State Environmental Policy Act (SEPA) Addendum
Pine Ranch Fire Access Road
(Bullfrog Flats Preliminary Plats Phases S1, S2 & J)

Proposed Project

The proposed project is for resurfacing of a portion of the existing BPA powerline maintenance road with crushed rock to provide required secondary fire access to 3 preliminary plats in the Bullfrog Flats project. This SEPA document is a third addendum to the Bullfrog Flats UGA EIS (2002) and the 47º North Supplemental EIS (2021); it completes environmental review for the proposed project pursuant to the requirements of SEPA.

Background Information

The Bullfrog Flats project, shown in Figure 1, includes 1,300 residential units, 950,000 square feet of business park uses, and substantial open space and recreational amenities on an approximate 1,000-acre site. On March 25, 2025, the City of Cle Elum approved a Master Plat and Development Agreement for the Bullfrog Flats project, along with preliminary plats for the first 3 phases of residential development (S-1, S-2 and J). The approved preliminary plats included 397 dwelling units and supporting infrastructure and are currently being referred to as the Pine Ranch community. The Hearing Examiner recommendation and City Council approval included a Development Agreement and incorporated extensive conditions. These conditions included Condition No. 6 from the staff report for the project (January 30, 2025), which addresses fire access mitigation for the first 3 residential plats. In essence, Condition No. 6 required construction of a secondary fire apparatus access road consistent with the 2021 International Fire Code (IFC), Appendix D, prior to issuance of building permits for phases S-1, S-2, and J.

At buildout, the approved Master Plat will provide five access points: three site access points from Bullfrog Road, an access to the Business Park from SR 903, and an internal road connection to Douglas Munro Blvd. However, the SR 903 and Douglas Munro connections may not occur until later stages of project development. Until SR 903 or other access was constructed, therefore, in the event of an emergency, access by the fire department and egress by residents would be limited to Bullfrog Road. The Cle Elum Fire Chief required a second access to support the proposed residential plats. After evaluating several other potential options, use of the Bonneville Power Administration (BPA) powerline easement as a temporary fire access road emerged as a practicable alternative) and this requirement is reflected in the first paragraph of Staff Report Condition No. 6. The BPA determined that use of the powerline is consistent with the terms of the applicable easement. The applicant proposes to resurface this corridor to serve

as a fire apparatus access road consistent with IFC standards as required by the second paragraph of Staff Report Condition No. 6.

Powerline Corridor

The emergency fire access road would be constructed within the portion of the BPA powerline easement that extends along the northern portion of the Bullfrog Flats property, between SR 903 on the east and Bullfrog Road on the northwest. This segment of the powerline easement is 150-feet wide and extends for approximately 3,500 feet to Bullfrog Road on the west. An unpaved maintenance road is located within the easement. There is an approximate 30-foot change in topography from east to west. The powerline corridor is mostly an open area with herbaceous and scattered shrubs and saplings. It is bordered by evergreen trees for much of its length.

The City has completed engineering review and Fire Department review for the proposal. The constructed fire access road, shown in Figure 2, is designed to be 20 feet wide and extend approximately 3,140 lineal feet from just west of SR 903 to the project entrance from Bullfrog Road serving the initial residential plats. The road is surfaced with up to six inches of 1-1/4" crushed rock. This design has been determined to be sufficient to support the weight of fire equipment (75,000 lbs). The road is located within the alignment of the existing BPA maintenance road. Minor cut and fill (approximately 175 cubic yards) is required in some locations to maintain a maximum slope of 10%, consistent with IBC standards. Construction is expected to last for three days and entail 30 truck trips for delivery of rock. Construction has commenced, and this environmental review is being conducted after the fact.

A 10-foot paved pedestrian and bike trail is planned as part of the Bullfrog Flats trail system (see Figure 1). The paved trail would be run parallel to the fire access road, separated by approximately 25 feet.

BPA determined that the proposed use of the easement for a fire apparatus road access per the IFC is permitted by the terms of the easement and provided written permission for this use, subject to conditions relating to clearances for construction equipment, prohibiting stockpiling materials within the easement, and maintaining slopes required by the IBC.

Prior Environmental Review

The following environmental documents have been prepared previously for the Bullfrog Flats master plan and/or other proposals on the same site:

- Bullfrog Flats master plan/Cle Elum UGA EIS (2002)
- 47° North Supplemental EIS (2021)

- Revised 47° North Addendum (2023)
- Blue Fern/Bullfrog Flats Addendum (2025)

These existing documents contain detailed analysis of environmental conditions and project impacts and are available for review on the Bullfrog Flats page of the City's website: https://cleelum.gov/city-services/planning/bullfrog-flats-development/

Prior SEPA review for the Master Plat included construction of a landscaped 10-foot-wide paved pedestrian and bicycle trail within the powerline corridor. Therefore, some use and disturbance of the corridor, and associated impacts were assumed. The proposed use for a secondary fire access, however, was not known at the time of the prior SEPA review.

SEPA Evaluation

The present environmental review, while conducted after the fact, documents the City's consideration of extensive existing information that has been prepared for multiple projects on the same site. Relative impacts of the fire access road are identified below.

Natural Environment

Critical Areas. The fire access road corridor within the powerline does not contain known geologic hazards or identified wetlands or streams.

Wildlife. Most of the powerline corridor has been cleared of vegetation for maintenance operations and clearance for transmission facilities. Existing vegetation consists of herbaceous and scattered shrubs and saplings. Percentage of cover for the portion adjacent to Bullfrog Flats is estimated at less than 5%. The fire apparatus access road is within the footprint of the existing maintenance road, and no addition clearing would occur. No new or different impacts to wildlife would occur.

Air. Any increase in air emissions from construction equipment would be minor. Some reduction in travel time for fire equipment to serve the project could occur and would reduce emissions.

Water. The fire access road would not Impact water use or supply.

Noise. No effect on operational noise would occur. Construction noise impacts would be limited in duration and not significant.

Built Environment

Land Use. Existing and planned land uses adjacent to the powerline easement include the public-school complex (elementary, middle and high school), the City's water treatment facility, a future regional recreational center, and the Bullfrog Flats project. The fire access road would provide emergency access for adjacent land uses. No adverse effect on land use would occur.

Aesthetics. Photos documenting views of the powerline easement and transmission facilities from SR 903 are included in the 47º North Draft SEIS discussion of Aesthetics (Appendix H, 2021). Currently, the powerline and easement are clearly visible from some locations, including the planned entrance to the future business park, but blocked from view by existing vegetation along the road from other locations. These views would not change; the fire access road itself would not likely be more visible than the existing maintenance road. The road would not be visible from Bullfrog Road.

Cultural Resources. No historic register listed properties are located within one mile of the Bullfrog Flats property. The powerline corridor was disturbed previously to construct the transmission line and supporting facilities. Minimal additional earthwork would be associated with the fire access road and the potential for disturbance of unknown is limited. An inadvertent discovery plan for cultural resources is already applicable to Bullfrog Flats; the BPA corridor itself is subject to federal environmental laws.

Transportation. Use of the fire access road would be limited to access for fire equipment and egress for residents in the event of an emergency. It is not a general-purpose roadway, and no change or diversion of daily traffic would occur. The frequency or number of fire vehicle trips using the access road cannot be estimated with certainty but is likely to be very small. In the event of an emergency, however, it would provide a shorter, more direct route for fire vehicles and provided enhanced response time. Fire service demand would not change. The minor increase in truck traffic associated with construction is not significant.

Public Services. The proposed fire access road would not result in any increase in local population and would not cause any change in demand for public services.

Utilities. The proposal would not increase demand for utilities.

Conclusion

Based on the foregoing review and consideration of the nature, location and intensity of the proposed project, the City determined that no new or different significant impacts would occur

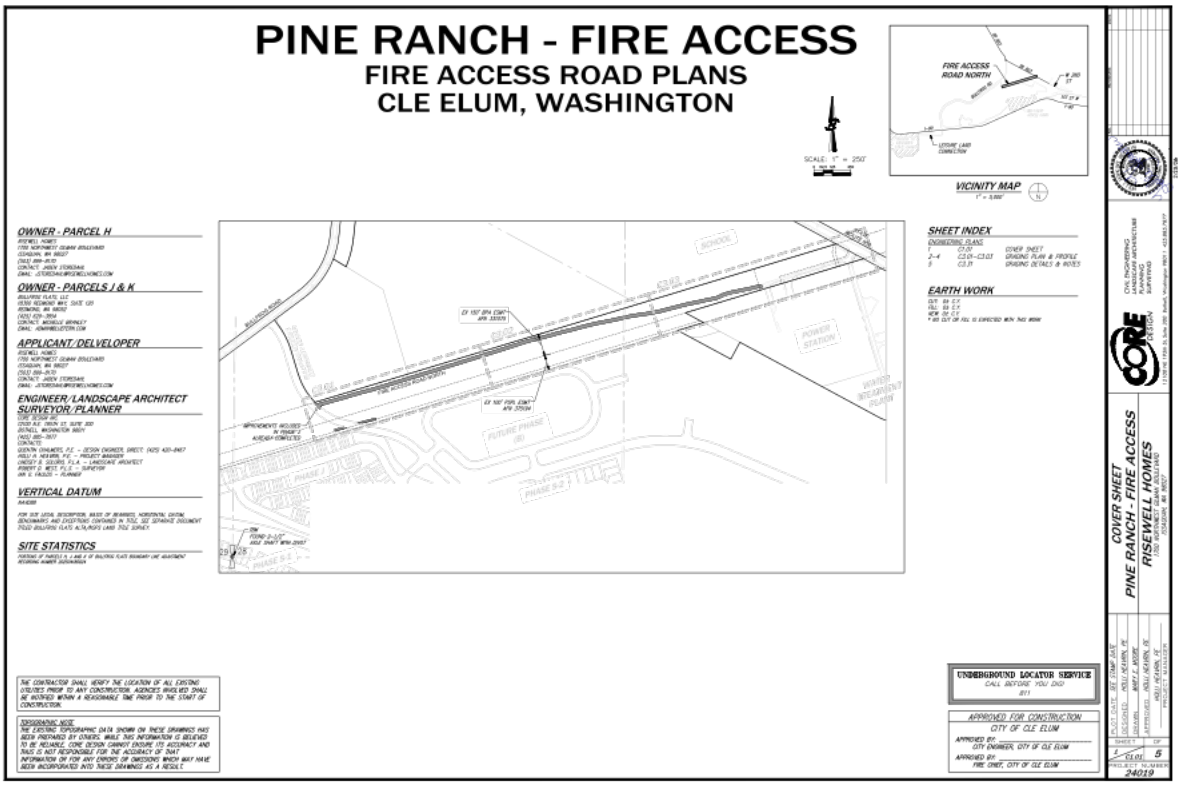
from construction and use of the emergency fire apparatus access road. The road is within the footprint of an existing maintenance road, construction activity is limited, and the road design is consistent the IFC. BPA has provided its permission for use of the powerline easement and has identified construction and operational requirements that will ensure the road does not conflict with BPA operations. In general, the fire access road would implement a requirement of the project, would help maintain fire department level of service, provide a safety benefit to City residents, and cause minimal disturbance of the environment.

Consistent with requirements of the SEPA Rules, the City is providing notice of adoption of existing environmental documents and notice of issuance of this addendum to its mailing lists for the 47° North SEIS and the Bullfrog Flats SEIS Addendum. There is no comment period for the addendum (WAC 197-11-625).

Figure 1


BULLFROG
PROJECT INFORMATION
SITE LOCATION: City of Ole Elum
PHASES DWELLING COUNT ACRES
PHASE A 115 Single Family 35.9
PHASE B 137 Single Family 43.3
PHASE P-3 107 Single Family 21.2
PHASE P-4 149 Single Family 39.2
PHASE P-5 96 Single Family 30.6
PHASE S-2 138 Single Family 27.5
PHASE B 150 Apartments 15.8
PHASE J 140 Townhomes 21.4
PHASE M 210 Townhomes 25.1
TOTAL: 1,314 Dwellings 230
LEGEND
DETACHED/SINGLE FAMILY LOTS
AFFORDABLE HOUSING
APARTMENTS
TOWNHOMES
BUSINESS PARK
OPEN SPACE WITHIN PHASES
GENERAL LANDSCAPE
PLAZAS, PLAY AREAS & PATHS
TRAILS
SR-903
BULLFROG ROAD
PHASE A
PHASE B
PHASE J
PHASE S2
PHASE S1
PHASE P4
PHASE P3
PHASE P2
PHASE P1
PHASE M
POND
WETLANDS
CORE DESIGN

Figure 2


PINE RANCH - FIRE ACCESS
FIRE ACCESS ROAD PLANS
CLE ELUM, WASHINGTON
VICINITY MAP
OWNER - PARCEL H
OWNER - PARCELS J & K
APPLICANT/DELVELOPER
ENGINEER/LANDSCAPE ARCHITECT
SURVEYOR/PLANNER
VERTICAL DATUM
SITE STATISTICS
SHEET INDEX
EARTH WORK
UNDERGROUND LOCATOR SERVICE
CALL BEFORE YOU DIG!
811
APPROVED FOR CONSTRUCTION
CITY OF CLE ELUM
COVER SHEET
PINE RANCH - FIRE ACCESS
RISEWELL HOMES