



January 25, 2018

City of Sequim
Barry Berezowsky, Community Development Manager
152 W. Cedar Street
Sequim, Washington 98382

**Subject: Legacy Ridge 1 Project (SUB15-001 & SEP1 5-001) – Response to Staff Comments
PACE Project No. 13480**

Dear Mr. Berezowsky:

Please find our written responses to City comments in the December 16, 2016 letter below, in ***bold italics***.

Response to Public Comment

- 1) Staff provided the public comment letters to the applicant for review. The public comments go to Planning Commission and City Council with Staff responses. Staff prepared the Public Comment by Topic_12-16-16 spreadsheet from the comments received from the public. Provide a response to the comments by topic. See the spreadsheet and the fields designated for applicant response.

Response: Please refer to the completed Public Comment Matrix Summary document included with the re-submittal.

General Comments

- 2) The owner's representative Lynn Moreno contacted the City to include Anita Searcy in the correspondence for the project. Please confirm Anita Searcy is the owner to be contacted.
Response: The landowner's exclusive representative for the Land Use Application is as shown in the official application documents. PACE Engineers – Steve Calhoon.
- 3) See the Public Works comment log concerning water availability requirements.
Response: See the completed Public Works Response Matrix.
- 4) Open space is not a requirement of this project.
Response: In accordance with SMC 17.28.050 (A2) we understand Major Subdivisions are required to provide Open Space and Recreation Areas. The Applicant desires to maintain Open Space as provided for in the Preliminary Plat documents to add to neighborhood amenities, at no burden to the City.
- 5) A Boundary Line Adjustment must be reviewed, approved and recorded prior the preliminary plat approval.
Response: The BLA should be a condition of Preliminary Plat approval and required to be recorded prior to Final Plat construction document approval. This allows for confidence the configuration of the plat will not change any further.
- 6) All streets shall be stubbed to the property line and shall show as full streets on the preliminary

plat. There are two locations in the southwest portion of the proposed plat between lots 32 and 33, and between lots 31, Tract Q1 and Tract K. If these two streets impact critical areas (CA), the CA plans shall be updated to mitigate for the impact of the inclusion of the stubs in these locations.

Response: Plans have been revised to extend streets to proposed property lines.

- a. Street connections must connect to the property lines with full infrastructure built. A temporary turn-around must be provided.

Response: Per International Fire Code, Edition 2015, and Clallam Fire District No. 3, Fire Marshall Steve Jackson, Fire Code Technician, providing guidance and jurisdiction regarding the turn-around requirements, the code reads: "Dead-end fire apparatus access roads more than 150 feet in length shall be provided with an approved area for turning around fire apparatus." No dead-end roads exceeding 150 feet are proposed in the revised Preliminary Plat documents. No turn-arounds are required or proposed.

- b. The plan set shows the wetlands and critical areas abruptly ending where these streets need to connect. The Critical Areas plan needs to account for the required road infrastructure in the Critical Areas analysis and in the mitigation. Sheet C2.1 is unclear concerning the edges of Tracts J and K. Does the CA continue within the area shown for future road?

Response: Acknowledged and addressed in revised Critical Areas report.

- c. Are these road connections feasible in this location? Provide a profile showing how the connections can occur. (For instance, it appears that the connection to the west connect to a steep slope and lead to a wetland.)

Response: Conceptual extension profiles of Roads A, C & D off-site have been completed on the revised plan set. The feasibility of a connection to the west looks challenging and is not supported by the applicant. This was a request of previous City staff to consider this connection. Potential future development plans of adjoining properties are beyond the scope of this Preliminary Plat application.

- 7) The Comprehensive Plan promotes well-connected mobility networks. The Plan specifies that development of new local streets forms a well-connected network that provides for safe, direct, and convenient access to the existing roadway network for automobiles, bicycles and pedestrians. The plan also encourages a grid street system. The grid pattern of blocks is defined by local access streets in the design of new subdivisions to avoid concentration of vehicle trips, improve safety to neighborhood streets, enhance community connectivity and provide route options for all modes of travel. The connectivity design guidelines encourage intersection spacing of 300 - 450 feet. The plan encourages the most direct routes but also recognizes the need to avoid critical areas. Provide a street design that connects local and collector streets to future adjacent subdivisions.

Response: The Preliminary Plat documents are consistent with the connectivity design guidelines and encourages intersection spacing of 300 - 450 feet.

Landscaping & Lighting

- 8) Provide the deciduous tree planting detail showing the root guard version to protect streets and sidewalks from roots. See attached RootGuardStreetTreePlantingRequirement.pdf. Connectivity design guidelines encourage intersection spacing of 300 - 450 feet.
Response: Tree planting detail added to revised plan set.
- 9) Continue the street tree pattern to the property lines with the street extensions to the property lines between lot 32 and 33 and between lot 31 and the open space to the north of it.
Response: Plans revised to comply with comment.
- 10) Coordinate the street light plan with the street tree plan as discussed in the Public Works sheet.
Response: See the completed Public Works Response Matrix.

Lot Design

- 11) Lot 9 and Lot 69 are shown at an intersection. This design pattern will not work for traffic safety purposes.
Response: Lot 9 will obtain driveway access from Road "B". Lot 69 (now Lot 68) has been enlarged to allow for a car turn-around "on-lot" and will also share the curb cut with the adjoining lot (now Lot 67).
- 12) Access Lot 64 from Road B, not South 7th Avenue. Show the limits of no access lines on the plat.
Response: Lots of limited access are listed in the revised plan set notes on Sheet C1.2.
- 13) Irrigation line is shown running through Lot 79. How does this influence the ability to build out the lot?
Response: Irrigation line moved on revised plan set.
- 14) The grade changes abruptly in the middle of Lots 24 through 29, Lots 33 through 36, Lots 50 through 53 and Lots 70 through 78. Explain how those lots will develop with such an abrupt grade change. (House, drive access, driveway grades). Modify the grading plan to account for where the houses will be located on the site.
Response: These lot are conceptually graded with a 2:1 slope at 40 feet from the public Right-of-Way to accommodate a daylight basement home design. Final grading will be in accordance with the homebuilder specifications during Building Permit process.
- 15) Lots which are bordered by two parallel streets shall be permitted access to only one of these streets. Identify limits of no access on the street where there will be no access for lots falling under this standard.
Response: Lots of limited access are listed in the revised plan set notes on Sheet C1.2.
- 16) Width of lots at the building line shall conform to the requirements of the zoning code. Show the front building line on the individual lots. The zoning code at the time of this application submittal required that lots be 50' at the front building line.
Response: Lot widths conform to SMC Chapter 18. Lots are 50 feet at front setback line. See typical lot detail on Sheet C1.2 in revised plan set.

17) Show shared driveways for the lots located along 7th Avenue. Place a statement on the plat and shared access easements.

Response: Lots of limited access are listed in the revised plan set notes on Sheet C1.2.

18) New minimum lot standards are available with the update of the zoning code R 4-8 standards adopted in September 2016. Lot sizes and minimum setbacks have been reduced. If interested, talk to staff about the new code standards and if it is applicable to the Legacy Ridge Subdivision.

Response: Acknowledged.

19) Sidewalks shall be 6' in width.

Response: Acknowledged. Sidewalk width shown as 6 feet in revised plan set.

20) Houses shall not be constructed over utilities and easements. See Public Works comments.

Response: Acknowledged.

21) Work with the Highland Irrigation District (HID) to provide easements for the main irrigation lines. Contact Ben Smith, Director at bsmith@olypen.com or at 360-460-9499. Show the existing location and the new easements on the preliminary plat document. Lot design may need to reorient considering the location of the line.

Response: Irrigation District lines will be located in building setback zones. Any required easements will be included in the Final Plat construction documents. Coordination with HID is in process.

22) Dedicate the easement for the irrigation lines serving individual parcels. This is an easement that should be described in the maintenance agreement. Who is responsible for ownership and maintenance? Provide more detail for the irrigation easements. Show all the irrigation line on the plan sets. Sheet C2.0 shows the irrigation line ending by Lot 2.

Response: Irrigation District lines will be located in building setback zones. Any required easements will be included in the Final Plat construction documents. Coordination with HID is in process.

23) Do not show tree plantings or constructing structures within 10 feet of an open ditch or pipeline unless there is approval in writing from the HID Board.

Response: Correction noted.

24) Provide a letter of approval from Highland Irrigation District in support of the design and easements shown on the preliminary plat.

Response: Coordination with HID is in process.



SEPA Checklist & Analysis

25) Question 9 of the Environmental Checklist asks, "Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain." The response states, "Potentially, subject to recovery of the local real estate market." SEPA.

Response: As of this date, there are no plans for future additions, expansion, or further activity related to or connected with this proposal. Checklist has been revised.

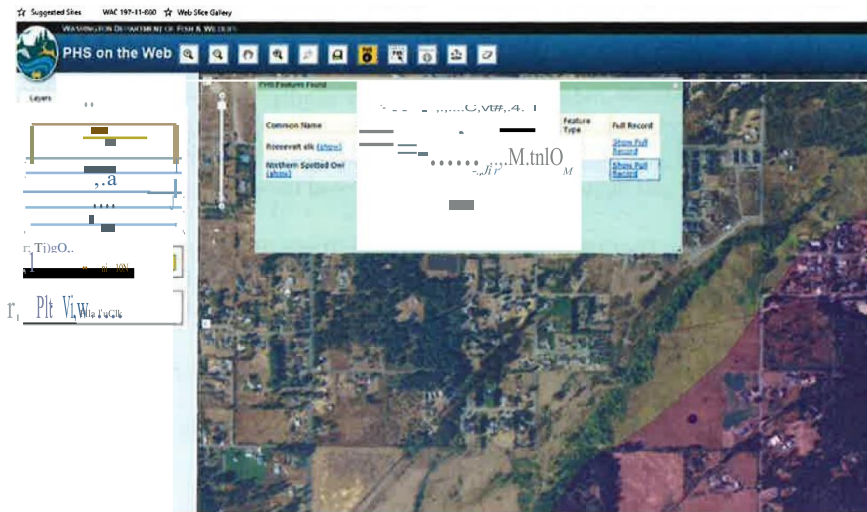
Wildlife

26) The Washington Department of Fish and Wildlife website identifies a regular concentration of Roosevelt Elk and a Management Buffer for the Northern Spotted Owl.

Response: As understood by the Applicant's Biologist, the previous concerns are no longer an issue. The questions were resolved with conversations and email correspondence with Charisse Deschenes of the City. Please refer to the response letter, dated January 8, 2018, prepared by Wetland Resources.

27) Provide a habitat management plan per [Chapter 18.80 CRITICAL AND ENVIRONMENTALLY SENSITIVE AREAS PROTECTION](#), see 18.80.070 Development standards.

Response: No longer a concern per item No. 26 above.



Rick Mraz, PWS, Wetlands/Shorelands Specialist, Shorelands and Environmental Assistance Program, Southwest Region of the Department of Ecology, has the following comments. He can be reached at 360-407-6221 or at rmra461@ecy.wa.gov.

- 28) Based upon a comparison of GPS points with field investigations, Wetland O extends may extend slightly farther south than as shown in the delineation. We dug three test pits south the GPS-delineated edge of Wetland O's southern boundary. All of these pits met hydric soil indicator F6. Thus, this boundary was going to be revised and expanded approximately 20-25' southward. We observed most of the remaining delineated wetlands onsite and, based upon those observations, I can conclude that the remainder of the delineation is valid and accurate. **Response: Please refer to the modified wetland mapping. The boundary was revised as requested by Mr. Marz. Please refer to the updated wetland mapping and revised plan set. The proposed realignment of the roadway has been moved southeasterly. Wetland buffer impacts are reduced. Wetland Buffer impacts are mitigated via enhancement / removal of invasive species. Please refer to the updated Critical Areas Study and Mitigation Report prepared by Wetland Resources.**

Sincerely,

PACE Engineers, Inc.

Steve Calhoon, ASLA/RLA
Principal Planner