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June 21, 2006

Snohomish County Planning and Development  
Attn: Bob Pemberton/File #05-123050-SD  
3000 Rockefeller Ave  
Everett, WA 98201

Re: Horseman's Trail, File Number 05-123050-SD

The WindandTide Community Association requests to be a party of record in the above matter.

116 new homes on Picnic Point Road will add significantly to the average daily trips (ADT) on our streets where traffic already exceeds the county standard for residential neighborhoods. This is shown by a traffic study and two surveys. The surveys are enclosed herewith. The study was prompted by Mukilteo's One Club House Lane Home Owners Association and was conducted in January and February of 2000. (See exhibit 41 to Timberwood Wood Ridge, PFN 05-123279).

The One Club House Lane study recorded 743 ADT at the north entrance to WindandTide, up from 492 ADT in 1996. No recent volume studies have been performed, but, unquestionably, the ADT today are greater. A recently approved development of 29 airspace condominiums to the South of WindandTide (Timberwood Ridge) will add 133 ADT to the 743 recorded in the One Club House Lane study providing 876 ADT excluding the traffic of WindandTide residents. WindandTide has 150 single family residences. Assuming 9.57 ADT/SFR, 1,436 ADT are generated by WindandTide alone. The Snohomish County standard for residential streets is an ADT volume of from 250-1,000 ADT. When WindandTide traffic is considered with the study conducted by One Club House Lane, it is obvious that the traffic on Maplewood has far exceeded that standard for years without considering the addition of Timberwood Ridge or Horseman's Trail traffic. Horseman Trail traffic will add another 552 ADT through our neighborhood.

The two surveys conducted by WindandTide were taken to discern traffic patterns through our neighborhood. What those surveys reveal is that 42-48% of WindandTide residents use the north end of WindandTide for their daily trips. There is no reason to believe that the traffic from new development to our immediate south will differ. It also demonstrates that the percentage of traffic to and from the north has increased since 1998 and will continue to increase in the future. These percentages were used to determine how many of the ADTs generated by Horseman's Trail and Timberwood Ridge will pass through our neighborhood.

PDS advises that the ADT standard adopted by the county applies to new development, not existing residential areas. We are confounded by the logic that would explain why the safety concerns of newly developed areas trump that of existing residents. We, after all, are the people that government is supposed to represent and serve. The residents of Horseman's Trail do not even exist, only a developer.

The hearing examiner in the Timberwood Ridge hearing (PFN 05-123279) acknowledged the impact of development outside of WindandTide on WindandTide traffic and concluded that this was a problem for the two governments (Snohomish County and Mukilteo) to solve. This statement was in response to our remarks that traffic issues in WindandTide were created by development outside of WindandTide and that the county is duty bound to ensure that existing residential infrastructure is adequate to support the impact of neighboring development. In that instance the Hearing Examiner did not see it appropriate that the developer of 29 airspace condominiums should be required to address the county's neglect of the infrastructure needs of our neighborhood resulting from two other major developments.

So our little community has borne the impacts of the development of Harbour Pointe, Regatta Estates, soon Timberwood Ridge, and perhaps (?) Horseman's Trail. Is the addition of 116 homes enough to warrant requiring this developer to make offsite improvements? Is it enough to shake the county out of its malaise in addressing the needs of our community? Is it enough to deny a determination of non-significance for the Horseman's Trail proposed development?

As we stated previously in the Timberwood Ridge Hearing, We wish to know at what point the county considers the cumulative effect of traffic on our neighborhood to warrant addressing remedies. The children of our community walk to and from school bus stops on Maplewood Avenue, often times in the dark and when traffic is near its peak. We have no curbs or sidewalks. We have petitioned the county for grant monies in the past to provide these amenities to no avail. We are a community that is serious about the safety of its citizens and we do not want to see our quality of life dribble away with successive waves of development that violate the unique character of our neighborhood.

Sincerely,

Wayne DeWitt  
President, WindandTide Community Association

Enclosures  
1998 WindandTide traffic survey  
2006 WindandTide traffic survey