Tim Woolett

From: Alice Crapo <alicecrapo@gmail.com>
Sent: Thursday, March 17, 2022 1:00 PM
To: Tim Woolett
Subject: Mariner II Outlook

EXTERNAL SENDER: This email originated outside the organization. Do not click links or open attachments unless you verify the sender and know the content is safe.

Thank you for your great information at the meeting on March 15.

I am not up to speed on land use in Sequim and I appreciate your expertise.

I Support more affordable housing for Sequim and I understand the position of low lotline housing.

In Previous towns that I have lived, a developer was held liable for the impact it could make on neighboring roads and existing structures, water systems, drainage and with protecting old growth trees not easily replaced.

I am concerned about adding so much more traffic (car, truck and Pedestrian) on to W. Sequim Bay, Keeler, Mariners View Dr., As well as ingress and egress for all the homes along those roads. And it seems the city and the developers of new areas should be responsible for the impact to existing adjacent private roads, even for emergency use. Lofgrin, a privately maintained road, will be the main access for all those new homes to Highway 101. New development should not put a burden on private roads or existing city roads that already do not accommodate existing traffic well.

I am concerned about the narrow roads and no accommodation for on street parking in the proposed subdivision.

And I am told, Cedar Ridge Roads, unlike Mariner's Outlook roads including Spyglass, are NOT city roads and thus a unilateral decision of this nature must be made in consultation with the Cedar Ridge HOA Board.

And…I too think the old growth walnut should not be damaged. It is rare, not replaceable.

Enough said. Thank you for incorporating my concerns into your tough decisions.

Alice Crapo 970-759-1019.

To: Mr. Tim Woolett, Mr. Barry Berezowski

Cc: Sequim City Council Members; Cedar Ridge HOA Board Members

Subject: Sequim City Council Public Hearing March 28, 2022 regarding Mariner's Outlook III Subdivision

Thank you for the opportunity to comment. I attended via phone the March 15 Planning Commission Hearing and have now read the associated staff report. I have two comments.

1. Second Access Point to Mariner's Outlook III. I would suggest the staff clarify the issue of the second access point to the Mariner's Outlook III site for phase 1 development. The staff report states clearly that phase 1 shall be limited to nine houses with the proposed single access point. It also makes clear that for 25 houses two access points are needed. However, in light of Mr. Unkefer's proposal presented at the March 15 public hearing to multipurpose the emergency exit on Water View Dr. as a temporary second access point for phase 1, the staff should clearly state whether using the emergency exit as proposed by Mr. Unkefer for the second access point during phase 1 would be acceptable or not for the 25 house option. That is, are you recommending approval to the City Council of Mr. Unkefer's proposal or not? The current wording is not clear on this issue.

2. Emergency Exit on Water View Dr. My second comment regards the need, or lack thereof, for the emergency exit on Water View Dr. As you are aware it exists on paper only. It is shown on plat maps but has never been built. Clearly it is not needed for Cedar Ridge as Cedar Ridge has two access points. It would seem it is not needed for Mariner's Outlook III as there are two proposed access points off of West Sequim Bay Road. It would seem it may have had some historical significance but is no longer needed. It also seems ill advised to link city roads as in Mariner's Outlook III to private roads as in Cedar Ridge. I recommend the staff and City Council take immediate action to delete it from the plat maps and avoid future friction between the two subdivisions.

Respectfully,

Christine Anderson
Cedar Ridge resident

RECEIVED
3/28/22

Sequim City Council
152 West Cedar Street
Sequim, Washington 98382

March 28, 2022

Re: Mariner's Outlook III proposed development

Dear Council Members:

I am including this correspondence that has been previously submitted to Mr. Woolett or the Planning Commission, but I cannot find any of my submissions or the recent letter of our neighbors, Jeff and Karen Considine, in the public record.

I would appreciate it if you would review all public submissions about this development before tonight's meeting.

Thank you,

E. Randy Tierney

Enc.

E. Randy and Jan Tierney
1796 West Sequim Bay Road
Sequim, Washington 98382

March 18, 2022

Sequim City Council
152 W. Cedar Street
Sequim, Washington 98382

Re: Public hearing for Mariner's Outlook III Proposed Development on March 28, 2022

Dear Members of the Sequim City Council:

On March 15, 2022 the City of Sequim Planning Commission passed the Mariner's Outlook III proposed development onto the City of Sequim Council. This letter addresses some salient issues brought up by the Planning Committee and the developer, Mr. Andrew Unkefer.

As disclosure, we own property along the north border of this proposed development.

WEST SEQUIM BAY ROAD

1. Mr Woolett commented that the development would not happen if West Sequim Bay Road is a "problem."
2. Planning Commission members voiced safety issues on West Sequim Bay Road, specifically to pedestrians and bicyclists. Already heavy traffic volumes, speed of traffic, open ditches and narrow or no shoulders were mentioned. One commissioner "would never walk" on West Sequim Bay Road and recommended pedestrians and bicyclists "instead use the Discovery Trail."
    a. The developer will have five years to complete construction of 82 homes which is a very heavy additional traffic burden for West Sequim Bay Road, increasing danger to pedestrians, bicyclists and other traffic.
    b. Winter storms bring waves over the two-lane bridge south of the John Wayne Marina. A significant storm last winter was noted by a commissioner. The Mariner's Outlook III developer's 2018 study notes water drainage off the present site of the development that passes along the West Sequim Bay Road ditch to Johnson Creek.
3. Mr. Unkefer said that the development had a traffic study with a LOS (Level of Service) addressed. He noted the issue of Sequim Bay Road was a city concern, not the developer's concern.
    a. The City of Sequim has "no traffic study of West Sequim Bay Road" (Sequim Public Works November 29, 2021).
    b. The Traffic Report for the Mariner's Outlook proposed development was on October 19, 2018 by Jake Traffic Engineering, Inc. Sequim Bay Road was given a "D" rating at that time. The LOS presented by the study was measured at the

"interchange at SR101 at MP 265 after ramp." The data is used to extrapolate to a horizon year of 2023. The Traffic Study was on April 12, 2017 (Wednesday) 2 PM To April 19, 2017 (Wednesday) 1 PM.

COMPREHENSIVE PLAN

1. A commissioner noted that the City of Sequim Comprehensive Plan was "a Policy", not a "Mandate." The Comprehensive Plan was cited during the meeting for the justification of the R4-8 zoning of the proposed development. The proposed development is not congruent with the Sequim Comprehensive Plan in many respects, particularly in failing to harmonize with the surrounding environment. I the plan can be so flagrantly disregarded, what is its purpose?
2.

WATER ISSUES

1. Mr Unkefer assured the Planning Commission that runoff from the development would be addressed.
2. Runoff from impervious surfaces was only mentioned at the meeting. Footprints from proposed homes may vary from 1200 square feet to 2000 square feet.
3. Local wells will be affected. Pollutants were not considered at the meeting. The existing wells for homes below the proposed development (east and west sides of West Sequim Bay Road) will be particularly impacted. On the east side of West Sequim Bay Road is an artesian well that services three homes.
   Mr. Woolett did not know the source of the "City Water" for the proposed development. A concern is the water table of the wetlands south of John Wayne Marina would be impacted if water from the John Wayne wells is used.

We request that the Council t require an updated Traffic Study of West Sequim Bay Road before approving this development. In the interest of public safety and responsible growth, we strongly request that the city upgrade West Sequim Bay Road before the completion of this development. Simply reducing the speed limit will not solve the issues now or in the future as both sides of West Sequim Bay Road are built out.

We hope that you will consider the significant impacts to the safety and livability of the community of Sequim in making your decision.

Thank you for your attention. Please include this letter in the public record for the March 28, 2022 Council meeting.



E. Randy & Jan Tierney

1796 West Sequim Bay Road
Sequim, Washington 98382
er.tierney@wavecable.com
360-461-3765
November 18, 2021

City of Sequim
152 West Cedar Street
Sequim, Washington 98382

Re: Traffic Study on West Sequim Bay Road
Re: Proposed Mariners Outlook III Development

Hello Mr. Woolett:

The Traffic Impact Analysis for the Mariners Outlook III development was done by Jake Traffic Engineering of Seattle, Washington on October 19, 2018.
The last traffic study done on West Sequim Bay Road by Clallam County was April 2017.
The City of Sequim has not responded to my request for the last City traffic study on West Sequim Bay Road.
The study notes a rating of "D" (on a scale of A to F) for West Sequim Bay Road. The two entry points for the development both emerge on West Sequim Bay Road. The Seattle firm rated the entry points "A".
The Seattle firm rated traffic load on West Sequim Bay 1.6 and, accounting for future traffic loads until 2023, a "conservative" 2.0. I'm not sure of what these numbers entail.
However, I see no accounting for the developments after the traffic impact study. Those include the western end of West Sequim Bay Road from Fairweather, past the new Farm development, to new houses off Bellbottom Road, to the numbers of homes since built in the Cedar Ridge development, to the future development of the John Wayne Family.
I believe the traffic loads predicted by the study are grossly wrong.

A concern is whether traffic will come down Keeler Road to Spyglass Lane (private road) to the new development. Presently a new home is being built on the top by Spyglass Lane. Anderson Builders and other contractors have been coming down all summer to Keeler Road to Spyglass Lane. Also, the property

where Spyglass Lane meets Keeler Road has recently been sold. The City of Sequim has an easement on the southern border of the private portion of West Sequim Bay Road. At the junction of Spyglass Lane and Keeler Road going west is a road easement of sorts that could connect Spyglass Lane with Washington Loop road. Mr. Andrew Unkefer at the November 11, 2021 neighborhood meeting said that he did not expect Spyglass Lane to be used for construction traffic.

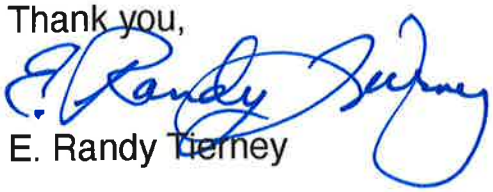
West Sequim Bay Road is experiencing serious safety concerns. Pedestrians and bicyclists have especially been at risk. Bicycle Projects on the City's October 2012 have yet to be done (Draft Transportation Master Plan Appendix D: Six Year Project List #10 and #49 and Twenty Year Project List #44).

My neighbors and I also cross West Sequim Bay Road daily to access our mailboxes on the east side of the road. As there is a blind corner just to the south of our mailboxes, we have to scurry quickly across West Sequim Bay and hope the traffic is obeying the speed limit. With increased traffic, access to our mailboxes is an ever increasing safety threat.

On West Sequim Bay Road the weather has certainly been more dramatic with changes in our climate. Climate change is here. We have experienced heavy wind and rain and Sequim Bay water at high tide washing over the road.
West Sequim Bay Road has also been the outlet for accident traffic on Highway 101.
West Sequim Bay Road is heavily trafficked by boat traffic to John Wayne Marina, especially at fishing opening times.

The City Planning Commission should take note of these concerns that will not be addressed by the developer and do a traffic study of West Sequim Bay Road.

Thank you,



E. Randy Tierney

From: E Randy Tierney er.tierney@icloud.com
Subject: Fwd: Records Request: Seeking information on traffic on West Sequim Bay Road
Date: November 29, 2021 at 11:37 AM
To: Jan Tierney er.tierney@wavecable.com

Sent from my iPhone

Begin forwarded message:

> **From:** E Randy Tierney <er.tierney@icloud.com>
> **Date:** November 29, 2021 at 11:36:31 AM PST
> **To:** Bruce Van Borstel <brucevb@olypen.com>, Jeff and Karen Considine <jeffreysconsidine@gmail.com>, Frank and Lisa Marinkovich <frankm@hawkinspoe.com>, Tara and Warren Nelson <watanel@yahoo.com>, Dave and Terri Ebert <debert@wavecable.com>
> **Subject: Fwd: Records Request: Seeking information on traffic on West Sequim Bay Road**
>
> Sent from my iPhone
>
> Begin forwarded message:
>
> > **From:** Karen Abbott <kabbott@sequimwa.gov>
> > **Date:** November 29, 2021 at 11:02:15 AM PST
> > **To:** er.tierney@icloud.com
> > **Subject: FW: Records Request: Seeking information on traffic on West Sequim Bay Road**
> >
> > Good morning Randy. I am the acting public records office for the City of Sequim. You are correct, your neighbors request was closed because there were no records to provide. There has not been a recent traffic flow or study done on West Sequim Bay Road. If you would like to discuss, please call me at 360-582-2454. I just tried calling you but there was no answer.
> >
> > Karen Abbott
> > Administrative Assistant II - City Managers Office
> > 360-582-2454
> > kabbott@sequimwa.gov
> > City of Sequim, 152 W. Cedar St., Sequim WA 98382
> >
> > -----Original Message-----
> > From: Charisse Deschenes <cdeschenes@sequimwa.gov>
> > Sent: Monday, November 29, 2021 10:49 AM
> > To: Karen Abbott <kabbott@sequimwa.gov>
> > Subject: Records Request: Seeking information on traffic on West Sequim Bay Road
> >
> > Hi Karen,
> > Please see the records email from E. Randy Tierney.

Thanks,
Charisse

-----Original Message-----
From: E Randy Tierney <er.tierney@icloud.com>
Sent: Friday, November 26, 2021 9:49 AM
To: Charisse Deschenes <cdeschenes@sequimwa.gov>
Subject: Seeking information on traffic on West Sequim Bay Road

EXTERNAL SENDER: This email originated outside the organization. Do not click links or open attachments unless you verify the sender and know the content is safe.

Hello, Ms. Deschenes,

I'm looking for a recent Traffic Study or Traffic Flow information for West Sequim Bay Road. My neighbor did a public records request for "most recent traffic study for West Sequim Bay Road Most Recent" but the response was closed due to no record found.
If you can send me any information, please email me at er.tierney@wavecable.com or contact me on my cell at 360-461-3765.
Thank you much,
E. Randy Tierney
1796 West Sequim Bay Road
Sequim, Washington 98382

Sent from my iPad

From: [redacted]
Subject: FW: Mariner's Outlook Development
Date: November 16, 2021 at 11:53 AM
To: Randy Tierney er.tierney@wavecable.com

-----Original Message-----
From: nwmsdoc@cs.com
Sent: Monday, November 15, 2021 6:13pm
To: twoolett@sequimwa.gov
Cc: er.tierney@waycable.com, "'Frank M'" <frankm@hawkinspoe.com>
Subject: Mariner's Outlook Development

M. Woolett,

I have recently reviewed information regarding the Mariner's Outlook Development proposal, which I understand is currently undergoing review. This development impacts my property (2019 West Sequim Bay Road), and as a lifelong native of Sequim who has reviewed many such proposals in my academic career at the UW, I have serious concerns that adequate due-diligence has been carried out.

Please consider this email a letter of protest to the number of units proposed in this development tract; the diligence has inadequately considered transportation corridors (West Sequim Bay Road is not prepared for this increase in population density) and environmental issues, particularly in light of climatic change and concerns for runoff due to inadequate catch basins. My artesian well, and those of other residents below this proposed development, are at risk for waste water runoff with severe precipitations (such as we are now having). I urge reducing the density of the development substantially to reduce this risk.

Basically, if Sequim wants to get more income through developments such as these, the city should provide appropriate diligence and support of necessary infrastructure.

I would also appreciate notification of any meetings to review this proposal further – with, of course, adequate notification in advance.

Respectfully,

Craig H. Smith, MD
Professor, Department of Medicine
University of Washington
School of Medicine

2019 West Sequim Bay Road

Mariner's Outlook Phase Three

RECEIVED 3/28/22

Portia Carrera <portia_carrera@hotmail.com>

Fri 11/12/2021 6:24 PM

To: twoolett@sequimwa.gov <twoolett@sequimwa.gov>

We always assumed that there would be more development on the Mariner's Outlook property next to us.
What we didn't realize was that the guidelines for building would change to allow high density living. The
number of domiciles projected is absurd and will harm the property values of everyone in the immediate area.

I believe our property will be particularly devalued because of the proposed roadway planned to access so many houses. The traffic, the headlights, the noise, the water runoff, water resources and sewage seem to me to all be issues. Beautiful Sequim appears to have no plan to maintain or enhance the organization and distribution of the town's housing.

When we purchased our home we were told that the previous owner had to get special permission to build a home on anything less than an acre. Our house is on a "shy" acre and the surrounding properties
are of equal or larger size. The density proposed is absurd.

We have already consulted with an expert in native plants to recommend shrubs to mitigate the effects of your proposed plan. Nothing short of a 12 foot wall is going to protect us from the traffic rolling into the high density subdivision.

Our situation is going to be horribly effected, the value of our property will be harmed and we will have to
endure costs to try and maintain our standard of living.

Please consider restricting the project to one acre lots, insist on traffic and natural environment studies and suitable walls surrounding the development.

Karen Considine
1790 W Sequim Bay Road
Sequim Wa
360 681 0654

Karen



City of Sequim
Department of Community Development
Tim Woolett
152 West Cedar Street
Sequim, WA 98382

14 Oct 2021

Jeff & Karen Considine
1790 W Sequim Bay Road
Sequim, WA 98382

RE: Mariner's Outlook III written comments

We are the homeowners of 1790 W Sequim Bay Road in the city of Sequim. Our property lies immediately adjacent to the proposed development of 82 homes on 28.12 acres. Following are our comments and questions regarding the proposed project.

1. The density of the proposed development is completely out of character with the surrounding area. Existing properties are largely ½ acre or larger and were built in a primarily quiet rural setting. Many of the existing homes were built to take advantage of the views available of the strait and Sequim Bay, Those of us who purchased property/homes in this area did so largely to take advantage of a quiet rural setting. The density of the proposed development is a significant deviation from these factors and will permanently and adversely alter the nature of our neighborhoods.

2. According to the City of Sequim document Application Information File no: SUB 21-001, access to the proposed development will be provided by "two point of access off West Sequim Bay Road" One of those points of access appears to be the existing Mariners View Drive and the other is a yet to be constructed road that will run immediately adjacent to our property as indicated on the Site Plan attached to the Application information.
    a. Traffic on West Sequim Bay road is often congested, particularly during periods of open fishing on the strait when commercial and residential boaters use the road as access to the John Wayne Marina. West Sequim Bay Road also serves as a bypass route for Highway 101 traffic during peak travel periods and when an emergency bypass is needed for accidents on the highway.
        i. What are the current and forecast traffic volumes on West Sequim Bay Road and what mitigation does the City of Sequim plan in order to accommodate the substantially increased traffic flow resulting from an additional 82 residential units to be constructed in the proposed development?
        ii. Who will bear the financial responsibility to provide such measures?

b. Current traffic on West Sequim Bay Road is frequently traveling at speeds far exceeding the posted 35 miles per hour speed limit. At present there are few, if any measures to ensure that existing traffic is honoring this speed limit. These measures will be increasingly necessary particularly given the increased traffic congestion created by the proposed development.
    i. What measures, if any, does the City of Sequim intend to put in place to provide an appropriate level of safety by ensuring that the posted speed limit is observed.
    ii. Who will bear the financial responsibility to provide such measures?

c. West Sequim Bay Road is frequently traveled by pedestrian and cycling traffic, due largely to its scenic nature and its access to John Wayne Marina. There are few, if any, accommodations for pedestrian and cycling traffic. Consequently walkers and riders are forced to stay on the road with few opportunities to avoid passing vehicles. According to the Current Comprehensive Plan 2015 - 2035, published October 26, 2015 ("The Comprehensive Plan") "The Framework includes a Transportation Layered Network that provides for alternative mobility options and improved connectivity and convenience for residents. Walkability is a high-value component of citizens' quality-of-life expectations, and the Plan's attention to paths and pedestrian-friendly streets is a key feature of the neighborhood-focused Framework. The value of more social neighborhood streets that are safe and attractive is also promoted"
    i. Given the substantially increased traffic patterns to be created by the Proposed Development, what mitigations is the developer and/or the City proposing to keep pedestrian traffic out of harm's way when utilizing West Sequim Bay Road?
    ii. In what way specifically does the proposed development meet the criteria as established in the Comprehensive Plan mentioned above?
    iii. Who will bear the financial responsibility to provide such measures?

d. Mariners View Drive is woefully inadequate to provide access to the excavation and construction equipment necessary to construct the proposed homes and infrastructure to support them. The intersection of Mariners View Drive and West Sequim Bay Road is a blind corner, particularly for traffic approaching from the north. Utilizing Mariners View Drive will likely present numerous opportunities for private and public property damage and potential injuries to people involved in accidents at the intersection.
    i. What mitigation is proposed by the developer and/or the City of Sequim to minimize the exposure to harm at the intersection of Mariners View Drive and West Sequim Bay Road?
    ii. Who will bear the financial responsibility to provide such measures

e. The second point of access indicated on the Site Map is a yet to be constructed road that will be immediately adjacent to our property. Construction of this access road will create an on-going nuisance for adjoining properties by creating dust, soil disruption noise and light pollution both during the construction phase of the road itself, and an on-going basis during construction of any eventual residences in the proposed development.
    i. What steps will the developer and/or City take to ensure that any nuisance will not be created?
    ii. What steps will the developer and/or City take to ensure that construction of the road facility will not create erosion, drainage and noise issues that will impact our property? Specifically what engineering and/or construction methods will be employed to ensure there will be no impact to our property from the construction and usage of the access road?
    iii. What steps will the developer and/or City take to mitigate the noise, dust and disruption during the construction phases of the Proposed Development?
    iv. Who will bear the financial responsibility to provide such measures?

3. The construction of the proposed development will create significant noise, water and light pollution opportunities.
    a. The Comprehensive Plan section EE 9.4.2 GROUNDWATER QUALITY states "Stormwater runoff in an urban area typically contains many pollutants resulting from streets, parking lots and other surfaces; in fact, runoff from landscaping and small crops or gardens can even cause contamination. Depending on the source, the pollutants in runoff may include heavy metals such as lead, chromium, and zinc; oil, grease or coolant; pathogens (bacteria); nutrients; pesticides; and petroleum byproducts. Other pollutant sources include improperly maintained or failing septic systems, leaking underground storage tanks, agricultural activities, hazardous material storage or dry wells if contaminants are introduced"
    b. See also section EE 9.6.3 LOW IMPACT DEVELOPMENT of The Comprehensive Plan to "Promote "low impact development" (LID) to minimize impervious surfaces and hardscapes, recharge the aquifer, reduce runoff, and conserve natural resources. " See also section EE 9.4.3 STORMWATER of The Comprehensive Plan. "Implement a storm and surface water management plan to reduce water quantity and quality impacts from runoff"
        i. With the substantial changes to the landscape created by the proposed development specifically what mitigations are planned by the Developer and/or City to eliminate the impact of such stormwater runoff issues for the proposed development.What are the expected impacts to adjoining properties both adjacent to and downhill from the proposed development? How will these impacts be mitigated?
        ii. Who will bear the financial responsibility to provide such measures?
        iii. Who will bear the long-term responsibility to maintain such measures?

4. The location of the proposed development is currently home to a wide variety of wildlife including (but not limited to coyote, deer, various fowl and any number of smaller species important to the food chain in the local ecosystem. There are active nesting sites for American Bald Eagles within less than approximately 300 yards from the proposed development. Section EE 9.5.1 of The Comprehensive Plan states that "PRESERVATION OF WILDLIFE HABITAT Maintain wildlife through the preservation and enhancement of its habitat.Wetlands, riparian vegetation, streams, and steep slope areas generally provide habitat for wildlife. When such areas are identified as supporting endangered or threatened species, measures such as acquisition or additional buffers should be considered. Incentives tied to development are another technique to protect habitat."
    a. What specific protections have been or will be enforced to ensure these criteria are met?
    b. What incentives tied to development have been instituted to provide adequate protections?

5. As previously observed the density of the proposed development is considerably different than the surrounding area. According to section EE 9.6.1 SITE DESIGN of The Comprehensive Plan future site planning for developments will "Continue to promote the use of "adaptive platting" to create lots that preserve existing vegetation and reduce impervious surfaces and associated impacts to critical areas, wetlands and groundwater resources. "
    a. What specifically has the developer and/or the City implemented in planning for the proposed development that meets this criteria?
    b. Who will bear the financial responsibility to provide such measures?

6. The Comprehensive Plan Section EE 9.6.5 DEVELOPMENT IMPACT AND BEST AVAILABLE SCIENCE METHODOLOGY provides that "the use of "best available science" methodologies when assessing the impacts of proposed development on the surrounding environment and ecosystems" The Comprehensive Plan also states that "Water is a much more acute topic for the Valley's sustainable growth. The Valley's setting within the Olympics rain shadow offers drier weather than most of the region, but that makes the Valley very dependent on the mountain watersheds for water. These are the same sources that support fisheries and the riparian habitats for many species. Wells drilled into the Valley aquifer and water diversions from streams and rivers for irrigation and potable water have a consequential effect on stream flows. However the "rights" to access water for private or public use are adjudicated, water supply greatly affects both the distribution and amount of long-term growth – there is only so much water, and the demands of man and nature are in increasing tension as more inhabitants are attracted to the Valley. There are solutions to the limits of water supply – desalination of seawater and a greater range of allowable uses of "recycled" water are two – but they come with high financial costs. If Sequim's future is to be "affordable," both in service costs and URBAN GROWTH environmental quality, short-term decisions will need to be more greatly linked to sustainable outcomes. "

a. As climate change continues to impact our region and regional watersheds are adversely impacted, how will the developer and/or the City ensure that sufficient potable water can be provided to this and future developments?
b. What specifically has the developer and/or the City implemented in planning for the proposed development that meets this criteria?
c. Who will bear the financial responsibility to provide such measures?

We appreciate your time and consideration of these comments and your anticipated answers to our questions.

Sincerely,



Jeff & Karen Considine

1790 W Sequim Bay Road
Sequim, WA 98382

Mariner's Outlook Development

Portia Carrera <portia_carrera@hotmail.com>

Sat 11/20/2021 6:42 PM

To: buildingdept@sequimwa.gov <buildingdept@sequimwa.gov>

My name is Karen Considine and I live at 1790 West Sequim Bay Road.

Seven years ago we bought the house for the view and rural nature of the neighborhood. We always assumed they would build out the property next to us but believed it would be in keeping with the existing Mariner's Outlook.

On 11/17/21 we were told by the developer that was exactly what He wanted to do, but that the City of Sequim insisted he increase the density. Our property is right next to his proposed access road to the properties.

The magnitude of this project is problematic in many ways and we have all written letters detailing how much and why we hate this project. I would like an answer regarding why the density was changed by the city and why we were not consulted BEFORE that project started to move forward under those conditions.

I thank you in advance for your attention and response.

Sent from Mail for Windows



Jeff & Karen Considine
1790 W Sequim Bay Road
Sequim, WA 98382

Sequim City Council
152 W. Cedar Street
Sequim, WA 98382

RE: Public hearing for Mariner's Outlook III Proposed Development on March 28, 2022

Dear Honorable Sequim City Council Members:

We write today to voice our concerns regarding the above Proposed Development File Sub 21-001 ("The Development"). On March 15, 2022 the Planning Commission held a public meeting to review the application for The Development. In the interest of full disclosure our home at 1790 W Sequim Bay Road is immediately adjacent to The Development and our property will be subject to many adverse consequences should The Development continue to go forward in the absence of substantive resolution of several issues. While our interest in The Development could be construed as principally self-serving, our perspective is that there are any number of issues raised in conjunction with the City's Comprehensive Plan issued October 26, 2015 (the "Plan") which have not been adequately addressed by either the City or the Proponent.

Commission members and the Proponent of The Development discussed some of the issues however the ensuing discussions did not adequately address a number of significant issues which have yet to be addressed by the City and/or the proponent.

1. **Public comments and questions:** There were many public comments and questions submitted by a number of concerned citizens which were largely ignored or passed over. In fact the one public comment that was specifically addressed was originated by the spouse of a Planning Commission member and detailed descriptions of the potential mitigation strategies were discussed at length. The remaining comments and questions originated by the remainder of the respondents were only mentioned in passing and a number of issues were largely glossed over or evaded entirely.
    a. There has been no attempt by the city or the proponent to specifically address any of the respondents questions directly.
2. **Traffic and public safety concerns:** As the Council is no doubt aware West Sequim Bay Road is a significant artery in Sequim's transportation network. Commercial and recreational fishing traffic, sightseeing and existing residential traffic are considerable loads on the existing roadway. In addition to vehicular traffic, many people walk/bike along the road for exercise and/or to take advantage of the scenic nature of the area. There are long sections of the road that make no provision for pedestrian traffic. Consequently pedestrian/riding traffic are frequently forced off the road by vehicle traffic.

a. One of the Commission members suggested that with the presence of the Olympic Discovery Trail she could not understand why anyone would want to walk along West Sequim Bay Road. While the Discovery Trail is an excellent resource getting to and from the trail still requires traversing West Sequim Bay Road in some fashion. Additionally this "let them eat cake" attitude does not address the fundamental issues of traffic and pedestrian safety.
b. There has not been a comprehensive traffic study of the existing conditions for West Sequim Bay Road. There is no public record of The City of Sequim having undertaken such a study. The only traffic study available for the general area was conducted at the intersection of Interstate 101 and Milepost 265 for an 11 hour period in April of 2017. The location for this study is several miles from The Development and does not address traffic conditions on West Sequim Bay Road. On several occasions the proponent has referenced a "traffic study" as part of his discussion but no such study is part of the public record.

3. **Ground water run-off:** During discussion of the potential mitigation of groundwater run-off there were a number of comments and potential solutions relating to the ability of The Development to deal with the volume of stormwater runoff, there was no discussion of solutions to potentially hazardous or damaging materials associated with the runoff itself. It is not at all clear what, if any, measures will be taken to ensure that hazardous materials do not flow 'downstream' to surrounding neighbors, many of whom rely on ground water wells for fresh water.
4. **Inconsistencies with the Comprehensive Plan**: it was noted during the planning commission meeting that the Comprehensive Plan was not statutory, ie not a binding document yet it was the Comprehensive Plan that mandated a development density well beyond the original desires of the proponent for The Development. It is disconcerting at best that portions of the Comprehensive Plan appear to mandate this density yet other portions of the Comprehensive Plan are viewed as advisory only. I respectfully call your attention to Specific sections of the Comprehensive Plan that appear to have been discarded in the evaluation of The Development:
    a. The Transportation Layered Network that provides for alternative mobility options. The Comprehensive Plan provides that "walkability is a high-value component of citizens' quality of life expectations , and the Plan's attention to paths and pedestrian-friendly streets is key feature of the neighborhood-focused framework"
    b. Section 9.4.2 Groundwater Runoff
    c. Section 9.4.3 Groundwater Runoff
    d. Section 9.6.3 Low Impact Development
    e. Section 9.6.5 Preservation of Wildlife Habitat
    f. Section 9.6.1 Site Design
    g. Section 9.6.5 Development Impact and Best Available Science Methodology

Finally there is a general issue - The Development is grossly inconsistent with the surrounding properties, most of which are located on ½ acre or larger parcels, and were largely built to take advantage of the scenic nature of the bay to the eastern side of West Sequim Bay Road. It is

not clear how this inconsistency provides the kind of small-town feel the Comprehensive Plan references. While we can see that there is a very strong focus on growth within the City's planning function, it is clear that the Comprehensive Plan also commits to a number of issues dealing with quality of life, and the quality of the city's environs. We hope that a more respectful balance between these often competing issues can be achieved.

We thank you for your time and consideration of these matters and urge you to conduct further studies of these issues prior to approval of The Development. We also request that this correspondence be included in the public record of the Council meeting scheduled for March 28, 2022.

Sincerely,



Jeff and Karen Considine

Cedar Ridge Estates Lot 124
190 Water View Dr
Sequim WA 98382
March 24, 2022

City of Sequim
Department of Community Development
Attn: Tim Woolett
152 W Cedar St
Sequim WA 98382

Subject: MARINERS OUTLOOK PHASE III SUBDIVISION APPLICATION (SUB21-001)

Dear Sirs:

My name is Lois Gruendl. I am the owner and occupant of lot 124 in the Cedar Ridge Estates where I have resided for the past three years. I am providing information and views based upon my city residency/taxpayer status, my physical proximity to the proposed project, and as a member of the Cedar Ridge Sequim Community Homeowners Association (HOA).

The City of Sequim should be well aware of this community's concerns over projects which impact our internal road system. These were previously documented by several homeowners in 2021 and are filed as comments under the Project Name Cedar Ridge III, SUB 20-002, 20-003 Major Preliminary Subdivision. To recap, the roads within Cedar Ridge are private roads. These roads were poorly designed and constructed, yet fully approved by the City of Sequim. The City approved the construction of two clusters of private homes/roads, bisected by Keeler Road, a city-owned and maintained street. Together, the configuration of these roads resulted in a total of four access points from city-to-private roads. None of them were ever gated (as required by code), and all allow city traffic to travel at will into our private community.

The substandard condition of the roads within Cedar Ridge is well known to the City. For the past decade, the City has continuously stated that the design and condition of our roads make them ineligible to be absorbed and maintained as public roads. This places the entire burden of road maintenance/replacement costs solely on the Cedar Ridge community. The community currently has approximately $80,000 in unfunded road maintenance and repairs which are overdue. These are considered recurring and escalating expenses (per a 2021 Reserve Study), repeating at least every five years, until total road replacement, costing over $1 million, is required. These are substantial expenses which have been exacerbated by poor city planning and oversight practices that occurred during the initial approval and construction of Cedar Ridge's road infrastructure.

With these facts in mind, I request two actions from the City of Sequim:

- Reassess the need for a fifth public road entrance into Cedar Ridge, currently identified as an emergency access road that will adjoin to Ridgefield Road. The Mariners Outlook Phase III project already has two proposed public neighborhood access points as required by City code.
- Should this emergency access road be required by statute, refuse its use for any other purpose, by either the City or current/future developers, on either a temporary or permanent basis. This includes use as a temporary construction access way or an interim access point into Mariners Outlook Phase III prior to completion of its total road network. Your support is needed to prevent additional degradation to our roads and to help keep our road maintenance costs in check. Please honor our private road system and not allow others to use them at our expense.

Thank you for your thoughtful consideration of these requests. If you have any questions regarding this letter, please don't hesitate to contact me.

Sincerely,

Lois Gruendl

Lois Gruendl

Copy to:
Cedar Ridge Sequim Community HOA

March 28, 2022

City of Sequim
Department of Community Development
Tim Woolett
152 West Cedar Street
Sequim, WA 98382

Sage Chandrasoma
Kirk Olson
151 Water View Drive
Sequim, WA 98382

RE: Mariners Outlook Phase III, Subdivision Application (SUB21-001)

Mr. Woolett,

As a homeowner in Cedar Ridge on Water View Drive, which is adjacent to the proposed Mariner's Outlook Phase III (Mariner's), we have 3 major concerns. Before I address our concerns, I have reviewed the prior public comments made back in the fall of 2021 and recently this past year. We concur with most of the public comments, especially points made from Craig Smith, MD., Dave and Laurie Van Cleve, Jeff and Karen Considine, Christine Anderson, Alice Crapo, and Gib and Cheryl Siard.

First, the development as proposed will ultimately have 82 homes, as such, the traffic burden that will be placed on the surrounding community. Prior to moving into our new home in Cedar Ridge, we were living in the John Wayne's Waterfront Resort RV Park on West Sequim Bay Road (WSBR) for over a year. We found WSBR to be a very dangerous road when the fishing season starts in the summer along with the summer tourists. As noted by several residents who live along WSBR, there are blind corners and no room for any possible corrections. One can only imagine when you add traffic from the new development in Phase III.

- Has the City consulted with the County about the current and future traffic on WSBR?
- Are there plans to widen the road to accommodate the increased volume of traffic?
- Who will be financially responsible for building the roads?

Second, we have concerns with Mr. Dave Munro's comment in his email dated March 16, 2022, Item No.2, requesting the City to improve the remaining stretch of Spyglass Lane (emergency exit/transition road) easement to Keeler Road. We would appreciate more discussion on this matter, as it will seriously impact the residents of Cedar Ridge neighborhood. As pointed out in Ms. Crapo's email dated March 17, 2022, should Spyglass Lane become developed into a safe traveled street, it will draw more traffic from the existing and future residents of Mariner's (total of 90+ homes) through Cedar Ridge especially onto Lofgren Road, which is a privately maintained road. The additional traffic will increase safety concerns for our residents in Cedar Ridge as well as the additional cost to us to maintain.

- Should the City entertain the idea of improving Spyglass Lane, will the City maintain Lofgrin Road, such as road repairs, resurfacing, restriping etc.?
- If the City will not maintain Lofgren Road (private road), can the neighborhood association erect coded entry gates to ensure only the residents of Cedar Ridge are able to traverse through the neighborhood?
- What are the current city codes for private roads? Does it allow for coded entry gates on either ends of roads?

Third, we were unable to locate in the application whether the developer of Mariner's will be complying with the State of Washington's guidelines on "Dark Sky." I believe this was mentioned in the Siard's letter dated October 27, 2021. I concur with his assessment that the guidelines "will minimize the negative effect to our prized nighttime beauty of this area." Furthermore, it will be in keeping with the surrounding neighborhoods.

- Will the "Dark Sky" guidelines apply to Mariner's?
- If this guideline will not be followed, how can this be a requirement for any future development in Sequim?

Finally, we would like to thank you for the opportunity to comment on the subject development in Mariner's Outlook. Also thank you and the staff at the City for your hard work and dedication to ensure that the City of Sequim remains to be a very desirable place to live and retire.

Sincerely,

Sajeewa Chandrasoma
Kirk Olson

Tim Woolett

From: Thomas A Stark <tstark1@me.com>
Sent: Monday, March 21, 2022 1:26 PM
To: Tim Woolett
Subject: Mariners Outlook III comment

EXTERNAL SENDER: This email originated outside the organization. Do not click links or open attachments unless you verify the sender and know the content is safe.

Hi sir,

Questions Re Proposed Mariners Outlook III

* CEDAR RIDGE SEWER UPLIFT STATION
- Per your planning documents, the Cedar Ridge Uplift station will be modified in order to increase capacity. Will that cost be levied against all city property owners or just the neighborhood users of the Cedar Ridge facility?

- Is there a rough timeline…or critical path….for the uplift station sewer work? Will current users experience a temporary interruption of service?

* Suggestions for consideration based on experiences where we have resided.

1. While living in VA., the city held a neighborhood “walkthrough” of a proposed plat led by a staff engineer and supported by a city “ scribe” who took note of all pertinent questions. Plat was preliminary staked. This was invaluable in alleviating concerns and helping all visualize the proposed neighborhood. Might be worth considering.

2. Given the availability of advanced CAD programs, why can’t a 3D neighborhood presentation be drawn? Infrastructure and slope should be relatively straight forward. Only challenge might be placing a nominal house on each lot. This also might afford affected residents better insight, especially regarding sight lines, view, traffic, and drainage.

Thank you for this opportunity to comment. Governing is hard.

Respectfully,

Thomas A. Stark
300 Jones Farm Road
Sequim, WA 98382

703.472.0786

Sent from my iPad