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CONSULTANTS

Site Planning
Civil Engineering
Land Use Consulting
Project Management

December 5, 2018

Mr. Ben Swanson
Community Development Director
City of Monroe
806 W. Main Street
Monroe, WA 98272

Re: Garibaldi PRD — CPH Project No. 0054-18-028
Project Narrative

Mr. Swanson,

This project narrative is provided on behalf of my client, Garibaldi Lake, LLC, to complete the preliminary subdivision and planned residential development (PRD) application for the Garibaldi PRD project. The project proposes to subdivide an assemblage of three adjoining real parcels (Tax Parcel #'s 2803310020-0800, -1600, and -3900)) with a total area of approximately 13.82 acres in the City of Monroe, Washington into 61 new single-family residential lots. The site is located along the west frontage of Chain Lake Road just south of 134th Street SE and approximately 1,200 feet north of Rainier View Road. This narrative introduces the project and summarizes some of the key design and development considerations to facilitate the City's review, issuance of a final SEPA determination, and ultimate approval of the proposed preliminary subdivision and PRD permits.

SITE PLAN, DENSITY, AND DIMENSIONS

The preliminary site plan and supporting technical data submitted with this application are a result of discussion with City staff, coordination with the various members of the project team, and alternatives analyses. Monroe Municipal Code (MMC) Chapter 18.84 establishes a framework and criteria for the review and approval of PRDs in the City. The proposed project has been carefully designed in accordance with these and other provisions of the MMC as well as the current version of the City of Monroe Public Works Design and Construction Standards.

The properties that comprise the project site are currently zoned R4, *Low Density Residential*. This zoning designation and standard subdivision criteria allow the site to be subdivided into a base density of 55 single-family residential lots. City code section 18.84.120 provides for up to a 30 percent density bonus which would allow a total of 72 units base on the gross site acreage. The project proposes to subdivide the site into 61 single-family lots and several common open space tracts. All lot dimensions, coverage, and setbacks are proposed in accordance with MMC 18.10.140.

The current proposal to provide for less than the maximum allowable PRD yield is mostly a result of having to accommodate existing site encumbrances and natural features that limit developable area on the site. Site design is largely affected by the topography of the site. The site generally slopes southwest from the higher elevations at the north and west edges toward the east and south boundaries with a notable total elevation relief of approximately 86 feet. A large, steep knoll occupies the southeast portion of the site where the project's access road must be located (for sight distance). It also requires consideration of significant encumbrance by a 100-foot wide Puget Sound Energy (PSE) future transmission easement as well as an onsite wetland, stream, and associated buffers. The PSE easement effectively bisects the site and cannot contain any structures or facilities that would conflict with the potential future

installation of overhead electrical transmission lines. The onsite wetland is located in the southeast limits of the site and encumbers much of the portion of the frontage where access is to be taken. Each of these existing site encumbrances and their challenges on the development are discussed further in later sections of this narrative and the accompanying application documents.

ACCESS AND ROADWAYS

Site Access – Chain Lake Road

Access to the site is available from the west frontage of Chain Lake Road. The site's frontage is not contiguous or the full length of the site. There are two existing properties between the site and the right-of-way that interrupt its frontage length. Those "outlier" properties are not part of the project. The total length of Chain Lake Road frontage, including the outlier parcels, is approximately 864 feet. The project site occupies only 190 feet of this length at the south end and 108 feet at the north. The existing right-of-way width for the west half of Chain Lake Road is 30 feet at the project frontage and only 20 feet along the outlier parcels. The existing right-of-way parallels the project's east property line and then curves west immediately after the northeast and southeast site corners. Vehicle sight distance is constrained by these existing roadway geometric conditions.

Chain Lake Road is classified as a minor arterial with a 35 mph design speed. The City's typical arterial standard (standard drawing 300) requires 80 feet of right-of-way, 48 feet of pavement width, and a continuous planter and sidewalk each side of the roadway. The City is in the process of acquiring additional right-of-way along the west side of Chain Lake Road for roadway improvements that they currently have under design. The new road section would have 28 feet of pavement, vertical curb and gutter, a landscape strip, and an 8-foot concrete multi-use trail. It also includes a new centerline with a larger radius which locates it further west than the current centerline. The final, ultimate right-of-way width will be 45 feet west of this new centerline. The City expects to have completed the right-of-way acquisition in the first part of 2019 and funding to construct the proposed multi-use trail through 2020.

The location for the intersection of the project's access road at Chain Lake Road was evaluated based on a desired intersection sight distance (ISD) of 390 feet. The ISD decision point is typically located between 10 and 15 feet back from the travelled way of the intersecting road. This preliminary sight distance evaluation took a conservative approach and used a 15-foot setback for the decision point location. It also evaluated sight lines for two property conditions: (1) existing right-of-way and adjacent parcel lines with no sight distance easement over private property and (2) City's acquisition of full 45-foot wide west right-of-way measured from adjusted centerline. Condition 2 is the likely scenario that the project would be constructed under based on the current status of the City's acquisition efforts. Tables A and B summarize the available site distance based on this preliminary design:

Table A – Road A at Chain Lake Road Intersection Site Distance (feet)

Right-of-Way Condition	ISD South	ISD North
Existing (no sight easement)	277	227
Future (City acquisition)	425	660+

Table B – North Site at Chain Lake Road Intersection Site Distance (feet)

Right-of-Way Condition	ISD South	ISD North
Existing (no sight easement)	<10	186
Future (City acquisition)	410	280

These results confirm that an access road from the project's north frontage area would have insufficient sight distance. The proposed primary access road for the project (Road A) was located along the south site frontage where sight distance could be optimized and impacts to the onsite critical area buffer could be

minimized. The location of Road A provides the necessary sight distance with the City's acquisition of additional right-of-way.

Onsite Roads

The local streets within the project will be public and are proposed in general accordance with the City's standard for local access and collector classifications. Road A, the primary access road, is anticipated to be considered a local collector road because it extends through the site and could be extended by future developments to the north. The local access road, Road B, terminates at a cul-de-sac in the north portion of the site and provides direct access to several of the new residential lots. Two private access roads/drives are also proposed to extend from Road B to access a few of the lots in the north portion of the site. These roadway patterns are a direct response and consideration of the topographic, critical area, and PSE easement constraints that encumber and limit the developable areas of the site.

A deviation request to the City's engineering design and development standards is included with this application with justification for a reduction in the pavement and right-of-way widths for local access and collector road classifications. This deviation is necessary to mitigate the reduced developable area of the site that result from topographic challenges and the significant encumbrance of onsite critical areas and the 100-foot wide PSE easement.

The typical local access and collector road section for the project would have a right-of-way width of 52 feet and a pavement width of 30 feet, which compares to standard widths of 60 feet and 36 feet respectively. This modified road section is proposed primarily to mitigate the limited area and irregular geometry of the remaining developable areas of the site that result from the topographic, critical area, and PSE easement encumbrances. It also serves as an effective low impact development (LID) method by reducing the amount of pollution generating impervious surfacing of the overall development. The modified road section is integral to the site design, and it is allowed both by the provision of the PRD code as well as by section 1-3 of the Public Works Design and Construction Standards. A completed *Engineering Design and Development Standards Deviation Request* form with supporting documentation for this modified road section is included with this subdivision and PRD application.

Gibson Traffic Consultants (GTC) completed a traffic impact analysis (TIA) for the project and a copy of that report is included with this application. The TIA includes a level-of-service (vehicular circulation adequacy) evaluation. A total of four primary study intersections were analyzed as requested by City staff. GTC concluded from their analysis that "…*the level of service analysis shows that the development will not cause any intersection to operate at a deficient level of service…*"

SITE SOILS, GRADING, AND STORM DRAINAGE

The general soil classification of the developable portion of the site is characterized by the Natural Resources Conservation Service (NRCS) as Tokul gravelly medial loam, with 0 to 8 percent slopes and Tokul gravelly medial loam, 8 to 15 percent slopes. NRCS classifies Tokul gravelly medial loam soils as a Hydrologic Soil Group B and describes it as moderately well drained with a very low to moderately low infiltrative capacity. A site- and project-specific geotechnical engineering study is in process and will be completed and submitted to the City under separate cover for review and consideration prior to preliminary subdivision and PRD approval.

Notable topography exists on the site with a total relief of approximately 86 feet. The general slope of the existing site falls from higher elevations in the northwest and west boundaries toward the lower regions at the south and southeast boundaries. Developed site grades will generally maintain this condition. The site plan has been designed to limit earthwork and the extent and height of retaining walls, while also accommodating the restrictions of the PSE easement and the onsite critical areas. Site grading for the project also considers storm drainage collection and conveyance.

The site currently drains south and southeast within two separate basins. This general drainage pattern is maintained by the project's grading and storm drainage systems. A below-grade combined storm water

detention and water quality vault is proposed in the southeast corner of the site. This facility will both control the release rate and volumes and will provide basic water quality treatment of surface water runoff form the improved areas of the site prior to its release to offsite, downstream systems. Storm water runoff from onsite areas will be collected and conveyed to this vault by a system of catch basin inlets and below-grade pipes on the lots, open spaces, and within the public road/right-of-way. Low impact development (LID) storm water best management practices (BMPs) implemented by the proposed onsite drainage systems include full dispersion within the retained natural areas of Tract W for a limited number of lots and reduced impervious surfaces for the public roads.

Storm drainage facilities and controls are proposed with the project in accordance with the City's surface water design and applicable Public Works Design and Construction standards, which include adoption of the Department of Ecology's 2012 Stormwater Management Manual for Western Washington (SWMMWW) as amended in December 2014 (MMC 15.01.025). Additional information and details of the proposed storm drainage systems for the project is included in the Preliminary Storm Drainage Report (SDR) and preliminary subdivision plans provided with this application.

UTILITIES

Public water and sanitary sewer systems owned and operated by the City will be extended to provide service to the site. An 8-inch ductile iron water main is located in the east half of the existing Chain Lake Road right-of-way. This existing public water source will be extended into the property by two separate connections near the northeast and southeast regions of the site that are contiguous with Chain Lake Road. The new water main will loop through the site within the new public rights-of-way. The onsite water in Road A will be extended to a temporary blow off assembly at the north property boundary for connection by future development of the adjacent parcels.

Sanitary sewer mains were recently installed along the site's Chain Lake Road frontage by the Easton Cove project. This 8-inch PVC sewer system flows south along the west side of the road up to about the midpoint of the site where it then travels east and south again along the east side of the road. The project will extend two new sewer mains from two separate connections to this existing main—one to serve the north and central portion of the site and the other the west and southern portion of the project.

The enclosed preliminary subdivision and PRD plans provide additional detail of the proposed water and sewer systems for the project.

CRITICAL AREAS

An onsite wetland (Wetland A) and short stream reach (Stream I) occupy the lower, southeastern portion of the site. The wetland has been delineated and classified as a Category III with a standard 165-foot buffer and the stream is unclassified with a buffer that is encompassed completed by that of Wetland A. The wetland, stream, and their associated buffers encumber approximately 2.8 acres (120,272 square feet) of the existing site in the vicinity of its southerly frontage with Chain Lake Road.

The standard buffer width around Wetland A will be maintained or exceeded to the extent practical within a protective critical area tract as required by City zoning and development standards. Portions of the standard buffer will be impacted and/or reduced by required development improvements. Mitigation for these buffer impacts will be provided either by buffer averaging, buffer enhancement and/or creation, or acquisition of offsite mitigation bank credits within the same drainage basin. Details regarding the onsite wetland, stream, and their associated buffers are provided by a Critical Areas Report (Talasaea, 12/4/2018) that is included with the overall permit application.

PARKS, RECREATION, AND OPEN SPACE

The project provides a number of common open space and recreation areas dispersed throughout the site. The majority of these areas are contained in three tracts that bisect the site from east to west in the

vicinity of an existing Puget Sound Energy (PSE) future transmission line easement. These three park and recreation tracts will be graded and landscaped to facilitate a number of activities—passive and active.

The City's PRD code, MMC 18.84, stipulates the requirement for park and recreation open space, and specifies that it shall be provided at a ratio of 900 square feet per base dwelling unit for the R4 zone. The number of base units for this project is 55 which would require 49,752 square feet (1.14 acres) of park and recreation open space. The project proposes three formal park tracts (Tracts B, C, and D) that combine for 72,640 square feet (1.67 acres), or nearly 50% more area than the required minimum. The largest of the three tracts is 39,145 square feet (0.9 acre).

The three dedicated park and recreation tracts are contiguous in alignment and separated only by the two neighborhood roadways. As such, they effectively cover the full width of the central area of the project site, provide convenient access via the public sidewalks, and function as a single common park and recreation amenity. The proposed finished grading of the parks will be designed with the final engineering and construction permitting phase of the project as necessary to facilitate active program elements, passive uses, gathering spaces and pedestrian paths.

Other onsite landscape and open space areas are also proposed in addition to the formal park spaces. These include a large critical area tract (Tract W) containing preserved and enhanced forest areas around an onsite wetland and stream. Tract W maintains a natural amenity for the community that is located immediately adjacent to the southerly park area in Tract B and a number of the residential lots. A large landscaped storm drainage tract (Tract A) in the southeast portion of the site across the street from Tract W. A perimeter landscape tract (Tract E) in the northeastern-most corner of the site contiguous with the Chain Lake Road right-of-way and provides a visual buffer from the existing arterial and future public trail that is planned in that area. Tracts A, E, and W provide additional landscaped and/or established natural open space areas that are a benefit to the community by enhancing the aesthetic, protecting critical resources, and reducing storm water runoff.

Each of the tracts containing the different open space areas, amenities, and uses will be interconnected and directly accessed by public sidewalk facilities constructed with the project. The preliminary landscape plans included with this application include details for some of the park amenities proposed with the project. These include picnic tables, benches, sport court, and pathways and/or trails connecting the public sidewalks at their edges. Additional and/or modifications to the types and locations of the amenities within the park areas may be proposed for City approval with the subsequent final engineering design and construction permitting for the site improvements.

Please feel free to contact me directly if you have questions or require additional information to complete your review. I appreciate your time and efforts and look forward to working with you through the preliminary subdivision and PRD approval.

Thank you.

Sincerely,

CPH Consultants

Matthew J. Hough, PE
President

Cc: Ms. Melanie Davies (Westcott Homes, Inc.)
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