- 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.

Respectfully submitted,
Peter & Heidi Symington

interest 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.

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.

Thank you.

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

EXHIBIT 77
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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.

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

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 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.

- 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