consequences are required

25 under GMA and whether or not, in fact, what's happening

T16-4  
TR-4

T17

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 here is going to have enormous impacts, far beyond the  
2 ranges that have been considered by the impact statement  
3 itself.

4 When I see, for example, discussion of the IOS's  
5 at the intersection and I hear those who are talking about  
6 the consequences of the traffic in the area, it doesn't  
7 appear to me, at least at the preliminary stages that I've  
8 had to review this -- and God knows we haven't got the  
9 opportunity in three minutes to address on a legal basis  
10 all of the consequences that you have facing you. But  
11 those IOS's are going to be impacted by the infill that's  
12 going to take place.

13 The people living in this community -- we've only  
14 lived here for less than a year, six months now. But we  
15 can see how this wonderful community is being impacted to  
16 the point where the consequences of putting sewers, for  
17 example -- and I've been there, done that on both sides of  
18 the dais and seen what those consequences are to people --  
19 those consequences are going to be to drive up the land  
20 values and the taxes in such a way that those who own R-1  
21 properties now are going to be forced to develop them.  
22 That infill is going to take place because of the  
23 consequences of the revaluations of those properties, et  
24 cetera.

25 So I ask you to exercise your discretion and your

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 judgment. And those people who I know, who I've worked  
2 with over the years in the past on issues like this, I  
3 know will take the consequences of this seriously when  
4 they take into consideration all of those indirect  
5 impacts. Thank you.

6 MR. STURTZ: Thank you. Mr. President, do we have  
7 any more signed up?

8 SPEAKER: No, that's it.

9 MR. STURTZ: That's it. State your name.

10 STATEMENT OF CLIFF GRIFFIN

11 MR. GRIFFIN: My name is Cliff Griffin. I'm a  
12 resident of the Wellington Hills area, 14907 Northeast  
13 198th Street.

14 I have lived in Woodinville for 30 years and have  
15 watched the community grow. I have lived in four  
16 different neighborhoods; and I'd like to talk a little  
17 about, a little bit about the flavor that neighborhoods  
18 have and the impact that it has on a city.

19 Neighborhoods are the building blocks of a  
20 community. They are more than subdivisions; and they are  
21 defined as much by the sense of the community they create  
22 for the residents as by their structures, streets, and  
23 amenities within their boundaries. Quality neighborhoods

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 offer choices, provide residents with a sense of identity  
 2 and connections, and encourage continuous renewal and  
 3 reinvestment. Quality neighborhoods should offer the  
 4 opportunity to work and live within your neighborhood,  
 5 which I do.  
 6 Character and function of business settings are  
 7 compatible with homes. The streets of a quality  
 8 neighborhood are pedestrian friendly. They are laid out  
 9 in a connected network and are attractively landscaped to  
 10 encourage walking. The streets give residents,  
 11 particularly youth and the elderly, choices and control of  
 12 their mobility and easy access to important destinations  
 13 from their residence.  
 14 Each and every existing neighborhood within the  
 15 city of Woodinville has a sense of community, each with  
 16 their own identity and character which are identified by  
 17 the people, families, homes, in a neighborhood layout.  
 18 When a new development is added that does not fit the  
 19 sense of community and it fails to blend with the  
 20 neighborhood character, the sense of community is lost.  
 21 The neighborhood character is lost; and the building  
 22 blocks of the community are lost, removing all sense of  
 23 neighborhood belonging to the community.  
 24 Wellington is a long-established neighborhood  
 25 which has maintained its character through the 50 years

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 it's been in existence. The neighborhood has grown in a  
 2 number of homes and families while maintaining its sense  
 3 of community by adding the new development that fits into  
 4 the community it is. Rezoning and adding clusters of  
 5 homes does not fit into the Wellington neighborhood.  
 6 Rezoning will forever change the characteristic of the  
 7 Wellington neighborhood, and it will drive a sense of  
 8 community away.  
 9 Maintain the R-1 zoning and build the new homes so  
 10 that they fit the Wellington neighborhood and the  
 11 community. Thank you.  
 12 MR. STURTZ: I'm missing page No. 5 of the five,  
 13 and it's nowhere to be found. Somebody got it stuck in  
 14 their notes? Anyway, we have a clipboard up here. And we  
 15 have a pen now. So there could be -- if you wanted to  
 16 speak, please come forward. Thank you. I know you had  
 17 your hand up. Sign in and we'll replace page 5.  
 18 MR. OCHOA: I'll speak first and sign in later.  
 19 MR. STURTZ: That's perfectly all right.  
 20  
 21  
 22  
 23  
 24  
 25

T18-1  
 cont'd  
 LU-1

T18-1  
 cont'd  
 LU-1

T18-2  
 SIO-1

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 STATEMENT OF MICHAEL OCHOA

2

3 MR. OCHOA: My name is Michael Ochoa, and I live

4 at 15403 Northeast 198th Street.

5 I've been living in Woodinville pretty much my

6 whole adult life, and I've been an employer here. I've

7 run for election here. I didn't really have an

8 opportunity to review the draft statement, and I wasn't

9 really planning to speak. However, I feel I need to say a

10 few things.

11 I support private property rights. However, we

12 all live and purchased homes in Wellington for specific

13 reasons. The character of the Wellington neighborhood,

14 the quiet contentment of that neighborhood, is going to be

15 forever changed by these developments. Therefore, I

16 oppose these developments.

17 By building these homes in a dedicated buffer

18 area, we're going to forever change that character. It's

19 not going to be something you're ever going to get back.

20 My family and I don't wish to completely prevent the

21 development of private property. But Phoenix's rights to

22 develop their private property ends where me and my

23 neighbors' rights to quiet use of our homes begins. And

24 that's what this is all about.

25 This development will also reduce the value or

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 change the value of our homes. We will be forced to

2 develop them into multifamily situations or tear down our

3 homes because we've got sewer running down the street and

4 now we're going to have to build four houses and move out

5 and escape. I don't think that's what Woodinville wants.

6 That's certainly not what I want.

7 The character of Wellington neighborhood was

8 confirmed and codified by the actions of the original

9 Woodinville council back in 1995 with Resolution 93. That

10 dedicated the area between the end of 198th and all the

11 other streets as a buffer between the industrial area and

12 the neighborhood. Now this buffer area is being removed.

13 That character includes wildlife that will be displaced.

14 I won't see deer walking through my backyard. I won't be

15 yelling at coyotes coming through my backyard.

16 I understand that Woodinville's current density

17 also fulfills the requirements of the GMA through many

18 years into the future. I believe it's 2015. Now, why are

19 we doing this? Is there some compelling reason why we

20 have to develop this R-4 or R-6 or R-8?

21 I have one other comment that was brought up just

22 a few minutes ago. As a long-distance bicyclist myself, I

23 know about all the rides that go up and down 156th. It is

24 a confirmed and bicycle guide-mapped route on the King

25 county bicycle guide map. It's used extensively by

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T19

T19-2  
EIS-8

T19-1  
S/O-4

T19-3  
LU-4

T19-4  
LU-3

T19-5  
TR-13

1 cyclists.

2 MR. STURTZ: I'd like to say we're missing page 5.

3 Is there somebody else that was signed up? Yes,

4 please. We'll let you come forward. Up there, I see a

5 hand that hasn't spoken before, right here. I'm sorry. I

6 don't mean to point, but step forward, please.

7

8 STATEMENT OF HELEN FRY

9

10 MS. FRY: My name is Helen Fry. I live at 15317

11 Northeast 201st Street.

12 I've lived there for 31 years. And it might

13 surprise some of you who are here that live on Northeast

14 198th Street and even live further west on Northeast 201st

15 Street, when my husband and I moved into our homes there,

16 there were no homes on Northeast 198th Street. And

17 further down on the Northeast 201st Street, there were

18 woods. But when your homes were put in there, we had no

19 objections because your homes were built on R-1 zoning --

20 no problems with that.

21 Do I have a problem with what's going on now with

22 Montevallo and the other subdivision -- I'm nervous now --

23 other one that's at the end of our road?

24 MR. STURTZ: Wood Trails.

25 MS. FRY: Wood Trails. Thank you. Absolutely,

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 absolutely, I have big problems with that.

2 I haven't looked at the DEIS on our website that's

3 been graciously provided by the association, of which I am

4 a member, also; but I have been to the library to peruse

5 it some.

6 And I take issue with the traffic report, greatly.

7 I think it must have been done before Costco was built,

8 and the traffic along Northeast 156th Street has increased

9 tremendously. And I do notice that the DEIS says there is

10 no need for any left-turn lanes. There will be no traffic

11 increase. And I disagree with that vehemently.

12 I walk a lot in the neighborhood. It talks about

13 the wide shoulders that we have on Northeast 201st and

14 Northeast 198th, especially. And I walk with my dog.

15 When traffic is coming, I'm moving off the road. And I

16 disagree with the fact that how wide and how wonderful our

17 roads are to accommodate the traffic.

18 Recently, in the *Woodinville Weekly*, our very

19 current issue, they address the issue of our shortage of

20 police officers, right now. And we are going to obviously

21 increase our population with these houses, particularly if

22 they are built beyond R-1, which I have no objection to.

23 And what are we going to do about that?

24 We have no left-turn lanes on Woodinville-Duvall

25 Road. We see the consequences of that: Many. There's

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T20-1  
TR-4

T20-2  
TR-9

T20-3  
TR-2

T20-4  
EIS-7

T20-5  
TR-11

1 been lots of accidents on there. They're increasing. And  
 2 we've had fatalities there.  
 3 And one other quick thing I notice, it talked  
 4 about drop-off rates at the gate of Northeast 195th at the  
 5 schools. One car, if there's -- there are four children,  
 6 if there's 32 houses and -- okay. Time is up.  
 7 MR. STURTZ: You may get another moment. We want  
 8 to give everybody a chance.  
 9 Is there anybody else that we've missed up, either  
 10 page 5 or would like to speak?  
 11 We have one gentleman over here who has not  
 12 spoken. Please step forward. First, sign that.  
 13 Thank you very much. Please state your name and  
 14 address.  
 15  
 16 STATEMENT OF MATT SCHULTZ  
 17  
 18 MR. SHULTZ: Hello. My name is Matt Schultz,  
 19 address 16206 Northeast 200th Court. And by profession  
 20 I'm a chemical and environmental engineer. And one of my  
 21 specialties has been water quality.  
 22 And some of the concerns I have concern really  
 23 what I considered to be contrived construction of the  
 24 alternatives. It's stated that a lot of the effects, the  
 25 differences between the R-1 and R-4 developments would be

VAN PELT, CORBETT, BELLOWS  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 very similar. But I'm concerned because they show the  
 2 same footprint for the two developments and conclude from  
 3 that that the water-quality effects would be very similar.  
 4 However from my experience, that's not an accurate  
 5 statement inasmuch as they're issues -- such as the  
 6 extent of impervious surface; the amount of people  
 7 participating, living at that property and the effects  
 8 they have -- that demonstrate that there would be a much  
 9 more significant effect if there were R-4 development  
 10 compared to R-1.  
 11 Another point that I noted was that they made the  
 12 claim septic systems, under R-1 development, would  
 13 actually increase the adverse water-quality effects of the  
 14 surrounding area. From my experience, that too is a very  
 15 speculative comment. In fact, septic systems are designed  
 16 to main very high water-quality standards. So I believe  
 17 that to be a misrepresentation of the true effects of what  
 18 would occur.  
 19 Finally, there's discussion about a wetland,  
 20 which, under one proposal, would be replaced by increasing  
 21 riparian-zone habitat. I think it's important to note  
 22 here that you cannot have simply a one-for-one replacement  
 23 of one type of habitat for another, particularly with  
 24 wetlands, because these actually take years to develop and  
 25 to reach the level of quality. To merely state that they

VAN PELT, CORBETT, BELLOWS  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T20-5  
cont'd  
TR-11

T20-6  
TR-12

T21

T21-1  
ALT-4

T21-1  
cont'd  
ALT-4

T21-2  
WR-8

T21-3  
PA-2



1 could remove a number of acres of wetland and replace it

2 with some other habitat is also a misrepresentation.

3 Oftentimes you have to actually increase the amount of  
4 habitat you construct to offset the effects of the lost  
5 habitat.

6 And there will be written comments forthcoming  
7 just to detail some of other issues involved here. Thank  
8 you.

9 MR. STURTZ: Be sure to sign the sign-up sheet.  
10 Is there somebody over here that they signed up and we  
11 missed them? I thought I saw a hand over here -- somebody  
12 else.

13 I wanted to make sure. I think, Mr. Glickman, you  
14 kind of came to the end of your comments and then kind of  
15 ran out of time. But first, this one last call, so to  
16 speak. Is there anybody that hasn't spoken that wanted to  
17 speak tonight?

18 All right, Mr. Glickman.

19 The break is coming up. I promise you.

CONTINUED STATEMENT OF JEFF GLICKMAN

T21-3  
cont'd  
PA-2

1 MR. GLICKMAN: Thanks for the opportunity to  
2 finish this up. I appreciate it. Jeff Glickman, 19405  
3 148th Avenue Northeast.

4 I had to skip one paragraph. The paragraph I  
5 skipped was a description of what sort of summarized the  
6 issue of the DEIS.

7 So I added -- in this letter that last paragraph  
8 was here: This is a formal demand to invalidate the DEIS  
9 process because of flagrant process errors and city  
10 violation of SEPA statutes. The DEIS process cannot be  
11 construed as even having been started because an  
12 incomplete and invalid document was provided to the  
13 citizens and because the citizens have not had 15 days to  
14 review a complete document.

15 The only remedy for the city is to write a new  
16 DEIS that is accurate and complete, provide notice to all  
17 property owners within the 500 feet required by law, and  
18 provide the citizens of Woodinville the minimum 15-day  
19 review period as required by SEPA.

20 We have, of course, a great diversity of people  
21 here, lots of different ideas and approaches; and they're  
22 all wonderful and valid. Some people are more eloquent.  
23 I'm not. I'm one of the less eloquent ones. The thought

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 comes to mind: We put you guys into office to protect our  
2 rights, and we can just as easily take you out.

3 MR. STURTZ: Thank you for that promotion. I'm  
4 not elected. I work for a living, as you say.

5 I think our stenographer and a couple other  
6 people -- is that it, Mr. Mason? A couple of us really  
7 need to take a break. There's a couple more. I see a  
8 couple more.

9 Why don't we take a break, and then we'll continue  
10 with those who may want to make additional comments.  
11 Thank you.

12 [A brief recess was taken.]

13 MR. STURTZ: We've had people who want additional  
14 time. Mr. Mason? The tape machine is on. We're running.

15 Mr. Mason, did you want some additional time? I  
16 thought I saw another hand in the back of the room.  
17 Please come forward. I knew I saw a hand that way.

18  
19 CONTINUED STATEMENT OF JOAN STONEKING

20  
21 MS. STONEKING: I'm Joan Stoneking at 14808  
22 Northeast 195th Street, Woodinville. And I was very  
23 nervous the first time, so I didn't get to to say  
24 everything. So I thank you very much.

25 First of all, being where we live on the top of

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 that hill, we can smell a lot of the industrial area down  
2 below. And I don't know if you're aware of that, that  
3 there are smells that come up from there. Probably smell  
4 three or four times a week. It smells like formaldehyde  
5 or glue of some sort.

6 Secondly, we can hear the transfer station. We  
7 can hear the transfer station when it starts up at 6:30 in  
8 the morning. There's quite a lot of people here that I've  
9 talked to that have said they can hear it. We can also  
10 hear it in the evening time. I do believe they're open on  
11 Saturday. We can hear them on Saturday, also. So if you  
12 take away that buffer, that's going to be much worse for  
13 us.

14 Another thing is that nobody said anything about  
15 the power lines originally when we met with you. We  
16 mentioned that those power lines would have to be moved,  
17 and the developer also stated that they would have to be  
18 moved. Those go down 195th. Nothing has been said about  
19 that. I don't think there was anything in the DEIS about  
20 that, either. Because right now, they are planning a  
21 street right where those power lines sit.

22 Third thing, sewer. There was something, probably  
23 about three years ago, that I read before this development  
24 was coming about that there's something in King County --  
25 I don't know exactly what the paper is or something --

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T11-5  
EIS-6

T11-6  
PD-9

T11-7  
PD-3

1 that if you are within 500 feet of a sewer line and you  
 2 are on septic, that you are going to have to connect to  
 3 that sewer line.  
 4 Now, I've only lived here since '89; but I've  
 5 lived in several other communities. Two of those  
 6 communities did have it happen to us where sewer came  
 7 along, and the area was in septic. And we were forced to  
 8 go onto the sewer before we could close on the sale of the  
 9 home. And we want to find out if that is something that's  
 10 going to happen to us there in that neighborhood, also,  
 11 because that impacts all our equity very, very much there.  
 12 The last thing is -- maybe this is common, but why  
 13 do we have one DEIS for two separate developments that are  
 14 two very separate pieces of property, that have two very  
 15 separate impacts to their -- one's level with, with water  
 16 area; and the other one is a cliff on a hillside. Both of  
 17 them are very different from the other. Why do we have  
 18 one DEIS for both of them? I don't think that's serving  
 19 the neighborhood or city well to have them put together,  
 20 because, when you're reading it, you tend to lump the  
 21 issues together. And they're not. They're very separate.  
 22 Thank you very much.  
 23 MR. STURTZ: Thank you.  
 24 And I saw another, two rows back. There you go.  
 25 Come forward, please.

1 CONTINUED STATEMENT OF FRED GREEN  
 2  
 3 MR. GREEN: Fred Green, 15218 Northeast 198th  
 4 Street.  
 5 As I look through the Environmental Impact  
 6 Statement, I saw no mention of addressing the issue of  
 7 schooling and how does it impact the school and the bus.  
 8 There's no routes drawn for where a bus could go down  
 9 there. A bus couldn't make it down there. Obviously, the  
 10 kids from there would have to walk up to, perhaps, 148th,  
 11 I guess it is. But there's no mention of that. It's not  
 12 addressed. Perhaps Northshore School District will  
 13 eventually say it's okay.  
 14 But the Environmental Impact Statement should  
 15 study the impact of how Wellington Elementary School will  
 16 be impacted by the addition of these children or if  
 17 they'll go to Wellington. Or if there's a -- looking at  
 18 the alternative access, if they access it from a different  
 19 way, will they go to a different school? It's not  
 20 studied. It's not addressed. It's void of that comment  
 21 in those statements. And in that it's an Environmental  
 22 Impact Statement, how it impacts our neighborhood, that  
 23 particular issue needs to be studied.  
 24 Also just last week at the city council meeting  
 25 they voted down the need for an additional policeman in

T2

T11-7  
cont'd  
PD-3

T11-8  
EIS-13

T2-4  
TR-10

T2-5  
EIS-7

1 this city, fund an additional policeman. And it's well  
 2 documented that we're understaffed in the police force,  
 3 well documented that our crime rate dictates we need  
 4 additional police, policemen. And here we are looking at  
 5 adding an extra 132 homes, still without adequate  
 6 infrastructure being addressed.  
 7 It mentions that there's no room for a park there,  
 8 and they just to have to pay a park mitigation fee.  
 9 That's not really a study of how these people would use  
 10 parks in the greater Wellington area. Where would they go  
 11 for their parks? Would they be driving to downtown  
 12 Woodinville to access Wilmot? There's not a study of  
 13 that. It just says they'll have to pay a park impact  
 14 mitigation fee, 'cause there is no place to put a park.  
 15 It doesn't say what the fee would be or what it would go  
 16 to develop.  
 17 Also Joan Stoneking just mentioned the smell  
 18 issue. It's well documented what's happened with Stockpot  
 19 Foods. It's on file with the county. Several people have  
 20 made calls in the past when they were there over the  
 21 smells. I didn't see any study of the odor control in the  
 22 buffer that that area represents. That was, again, an  
 23 ignored item, ignored issue.  
 24 And the last thing I wanted to mention, again,  
 25 this EIS has just been kind of a farce, how the whole

T2-5  
cont'd  
EIS-7

T2-6  
PS-2

T2-7  
EIS-6

T2-8  
EIS-1

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 process has gone, how it's not been completely  
 2 distributed. Parts are missing. The fact that this is  
 3 the first EIS the city has done in 10 years obviously  
 4 shows. It's the first EIS for a residential area, ever,  
 5 in this city. That's obviously evidenced by how this is  
 6 being handled. And I hope the city addresses this issue,  
 7 makes it right, and issues a correct EIS and a correct  
 8 comment period. Or I hope that they will address it  
 9 appropriately and correctly and legally.  
 10 MR. STURTZ: Thank you. I think I saw another  
 11 hand in the same row. Please, step forward.  
 12  
 13 CONTINUED STATEMENT OF CLIFF GRIFFIN  
 14  
 15 MR. GRIFFIN: Cliff Griffin, 14907 Northeast 198th  
 16 Street.  
 17 As I mentioned in my earlier statement, I also  
 18 work in the community. I'm with the Woodinville Fire  
 19 Department. I've been with them for 23 years. I've seen  
 20 this area grow. I've seen the downtown corridor of the  
 21 city grow, and I've seen our call volume grow  
 22 substantially.  
 23 I don't know if you know, Ray, but the closest  
 24 available fire station that services the Wellington area  
 25 comes from the fire station behind the Cottage Lake

T2-8  
cont'd  
EIS-1

T18

T18-3  
EIS-7

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 Safeway store. It doesn't come from the downtown station,  
2 because the downtown station cannot get up the hill fast  
3 enough to service the area quicker than they can come down  
4 the Woodinville-Duvall from Cottage Lake.  
5 Adding more into that area is going to increase  
6 the call volume up in that area, which is going to  
7 increase the burden out of that station at Cottage Lake.  
8 What happens when the fire department has to go red lights  
9 and sirens down the Woodinville-Duvall Road, especially  
10 during rush hour, is hazardous, not only to the  
11 firefighters but to anybody that's driving on that road.  
12 So I just wanted to make that statement that I  
13 think that the city needs to look at that aspect of it,  
14 also.

15 MR. STURTZ: Thank you, Cliff.  
16 Working my way back -- okay. Is there any -- come  
17 forward. I'm sorry.

18  
19 CONTINUED STATEMENT OF DAVE HENRY

20  
21 MR. HENRY: My name, again, is Dave Henry. I'm at  
22 15019 Northwest 201st. I still represent the CNW.  
23 A couple things that -- I'll talk to you, but I  
24 want the citizens to hear. The Growth Management Act has  
25 very specific language. Wandering through this is like a

1 maze, but a couple things I want to point out. And again,  
2 I'll look at you; but I want the audience to hear.

3 The responsibility for managing local growth and  
4 shaping the county's and city's future rests with the  
5 community. That's us. The boards, which is the Growth  
6 Management Board, will grant deference to counties and  
7 cities in how they plan for and manage growth. You need  
8 to listen to us. We're telling you what we want.

9 The ultimate responsibility for planning and  
10 implementing a county or city rests with the community.  
11 The common thread through all these RCW's -- I won't  
12 repeat these. "Local comprehensive plans and development  
13 regulations require counties and cities to balance  
14 priorities and options for action in full consideration of  
15 local circumstances." That's pretty plain.

16 We live here. We work here. We send our kids to  
17 school. We know what's going on. I've been to enough  
18 council meetings that I can tell you that the people that  
19 sit up here don't know what's going on. We're going to  
20 bring the Growth Management Act into this. And the people  
21 need to realize that we have the say. It's our community.

22 MR. STURTZ: You want to address the environmental  
23 impacts, please.

24 MR. HENRY: This is the Environmental Impact  
25 Statement. This affects the environment. The GMA is

T18-3  
contd  
PS-4

T8-4  
contd  
V/B-3

T8

T8-4  
V/B-3

1 behind the scenes directing the cities on what to do. And  
2 the DEIS is an Environmental Impact Statement that greatly  
3 adversely affects the community. And there's language in  
4 the Growth Management Act to set that aside.  
5 I'll tell you one more time. This will be the  
6 second time: We want Wood Trails stopped now.  
7 MR. STURTZ: Okay. Thank you. Let's not repeat  
8 ourselves here tonight. I think we're all tired. This is  
9 my third night meeting. I know some of you others have  
10 been to PTA's and other issues.

11 Mr. Mason, if we have some new information, I will  
12 thank you.

13 CONTINUED STATEMENT OF ROGER MASON

14 MR. MASON: Roger Mason, 15023 Northeast 195th.  
15 I was kind of in the middle of talking about the  
16 long list of design variances that I think need to be  
17 looked at and explored. Some of the those include things  
18 like I said: Street widths where the proponent is  
19 proposing narrow, very urban street section. I think  
20 that's primarily so they can get more lots in the steep  
21 terrain and topography that they have. That certainly  
22 doesn't meet any street standard or comp plan.  
23 They have made mention that all the stormwater

1 connections will ultimately connect down below the site  
2 into the industrial area, some of which are on private  
3 property, require easements and more variances from the  
4 city to connect up to those underground systems. And I  
5 think those need to be evaluated, what the long-term  
6 impacts, what happens when those silt up, what happens  
7 when those plug up. The city doesn't have access to them.

8 At the Montevallo site, there's a road stub to the  
9 west, right into the wetland. There's some wetland  
10 mitigation for the sewer line in the path. But there's  
11 none shown, because the street stops right at the edge of  
12 the wetland. But basically, you're forcing a future  
13 action that's going to create further wetland impacts when  
14 that road's extended to the west. And, again, those are  
15 additional impacts that have not been identified or  
16 evaluated.

17 One other impact that, if there's anybody here  
18 from the industrial area down below, is, once we build  
19 these homes up above and industry wants to expand or they  
20 go in for a permit, will they be required to do noise  
21 mitigation because the neighbors above them now are  
22 complaining about the loud saws or the loud rattlings or  
23 whatever there is? Those impacts for that industrial area  
24 have not been mentioned or identified.  
25 Jeez, I still got a minute left.

T12-4  
WR-5

T12-5  
PA-1

T12-6  
EIS-6

T12

T12-3  
cont'd  
PD-9



1 One of the things I'm really suspicious of -- and  
 2 we run into this a lot -- is that's a very steep  
 3 topography. We've got 41 percent, 40 percent slopes,  
 4 which is why most of this land is unbuildable. And so  
 5 those areas have been mapped somehow. I'm assuming  
 6 through aerial photography. That's a heavily wooded area.  
 7 So when you map those with aerial photogrammetric means,  
 8 you can't necessarily see and determine exactly where the  
 9 ground is. So when a slope is at a 40 percent slope and  
 10 you're looking down from an airplane to try to determine  
 11 the elevation of that ground, most surveyors and mappers  
 12 will say that's, at the most, plus or minus 5 feet, maybe  
 13 15 feet. If they're off by 5 vertical feet looking down  
 14 through those trees as to where the ground is, at a  
 15 40 percent slope, that's 125 feet horizontal. I think  
 16 that line really needs to be defined. Otherwise you're  
 17 permitting a project that may not be able to be buildable.  
 18 MR. STURTZ: Thank you. Anybody else that has new  
 19 information to add that would like to speak that has  
 20 spoken earlier? Come on up, Bill.

CONTINUED STATEMENT OF BOB HARMAN

1  
 2  
 3 MR. HARMAN: My name's Bob Harman. I live at 202.  
 4 I'd like to comment on Otto and our visit --  
 5 MR. STURTZ: Please. We don't want to get into  
 6 debates or --  
 7 MR. HARMAN: This is not a -- please don't  
 8 interrupt me. You interrupted me so much I couldn't  
 9 complete my three minutes.

T12-7  
PD-2

10 MR. GLICKMAN: Point of order, Mr. Chairman.  
 11 MR. STURTZ: I beg your pardon?  
 12 MR. GLICKMAN: Point of order, Mr. Chairman.  
 13 Point of order. Point of order. I'm allowed to speak.  
 14 MR. STURTZ: You can't speak from back there. It  
 15 doesn't get on the mike. We'll let you speak in a moment.  
 16 MR. GLICKMAN: No, sir. You're not allowed to do  
 17 that.  
 18 MR. STURTZ: Sir --  
 19 MR. GLICKMAN: Robert's Rules of Order.  
 20 MR. STURTZ: This is not Robert's Rules of Order.  
 21 MR. GLICKMAN: What rules are you following?  
 22 Please produce the rules.  
 23 MR. STURTZ: This is courtesy and common courtesy  
 24 that we're using in which we're trying to use a tape. It  
 25 is getting late. I realize tempers are -- you know, we're

1 all tired. Please, let him speak. I'm going to let him  
 2 speak. Then, I'll allow you to speak.  
 3 MR. GLICKMAN: Thank you.  
 4 MR. STURTZ: Thank you. Go ahead, Bob.  
 5 MR. HARMAN: What Otto and I noticed is that the  
 6 area that they call "till" was outwash sands. The sands  
 7 were such that soil creep was the major dominant process  
 8 that they don't mention in their report.  
 9 Not only that, but Otto and I saw turbulent flow  
 10 from groundwater. That's very serious, cause it causes  
 11 erosion. I pointed out to them canyons that were eroded  
 12 by this very process. So all of these things were not  
 13 included in the EIS. And most seriously, no profiles were  
 14 ever made to show the steepness of the slopes there.  
 15 There's a reason why those slopes are there, and it's  
 16 because this is outwash sand.  
 17 Tuesday night I was at the northwest geology  
 18 meeting, talking to one of the Brightwater geologists. I  
 19 also attended Dr. Kroger's lecture on the Redmond EIS.  
 20 And he said that the -- if it is truly dense materials  
 21 with loose material over it, the dense material, sure, if  
 22 it's on a nice stable slope, will support structures. But  
 23 he also said that it is the most erodible things; that  
 24 they have examples where foundations have been destroyed  
 25 by that because waters can undermine it and erode it.

1 With the positioning of the homes so close to the edge of  
 2 that cliff, it is a disaster in the making.  
 3 I'm sorry. Science is dealing with visual things.  
 4 I know the rest of you can hear emotional things. That  
 5 I'm totally -- I think it's beautiful what they've done.  
 6 But here is a big site on the blue clay. You can see  
 7 scattered throughout big fragments. Now, this stuff was  
 8 so dense, all my other photographs of the other areas were  
 9 this loose sand with an occasional fragment. So if it was  
 10 so dense, why didn't the fragments come up and clutter the  
 11 place, like it does with blue clay, which is certainly  
 12 stable? So I'm wondering what is the basis of their  
 13 definition of "dense."  
 14 And probably the most serious thing that you've  
 15 got to deal with is the impact on the industrial park.  
 16 There's no question that there was sand eroding in this  
 17 last spring major, major seasonal downpour. Were they out  
 18 there measuring that? At the last meeting, I said they  
 19 needed seasonal data.  
 20 They didn't bother to do one single discharge  
 21 study. My discharge study -- and Otto, we were both down  
 22 there -- my value came out exactly what I predicted from a  
 23 dry stream: From 9,000 to 14,000. It was 9,000 this  
 24 time. So there's data, an effort to present data, to show  
 25 what's going to happen to the industrial park. In July it

T4-4  
ER-3

T4-4  
cont'd  
ER-3

T4-5  
WR-1

1 was 150 cubic feet per hour; and this time it was 9,000  
 2 during July -- June -- January 31st.  
 3 So the thing is, they haven't done anything. Like  
 4 I mentioned, my students would have to draw a profile from  
 5 a good topographic map. They didn't use one. My students  
 6 would have to plot those course. They took no course to  
 7 study the flow of groundwater.  
 8 MR. STURTZ: Hopefully, you can put those comments  
 9 in writing. I'd like to --  
 10 MR. HARMAN: I have it. They're all in writing.  
 11 MR. STURTZ: Very good.  
 12 MR. HARMAN: I have presented you with six former  
 13 letters, with another presentation, with two charts that I  
 14 wanted to have tonight, which you didn't give me. And I  
 15 have this chart plus two pages of written comments of  
 16 everything I've said here tonight.  
 17 MR. STURTZ: I have a geology background so I kind  
 18 of enjoy this stuff.  
 19 MR. HARMAN: We enjoy each other. We already have  
 20 had battles.  
 21 MR. STURTZ: Okay. Someone that hasn't -- just  
 22 one, just in case. I know Otto did, but I want to make  
 23 sure someone else maybe that hasn't spoken before has  
 24 changed their mind and would like to speak, just in case,  
 25 before we -- because I don't want somebody to leave and

T4-5  
cont'd  
WR-1

T4-6  
WR-4

1 say, Oh, gosh, if I just had a chance.  
 2 Anybody that hasn't spoken? I just got you, and I  
 3 got Otto here. Okay. I see no takers on the new  
 4 speakers. So, Otto, Mr. Paris, please.  
 5 MR. PARIS: New information on it.  
 6 MR. STURTZ: Very good. Okay. I appreciate it.  
 7  
 8 CONTINUED STATEMENT OF OTTO PARIS  
 9  
 10 MR. PARIS: Again, Otto Paris, 14906 Northeast  
 11 198th.  
 12 Another comment I'd like to make, a follow-up on  
 13 something Bob said: The topographic map that's currently  
 14 being used for all the figures and all the houses is  
 15 incomplete. It's only been surveyed by the applicant in  
 16 the areas they're going to develop, basically to the edge  
 17 of the lot lines.  
 18 But when you look at what's being proposed,  
 19 they're going to be putting in a whole lot of rockeries  
 20 and disturbances beyond the lot lines. No matter what the  
 21 text says, that's what happens at a site. They don't  
 22 helicopter in and work right on the lot site. They will  
 23 have to go down that slope.  
 24 So now we have a topographic map that has no  
 25 information. Along with, as a side note, you can't read

1 them. They're 11 by 17, so they're harder to copy the  
 2 various symbols on the Wood Trails site. The Montevallo  
 3 site fits on that kind of figure. The Wood Trails, it's  
 4 very difficult to see what's going on in those figures.  
 5 Again this is fundamental, for some of the reasons  
 6 Roger mentioned earlier. If you're looking at 40 percent  
 7 slopes or not or how you're analyzing that with what those  
 8 impacts are, you have to acknowledge that you were working  
 9 in an area that, right now, has no topographic control.  
 10 And, in fact, looking at the King County website for  
 11 parcel viewers, you can get a more accurate topo for that  
 12 site than what we currently have in the EIS, where you can  
 13 actually see the gullies and the canyons and ravines that  
 14 are not showing up in the current figures right now.  
 15 As far as the geology, basically, there's a poor  
 16 understanding of site geology going on in the EIS right  
 17 now. There's a lot of words, but it's not very clear.  
 18 Most of the depths of their explorations are very shallow.  
 19 They don't go deep enough, again, deep enough to  
 20 understand what's going to be underneath or literally  
 21 exposed when they do some of the construction they have to  
 22 do out there.  
 23 The groundwater analysis and the recharge,  
 24 basically nonexistent in there. There's no water balance.  
 25 That's going to change the whole thing. There's some

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 statements about no groundwater was encountered; but if  
 2 you look at the days of the test pits, they were done  
 3 either in the summer months or during the very significant  
 4 drought here a couple of years ago. So except for a  
 5 handful of test pits, we don't really understand what's  
 6 going on there for the later times of the year, which  
 7 should be important for both construction and development  
 8 conditions.  
 9 And to switch topics real quick here, on the  
 10 transportation, there's a -- again, how some of this is  
 11 misrepresented. There's a data fact in there -- and a lot  
 12 of you know what this is more specifically -- where they  
 13 talk about a carrying capacity of the road. And when you  
 14 see the number, it's some huge number, like 7,000 or  
 15 20,000, for our residential roads, which doesn't make  
 16 sense. What that is, is how many people, like Lego cars  
 17 stacked, you know, bumper to bumper can move down the  
 18 road. Well, that's not how people drive.  
 19 So that's really a misrepresentation of  
 20 information. I'm also concerned -- because I only have  
 21 nine seconds left -- about no left-turn pockets on 156th  
 22 as a public safety issue.  
 23 MR. STURTZ: Thank you, Mr. Paris. We had  
 24 another -- yes, sir. Please. I'm sorry. Please state  
 25 your name.

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T9-11  
cont'd  
WR-4

T9-9  
cont'd  
PD-2

T9-12  
TR-8

T9-10  
ER-1

T9-13  
TR-9

T9-11  
WR-4

T19

1 CONTINUED STATEMENT OF MICHAEL OCHOA

2

3 MR. OCHOA: Michael Ochoa. And I live at 15403

4 Northeast 198th Street.

5 As an employer in Woodinville, my machine shop

6 business was in the industrial area just below. And so I

7 have personal experience to make this observation. My

8 shop was located on 144th on the uphill side, which is

9 right underneath that proposed development and down the

10 hill from it.

11 When my shop was first there, 19610 144th Avenue,

12 when we were first there, we had no other industrial

13 buildings above us; and the storm sewers worked fine in

14 the parking lot. After they built several industrial

15 buildings above us, when it rained hard -- and I don't

16 mean a downpour like we've had 34 days in a row, here.

17 I'm talking about a day that it rained hard -- the water

18 would come gushing down the hill. And occasionally it

19 would come gushing down the hill so hard that it would

20 blow the manhole cover right out of the hole, and our

21 parking lot would flood.

22 Now you're going to add another 132 homes up the

23 hill? This is going to affect that industrial area

24 greatly. And these guys want to connect their sewers or

25 their storm drains to the industrial area? How is that

T19-6  
contd  
WR-5

1 going to work? I don't think it's going to work.

2 I guess I have one last comment or question. Is

3 there anybody here that's in favor --

4 MR. STURTZ: I'm sorry. We can't take a vote.

5 That's not the purpose of this meeting. The purpose of

6 this meeting --

7 MR. OCHOA: It was just a question.

8 MR. STURTZ: -- is to take comments. Thank you.

9 And I appreciate those comments. Those are very, very

10 interesting. There's a good illustration of the purpose

11 of a public gathering like this, a public meeting. There

12 is an example of somebody with some local knowledge. You

13 know, he lived -- he worked, in this case, worked there.

14 And over the years, I've always been very

15 appreciative of people, you know, that live or work in a

16 situation, 'cause I can't be there 24 hours a day nor can

17 any of the staff or, you know, the scientists we might

18 hire or something. So I really appreciate comments like

19 that. That's very insightful. And I guess that's a good

20 illustration of the purpose of this meeting.

21 So thank you very much. I thank you all.

22 I think maybe I had one more hand, and I'm going

23 to make a couple more calls. Yes, Jeff. Come on forward

24 to the mike.

25

T19-6  
WR-5

1 CONTINUED STATEMENT OF JEFF GLICKMAN

2

3 MR. GLICKMAN: This is new information. Jeff

4 Glickman, 19405 148th Avenue Northeast.

5 I have a research team that's actually started

6 working on this whole issue, and one of them dropped off

7 some information during the break. So I don't know

8 whether the city's aware of this. It certainly doesn't

9 seem to be in the EIS study, and it may need to be.

10 According to my researcher, there is a Washington

11 Department of Transportation map called a "red zone." It

12 is a map that forbids development that will impact any

13 point in a red zone that contributes to transportation

14 density on DOT roads. In this case, apparently one of our

15 intersections, the intersection, if we have this right,

16 the intersection at the corner of 522 and 195th is part of

17 the red zone. That is to say, Washington law has a

18 moratorium on any development that will impact the red

19 zone with any additional trips, period, without exception.

20 But I strongly suggest it be investigated, and I

21 strongly suggest that we get it added to an appropriate

22 DEIS when one gets addressed.

23 MR. STURTZ: Thank you. Now, I'm going to --

24 'cause I think that was all the hands I have seen except

25 for nine hands. I'm going to once again call on somebody

1 that -- to once again make that call for somebody that

2 hasn't spoken before. I don't want to make that perfectly

3 possible because I do see some faces up there that haven't

4 spoken. Okay.

5 I'm going to cut this off in about 10 minutes.

6 Yeah. Exactly. I'm starting to see yawns and that sort

7 of thing. So anybody else that wants to speak one more

8 time. Okay. Please. State your name and address,

9 please.

10

11 CONTINUED STATEMENT OF SHARON PETERSON

12

13 MS. PETERSON: Sharon Peterson, 15206 Northeast

14 202nd Street, Woodinville.

15 There have been several people who have made

16 various comments to wildlife. And I do not believe the

17 DEIS actually addresses the impact of wildlife, nor does

18 it actually go through a species list, nor does it really

19 consider the potential for endangered species to be

20 indigenous to the community that the developer seeks to

21 destroy.

22 So I made a partial list of the potential species

23 of wildlife that should be addressed and would certainly

24 be impacted, particularly by the proposal in the DEIS to

25 replace wetlands. You can't exactly tell, you know, a

T6

T1-4  
TR-16

T6-7  
PA-4



1 frog: Oh, your house is actually down the block now.  
 2 We've moved it. You know, just hop on down.  
 3 So some of the species that need to be considered  
 4 and that I believe a study would be in order are including  
 5 salamanders, woodpecker, bobcats, deer, coyotes, frogs,  
 6 herons, various forms of wetland vegetation, additional  
 7 forms of wetland grasses, some of which are rare and  
 8 actually are protected species at this point.  
 9 We also have our more common robins; wrens; gray  
 10 squirrels; a high ground squirrel, either a brown squirrel  
 11 or a red squirrel, which is not the same as a California  
 12 gray squirrel; Blue jays; crows; and various sorts of  
 13 sparrows. And I do not think this is a complete list. So  
 14 if there's anybody else who can add to this list, I would  
 15 certainly encourage them to speak up. Thank you.  
 16 MR. STURTZ: Thank you. Okay. Anyone else who  
 17 would like to speak? Roger? Do you want to submit  
 18 something?  
 19 MR. MASON: I will submit something. This --  
 20 Sharon asked for an extra --  
 21 MR. STURTZ: Just -- so we know who's speaking.  
 22  
 23  
 24  
 25

T6-7  
cont'd  
PA-4

1 CONTINUED STATEMENT OF ROGER MASON  
 2  
 3 MR. MASON: This is Roger Mason, 15023 Northeast  
 4 195th.  
 5 I was provided this from John Hauk. It's H-A-U-K.  
 6 It's a photograph of an owl. He wasn't sure what kind it  
 7 was, but it's at the end of 201st Street. I didn't see  
 8 that on the list in the wildlife report, but I'll just  
 9 submit it as a photo that a resident has photographed it.  
 10 And we don't know what kind of owl it is.  
 11 MR. STURTZ: Well, I have friend who might be able  
 12 to identify that one.  
 13 I was hoping. Come on. You come down here, and  
 14 you don't say anything. Here, let's -- you haven't  
 15 signed, so I'll get you a . . .  
 16  
 17 STATEMENT OF WHITNEY BARNES  
 18  
 19 MR. BARNES: Whitney Barnes, 1416 Northeast 202nd.  
 20 Now, I would just like to add little bit to what  
 21 the last lady just said about the wildlife. The only  
 22 water that is available during the summer is the water  
 23 that flows by the golf course, down. There is no other  
 24 stream that flows all year around. This project will cut  
 25 the area of the wildlife in two and leave two-thirds of it

VAN PELT, CORBETT, BELLOWES  
423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

T12-8  
PA-4

T22-1  
PA-4

1 to the south and about one-third or less to the north that  
 2 will be able to get water. All of the other animals to  
 3 the south of this project will be without water during  
 4 several months of the summer. And if that doesn't impact  
 5 the bonnet here, I don't know what does. Thank you.  
 6 MR. STURTZ: Thank you, Bill. Thank you for  
 7 coming down. Did you sign?  
 8 MR. BARNES: No.  
 9 MR. STURTZ: Please. Thank you.  
 10 MS. HAGGAR: Joyce Haggar, 15226 Northeast 195th  
 11 Street.  
 12 I simply wanted to know if comments that were made  
 13 at the previous meeting, the previous meeting like this,  
 14 are still on record, or if you have to make new comment or  
 15 submit new written comments? Are they cumulative, in  
 16 other words? Or does it have to speak, you know, to this  
 17 direct issue?  
 18 MR. STURTZ: It needs to speak to this direct  
 19 issue. I encourage people to submit comments during this  
 20 comment period. Those all move forward to the final EIS  
 21 and -- so that the --  
 22 MS. HAGGAR: So if you've written or spoke in the  
 23 past, that is irrelevant.  
 24 MR. STURTZ: If you've written or spoke, you know,  
 25 during the comment period and if you spoke to the draft

T22-1  
cont'd  
PA.4

1 EIS, those will be included in the draft EIS. Comments  
 2 received earlier wouldn't necessarily be addressed in the  
 3 Environmental Impact Statement, but they could be  
 4 addressed at the public hearing.  
 5 MS. HAGGAR: Okay. Thank you.  
 6 MR. STURTZ: Come on.  
 7 MR. PARIS: I'm just curious about what the plan  
 8 is for the FEIS. Will it include responses to comments?  
 9 I know you mentioned at the --  
 10 MR. STURTZ: No, you're a great segue into the  
 11 ending.  
 12 MR. PARIS: And the other thing I was going to ask  
 13 is: Will the final EIS be a stand-alone document, or will  
 14 it be --  
 15 MR. STURTZ: I'm sorry.  
 16 MR. PARIS: Will the final EIS be a stand-alone  
 17 document, or will it need the draft EIS with it and the  
 18 FEIS only shows the changes -- I'm curious -- with the  
 19 plans?  
 20 MR. STURTZ: Thank you. All right. And a good  
 21 segue to the ending, you know, what's the next step, that  
 22 sort of thing. But one last call. Anyone else that we  
 23 haven't heard from that would like to speak, like Bill  
 24 did? Okay.  
 25 I think we'll bring it to a close. Thank you very

1 much. The final EIS will include all these comments.  
 2 They will, you know, address each one at -- appropriately  
 3 in that final EIS document. That -- I'm trying to  
 4 remember dates.  
 5 The comment period ends on March 3rd. And  
 6 approximately 60 days later that final EIS document will  
 7 be issued. It's using this and several other mailing  
 8 lists. We mailed out 266 today. Some of you are probably  
 9 on that list, but that's okay. But you'll get that  
 10 notice, and you'll get notice of the availability of the  
 11 final EIS document and you will get notice of the public  
 12 hearing in late -- you know, late May, early June, that  
 13 kind of time period. That hasn't been set.  
 14 The entire documents move forward to the hearing  
 15 examiner. The hearing examiner is the one who makes the  
 16 decision on the preliminary plat rezone. That will be a  
 17 public hearing. He is an attorney. Unlike myself, he  
 18 makes finding of facts and conclusions of law.  
 19 You are more than welcome and I certainly  
 20 encourage you to come to that public hearing. A lot of  
 21 the statements I heard tonight weren't directly  
 22 environmental. They were more issue of the plat, itself.  
 23 And he will see that in writing, of course; but I  
 24 encourage you to come down here and make those comments  
 25 about the plat and the rezone as well. And, like I say,

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 we've got your name and address. Everybody did a nice job  
 2 of printing. And my third grade teacher would be proud of  
 3 you. We will send you a notice of that. One last?  
 4 Please step forward.  
 5 MR. GLICKMAN: Yes. Ray, just want to know, when  
 6 will we receive an access to an actual draft EIS?  
 7 MR. STURTZ: Okay. The question was from the back  
 8 of the room. When will a copy of the actual complete  
 9 draft EIS be available?  
 10 We checked -- Dick, we checked on that today. A  
 11 complete one was up there. I'm going to, before I go home  
 12 tonight, I'm going to check, make sure it's there again,  
 13 do a blind check on them. And we have copies available  
 14 here at city hall. They have copies available at the  
 15 libraries. That's the, both the Kingsgate and the  
 16 Woodinville library. But I will check on that tonight. I  
 17 will -- if there is a problem with that, that will be  
 18 corrected either tonight or first thing in the morning  
 19 because the last I checked, you know, the last 24 hours,  
 20 they had the complete document. That was verified.  
 21 We went through the CD. And all, all the pages  
 22 were there. It was all there.  
 23 Now the question certainly comes up: Is it  
 24 adequate? And that's the purpose of this comment period,  
 25 that's the purpose of this meeting, to find and question

VAN PELT, CORBETT, BELLOWES  
 423 2nd Ave. Ext. S, #21 \* Seattle, WA 98104 \* 206-682-9339

1 the adequacy of the document. And so many of these  
 2 statements were totally appropriate. It's part of the  
 3 process, part of the process of gaining more knowledge  
 4 about the sites in question, the impacts, and what if any  
 5 appropriate mitigations there might be.  
 6 And so I applaud you. Thank you very much for  
 7 taking part in this public process. I've been at this 34  
 8 years; and, like I said earlier, I've sat in many empty  
 9 rooms wondering: Where is everybody?  
 10 Please come down. Please come to the public  
 11 hearing. Please write your letters. I appreciate them.  
 12 I take them under consideration, where they will be passed  
 13 on to the hearing examiner. Again, I'm not the decision  
 14 maker. I'm a regulator. I'm here to gather comments and  
 15 a regulator of that process. And so again, thank you very  
 16 much for your participation.  
 17 [Hearing concluded at 9:20 p.m.]  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25

1 C E R T I F I C A T E  
 2 STATE OF WASHINGTON )  
 3 COUNTY OF KING ) SS  
 4 I, Jacqueline L. Bellows, a Notary Public in and for  
 5 the State of Washington, do hereby certify:  
 6 That the foregoing public comments were taken before  
 7 me at the time and place therein set forth;  
 8 That the statements of the witnesses and all remarks  
 9 made at the time of the public comments were recorded  
 10 stenographically by me, and thereafter transcribed under my  
 11 direction;  
 12 That the foregoing transcript is a true record of  
 13 the statements given by the witnesses and of all remarks made  
 14 at the time of the public comments, to the best of my ability.  
 15  
 16 Witness my hand and seal this 28th day of  
 17 February 2004.  
 18  
 19  
 20  
 21  
 22  
 23  
 24  
 25

\_\_\_\_\_  
 Jacqueline L. Bellows, Notary  
 Public in and for the State  
 of Washington, residing at  
 Arlington. Commission  
 expires October 18, 2006.