

C-12 Appeal Documents -
Compiled neighbor letter

December 2, 2019
SW Planning Department
Sedro-Woolley, Washington



To whom it may concern:

My husband and I have lived on Independence Boulevard for 22 years. We have really enjoyed the upgraded sidewalk that was put in along McGargile several years ago and we use it for walking or biking almost every day. The last time I went walking, I noticed a Land Use Sign, which I had not seen before. It showed a plan for a very large amount of houses being built in the field sometime in the near future.

I am very concerned for a number of reasons. First of all, the number "85" really stood out to me. I looked and tried to visualize what 85 units would look like all crammed into one field. That is .15 acre per house. How well has the small lot concept worked out in the development above the Gateway Golf Course?

Secondly, I am very familiar with the traffic on McGargile. There is congestion around Evergreen School and around Cascade Middle School already. Both schools enter and exit only onto McGargile. The congestion occurs between 7 AM and 9:15 AM and between 2 PM and 4 PM. More traffic would mean more congestion on McGargile as well as on Carter Road. There appear to be no other entrances planned for 85+ cars other than the one entrance on McGargile.

Thirdly, part of the beauty of living where we do (which I call the "suburbs" of Sedro Woolley) is the pleasure of the surrounding countryside. A development of 85 houses, would totally change the surrounding landscape which is currently so pleasant to walk through and be part of.

Fourthly, the proposal is for a community of 55 and older. Apparently there is a question about whether that is what will actually happen. General housing, if it comes to pass, will have a major impact on Evergreen School, which is already in need of major attention and upgrades.

Fifthly, I am concerned about Brickyard Creek flooding. Our house has undergone flooding in the past 10 years, due to Brickyard Creek. Is this a wise place to create a new development, if flooding is a possibility?

For these reasons specifically, I would like to ask you to consider not allowing this development to be built. I know we need more low income and small home housing. But this is not necessarily the way to go about it.

My husband and I are very concerned about the large number of houses. (If nothing else, please scale back the number of houses and see how it goes.) We are also concerned about traffic, about impact on the surrounding area, about Evergreen School, about keeping within the 55 and older age limit and about flooding.

For these reasons, we would request you to seriously consider the ramifications of this BYK proposal in your accepting or denying this proposal.

Sincerely, Diane Celeste and Roger Weaver



To City of Sedro Woolley Planning Department:

It seems to me that the McGarigle Development will be a detriment to not only the existing neighborhoods but a traffic hazard to young students as well! The analyzed intersections were based on data that took place between 4-6pm. The problem times are earlier in the day when the elementary and middle schools let out between 2:30 and 3:30pm! The school pick up traffic is sometimes backed up from the Evergreen Elementary all the way back to Highway 9. Traffic that goes beyond the school to other areas on McGarigle have to use the left lane to pass the school pick up traffic and block oncoming traffic. This is a dangerous scenario. Why is the access road going to be on McGarigle when it would alleviate all of the traffic problems if you would put the access road off Highway 20?

I have lived on Independence Blvd. for going on 28 years and raised my family here. I have enjoyed that small town feel until now! If the new project is anything like the area developed above the golf course it will turn out to be an eyesore as well. The houses are crammed in so close together and painted such horrid colors it's not pleasant to look at not only up close but even from Highway 20!

Concerning the round-about at Highway 9, McGarigle Road and John Liner. It will only exist because of the McGarigle Project! Shouldn't BYK Construction pay for this project instead of local taxpayers?

Have you taken into consideration any future construction going on in the area? I've heard rumor of a similar site going to be built on the existing Sauk Mountain Golf Course! Has your study included any data from that possible site? There will be even more of a traffic impact on the area than already planned for. This seems like bad planning from the City Planners that the possible future projects haven't been included in these studies!

All in all I believe that this project has been pushed through at such a pace that the area homeowners haven't had a chance to respond to this project! This project, it seems to me, has favored the Construction company building this project and The City of Sedro Woolley as a way to pad the coffers and to raise more taxes for the city at the existing neighborhoods expense.

ROBERT MATAYA
1226 INDEPENDENCE BLVD.
SEDRO WOOLLEY, WA. 98284
360-391-3150
mataya@msn.com

Frank A. Bresnan ^{MAN} ~~MAN~~ SA

I would talk ABOUT Traffic on
McGargie Road & Carter Road
PROBLEM occurs 3:00 PM 3:00 to 3:45
AM ~~3:00~~ Traffic in morning

[Signature] 12-2-19





8250 - 165th Avenue NE
Suite 100
Redmond, WA 98052-6628
T 425-883-4134
F 425-867-0898
www.tsinw.com

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October 4, 2019

TO: David Lee, PE
City Engineer, City of Sedro-Woolley

FROM: Andrew L. Bratlien, PE

SUBJECT: McGarigle Development TIA Review

This memorandum summarizes the findings of Transportation Solutions' peer review of the McGarigle Development Traffic Impact Analysis (TIA) dated September 2019. The TIA is provided as **Attachment 1**.

Transportation Solutions reviewed the TIA methods and assumptions, with specific consideration for PM peak hour traffic volume forecasts. As a reference check, the 2025 traffic forecasts in the TIA were compared to the 2036 traffic forecasts identified in the Jones/John Liner/Trail Rd Corridor Traffic Analysis, provided as **Attachment 2**. The Jones/John Liner/Trail Rd forecasts were developed using the Sedro-Woolley citywide travel demand model, which includes anticipated 2036 land use growth consistent with the Sedro-Woolley Comprehensive Plan.

This review indicated that the findings and recommendations of the TIA are generally consistent with the conclusions of the Jones/John Liner/Trail Rd corridor study.

- The intersection of John Liner Rd/McGarigle Rd and Township St (SR 9) will operate at LOS F without improvement in both without- and with-development scenarios.
- The planned single-lane roundabout at the intersection will allow the intersection to operate well at LOS A through the 2036 PM peak hour.
- The residential development does not exceed the total long-range growth forecasts identified in the Sedro-Woolley Comprehensive Plan.

Please contact me with any questions regarding this peer review.

Attachment 1. McGarigle Development Traffic Impact Analysis

Attachment 2. Jones/John Liner/Trail Rd Corridor Projects Traffic Analysis; Updated 1/3/2019

CITY HAS

**NOTICE OF APPLICATION AND SEPA COMMENT PERIOD
CITY OF SEDRO-WOOLLEY PLANNING DEPARTMENT**

Description of proposal/application: The city has received an application for a proposed 85-unit Planned Residential Development (PRD) on a vacant 12.7 acre property on Metcalf Road. The proposed PRD will be age-restricted to 55 years and older. The property is zoned Residential 7 and allows for a variety of lot sizes under the PRD provisions in the Sedro-Woolley Municipal Code (SWMC). The proposed lots range from 3,675 to 14,090 square feet in size. The project includes construction of a new public road with sidewalks, a 55,532 square foot community open space, and stormwater infrastructure. File #LP-2019-389.

Proponent: BYK Construction Inc.
ATTN: Tim Woodmansee
PO Box 619
Sedro-Woolley, WA 98284

Location of project, including street address if any: Skagit County Assessor's parcel #39374 located on the south side Metcalf Road roughly across from the east end of Independence Boulevard, Sedro-Woolley, WA 98284.

Environmental Review: The optional DNS process in WAC 197-11-355 is being used. Agencies, tribes, and the public are encouraged to review and comment on the proposed project and its probable environmental impacts. The City of Sedro-Woolley has reviewed the proposed project for probable adverse environmental impacts and expects to issue a mitigated determination of non-significance (MDNS) for this project. The MDNS will likely include the following conditions and any other conditions that may be necessary to address concerns raised during this comment period.

1. Hours of construction shall be limited to 7:00 a.m. to 9:00 p.m. weekdays and 8:00 a.m. to 9:00 p.m. weekends as required in SWMC 9.46.020.
2. Comply with Northwest Clean Air Agency Regulations during construction activities.
3. Any water discharged to the City stormwater system as a result of this project must be approved by and comply with conditions of the Public Works Department.
4. Provide a temporary erosion and sedimentation control plan for approval by the city engineer.
5. Lighting from the site shall be directed and/or shielded so as to not shine at the neighboring residential properties.
6. All construction traffic shall use temporary construction access as approved by the Public Works Department.
7. Obtain and comply with conditions of a NPDES stormwater general permit from the Department of Ecology.
8. Contribute police mitigation fees of \$505.76 per unit as per the residential unit fee calculation in the Capital Facilities Element of the City of Sedro-Woolley Comprehensive Plan, and
9. Construction shall comply with all local, state and federal regulations, including Sedro-Woolley Municipal Code Title 13.36 Stormwater Management Standards, Title 13.40 Stormwater Facilities Maintenance, Title 15.40 Public Works Construction Standards, Title 17 Zoning, Sedro-Woolley Public Works Design Standards and the Sedro-Woolley Comprehensive Plan.

Documents are available for review at: The City of Sedro-Woolley Planning Department, 325 Metcalf Street, Sedro-Woolley, WA 98284, Monday through Friday, 8:00 AM to 5:00 PM. Environmental documents available include a SEPA checklist, stormwater report, stormwater infiltration feasibility assessment, traffic impact analysis and critical areas assessment. For more information, contact Katherine Weir at the Sedro-Woolley Planning Department at (360) 855-3206 or by email kweir@ci.sedro-woolley.wa.us.

Public Comment Period: The lead agency for this proposal has NOT yet made a threshold determination of whether or not the proposed project has a probable significant adverse impact on the environment. Interested persons may comment on the application and/or the anticipated SEPA determination, receive notice, participate in any hearings and request a copy of the decision. **Public comments must be received by 4:30 p.m. December 2, 2019** and should be submitted to the City of Sedro-Woolley Planning Department, 325 Metcalf Street, Sedro-Woolley, WA 98284. Comments may be mailed or personally delivered and should be as specific as possible. **This may be your only opportunity to comment on the environmental impacts of the proposed project.**

Katherine Weir, Assistant Planner
City of Sedro-Woolley Planning Department

Published in Skagit Valley Herald on November 18, 2019

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City has all pages

FW: McGarigle Development project/Traffic Issues

Allen Emerson <allen.emerson@comcast.net>

Wed 11/13/2019 1:42 PM

To: 'Frank Alan Bresnan Sr' <sparky1943@hotmail.com>

📎 2 attachments (8 MB)

McGarigle Development TIA Peer Review_2019-10-04.pdf; McGarigle Traffic--Parent pickup.jpg;

Good Morning, Chuck

Thank you for giving your attention to local resident concerns regarding a possible 85 home development of the open land property bordering McGarigle, I am sending you a copy of the recent Traffic Analysis that was prepared by Gibson Traffic Consultants for the site. Apparently the city engaged their on-call Transportation consultant Transportation Solutions Inc. to review and comment on the GTC study. This is also attached.

Please note page 15, conclusions. This survey does not take into consideration the possible impact on McGarigle Road from the traffic that would be generated by the future development of the golf course bordering Fruitdale and McGarigle Roads. I don't have a start date for that future development nor the number or style of dwellings that would be constructed. **This attached study does not address that development.** City of Sedro Woolley, engineering department, informed me about the golf course being sold. I do not know how that piece of property is zoned in reference to the type of homes/apartments/condominiums that might be constructed.

I would ask you as our councilman to please inquire as to who bought the golf course property, the type of construction planned and when that construction is planned

The picture attached was taken by my wife from a vantage point on John Liner Road on Friday, November 1. As you can see parent pickup is backed up to Highway 9 in the approximate location of the proposed round-about.

Can you please find out the name of the hearing examiner assigned to hear this matter of construction/traffic issues. Need that information as soon as possible. Again your assistance is very much appreciated. I'm sorry you cannot meet with the residents in and around McGarigle this coming Friday. I completely understand that you need to be in a position of having an objective viewpoint on these matters with your peers. We will continue to keep you informed on any and all matters concerning these issues. We also respectfully request that you let us know whatever information you can learn regarding the development of the golf course

Sincerely,

A. Emerson

Allen.emerson@comcast.net

Cell: 360.421.1867

Possible Concerns and Talking Points for BYK'S Proposed 85 Home Development off of McGarigle Road

Traffic Impact during parent pickup on McGarigle Road. Traffic has been seen backed up to Highway 9 during parent pickup. What effect will the construction project off of McGarigle Road have on school pickup and will school bus traffic be affected.

Will a proposed round-about linking John Liner Road, Highway 9 and McGarigle provide the necessary traffic movement needed when there is ingress and egress from 85 new homes onto McGarigle Road. What affect will the increased 18-wheel truck traffic have on the proposed round-about including buss and parent traffic.

Will the Janicki construction of the Omni Processor at the old Northern State Campus cause additional traffic concerns for McGarigle Road when the construction of the Omni Processor is completed and Janicki is has reached full employment at the Northern State Campus

The Old Golf bordering Fruitdale and McGarigle Road is up for sale and may in fact be sold to a housing contractor. If that sale occurs and there is housing construction on the old golf course site what effect would that have regarding any possible ingress and egress onto McGarigle Road.

As a possible solution, could BYK's McGarigle Construction project be built, for example, in twenty home increments to see how the traffic from those twenty homes affects the already existing traffic on McGarigle Road

Mark A. Sutton
Kathryn L. Sutton
1234 McGarigle Road
Sedro-Woolley, WA 98284



December 2, 2019

Hand Delivered December 2, 2019

City of Sedro-Woolley
Planning Department
Attn: Mark A. Freiberger, Director of Public Works
Attn: David Lee, City Engineer
325 Metcalf Street
Sedro-Woolley, WA 98284

RE: Proposed Development by BYK-McGarigle Road
Gibson Traffic Consultants/McGarigle Development Traffic Impact Analysis

Dear Mr. Freiberger and Mr. Lee;

On Wednesday, November 25, 2019 I stopped in at the planning department to obtain information regarding the 85 lot development that has been submitted for approval on McGarigle Road. I spoke to both Katherine Weir and David Lee about my concerns pertaining to the additional traffic in the area that will be created by a development of this size, along with other growth that has been, or will be, occurring in the area in the near future. I want to thank both Katherine and David for taking the time to assist me.

We still have many concerns regarding the traffic, the schools, and any future revisions to McGarigle Road that may be needed to maintain the road. In reviewing the McGarigle Development Traffic Impact Analysis created in September 2019 by Gibson Traffic Consultants, I have the following concerns and comments:

- I understand that it may be typical to do an analysis of this type using the afternoon commuter peak period of 4-6 PM. In this instance it would have been more accurate to perform the analysis during the appropriate time frame in the morning when school is preparing to start, and again in the afternoon when students are released for the day. Evergreen Elementary School is located on McGarigle Road and only has one access point, which is located on McGarigle Road. The amount of traffic in the morning and afternoon, that is school related, can get quite heavy. The school buses for Evergreen Elementary School, that drop off students in the morning, and pick them up at the end of their day, all access the school from McGarigle Road. The parents that take their children to school, and pick them up in the afternoon, all use this entry point as well.

- Cascade Middle School is located at 905 McGarigle Road, with a large parking lot located off McGarigle Road. Evergreen Elementary and Cascade Middle Schools are very close and have common grounds. Parents dropping off or picking up children to both schools enter and exit the school property from McGarigle Road. The entry to this parking/drop off area resembles a bee hive when school is starting in the morning and letting out in the afternoon.
- The housing development above the golf course, located off of Portobello Avenue, has been developed to full capacity. My understanding is that there will soon be a new development behind it, adding more houses, and more traffic to the area. The existing development on Portobello has increased the amount of traffic going back and forth on McGarigle Road to and from the schools significantly. I believe that the number of additional cars from the new development once completed, will only increase the traffic on McGarigle Road further.
- According to the TIA, an estimated 72% of the vehicles exiting from the McGarigle development will travel on Hwy 20, 60% of those accessing Hwy 20 to and from the west. This route goes right by the schools. At peak morning and afternoon time, for pick up and delivery of children, there can be cars lined up on McGarigle Road waiting to enter the school parking lot. This will increase the unsafe environment for not only for the regular traffic, the construction vehicles, and any emergency vehicles attempting to get through, but also for the students that walk down McGarigle Road to their homes.
- From reviewing the TIA, it looks like a roundabout will, at some point, be installed as a solution to the traffic issues happening right now at the Hwy 9 and John Liner/McGarigle intersection. This will open up a straight shot from John Liner Road, parallel to Hwy 20, and increase the traffic onto McGarigle Road for those that wish to avoid Hwy 20, and those that enjoy racing down our road well above the speed limit as well.
- Once the Swift Center is in full swing, and Sedron Technologies has employed the estimated 1000+ employees, there will be additional cars traveling McGarigle Road trying to avoid the long wait at the Hwy 20 stop light.
- It is mentioned in the TIA that all the intersections analyzed in the TIA will operate within acceptable service standards. In 2025 the delays would be acceptable with planned roadway improvements by the City of Sedro-Woolley. What improvements? How will these improvements affect the property owners along McGarigle Road, and especially those whose properties are located in the area of entry to the development? I was unable to get an answer to this question on my visit to the planning department. Our property is located at the entry to the proposed development and we would love to know what changes may be coming that will affect us.

I'm sure we are not the only residents of the McGarigle Road/Carter Road/Independence Blvd. areas, with many questions and few answers. If any of the above comments were taken individually, it may not seem like a lot. But all together, they will certainly change the dynamic of the area even further. Maybe if this proposed project is thoroughly thought out before approval, and steps taken to alleviate

some of the above concerns, then the “improvements” down the road may not need to be extensive and/or invasive.

Suggestions:

- If the construction vehicles were to enter and exit the project property to the east, towards the McGarigle Road/Fruitdale Road intersection, it would help with any additional congestion near the schools and the additional house shaking that comes when the big trucks pass by. There are fewer home owners along McGarigle Road towards the east as well.
- If there will be a possibility of needing to install turn lanes at the intersection of McGarigle Road and Independence Blvd in the future, maybe easements could be built into the development property on the south side of McGarigle Road during the planning phase. This would take into account the future revisions with the least affect to the existing property owners.

Thank you for your consideration and for listening to our concerns.

Sincerely,

Handwritten signatures of Mark A. Sutton and Kathryn L. Sutton in blue ink.

Mark A. and Kathryn L. Sutton

cc: Katherine Weir

Marilyn Kenney
587 Carter St.
Sedro-Woolley, WA 98284
360 856-2085



November 27, 2019

City of Sedro-Woolley Planning Department
325 Metcalf St.
Sedro-Woolley, WA 98284

Re: The Park at Brickyard Creek

To Whom It May Concern:

I am concerned about the traffic impact on Carter St. Carter St. has become a "short cut" for those folks upon the hill who wish to avoid the stop light on Fruitdale, those who live on Independence and those who live west of Carter not wanting to deal with Highway 9. This is in addition to school traffic.

The demographic of Carter St. has changed in the last few years. We have had families with children move in that include young children to teenagers. There are still those of us who are older, and some who use walkers to get about. I am concerned about all of our safety. So much money and work has been done on McGarigle to make it safer and people friendly it would be a shame to interfere with it.

Having only one way in and out of this development seems short sighted to me. It appears that areas of Highway 20 are being groomed for family friendly businesses. The folks in this new development will not have easy, walkable access.

Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads "Marilyn Kenney". The signature is written in a cursive style.

Marilyn Kenney

James L. Johnson
587 Carter St.
Sedro-Woolley WA 98284
360-856-2085



November 30, 2019

City of Sedro-Woolley Planning Department
325 Metcalf St.
Sedro-Woolley, WA 98284

Re: The Park at Brickyard Creek

Dear Sir or Madam,

My wife and I have resided at 587 Carter Street for the past 25 years. During that time we have enjoyed the 20 plus acre field just beyond our backyard. It was a bit of country in town. We knew though, that it couldn't last. Residential housing was the highest and most appropriate use. That said, we find the proposed Park at Brickyard Creek lacking in generosity, uninspired, and a source of needless traffic congestion.

Having shoehorned 6.7 houses per acre into the plan, little room remains for amenities like alleys or pocket parks. All this is probably, if regrettably, in accord with requirements. Also missing from documents we received is any mention of rental housing. Some years back when I served on the Planning Commission there was considerable talk about dispersing rental units-duplexes even triples-throughout the city to minimize creation of "rental ghettos" Those discussions would seem not to have come to fruition. Apparently too, the City believes that all citizens over 55 can afford to be homeowners. What of affordable or low-income housing within the proposed development? These oversights may be legal, but they remain oversights. The City would seem to be operating in a vacuum where social problems and the obligation to address them do not exist.

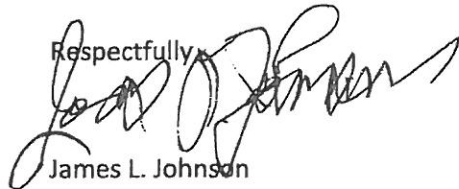
The overall design is dull and unimaginative. With one glance you've seen the whole thing. There are no surprises. The only comparable development I know of in Woolley, though much smaller with a mere twenty houses as opposed to eighty-five, is at Fidalgo and Settlers Place. The one thing that enlivens it is a children's playground in the central green space. Older folks love to watch kids at play, but there won't be any kids here. Likely covenants to control the species of trees and their height will be in place, further diminishing an already bland community.

There will, however be children aplenty out front on McGairgle walking and bicycling, and, not only when nearby schools take up and dismiss. Yet the developer has chosen to funnel all the development

generated vehicular traffic out onto McGairgle. That seems little short of insanity. Surely an entrance and exit onto Hwy. 20 are called for. We live on the corner of McGairgle and Carter, a street lacking sidewalks. Already when parents are dropping off or picking up their kids from school it is dangerous to be a pedestrian on Carter Street. The Planning Department should know this; the police department does. Further, the planners and developer seem to be operating under the delusion that traffic generated by the development will either go east to Fruitdale or west to Hwy. 9. Please know they will head for the shorter more direct route down an already substandard, inadequate Carter Street. The City and the developer ought to be prepared to retrofit Carter with long overdue sidewalks.

I doubt that any municipality anywhere in Skagit County would approve of this plan as it now stands. Our planners and City are capable of better. Indeed, they owe it to their citizenry.

Thank you for your consideration.

Respectfully,

James L. Johnson



To: City of Sedro Woolley Planning Dept

Re: 85 unit Planned residential development (Park at Brickyard Creek)

I do not have an issue with the development. My issue is with the extra traffic that will be directed to McGarigle Rd., and end up on Carter St.

A lot of this traffic will end up using Carter St. We already have a large number of cars using Carter St. when dropping children off and picking them up at the schools. This traffic increased when the new school was built, even though we were told that traffic would be directed to Fruitdale Rd.

The residents on Carter St. would like to see something done to stop our residential road from becoming an even more used "shortcut".

Carl Lundstrom

387 Carter St.

Sedro Woolley, WA 98284

cal058@hotmail.com

360-420-3763

Concerns about BKY's Proposed 85 Unit Home Development
on McGarigle Rd, Sedro Woolley



We do not think the proposed development of an 85 unit over 55 retirement residential Property on McGarigle at Independence Blvd will be beneficial to our schools or community. We are very concerned about the impact of the construction and the subsequent increase in traffic this development will have on McGarigle and Carter Roads and SR9.

There is only one outlet designed into this project. People 55 and over are still working and will be coming and going all day long. Adding this to the ever-increasing traffic with moms and buses with school children in addition to cyclists and pedestrians is not going to work.

Another development planed for the Gateway Golf Course? What a shame the city could not maintain our nice course. We've had a young couple move into our neighborhood because there was a course nearby. Oh well. This traffic will be added to the growing car count coming out of Gateway Heights and the increasing traffic of the SWIFT Center.

I'm usually a fan of Round-Abouts. They can be very useful in keeping the traffic moving. I can see a Round-About being effective at the intersection of McGarigle and Fruitdale. Where Round-Abouts don't work so well is when pedestrians are involved. I believe putting one at the intersection of SR9 and McGarigle or SR9 and SR20 would be suicidal. With the steady stream of 18 wheelers, the occasional log truck, harried moms and loaded school buses, we can only thank the Crossing Guards and our lucky stars that disaster has not visited us already.

This looks to me like another situation where the developers swoop in, do their thing, make lots of money and then leave it to the taxpayers to deal with the problems. This has not been thought through.

How about a nice retirement home like Country Meadow?

Margaret Miller
Larry Stob

RANDIE WRIGHT
1233 Independence Boulevard
Sedro Woolley, WA. 98284
360-818-8719
spikeybeagle@comcast.net



December 2, 2019

City of Sedro Woolley
Planning Department
325 Metcalf Street
Sedro Woolley, WA. 98284

Dear Planning Department

I have spent numerous hours thinking about the proposed 85 residential housing development across McGarigle Street from Independence Boulevard. I see that the proposed ingress and egress from this development is across from the north end of Independence Boulevard. Since I live on Independence across from the proposed new intersection, I am writing about my concerns regarding the density of homes being allowed on the 12.7 acre construction site.

I found in reading the materials sent to me by the city informative. I also found the the traffic feasibility study was done at a time of day when the school traffic had already dissipated. During drop-off and pick-up times for Cascade Middle School and Evergreen Elementary School. the line of cars waiting to get to these schools can be all the way to Highway 9. I am forced to use Carter Street to either leave or return back to my residence. I believe the additional 85 homes proposed will further impede me and my neighbors. Carter Street cannot handle the additional traffic the new homes will bring.

McGarigle Street already has become a favorite "side" road for some of the people living in the community of homes further up Fruitdale Road (the newer homes just north of the golf course). Instead of continuing south on Fruitdale to Highway 20, they choose to turn down McGarigle to get to Highway 9. I have witnessed these same drivers choose to go more than the posted 25 miles per hour. I believe the 85 new homes add too much traffic to McGarigle and Carter Streets.

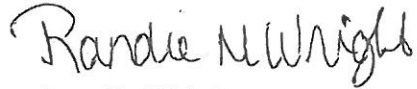
I also found that there is a proposed roundabout for the intersection of Highway 9 and McGarigle Street/John Liner Road. When I look at this intersection and the housing around it, I cannot see that there is enough room to install such a traffic diversion. With traffic already backed up to Highway 9 during afore mentioned pick-up traffic for the two schools and the current commercial big rig traffic southbound on Highway 9, I believe that a roundabout at this location would not help traffic flow, but make it worse.

I am requesting that the hearing examiner to give due and proper consideration to the possibility of reducing the number of homes that are allowed for construction on this 12.7 acre property.

I am not opposed to the development on this property, just to the density of homes allowed.

Thank you for your consideration of my concerns.

Sincerely,

A handwritten signature in cursive script that reads "Randie N. Wright". The signature is written in black ink and is positioned to the right of the word "Sincerely,".

Randie Wright