



August 21, 2020

Gregg Dohrn
City of Cle Elum
119 West First Street
Cle Elum WA 98922

RE: City Heights Phase 1A – Second Completeness Review
Blueline Job No. 19-349

Dear Mr. Dohrn,

This letter is in response to your review of the City Heights Phase 1A project. The plans have been revised per the comments in your letter dated August 11th, 2020. Below is a list of each comment with our responses in bold.

General

1. Phasing Plan. CEMC 16.12A.030 requires that the preliminary plat contain a phasing plan if the final plat will be implemented in phases.

Sheet 2 of the Civil Drawings is labeled Phasing Map, but this does not provide enough information to begin our consistency review. It appears that the proposed Phase 1 subdivision may be implemented in three sub-phases, but there is no narrative to confirm or explain this, nor the use of the suffix A, which suggests that there may be more sub-phases contemplated. Please keep in mind that the Development Agreement provides:

“The Ridge Entities may proceed with development off the Property according to whatever phasing or parcel development plan the Ridge Entities deem appropriate, provided that: (a) any phase of development includes a complete Development Pod, (b) prior to final plat approval of any plat of or within a Development Pod, a Collector Road sufficient to access the Development Pod from outside of the Project has been completed or adequate financial assurances given therefore; and (c) prior to final plat approval of a Development Pod or Development Area, the off-site utility infrastructure improvements necessary to serve the Development Pod or Development Area at issue have been completed or adequate financial assurances given therefore in accordance with applicable CEMC provisions]or sureties and financial assurances. Mitigation and satisfaction of Conditions of Approval may be phased or apportioned fa a manner consistent with the proposed development phasing, provided that such phasing is reasonably practicable and will not result in a threat to public health and safety.”

Typically, the more complete a phasing plan is, the more expeditious our review can be, but at a minimum we will need the following phasing information:

- a. Identification on a drawing(s) with corresponding narrative that describes how the proposed Phase 1 subdivision is designed to be implemented, including any planned sub-phases.

A Phasing Narrative memo has been prepared as requested. Per our discussion, the narrative is general in nature and is intended to focus on how main elements of the infrastructure will be phased so that the city can appreciate that each phase can operate on a standalone basis if needed without adversely impacting adjacent properties. Phase 1A may contain sub phases namely Phase 1A – Division I, Phase 1A-Division II and Phase 1A-Division III. Phase 1A will complete development of Pods B7 and C. Future Phases 1B and 1C are currently anticipated to cover development of Pods B2 through B6. Note: 1A, 1B and 1C have been selected as general phase names to coincide with anticipated marketing efforts.

- b. Confirmation that the proposed Phase 1 Subdivision completes the development of Pods B7 and C as identified on the approved Master Site Plan.

Phase 1A (Divisions I, II, and III) will complete development of Pods B7 and C.

- c. Identification on a drawing(s) with corresponding narrative that describes the on-site and off-site road improvements to be constructed as a part of Phase 1, and how these road improvements will be implemented in each of the proposed sub-phases. This should also include a discussion of the scope and proposed timing for modifications to existing roadways, such as the proposed abandonment of a segment of the existing Summit View Drive.

The Phasing Narrative provides an overview of the timing associated with required improvements to the intersection of Stafford and Fifth street, per Appendix I of the DA, as well as restoration of portions of Sixth Street disturbed during utility installation. As consistent with Appendix I, a Haul Route Agreement shall be approved by the City prior to construction. As part of the agreement the existing pavement conditions will be documented and the applicant will maintain the Haul Route in a useable condition that is no worse than the pre-construction condition of the identified haul route. The DA has provisions to repave the approved Haul Route upon the 100th C of O however that will not occur as part of Phase 1A which proposes only 68 residential units. The DA does not require other offsite roadway improvements relative to this phase of development.

- d. Identification on a drawing(s) with corresponding narrative that describes the on-site and off-site trail improvements to be constructed as a part of Phase 1 and how these improvements will be implemented in each of the proposed sub-phases. This should also include a discussion of the scope and timing of the proposed relocations or abandonments of existing formal, and informal trails.

Appendix N of the DA indicates the conceptual trail network illustrated on the approved Parks and Trail Plan will be provided and dedicated per plat (phase) and does not have requirements for offsite trails or retention of existing trails. Sheet OS-01 of the Preliminary Site and Engineering plans prepared by Blueline contains preliminary approximate trail locations and notes describing the need for signage and detours to inform the trail users and avoid conflicts during construction and until the overall trail system is dedicated. The sheet also contains notes about the construction and dedication of the trails. Deferred dedication of the trails may be an acceptable option to the developer if mutually agreeable terms for maintenance and use can be reached. Recall that the trails are currently all on private property and are not



officially “public” until portions are dedicated through the platting process as City Heights is built out. The applicant encourages engagement by the city Parks and Recreation Committee to provide an opportunity for discussion on the city’s intentions to promote, maintain and continually improve the trail network to be sure this regional asset and amenity is executed in a safe and effective manner that will serve the community for decades to come. With engagement by the City to capitalize on this asset, many benefits can accrue to the City as well as the residents of City Heights by ensuring effective maintenance and use policies for an abundant trail system for many user groups. The economic value of the effective trails and parks is significant and a deep body of work is available for the city to consider and the applicant will make time to participate in city committee meetings to discuss further opportunities.

- e. Identification on a drawing(s) with corresponding narrative that describes the on- site and off-site infrastructure improvements to be constructed as a part of Phase 1 and how these improvements might be implemented in proposed sub-phases.

The phasing narrative describes the roads, utilities, pedestrian facilities and critical area elements that are to be installed per sub-phase. Offsite improvements for this phase are limited to utilities in Sixth Street, restoration of Sixth Street after utility installation, improvements to the corner of Stafford and Fifth and the potential to maintain the Haul Route in its existing condition.

- f. Identification on a drawing(s) with corresponding narrative that describes the on- site and off-site mitigating measures to be constructed as a part of Phase 1 and how these improvements will be implemented in each of the proposed sub-phases; and

The phasing narrative describes the roads, utilities, pedestrian facilities and critical area elements that are to be installed per sub-phase.

Please identify all improvements that are not projected to be constructed in its entirety during Phase 1, such as a road or a trail that will be extended in subsequent phases. Please identify the anticipated location of these future improvements. In addition, please identify the proposed measures to ensure that these partial improvements function properly and can reasonably be maintained in their unfinished state. Also identify the design features or management actions proposed to ensure that the use of the partially completed improvement does not present a threat to the public health or safety. Since there is no time schedule required for future phases of development, all partial improvements should be designed to function independently of other phases of development indefinitely. The proposed timing of any dedications to the City should be addressed as well.

The phasing narrative includes information related to phasing of the improvements. The overall subphase boundaries are located on the Phasing Plan. Roadways are intended to be installed in logical phases and will maintain connection to adjacent properties. The trail system is currently all on private property. The installation and implementation of the trail system will be dynamic and adjusted to prevent trail vs construction conflicts. It is anticipated



segments of new trail will be built per phase and signage will be utilized to inform the trail user of detours and way finding. Technically the existing onsite trail system is on private property and access to the trail system is not a requirement until it is dedicated.

2. Buffers. Please identify on the drawings the location and dimensions of the required 20 to 80-foot wide buffer along the southern boundary of the site and the proposed measures to keep it in its natural state.

Tract names and designations are shown on sheet SP-01 through SP-03. The table on sheet SP-01 shows select tracts as containing natural buffers that may be aesthetically improved utilizing vegetation management and/or installation of additional landscaping at applicant's discretion. Refer also to sheet TR-01, which shows areas where undeveloped buffers and vegetation will be permanent. Per the EIS, the intent of the 20 to 80 feet wide existing natural buffer along much of the south property line is for visual screening and it may help dampen noise generated within the project. At the south property line, along Sixth Street, west of the proposed Summit View Drive alignment, private open space tracts (Tracts D, E, F, G and H) at least 20 feet wide are proposed. Natural Buffer Notes on this sheet describe the vegetative buffers intended for these tracts. At the south property line, along Sixth Street, east of the proposed Summit View Drive alignment, Lots 1-8 are located directly north of an existing wooded ravine and are naturally screened from adjacent properties meeting the intent of the natural buffer requirement. At the west property line adjacent to City right-of-way, a private open space tract (Tract H) at least 20 feet wide is proposed. At the south property line adjacent to parcel #152036, a stormwater tract (Tract R) and critical area tracts (Tract Q and U) are proposed. The storm drainage tract is located north of an existing offsite wetland area which will remain wooded and hence screened from the south. The perimeter of the pond area will be landscaped. Vegetation in the critical area tracts at the property boundary will remain although select vegetation removal may occur with an approved vegetation management plan as allowed in the DA.

Additional Items - In addition, during this additional completeness review, we have identified several more items that will need to be addressed during the ensuing consistency review. These items are not required for a complete application, but as before, we wanted to give you a head start on collecting the necessary information and to emphasize that the thoroughness of these submittals can significantly reduce the time and cost necessary to review your application for consistency with the various standards and requirements.

1. Lots/Dwelling Units. It appears that 68 lots are being created, but it is not clear how many dwelling units are being proposed, as we see at least one reference to duplexes. While you have flexibility in this regard, a clear understanding of the number of dwelling units planned for Phase 1 will greatly facilitate our review of the proposed infrastructure improvements.



As noted in the phasing narrative overview there are 68 lots for 68 units. Lots 20 to 23 and 26 to 29 are earmarked for potential duplex units (for example, one duplex would be placed on the common lot line between 20/21, 22/23, 26/27 and 28/29).

2. Tracts. Please confirm the number and location of the proposed public and private tracts. We note that several proposed private tracts contain critical areas and you can anticipate a request to for additional information regarding proposed measures to ensure that these areas remain protected.

All tracts are designated on the previously submitted plans along with ownership (public and private) and tract use (i.e. Open Space, Stormwater, Critical Areas, etc.). In some instances there are slopes classified as critical areas located within public or private opens tracts. The slopes and their associated setbacks will be depicted on the final plat map with language documenting clearing and grading activities consistent with Appendix G of the DA). Refer to the Geotechnical Notes on sheets EC-01/EC-02 and RS-01/RS-02.

3. Water and Sewer Service. We will need the projected water consumption (per pressure zone) and sewer loading by user class for the proposed Phase 1 development as well as at full build-out. Consistent with Item 1 above, the user categories and density are required to calculate demands and system loadings. Typically, we receive a phasing table that includes the proposed units and densities, and corresponding water demands and sewer loadings, by pressure zone. Any auxiliary water demands, such as irrigation, should also be provided, as applicable.

Refer to the previously submitted Water and Sewer Service Memo prepared by Blueline which identifies the water consumption per pressure zone. It is anticipated some level of irrigation will be needed and solidified at a later date however this use, compared to the proposed residential use, is relatively minor and is not anticipated to have be a notable factor in water demand analysis. The information in the memo may be utilized to determine approximate sewer loading however it is unclear why this level of analysis is currently requested. The initial phase is only 68 units and well below the 140 ERU threshold for guaranteed water and sewer service described in the DA.

4. Critical Areas. The updated information that was provided is minimal at best, and as a result, you can anticipate requests for additional information and/or that conditions of approval will include a requirement to prepare project specific Mitigation Plans before road or trail work may be authorized.

The info previously provided (sheets CA 01- CA-03 of the plans) provides a very detailed review of the buffer impacts along with areas of buffer averaging which is the approved method of mitigation per the approved DA. Ed Sewall will be contacting you directly to assess whether additional information is needed to describe value and function elements associated with the buffer averaging.



5. Easements. On the drawings it is difficult to ascertain which of the existing easements will remain as is, be modified, or vacated. Please provide a list of existing easements, along with the date, the recording number (or a copy of the easement), the Grantor/Grantee(s), a brief description, and the proposed status (i.e. to be vacated, left in place, etc.). A summary listing of proposed new easements should also be provided.

Existing easements along with recording numbers and a brief description are depicted on the previously submitted Preliminary Plat Map prepared by Encompass Engineering and Surveying. The easements are shown for reference on Sheets EC-01 and EC-02 of the plans previously submitted by Blueline along with notation that the easements will eventually be relinquished as the road network is built out. Proposed easements are also depicted on previously submitted plans by Encompass and Blueline. Please get in touch if there are further questions.

6. Streets and Alleys. Once the application is complete, we will want to schedule a conference call to discuss several road related matters. In preparation for that discussion, please review the following:

Agreed, a call or preferably a meeting would be appreciated to discuss the items below.

- a. The Summit View/Reed Sheet/W 6th Street intersection design and opportunities to create a traditional intersection with 90-degree angles. (Note: Reed Street does not currently lie within the right-of-way between 6th and 5th streets.)

It is outside the scope of the approved DA to fix existing intersections not specifically identified in the DA. If it is possible to adjust the current design that are an improvement over the existing condition the applicant would consider these adjustments if they did not result in increased cost or otherwise adversely impact project timing or scope.

- b. Your plans for off-site improvements in the vicinity of the Stafford Street/ W 5th Street intersection.

The phasing narrative provides a brief description of the plans for this intersection. A separate plan set will be prepared and submitted to the city showing the proposed improvement in this area as required by the DA.

- c. The Road D geometrics, as they do not appear to meet minimum standards.

Road D provides the same pavement width as the DA approved road section however has a reduced ROW width to reduce impacts to adjacent areas. We look forward to



discussing whether the road section for this low volume roadway could be approved by the city through an administrative process such as a deviation or variance request.

- d. The applicant plans to extend Road E across City property.

As briefly mentioned, the end of Road E is shown extending onto the adjacent City property to accommodate a fire truck turnaround. This arrangement allows the north leg of the turnaround to avoid steeper topography and hence less impacts to the adjacent hillside. As noted on sheet RS-02 we anticipate further coordination with the city on this, as well as the portion of existing Sixth Street near lots 1-8 which is on private property, to determine if there is a mutually agreeable outcome for both parties.

- e. The intersection spacing of Road D and Road E with Summit View Drive for consistency with minimum standards.

Noted. Road E is a low volume dead end road that is tucked into a flatter area to minimize impacts to the hillside and natural environment. We look forward to discussing what measure would be appropriate to allow this configuration to remain perhaps through a variance or deviation process.

- f. The proposed alleys and how they comply with the vested development standards. At a minimum, all proposed alleys will need to be clearly depicted as privately owned and maintained.

Alley B is a traditional alley which provides rear access to lots that front on adjacent ROW and is shown as a public alley in right of way. Alleys A and C have lots that front on green belts and have been earmarked as private alleys located in tracts. Refer to notes on sheet RS-01 reflecting the two private alleys and notes on RD-01 describing public and private alleys. We look forward to discussing this element to determine how the current layout, which allows home to front on green belts, would be acceptable.

- 7. Intersection of SR903/SR970. The City Heights Development Agreement contains a condition of approval regarding this intersection that is similar to a condition of preliminary plat approval for the nearby Forest Ridge development in unincorporated Kittitas County. We would like to discuss the coordination of efforts between these separate, yet interrelated by ownership, projects.

It appears Phase 1A will have very little impact on this intersection due to the relatively low trip generation however the land owner can be made available for separate discussion outside the scope of this plat review.



Please call or email me with any concerns at 425-250-7247 or bpudists@thebluelinegroup.com.

Sincerely,

A handwritten signature in blue ink, appearing to read 'BP', with a long horizontal flourish extending to the right.

Brett Pudists, PE
Principal

CC: Sean Northrop, John Fernstrom

