CITY OF SEQUIM

152 West Cedar Street Sequim, WA 98382
City Hall (360) 683-4139 FAX (360) 681-3448
Public Works (360) 683-4908 FAX (360) 681-0552

July 22, 2022

City of Sequim:	**First Review**
Plan Review:	**Preliminary Subdivision Application SUB22-003**
Name:	**Effie Estates**
Address:	**Hemlock and S 7th Ave**

The city of Sequim has completed a first review of the preliminary subdivision application. Please note that comments with "SC" after them are to be addressed no later than the site construction permit application. All other comments are to be addressed prior to preliminary subdivision approval.

Drawings (Electronic):

a. effe_estates_proposed_cc_and_r_for_subdivison_application_03may2022
b. effie_estates_preliminary_plat_plans_05-25-2022
c. effie_estates_preliminary_stormwater_control_plan_05-03-2022
d. effie_estates_SEPA_Checklist_apr_2022
e. effie_estates_title_report
f. effie_estates_property_owners_within_300_feet_of_7th_and_hemlock_project
g. effie_estates_traffic_analysis_15apr2022
h. gmbusa_application_for_major_subdivision_effie_estates_may_2022

Please submit an itemized response letter and **complete and revised** documents directly to the city of Sequim Department of Community Development. **Plan review comments follow on the attached list.**

Sincerely,

City of Sequim

Travis Simmons, Assistant Planner
Department of Community Development
Business Hours: 7:30AM – 4:00PM, M-F (360) 683-4908 Web site: sequimwa.gov

cc: Steve Lachnicht, DCD Director, slachnicht@sequimwa.gov Sarah VanAusdle, PW Director, svanausdle@sequimwa.gov

GENERAL COMMENTS:

G1. The following plan review documents are based on the **City of Sequim** Building Regulations. The following comments reference the 2018 International Building Code (IBC) (adopted in SMC 15.04.010), 2018 Washington Department of Transportation Standard Specifications (WSDOT), the Revised Code of Washington (RCW), International Fire Code Section 503 and Appendix D (IFC) (adopted in SMC 15.04.080), the current Stormwater Management Manual for Western Washington (SWMMWW) (adopted in SMC 13.104.100), City of Sequim Engineering Standards, 2010 ADA Standards for Accessible Design including Title II regulations at 28 CFR 35.151 and the 2004 ADAAG at 36 CFR part 1191 appendices B and D (ADA) and City of Sequim Municipal Code (SMC) were used as the basis of this review as amended by the **City of Sequim** unless otherwise noted.

G2. Please respond in writing to each plan review comment by marking this comment list or creating a response letter. Indicate which detail, specification, or calculation shows the requested information. At minimum, the following should be included with each plan review response:

- Page / sheet number(s), detail / specification number(s), etc., and include all applicable code section(s).
- Briefly explain in writing how the design is intended to comply with the applicable code sections.
- Please provide a narrative of revisions made outside the plan review comments.

Complete and clear responses will expedite the re-check of this project.

G3. Please be sure to include on the re-submittal the architect's and /or engineer's stamp, signature, date of signature, and registration number on all sheets of plans depicting structural designed elements and cover sheets of calculations. RCW 18.43.70 & RCW 18.43.130.

PLAN REVIEW COMMENTS:

PLANNING:

[Travis Simmons, Assistant Planner; tsimmons@sequimwa.gov; (360) 681-3438]

P1. Please list the subdivision identifier as EFFIE ESTATES SUB22-003
Done. Shown on revised prelim plat plan page C000.

P2. Provide a lighting plan. Lighting must meet spacing requirements as set forth in the Engineering Standards Figure 4-00 and be consistent with SMC [SMC17.48.020, SMC17.48.030, SMC18.35.130]
New lighting positioning per code is already shown on prelim plan page C004, and light pole detail is shown in Detail G/C006 on page C006. Existing lighting on Hemlock is also shown.

P3. Coordination with Clallam Transit is required for possible new routes and bus stop locations. Please provide communication with Clallam Transit.
Confirmation in e-mail from Clallam Transit that the project would require no new stops or routes. E-mail dated Aug 4, 2022 included herein.

P4. Show location, extent, and type of wooded areas and all trees greater than eight inches in diameter, or identified as species of local significance. Please note every reasonable effort shall be made to preserve existing trees. Show existing trees to be removed and to remain. [SMC 17.12.020(A), SMC17.28.030 (A)]
Done. See Page C004. Trees on East property edge > 8" diameter now shown on revised prelim plat plan and notes added. The only existing tree that will need removing is one street tree on W. Hemlock due to the construction of Carpe Diem Place where it intersects with W. Hemlock. Additional street trees will be added to W. Hemlock to meet spacing code and notes on the prelim plat plan have been added.

P5. Show limits of proposed 10' utility easement on each lot.
10' utility easement is already shown on prelim plan pages C001, C002, C003, and C004, and is labeled as such on pages C001 and C002.

P6. Provide coordination with the concerned Tribes' cultural committees and staff regarding cultural resource issues.
E-mail correspondence with Allie Taylor of the Jamestown S'Klallam tribe and with Travis. E-mail from Travis stating no cultural survey is needed at this time dated Sep. 13, 2022 included herein. E-mail also states cultural survey may be required in the future and construction is to immediately stop if any suspected artifacts are found.

P7. Provide written approval of proposed street names from Clallam County, public works, fire and police departments to prevent duplication and facilitate efficient emergency response. [SMC17.32.180(C)] (SC)
Confirmation in Aug 23, 2022 e-mail (included herein) from Joel Dressel (and Julie Smith with Clallam County CC'ed on e-mail) that Effie Lane is approved, and the name for Glenn Place was not approved and needed to be changed. The name of Glenn Place has been changed to Carpe Diem Place which was approved. Addressing an "SC" item here as the new name Carpe Diem Place is shown on the revised prelim plat plan, and we wanted staff to be aware of this change.

P8. In the Draft CC&R's, add a section for Drainage Facility Maintenance. Please make clear who is responsible for the stormwater facilities, each element of this system, and reference the Operation and Maintenance Manual for the stormwater system. Reference the Stormwater Operation and Maintenance Manual. Additional HOA conditions will be provided in Staff Report.
There are no common areas or shared spaces in the neighborhood, and the streets will be public city streets not private streets. There is no property owned jointly by the lot owners or the neighborhood association, and because of this no Drainage Facility Maintenance section is required in the CC&Rs.

P9. Submit a Stormwater Operation and Maintenance Manual. (SC)

ENGINEERING:

[Shawnie Peters, Development Engineer; speters@sequimwa.gov; (360)582-2473]

E1. SMC 17.32.020 (C) The minimum distance between intersections shall be 125 feet unless a different distance is approved by the city engineer. Effie Lane is 85' from the Hammond intersection and 65' from the alley intersection to the south. Please address.
Street design approved by Don. E-mail dated Aug 31, 2022 included herein.

E2. All dead-end streets or alleys shall terminate in a cul-de-sac having a minimum right-of-way diameter of 100 feet with a 90-foot paved portion. [SMC17.32.020] Consider alternatively, a shared driveway which can serve up to 5 residential addresses.
Alley changed to access easement (and labeled "Shared Private Driveway") which requires no cul-de-sac, and is approved by Don. E-mail dated Aug. 31, 2022 included herein. Paved section of access easement retains all dimensions of previous alley.

E3. Provide a geotechnical analysis addressing, but not limited to, pavement design, cut and fill earthwork, slope inclination/stability, stormwater infiltration and pavement design, establishing water tables and any potential geological hazards. Provide an infiltration analysis (percolation test) and existing high water ground table if proposing to infiltrate stormwater. [SMC 18.82.070, SMC18.82.090(E), SMC13.104, IBC1801, IBC1803, IBC1804] (SC)

E4. Show on-lot grading. (SC)

E5. Detail C/C003 Alley Section: show gutter, show 8" sewer main. (SC)

E6. Page C004, Detail B/C003: Show proposed street right-of-way landscaping improvements including to the landscape strip and required trees according to the street standards. Collector streets require street trees at 30'-40' on center and light poles with a maximum spacing of 150'. Local streets require street trees at 40'-50' on center and light poles with a maximum spacing of 150'. [SMC 17.20.040 and RCW 58.17.110(2)].
Proposed street ROW landscaping improvements are already shown on prelim plan page C004,

and in Details A/C004 and B/C004 on page C006.
In addition to adding street lights to code (150' O.C.) on 7th Ave and Hemlock Street, the new Neighborhood streets have street lights with the required maximum spacing of 200' per Street Engineering Standards codified in RES R2021-1.

E7. Page C004: Add stationing to all roadways. Start stationing at intersections (TYPICAL) (SC)

E8. Page C005 Show connection to existing manhole in Effie Lane and S 7th Ave. (SC)

E9. Page C006: Add Local Street section for Hemlock improvements [SMC 17.12.020(A)] (SC)

E10. Detail G/C006 Light Pole Detail must meet city adopted Engineering Standard Figure 4-28A. (SC)

E11. Page C006: Add Type 1 catch basin detail for the situations when the catch basin is located in gutter at curb. Meet city adopted Engineering Standard Figure 4-21. (SC)

E12. Page C006: Details A, B, C: These should have the subscript of the page number they are found on, not the page number they are referenced on (C003). (SC)
Corrected on revised prelim plat plan.

E13. At the northeast corner, at lot 6, the neighboring parcels development included grading on this parcel and a block wall that extends into this parcel. There is an approximate 8' slope, multiple large trees and a block wall in this location. Please show on the grading plan, with appropriate setbacks to the building envelopes shown. (SC)

E14. Provide on-lot grading in the grading plan. (SC)

E15. Provide haul route for cut material being exported, and location of dump site. (SC)

E16. Indicate the Emergency Overflow for infiltration trenches. It appears overflow will be sent to lot 6 if the catch basins are clocked or the infiltration trenches reach capacity. Please address. (SC)

E17. Stormwater drainage plan for this subdivision should be completed in conjunction with a Geotechnical Report per SMC 17.12.020. (SC)

E18. Provide detail showing driveway construction over infiltration trench as shown on lot 1 and lot 5. (SC)

E19. Stormwater Report and plan shall account for all on-lot stormwater drainage by prescribing the method of permanent stormwater management for each lot which shall be recorded on the final plat. (SC)

E20. A city approved HOA stormwater O&M Manual will be required prior to final plat approval. (SC)

E21. This project will be required to obtain coverage under the Construction Stormwater General Permit (CSGP) through the Department of Ecology prior to any ground disturbing activities. (SC)

PRELIMINARY STORMWATER CONTROL PLAN: by Zenovic and Associates, Inc. dated 05/03/2022

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1. Page 1: Please list the subdivision identifier as EFFIE ESTATES SUB22-003 (SC)

2. Page 2: Exiting Conditions. It appears there is currently no residence or shop/garage on this property. (SC)

3. Page 2: Exiting Conditions. Add information about stormwater drainage in Hemlock and 7th Ave. (SC)

4. Page 4: Minimum Requirements #5 – On-site Stormwater Management: Stormwater Report and plan shall account for all on-lot stormwater drainage by prescribing the method of permanent stormwater management for each lot. (SC)

5. Page 25: Landuse Basin Data for ROW areas: how is this stormwater being infiltrated on-site? Which ROW areas is this referring to, please reference it on the basin map on C007. (SC)

6. Page 27: Mitigated Land Use, "Driveways flat" are included in the basin data, however, Minimum Requirements 7 on page 4 states driveway stormwater will be infiltrated via raingardens. Please address. (SC)

7. Page 36: Mitigated Routing Gravel Trench Bed (TYP) The rise height is listed as 3 feet with a 10" diameter. Assuming this is the rim of the catch basin, this calculation forces discharge at 3 feet. Please demonstrate 100% infiltration. (SC)

8. Page 36: Routing Elements all have bottom width of 4' listed, however on the stormwater site plan detail C/C006 shows the trenches with a 3' bottom width. Please address. (SC)

9. Page 55: Residence Drywell lists dimensions as 28' in length, 4' in width and a 3' riser height for a total of 336 CF or 12.4 CY for a 1,500sf roof area of a home. The average roof size in the current building climate is much larger than 1500 sf. Use recommendations from the current stormwater manual on impervious surface calculations. (SC)

10. Indicate the type of filter system to be used in the catch basins collecting stormwater from pollution generating surfaces. (SC)

11 National Pollutant Discharge Elimination System (NPDES) construction stormwater permit. Please contact the NPDES permitting authority to find out if this is needed. Provide coordination to the city. (SC)

12. Minimum Requirement #2: Construction Stormwater Pollution Prevention Plan will be submitted with the Site Construction permit. (SC)

TRAFFIC IMPACT ANALYSIS: Heath and Associates, Inc, dated 04/15/2022

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1. Page 5. COVID Adjustment. Due to counts collected in 2021, review of historical counts should be included to determine any impacts related to COVID. Existing volumes should be adjusted as needed based on the review.

   All TIA comments in this section are addressed in the Updated TIA dated Sep 1, 2022 included herein.

2. Page 5, 3.3 Existing Peak Hour Volumes states "The study intersection of S 7th Avenue & W Hemlock Street was not analyzed for level of service as no project generated trips were found entering or exiting the intersection.". Please explain how a project that has not been completed, could generate trips to the intersection. Please explain why this intersection is not analyzed in this analysis.

3. Page 5: Add Existing Traffic Operations with delay and level of service for a stop controlled intersection based on the worst movement.

4. Page 7: Move 3.4 Roadway Improvements to "4. Future Traffic Conditions".

5. Page 8, 3.5 Transit Service: states "The nearest stops in relation to the subject site are provided at S 7th Avenue & W Hemlock Street." Please indicate the location of this transit stop relative to the site. Provide correspondence with Clallam Transit showing coordination and improvements to this transit stop, if needed.

6. Page 8, 3.6 Sight Distance: The entering/exiting and stopping sight distance triangles need to be included for all proposed accesses in the report. A summary of the sight distance analysis results should be included in the TIA in table format to better understand the available site distance as compared to the required entering and stopping sight distance standards. The sight distance analysis should be moved to the future conditions analysis.

8. Page 9, 4.3 Future Peak Hour Volumes: A 5 year horizon from the time this report was written in April of 2022, would be 2027. Please address.

9. Page 14, 4.4 Forecast Level of Service: The delay and level of service for a stop controlled intersection should be updated to be based on the worst movement rather than approach delay. The results should be updated accordingly.

10. Page 14, 4.4 Forecast Level of Service: Identify increases in delay, queues, and traffic volumes with the project relative to without-project conditions.

11. Page 9. Add Non-motorist Traffic Section and a "Safe Walk to Schools" review/discussion, and/or access to school bus stops. The TIA should note the safe walk routes to school or the closest existing school bus stop for the elementary, middle, and high schools. The existing

conditions of the walk route or the route to the bus stop should be described, noting whether there is a safe walk route and if there is a paved area for students to wait that is separated from the adjoining roadway with lighting present. Potential improvements to the walk route and bus stop should be included as part of the recommended mitigation.

12. Required Additions to the TIA: Traffic Safety. Complete a traffic safety review of the most recent 5 years of collision data at all study intersections and along adjoining roadways around the site.

PUBLIC WORKS REVIEW:

[Shawnie Peters, Development Engineer; speters@sequimwa.gov; (360)582-2473]

PW1. Half-width frontage (to the centerline of the road right-of-way) improvements are required for South 7th Ave to "Collector" street standards (includes street lighting and street trees) as set forth in the City Adopted Engineering Standards, Figure 4-03, "Collector Street Section". [July 2013 Transportation Master Plan, SMC 17.20.040, SMC17.48 and RCW 58.17.110(2)].
Lane width and curb are already to code and the proposed half-width improvements to S. 7th Ave are already shown on prelim plan page C004, and in Detail B/C004 on page C006. Buffer width and Sidewalk grade corrected to 3' and 1.5% respectively in revised plat plan.

PW2. The Transportation Master Plan shows S 7th Ave as a "Future Bike Lane/Wide Shoulder/Asphalt path", a "Pedestrian and Mobility Scooter Priority Route" and a "Recommended Shared Use Path". Demonstrate how a bike path and shared use path are being accommodated along the 7th Avenue frontage. [July 2013 Transportation Master Plan]
The Future Bike Lane (Fig ES-3 in the July 2013 Transportation Master Plan) is being accommodated along S. 7th Ave by adding road striping to designate a bike lane as is already shown in Detail B/C004 on page C006.
The Pedestrian and Mobility Scooter Route (Fig ES-4 in the July 2013 Transportation Master Plan) is being accommodated along S. 7th Ave by the proposed sidewalk already shown on prelim plan page C004, and in Detail B/C004 on page C006.
The Recommended Shared Use Path (Fig ES-4 in the July 2013 Transportation Master Plan) does not have to be accommodated as it is on S. 7th Ave from McCurdy Rd to E. Silberhorn Rd, not on S. 7th Ave adjacent to the project property.

PW3. Half width Frontage Improvements from the centerline of the roadway to the right-of-way are required for Hemlock to Local street standards. The city recognizes the existing paved portion of the roadway in this area is in acceptable condition, however curb, gutter, landscaping, lighting and possible improvements to the sidewalk will be required. If the road surface in Hemlock is deemed to need resurfacing after the utility trenching in the roadway is complete, the applicant will complete this as the city engineer's discretion. [July 2013 Transportation Master Plan, SMC 17.20.040, SMC17.48 and RCW 58.17.110(2)]
Lane width already to code. Don granted request to retain existing rolled curb, planter strip and sidewalk. E-mail dated Aug 31, 2022 included herein.
Current sidewalk will be verified ADA compliant and is 1' wider than required (6' instead of 5'), and existing planter strip is 2' wider than required (6' instead of 4').
Street lighting and trees will be added to existing lights and trees to bring these in to compliance

with the 2021 Street Engineering Standards and this is shown on page C004.

PW4. The intersection of S 7th Ave and Hemlock must be ADA compliant. Proposed ADA connection to existing ADA curb ramp at S 7th Ave and Hemlock appears to be less than 6' in width. Please demonstrate improvements in the right-of-way are ADA compliant. Directional curb ramps will be required at the S 7th Ave and Hemlock Intersection.
Two directional ADA curb ramps (Figure 4-25 Street Engineering Standards- 2021) will be installed at the corner of S 7th and W Hemlock as shown on page C002 of the revised prelim plat plan.

PW5. A 5' utility easement is needed on both sides of new roadways (including alley) for power, irrigation and stormwater.
10' utility easements are already shown on both sides of new streets on prelim plan pages C001, C002, C003, and C004, and are labeled as such on pages C001 and C002.

PW7. All water and sewer mains must be contained within city dedicated public streets, or within a 20' minimum utility maintenance and operation easements dedicated to the city on openspace tracts, not on individual lots. Show the sewer main in the alley within a 20' public utility easement dedicated to the city of Sequim for the sewer main extension.
The access easement which was previously the alley is now also a 20' wide utility easement dedicated to the city. Don approved keeping the sewer line there as originally shown, which can be seen on page C003. E-mail dated Aug 31, 2022 included herein.

PW8. The water main will be extended from the northeast corner of the lot to Effie Lane in order to loop the system. This water main must be contained in a 20' public utility maintenance and operation easement dedicated to the city. Maintenance and operation access shall be provided.
The proposed development will be served by a looped main from S 7th Avenue and West Hemlock Street. Connection to the noted main is unnecessary for providing service to the proposed development, and would only result in additional cost to make the connection and impact the future use of the property due to the need for an additional easement.
Based on the records civil engineer Seth Rodman could find of the property to the East, that facility is served by a looped main which extends from the Southeast corner of the site from the main in W Hemlock Street, around the East, North and West sides of the building and connects back in to the main in W Hemlock Street (see attached construction drawings). With the existing loop there is little to no benefit to that system by providing that additional connection.
Seth was unable to locate any easement (not shown on the survey or noted on the deed) for that existing water main on the property to the east, so it is assumed that that system is a private water main/service and connection/extension of the system should not be required. Don agrees. E-mail dated Aug 31, 2022 included herein.

PW9. Demonstrate the minimum horizontal separation of 10-feet between sewer piping and water piping. Water pipes must be located on the North and East side of streets. Sewer must be constructed on the South and West side of streets. See City Standard Drawing Figure 4-15 for depth and separation requirements, specifically, sewer mains are to be 8' deep at the top of pipe. (SC)

Done. Shown in revised plat plan.

PW10. Provide utility profiles, stationed from the middle of intersections and showing the existing infrastructure that is being connected to, including pipe size, slope, depth, separation etc. (SC)

PW11. Add sewer manholes at the terminus of all sewer mains. (SC)

PW12. All sewer mains will be a minimum of 8" in diameter. (SC)

PW13. Sewer and water laterals shall extend at least 10' beyond the proposed lot line. (SC)

Done. Shown in revised plat plan.

PW14. Please provide details for pipe connection and manhole connections. Add detail for water laterals traversing the infiltration trench at lot 1. Add detail for sewer lateral traversing infiltration trench at lot 12. (SC)

PW15. The city will contract with a third party to conduct a hydraulic analysis of the proposed sewer and water systems (site construction) to verify the adequacy of the design to meet Sequim's service and life requirements. The fee for this analysis will be payable by the applicant. Sewer and water hydraulic modeling results will be given to the applicant along with additional requirements, if any. (SC)

PW16. Please ensure that thrust blocks are provided at all water system piping fittings and bends.

Thrust blocks are already shown in the Utility Plan (Page C003) represented by black triangles in the required places (on water mains, not water service lines). The thrust block symbol has been added to the Legend of Page C003 in the revised plat plan.

PW17. Page C005: Water main shall be sleeved when within 10' of the infiltration trenches. Add sleeving detail and show sleeving in profiles and plans. Detail A/C003: Show infiltration trench and sleeving requirements for water main. (SC)

PW18. Add water service to lot 6. (SC)

PW19. Please include details for water system piping on the Plans. (SC)

a. Burial depth (City Developer Standards II-3.6)
b. Valve box type
c. Service line size
d. Vertical separation from wastewater utility piping and infiltration trenches

e. Meter box location

PW20. Show irrigation stub out location and meters to each lot. (SC)

Please contact the listed reviewers between 7:30 A.M. and 4:00 P.M., M-F, with any questions.

[END]

CITY OF SEQUIM, MAJOR SUBDIVISION:
EFFIE ESTATES SUB22-003
IN SECTION 19, TOWNSHIP 30 NORTH, RANGE 03 WEST, W.M.
CITY OF SEQUIM, CLALLAM COUNTY

PROJECT INFORMATION

APPLICANT/OWNER:	GMB USA LIMITED P.O. BOX 2710 SEQUIM, WA. 98382
SITE LOCATION:	NORTHEAST CORNER OF S 7TH AVENUE AND W HEMLOCK STREET SEQUIM, WA. 98382
PROPOSED PROJECT:	15 LOT SUBDIVISION
ZONING:	R4-8
UTILITIES:	SANITARY SEWER, WATER - CITY OF SEQUIM POWER - CLALLAM COUNTY PUD #1 COMMUNICATIONS - CENTURY LINK, WAVE BROADBAND
PARCEL NO.:	03-30-19-34-9180
LEGAL DESCRIPTION:	LOT 1 FIR LANE TERRACE SHORT PLAT AS RECORDED IN VOLUME 32 OF PLATS, PAGE 100; AFN# 2007-1211230. SEE INSTRUMENT RECORDED UNDER AUDITOR'S FILE NUMBER 2019-1382290, RECORDS OF CLALLAM COUNTY, WA FOR FULL DESCRIPTION.
DATE OF PREPARATION:	APRIL 2022
HORIZONTAL AND VERTICAL DATUM:	WASHINGTON STATE COORDINATE SYSTEM NORTH ZONE NAVD 83/91

MAP LEGEND

- 500' OFFSET FROM PROJECT BOUNDARIES
- PROJECT PROPERTY BOUNDARIES
- BUILDING SETBACK
- EASEMENT
- EXISTING PARCEL BOUNDARIES
- EXISTING 10' CONTOURS
- PROPOSED ROADWAY

MAPPING NOTES

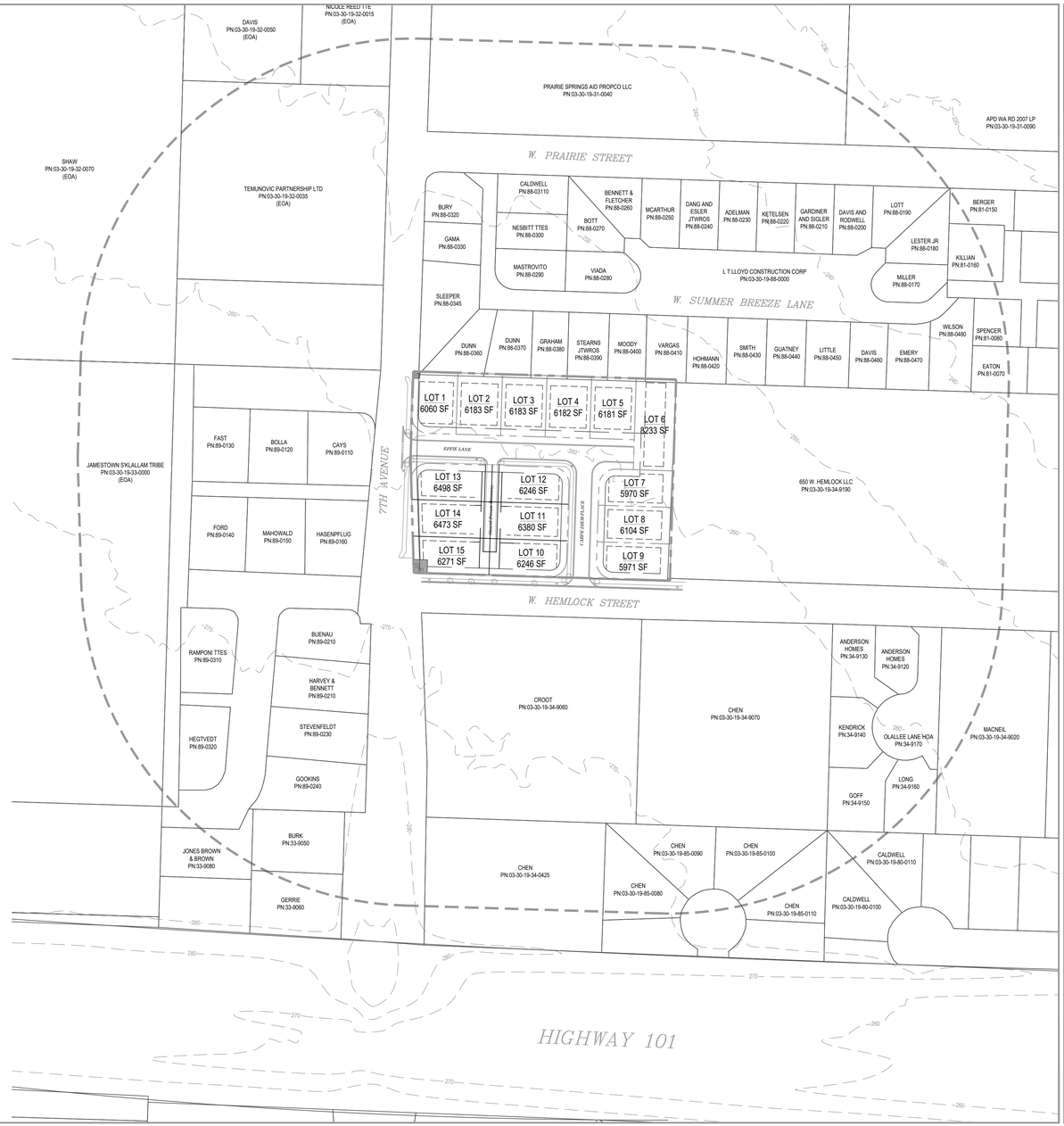
NO CRITICAL AREAS HAVE BEEN MAPPED WITHIN 500 FEET OF THE SUBJECT PARCEL.

PARCEL AND STREAM MAPPING OBTAINED FROM CLALLAM COUNTY GIS MAPPING DATA.
WETLAND MAPPING OBTAINED FROM THE NATIONAL WETLAND INVENTORY COMPILED BY THE U.S. FISH AND WILDLIFE SERVICE.

THIS PLAN IS BASED ON GENERALIZED SOURCES ABOVE AND MAY NOT ACCURATELY REPRESENT THE ACTUAL TYPES AND EXTENTS OF THE CRITICAL AREAS IN THE SITE VICINITY. THIS MAP IS NOT INTENDED TO SUPERSEDE PRIOR OR SUBSEQUENT PROFESSIONAL STUDIES/SURVEYS OF THE ACTUAL CRITICAL AREAS LOCATED NEAR OR WITHIN THE PROJECT SITE.

ZONING NOTES

THE ZONING OF THE ALL PARCELS WITHIN 500 FEET OF THE SUBJECT PARCEL ARE ZONED SINGLE FAMILY RESIDENTIAL (R4-8) OR ECONOMIC OPPORTUNITY AREA (EOA). LABELED LOTS ARE ZONED R4-8 UNLESS OTHERWISE NOTED.



VICINITY MAP

Scale: 1" = 80'

0 80' 160' 240'

ENOVIC & ASSOCIATES
INCORPORATED
301 E. 8TH STREET, SUITE 1
PORT ANGELES, WA 98362
PHONE: (360) 417-0301
FAX: (866) 417-0301
EMAIL: ZENOVIC@ZENOVIC.NET

REVISIONS: DATE	NUMBER	NOTE
May 25, 2022	1	Submitted with application.
Sep 23, 2022	2	Submitted with Review Letter reply.

TITLE: EFFIE ESTATES SUB22-003, PROPOSED SUBDIVISION, S 7TH & W HEMLOCK, SEQUIM, WA

VICINITY MAP

CLIENT: GMB USA LIMITED, PO BOX 2710, SEQUIM, WA 98382

SCALE: 1" = 80'

FILE: 22044-VM

JOB NO: 22044

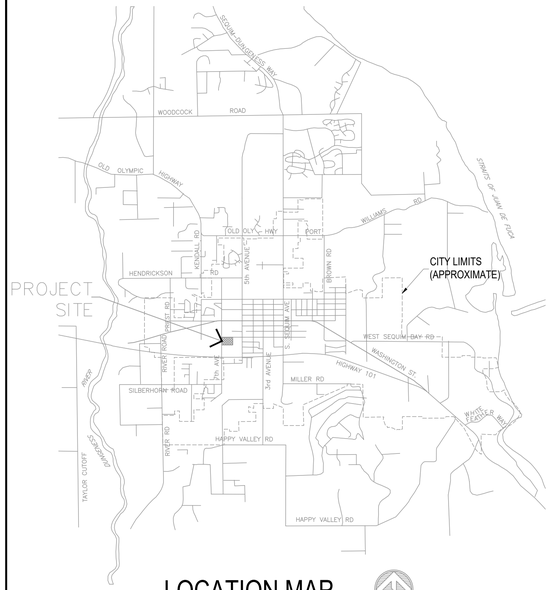
DATE: Sep 23, 2022

SET: PRELIMINARY PLAT

SETH J. ROOMAN, STATE OF WASHINGTON, 53777, REGISTERED PROFESSIONAL ENGINEER

SHEET

C000



LOCATION MAP

NOT TO SCALE

LEGEND:

..... PROPERTY BOUNDARY

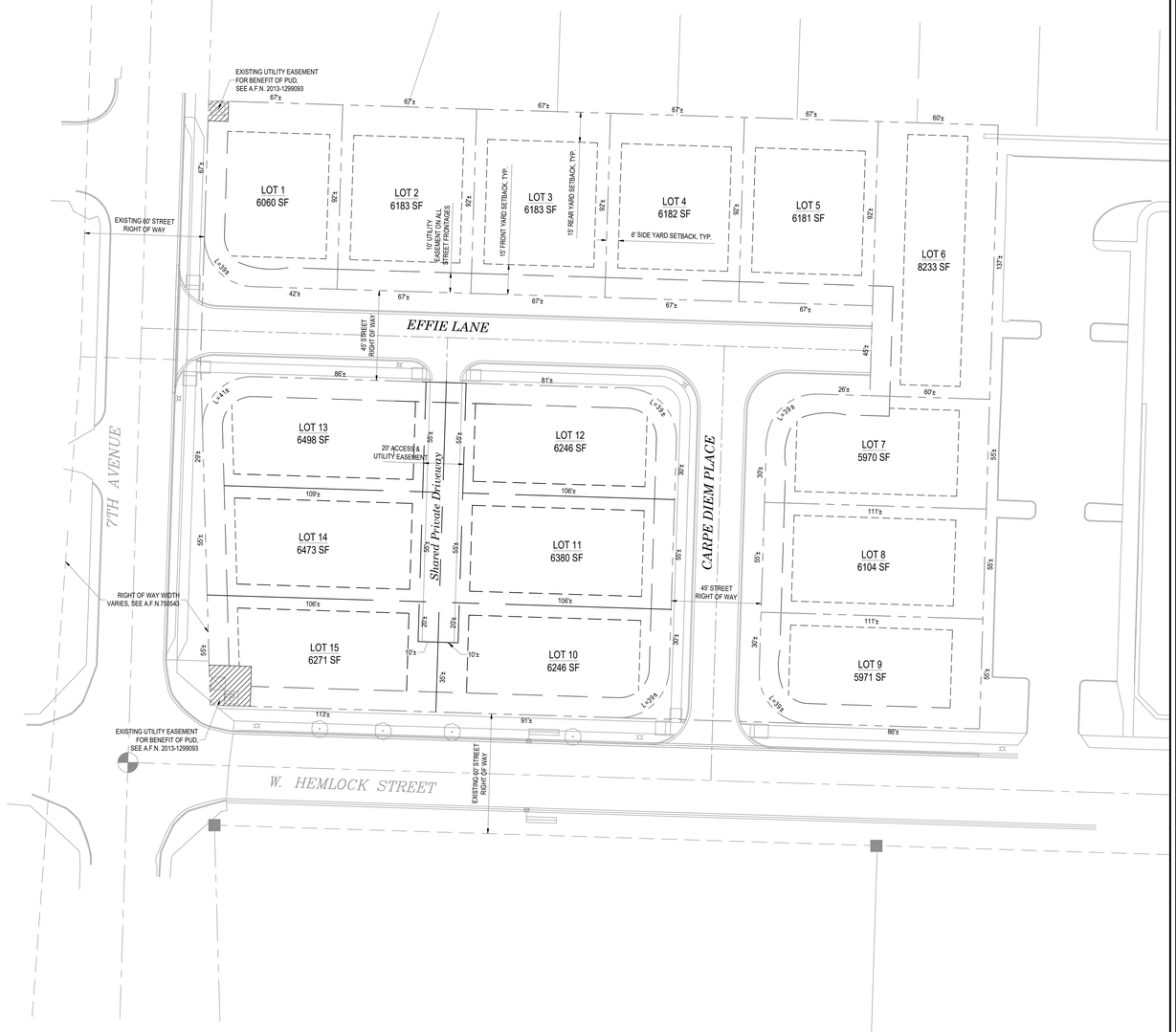
..... BUILDING SETBACK

..... EASEMENT BOUNDARY

..... R.O.W. CENTERLINE

SITE LAND USAGE DATA

NUMBER OF NEW RESIDENTIAL LOTS	15 LOTS
GROSS ACREAGE	2.72 AC±
RESIDENTIAL LOT AREA (NEW LOTS)	2.12 AC±
RIGHT-OF-WAY AREA	0.60 AC±
GROSS DENSITY	5.5 UNITS/AC
NET DENSITY	7.1 UNITS/AC



SITE PLAN

Scale: 1" = 30'

0 30' 60' 90'

ZENOVIC & ASSOCIATES
INCORPORATED
301 E. 6TH STREET, SUITE 1
PORT ANGELES, WA 98362
PHONE: (360) 417-0501
FAX: (360) 417-0514
EMAIL: ZENOVIC@ZENOVIC.NET

REVISIONS:

DATE	NUMBER	NOTE
May 25, 2022	1	Submitted with application
Sep 23, 2022	2	Submitted with Review Letter reply

TITLE: EFFIE ESTATES SUB22-003, PROPOSED SUBDIVISION, S 7TH & W HEMLOCK, SEQUIM, WA

PRELIMINARY LOT LAYOUT

CLIENT: GMB USA LIMITED PO BOX 270 SEQUIM, WA 98382

SCALE: 1" = 30'

FILE: 22044-P1

JOB NO: 22044

DATE: Sep 23, 2022

SET: PRELIMINARY PLAT

KEITH J. BODMAN STATE OF WASHINGTON 53777 REGISTERED PROFESSIONAL ENGINEER

SHEET C001

LEGEND:

- ..... PROPERTY BOUNDARY
- ..... BUILDING SETBACK
- ..... EASEMENT BOUNDARY
- ..... TRAVELLED WAY CENTERLINE
- ..... 5' EXISTING MAJOR CONTOUR
- ..... 1' EXISTING MINOR CONTOUR
- ..... 5' PROPOSED MAJOR CONTOUR
- ..... 1' PROPOSED MINOR CONTOUR
- ..... APPROXIMATE EDGE OF GRADING
- ..... CONCRETE SIDEWALK
- ..... ASPHALT PAVING

GRADING NOTES:

EXISTING GRADES BASED ON TOPOGRAPHIC SURVEY COMPLETED BY THIS OFFICE IN 2004 FOR EXTENDICARE AND WAS COMPLETED PRIOR TO THE CONSTRUCTION OF HEMLOCK STREET. UTILITIES IN 7TH AVENUE WERE MAPPED AS PART OF THE 2004 SURVEY. UTILITY LOCATIONS IN HEMLOCK AVENUE ARE BASED ON AN ALTA SURVEY OF THE EXTENDICARE SITE COMPLETED BY THIS OFFICE AS WELL AS AVAILABLE AS-BUILT DRAWINGS. GRADES AND UTILITY LOCATIONS SHOWN SHOULD BE UNDERSTOOD AS APPROXIMATE. AN UPDATED TOPOGRAPHIC SURVEY WILL BE PERFORMED PRIOR TO SUBMITTAL FOR SITE CONSTRUCTION PERMIT.,

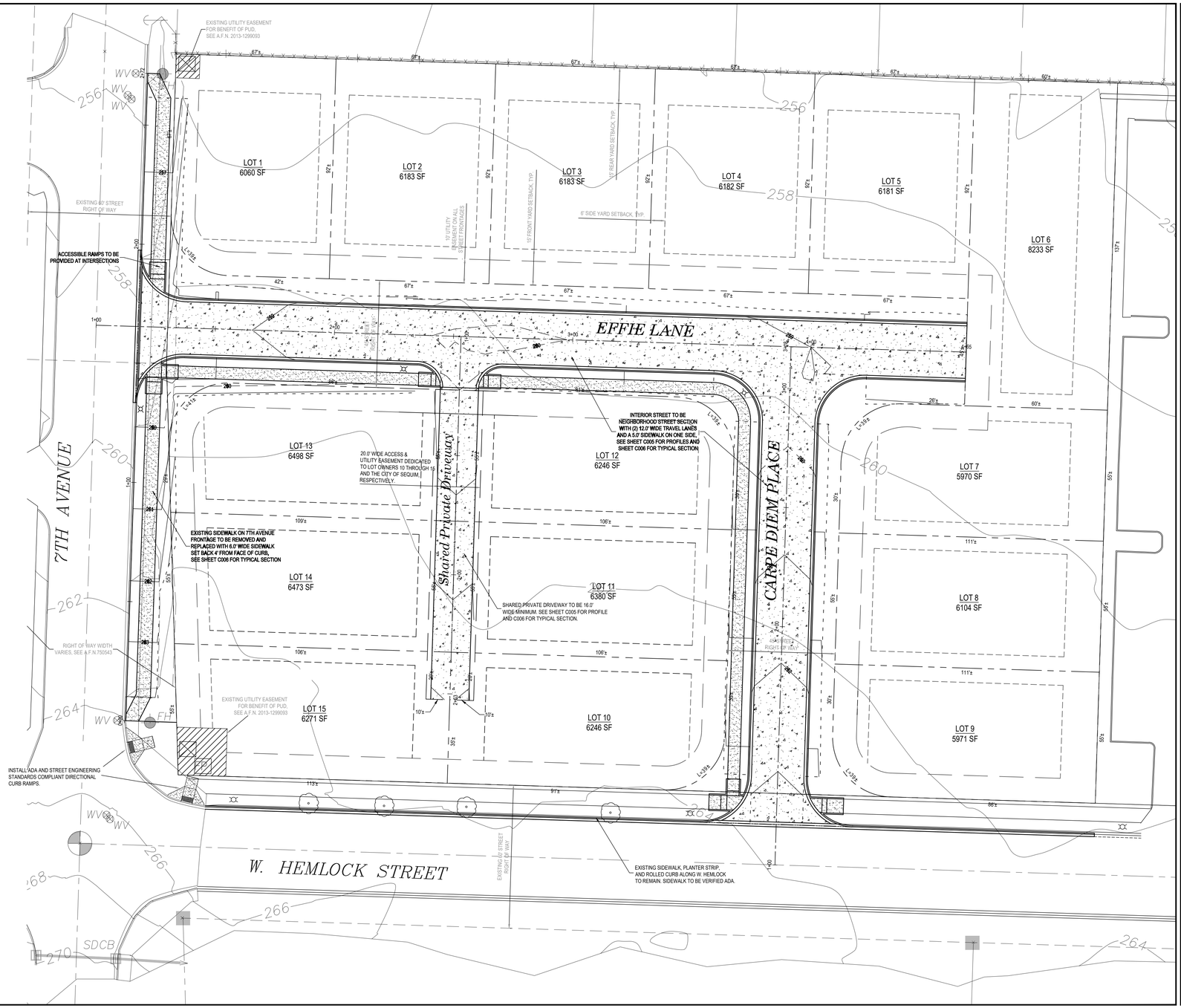
PROPOSED FINISH CONTOURS SHOWN ARE APPROXIMATE AND WILL BE ADJUSTED DURING THE FINAL DESIGN STAGE TO OPTIMIZE CUT/FILL QUANTITIES.

APPROXIMATE CUT AND FILL QUANTITIES
1,300 C.Y. CUT
850 C.Y. FILL

PARKING NOTES:

PER SEQUIM MUNCIPIAL CODE SECTION 18.48.050(B) THE DEVELOPMENT WILL BE REQUIRED TO PROVIDE A MINIMUM OF TWO OFF-STREET PARKING SPACES PER UNIT. TO MEET THIS REQUIREMENT, EACH LOT IN THE SUBDIVISION WILL HAVE A MINIMUM OF TWO OFF-STREET PARKING SPACES.

AS THE THE PROPOSED STREETS HAVE BEEN PRELIMINARILY CLASSIFIED AS "NEIGHBORHOOD" THERE ARE NO ADDITIONAL REQUIREMENTS FOR ON-STREET PARKING.



SITE PLAN

Scale: 1" = 20'

0 20' 40' 60'

ENOVIC & ASSOCIATES
INCORPORATED
301 E. 6TH STREET, SUITE 1
PORT ANGELES, WA 98362
PHONE: (360) 417-0501
FAX: (360) 417-0514
EMAIL: ZENOVIC@ZENOVIC.NET

REVISIONS: DATE	NUMBER	NOTE
May 25, 2022	1	Submitted with application.
Sep 23, 2022	2	Submitted with Review Letter reply.

TITLE: EFFIE ESTATES SUB22-003, PROPOSED SUBDIVISION, S 7TH & W HEMLOCK, SEQUIM, WA

PAVING & GRADING PLAN

CLIENT: GMB USA LIMITED
PO BOX 2710
SEQUIM, WA 98362

SCALE: 1" = 20'

FILE: 22044-P1

JOB NO: 22044

DATE: Sep 23, 2022

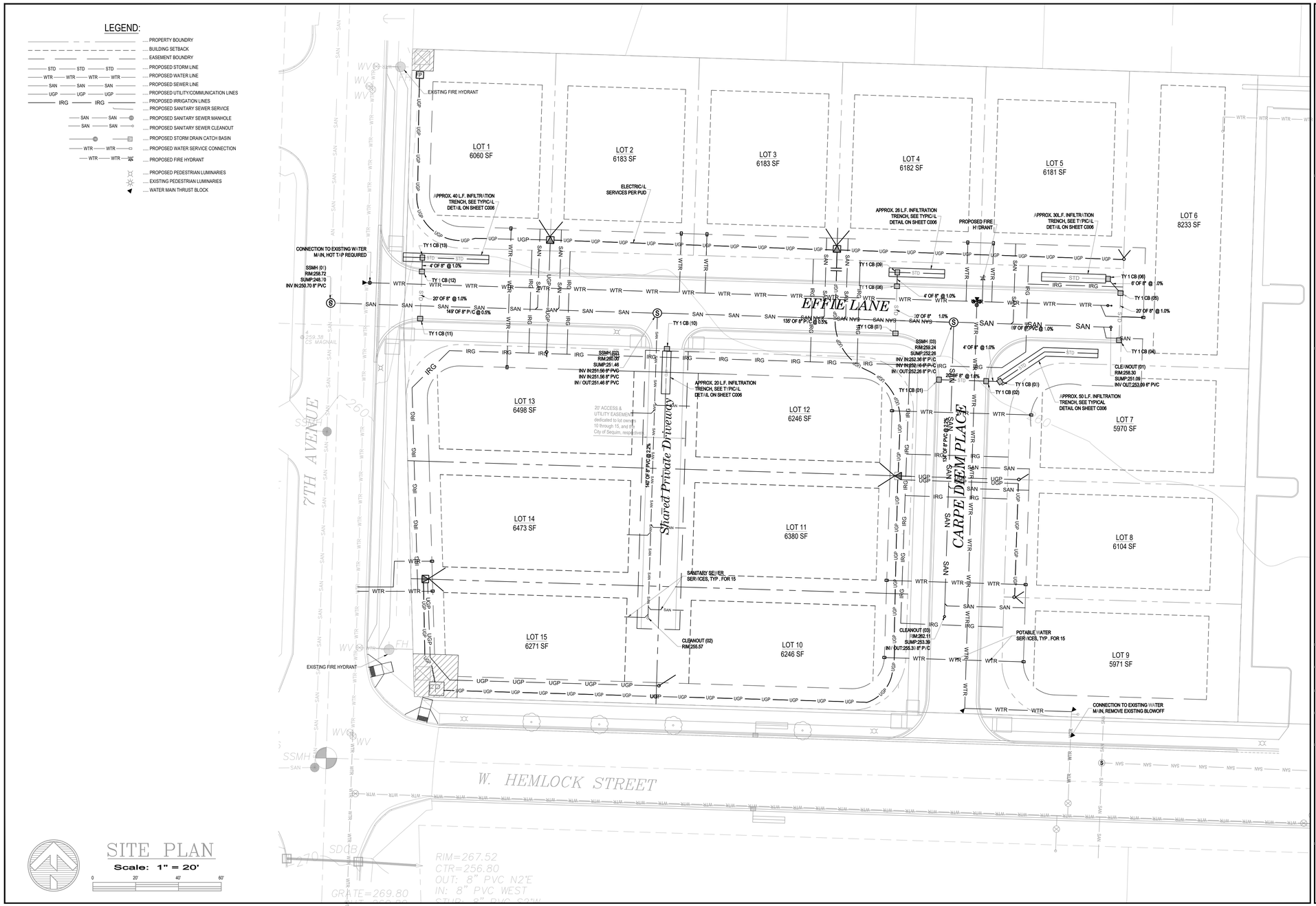
SET: PRELIMINARY PLAT

KEITH J. RODMAN
STATE OF WASHINGTON
53771
REGISTERED PROFESSIONAL ENGINEER

SHEET C002

LEGEND:

- PROPERTY BOUNDRY
- BUILDING SETBACK
- EASEMENT BOUNDRY
- PROPOSED STORM LINE
- PROPOSED WATER LINE
- PROPOSED SEWER LINE
- PROPOSED UTILITY/COMMUNICATION LINES
- PROPOSED IRRIGATION LINES
- PROPOSED SANITARY SEWER SERVICE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER CLEANOUT
- PROPOSED STORM DRAIN CATCH BASIN
- PROPOSED WATER SERVICE CONNECTION
- PROPOSED FIRE HYDRANT
- PROPOSED PEDESTRIAN LUMINARIES
- EXISTING PEDESTRIAN LUMINARIES
- WATER MAIN THRUST BLOCK



SITE PLAN

Scale: 1" = 20'

0 20' 40' 60'

ZENOVIC & ASSOCIATES
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3011 E 6TH STREET, SUITE 1
PORT ANGELES, WA 98362
PHONE: (360) 417-0501
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REVISIONS:	
DATE	MARK NOTE
May 25, 2022	Submitted with application
Sep 23, 2022	Submitted with Reviewer Letter reply

TITLE: EFFIE ESTATES SUB22-003, PROPOSED SUBDIVISION, S 7TH & W HEMLOCK, SEQUIM, WA

UTILITY PLAN

CLIENT: GMB USA LIMITED
PO BOX 270
SEQUIM, WA 98382

SCALE: 1" = 20'

FILE: 22044-P1

JOB NO: 22044

DATE: Sep 23, 2022

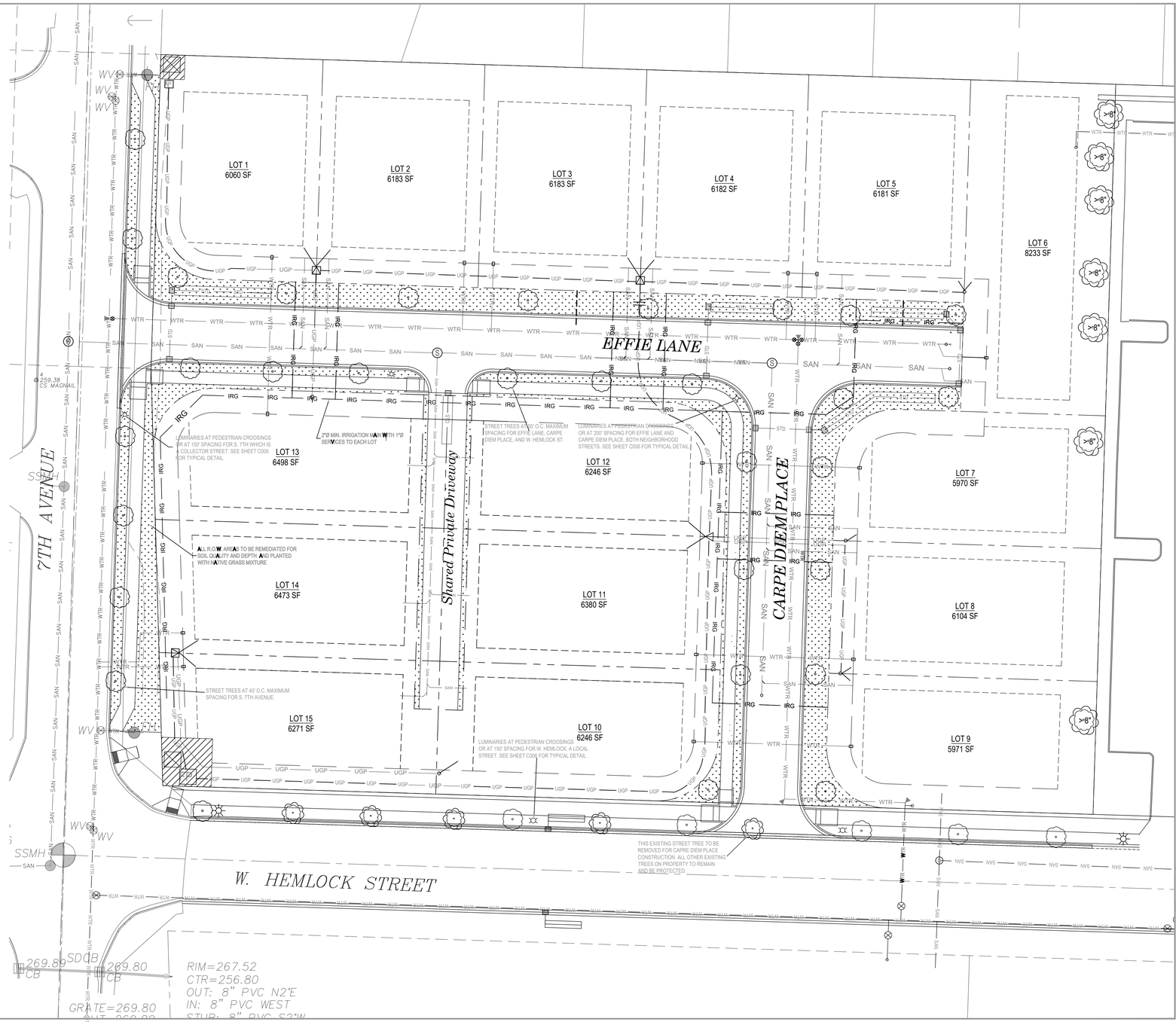
SET: PRELIMINARY PLAT

SETH J. RODMAN
STATE OF WASHINGTON
53772
REGISTERED
PROFESSIONAL ENGINEER

SHEET
C003

LEGEND:

- PROPERTY BOUNDARY
- BUILDING SETBACK
- EASEMENT BOUNDARY
- PROPOSED STORM LINE
- PROPOSED WATER LINE
- PROPOSED SEWER LINE
- PROPOSED UTILITY/COMMUNICATION LINES
- PROPOSED IRRIGATION LINES
- PROPOSED SANITARY SEWER SERVICE
- PROPOSED SANITARY SEWER MANHOLE
- PROPOSED SANITARY SEWER CLEANOUT
- PROPOSED STORM DRAIN CATCH BASIN
- PROPOSED WATER SERVICE CONNECTION
- PROPOSED FIRE HYDRANT
- PROPOSED PEDESTRIAN LUMINARIES
- EXISTING PEDESTRIAN LUMINARIES
- PROPOSED STREET TREES
- EXISTING STREET TREES
- EXISTING TREES W/ TRUNK > 8"



SITE PLAN

Scale: 1" = 20'

0 20' 40' 60'

ENOVIC & ASSOCIATES
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301 E. 6TH STREET, SUITE 1
PORT ANGELES, WA 98362
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REVISIONS:

DATE	NUMBER	NOTE
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TITLE: EFFIE ESTATES SUB22-003, PROPOSED SUBDIVISION, S 7TH & W HEMLOCK, SEQUIM, WA

LANDSCAPING, LIGHTING & IRRIGATION PLAN

CLIENT: GMB USA LIMITED
PO BOX 2110
SEQUIM, WA 98382

SCALE: 1" = 20'

FILE: 22044-P1

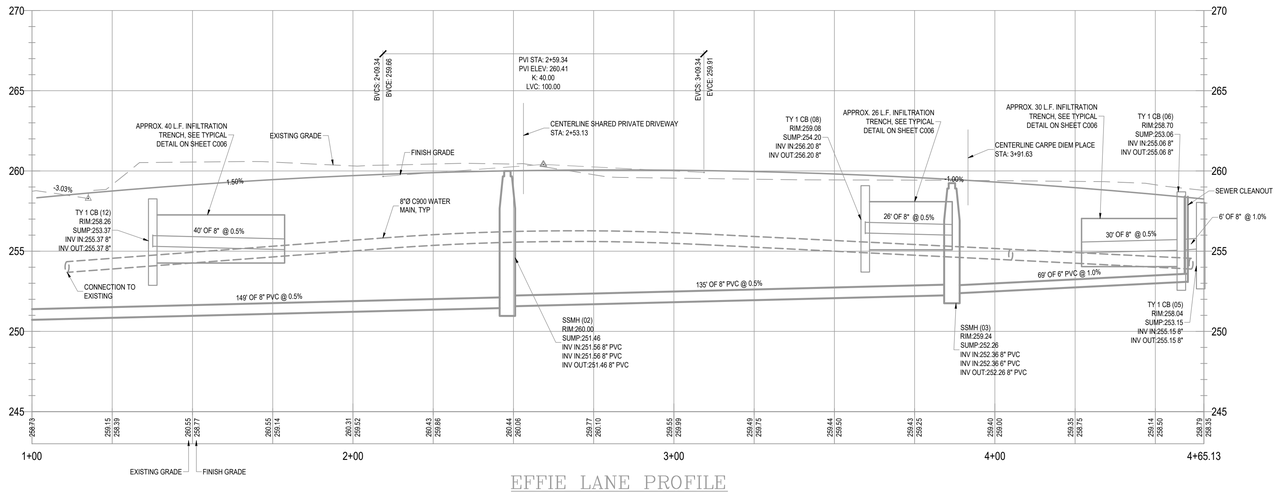
JOB NO: 22044

DATE: Sep 23, 2022

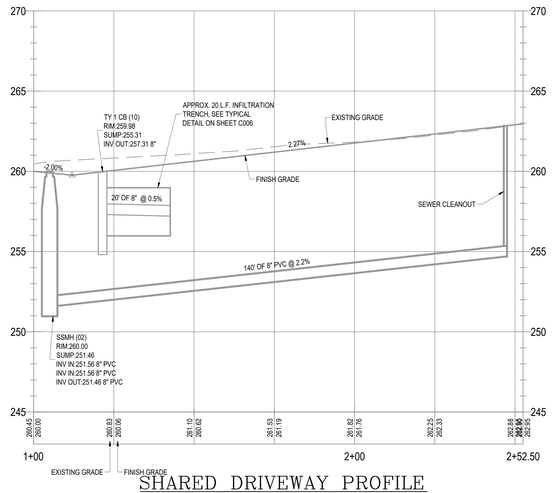
SET: PRELIMINARY PLAT

SETH J. RODMAN
STATE OF WASHINGTON
53777
REGISTERED PROFESSIONAL ENGINEER

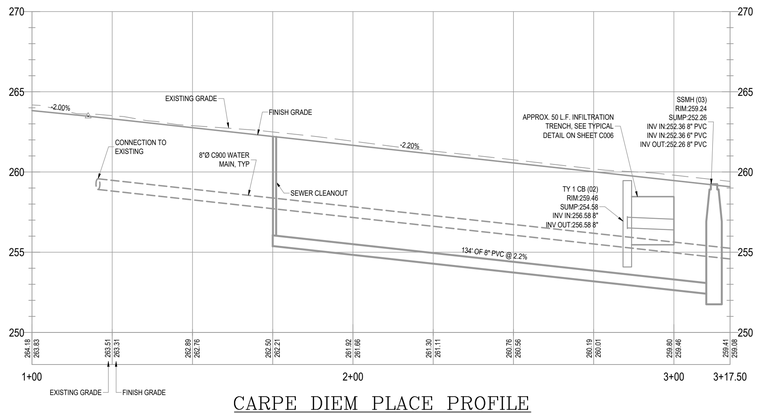
SHEET
C004



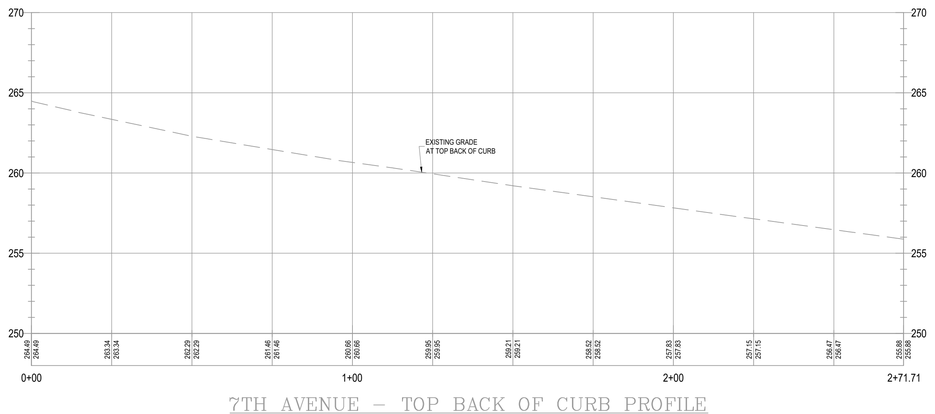
EFFIE LANE PROFILE
SCALE: 20
VERT. EXAGERATION: 5.0



SHARED DRIVEWAY PROFILE
SCALE: 20
VERT. EXAGERATION: 5.0



CARPE DIEM PLACE PROFILE
SCALE: 20
VERT. EXAGERATION: 5.0



7TH AVENUE – TOP BACK OF CURB PROFILE
SCALE: 20
VERT. EXAGERATION: 5.0

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REVISIONS:		
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TITLE: EFFIE ESTATES SUB22-003, PROPOSED SUBDIVISION, S 7TH & W HEMLOCK, SEQUIM, WA

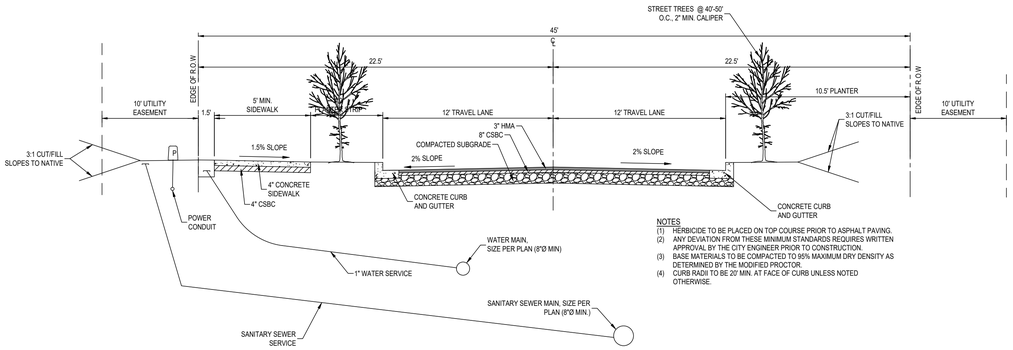
PROFILES

CLIENT: GMB USA LIMITED
PO BOX 2710
SEQUIM, WA 98382

SCALE: AS NOTED
FILE: 22044-P1
JOB NO: 22044
DATE: Sep 23, 2022
SET: PRELIMINARY PLAT

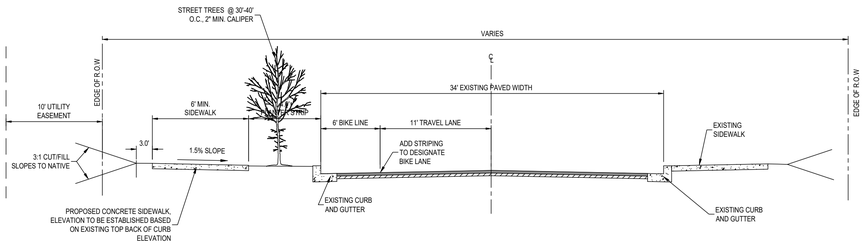
SETH J. ROUMAN
STATE OF WASHINGTON
53177
REGISTERED
PROFESSIONAL ENGINEER

SHEET
C005

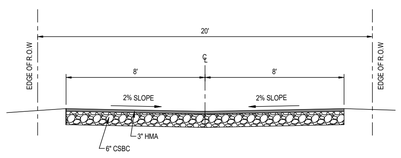


NOTES
(1) HERBICIDE TO BE PLACED ON TOP COURSE PRIOR TO ASPHALT PAVING.
(2) ANY DEVIATION FROM THESE MINIMUM STANDARDS REQUIRES WRITTEN APPROVAL BY THE CITY ENGINEER PRIOR TO CONSTRUCTION.
(3) BASE MATERIALS TO BE COMPACTED TO 95% MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR.
(4) CURB RADII TO BE 20' MIN. AT FACE OF CURB UNLESS NOTED OTHERWISE.

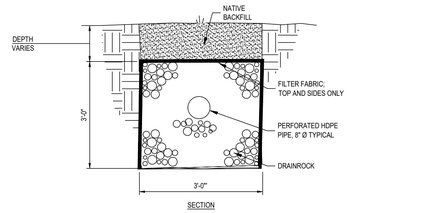
A C004 NEIGHBORHOOD ROADWAY SECTION
Scale: NTS



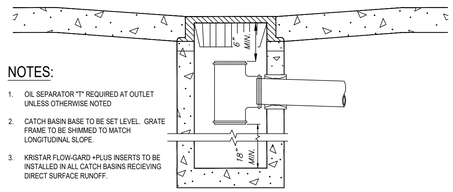
B C004 7TH AVENUE ROADWAY IMPROVEMENTS
Scale: NTS



C C002 SHARED DRIVEWAY SECTION
Scale: NTS

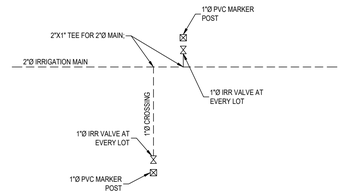


D C006 INFILTRATION TRENCH SECTION
Scale: NTS

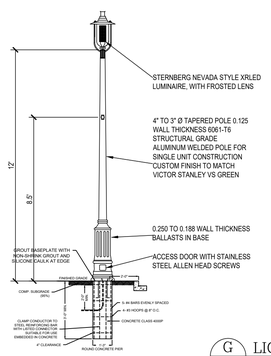


NOTES:
1. OIL SEPARATOR "T" REQUIRED AT OUTLET UNLESS OTHERWISE NOTED
2. CATCH BASIN BASE TO BE SET LEVEL. GRATE FRAME TO BE SHIMMED TO MATCH LONGITUDINAL SLOPE.
3. KRISTAR FLOW-GARD +PLUS INSERTS TO BE INSTALLED IN ALL CATCH BASINS RECIEVING DIRECT SURFACE RUNOFF.

E C006 TYPE 1 CATCH BASIN
Scale: NTS



F C006 TYPICAL IRRIGATION CONNECTION
Scale: NTS



NOTES:
1. LIGHTS TO BE INSTALLED IN PLANTER STRIP 2' FROM BACK OF CURB AND AT LEAST 20' FROM STREET TREES.
2. CONTRACTOR TO COORDINATE WITH THE CITY OF SEQUIM AND THE CALLAM COUNTY PUD #1 FOR PLACEMENT OF METERS AND CONDUIT ROUTING NECESSARY TO PROVIDE A FUNCTIONING LIGHTING SYSTEM.
3. LIGHT POLE BASE MINIMUM DIMENSIONS: 18"Ø x 36" DEEP.
4. LIGHTS SHALL BE INSTALLED WITH A SINGLE PHOTOCELL CONTROLLING EACH LIGHTING CIRCUIT. PHOTOCELL TO BE ATTACHED TO THE LIGHTING BREAKER CABINET.

G C006 LIGHT POLE DETAIL
Scale: NTS

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PORT ANGELES, WA 98362
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EMAIL: ZENOVIC@ZENOVIC.NET

REVISIONS:		
DATE	MARK	NOTE
May 25, 2022		Submitted with application
Sep 23, 2022		Submitted with Review Letter reply

TITLE: EFFIE ESTATES SUB22-003, PROPOSED SUBDIVISION, S 7TH & W HEMLOCK, SEQUIM, WA

TYPICAL DETAILS

CLIENT: GMB USA LIMITED
PO BOX 2710
SEQUIM, WA 98382

SCALE: NTS
FILE: 22044-P1
JOB NO: 22044
DATE: Sep 23, 2022
SET: PRELIMINARY PLAT

SETH J. RODMAN — STATE OF WASHINGTON — 53177 — REGISTERED PROFESSIONAL ENGINEER

SHEET
C006

TEST PIT #1
0-4" TOPSOIL
4-24" COBBLY LOAMY SAND
24-78" EXTREMELY COBBLY SAND
NO GROUNDWATER OR MOTTLING OBSERVED,
GRAB SAMPLE TAKEN AT 5.0'± (SPI#1)

TEST PIT #2
0-6" TOPSOIL
6-20" COBBLY LOAMY SAND
20-72" EXTREMELY COBBLY SAND
NO GROUNDWATER OR MOTTLING OBSERVED,
GRAB SAMPLE TAKEN AT 5.5'± (SPI#2)

TEST PIT #3
0-6" TOPSOIL
6-16" COBBLY LOAMY SAND
16-72" EXTREMELY COBBLY SAND
NO GROUNDWATER OR MOTTLING OBSERVED,
GRAB SAMPLE TAKEN AT 5.5'± (SPI#3)

TEST PIT #4
0-6" TOPSOIL
6-16" COBBLY LOAMY SAND
16-72" EXTREMELY COBBLY SAND
NO GROUNDWATER OR MOTTLING OBSERVED,
GRAB SAMPLE TAKEN AT 5.5'± (SPI#2)

TEST PIT #5
0-6" EXTREMELY COBBLY LOAMY SAND (FILL)
6-12" TOPSOIL
12-20" EXTREMELY COBBLY LOAMY SAND
20-96" EXTREMELY COBBLY SAND
NO GROUNDWATER OR MOTTLING OBSERVED,

LOT 1
6060 SF

LOT 2
6183 SF

LOT 3
6183 SF

LOT 4
6182 SF

LOT 5
6181 SF

LOT 6
8233 SF

LOT 7
5970 SF

LOT 8
6104 SF

LOT 9
5971 SF

LOT 10
6246 SF

LOT 11
6380 SF

LOT 12
6246 SF

LOT 13
6498 SF

LOT 14
6473 SF

LOT 15
6271 SF

PIT #1

PIT #2

PIT #3

PIT #4

PIT #5

EFFIE LANE

7TH AVENUE

Shared Private Driveway

CARPE DIEM PLACE

W. HEMLOCK STREET

RIM=260.28
CTR=253.19
OUT: 8" PVC N2'E
IN: 8" PVC S2'W

SSMH
260.38
CS: MAGNAIL

SDCB
GRATE=266.21
OUT=263.06

SDCB
GRATE=269.89
OUT=266.39

SDCB
GRATE=269.80

RIM=267.52
CTR=256.80
OUT: 8" PVC N2'E
IN: 8" PVC WEST
STUB: 8" PVC S2'W

WV
WTR
SAN
FH

SITE PLAN
Scale: 1" = 20'
0 20' 40'

ENOVIC & ASSOCIATES
INCORPORATED
901 E 6TH STREET, SUITE 1
PORT ANGELES, WA 98362
PHONE: (360) 417-0501
FAX: (360) 417-0514
EMAIL: ZENOVIC@ZENOVIC.NET

REVISIONS:

DATE	MARK	NOTE
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Sep 23, 2022		Submitted with Review Letter reply

TITLE: EFFIE ESTATES SUB22-003, PROPOSED SUBDIVISION, S 7TH & W HEMLOCK, SEQUIM, WA

SOILS INVESTIGATION MAP

CLIENT: GMB USA LIMITED
PO BOX 2710
SEQUIM, WA 98382

SCALE: 1" = 20'

FILE: 22044-P1

JOB NO: 22044

DATE: Sep 23, 2022

SET: PRELIMINARY PLAT

KEITH J. RODMAN
STATE OF WASHINGTON
60777
REGISTERED
PROFESSIONAL ENGINEER

SHEET
C007

SITE PLAN

Scale: 1" = 20'

0 20' 40'

ENOVIC & ASSOCIATES
INCORPORATED
301 E 6TH STREET SUITE 1
PORT ANGELES, WA 98362
PHONE: (360) 417-0501
FAX: (360) 417-0514
EMAIL: ZENOVIC@ZENOVIC.NET

REVISIONS:		
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Sep 23, 2022		Submitted with Review Letter reply.

TITLE: EFFIE ESTATES SUB22-003, PROPOSED SUBDIVISION, S 7TH & W HEMLOCK, SEQUIM, WA

STORMWATER BASIN MAP

CLIENT: GMB USA LIMITED
PO BOX 2710
SEQUIM, WA 98382

SCALE: 1" = 20'

FILE: 22044-P1

JOB NO: 22044

DATE: Sep 23, 2022

SET: PRELIMINARY PLAT

SETH J. BOGEN
STATE OF WASHINGTON
53777
REGISTERED
PROFESSIONAL ENGINEER

SHEET
C008

DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS, RESTRICTIONS AND EASEMENTS FOR:

EFFIE ESTATES
May 2022

WITNESSETH:

WHEREAS, the purpose of this Declaration is to enhance the value of the Property by submitting the Property to certain easements, rights, restrictions, and obligations for the benefit of Declarant and all future owners or occupants of the property;

WHEREAS, The Property Owners intend that all persons and entities acquiring an interest in the Property shall enjoy the benefits of and be subject to the rights, easements, privileges and restrictions established by this Declaration;

NOW, THEREFORE, the Property is held subject to the following covenants, conditions, restrictions, uses, limitations and obligations, which shall run with the land and shall be a burden and benefit to current owners, their successors and assigns, and any and all persons acquiring or owning an interest in any portion of the property, their grantees, successors, heirs, executors, administrators and assigns.

ARTICLE I

DEFINITIONS

For the purposes of this Declaration and any amendments hereto, the following definitions shall apply.

Association shall mean the homeowners association established by the Articles of Incorporation of Effie Estates.

Board shall mean the Board of Directors of the Associations.

Committee shall mean the Architectural Control Committee.

Declaration shall mean this Declaration of Covenants, Conditions, Restrictions, and Easements for Effie Estates, as it may from time to time be amended.

Lot shall mean the individual lots as shown on the plat of Effie Estates recorded under Clallam County Recording No. _____, legally described in Article II below.

Member shall mean each Owner entitled to membership in the Association pursuant to the provisions of Article III.

Mortgagee shall mean the holder, insurer or guarantor of an encumbrance on a Lot created by a mortgage and shall also mean the vendor of a real estate contract for the sale of a Lot.

Owner for purposes of membership in the Association shall be any person or entity who is record owner of a fee or undivided fee interest or purchaser under contract of any presently existing or subsequently divided lot or parcel referred to above. Said membership is not intended to include persons holding an interest merely as security for the performance of an obligation. There shall be one unit of membership (and one vote) for each lot or parcel owned.

Recreational Vehicle shall mean any commercially built recreational vehicle that provides sleeping, cooking, bathing, heating, and toilet facilities for humans.

ARTICLE II

PROPERTY SUBJECT TO THIS DECLARATION

The property that is subject to this Declaration is legally described as:

Lot 1 of Short Plat, Recorded October 26, 2007 in Volume 32 of Short Plats, Page 100, under Clallam County Recording No. 2007-1211230, being a portion of the Southeast Quarter of the Southwest Quarter of Section 19, Township 30 North, Range 3 West, W.M., Clallam County, Washington.
Situate in Clallam County, State of Washington.

ARTICLE III

THE ASSOCIATION

There has been created an association of lot owners for the purpose of operating the Development. The association is formally known as Effie Estates Home Owners Association, and it shall fulfill its functions according to the following provisions:

3.1 Membership

Each Owner of a Lot is a Member of the Association. Membership shall be appurtenant to and may not be separated from ownership.

3.2 Voting Rights

The Association shall act upon majority votes of the membership. There shall be one vote for each lot exercised by the owner of that lot. Each Owner of one or more Lots shall be entitled to one vote per Lot owned. When more than one person or entity shares ownership of a Lot, the vote shall be exercised as they determine among themselves.

3.3 Proxy Voting
All Owners may vote in person or by proxy. Proxies shall be in writing, signed by the Owner, and filed with the Board of Directors. The last Owner of Record shall be entitled to vote until the Board of Directors has received actual written notice of a conveyance of a lot to a new Owner.

3.4 Suspension of Voting Rights
The right of any Member to vote shall be suspended during any period in which such Member shall be delinquent in the payment of any assessment levied by the Association. Such rights 3may also be suspended, after written notice from the Association, for a period not to exceed sixty (60) days for any infraction of any rules or regulations published by the Association.

3.5 Powers
The Association shall be the "Governing Body" for all the Owners for the maintenance, repair, replacement, administration, and operation of Effie Estates, as provided in this Declaration and the Association Articles and Bylaws. The Association shall hold and apply all funds received by it for the Owners in accordance with the provisions of this Declaration and the Bylaws.

3.6 Board of Directors
The Board of Directors (Board) shall be the "Governing Body" of the Association. The Board shall consist of not less than two (2) members. The initial Board of Directors shall be the individuals named in the Articles of Incorporation of the Association. In the event of any dispute or any question of interpretation or application of the provisions of this Declaration and the Bylaws, the determination thereof by the Board of Directors shall be final and binding on all lot Owners.

3.7 Transition Date
The "Transition Date" is the date after which Declarant may no longer exercise Declarant Control as defined in Section 3.8. The Transition Date shall be the earlier of (1) sixty days after conveyance of eleven (11) of the Lots to Owners other than the Declarant; (2) the date on which Declarant voluntarily surrenders Declarant Control before the Transition Date.

3.8 Declarant's Power until Transition Date
Until the Transition Date, Declarant shall have the full power and authority to appoint and remove the Board and the officers of the Association ("Declarant Control") subject to the limitations set forth in this Section. Not later than sixty (60) days after the reconveyance of eight (8) of the Lots to Owners other than the Declarant, at least one (1) member of the Board and not less than thirty-three and one-third percent (33 1/3%) of the members of the Board must be elected by Owners other than the Declarant.

3.9 Transfer of Administration
Within thirty (30) days after the Transition Date, the Owners shall elect a Board of not fewer than three (3) directors. The Board shall call a meeting of the Association to be held within thirty (30) days after the Transition Date for the purpose of electing the new Board. The new Board shall take office upon election.

3.10 Bylaws
The Board of Directors of the Association shall, within sixty (60) days following the establishment of the Association, adopt the initial Bylaws for the governing of the affairs of the Association, the holding of meetings thereof, and the operation, administration, use and enjoyment of the Property, and shall specify therein the composition and duties of the Board of Directors. The Bylaws may be amended by the Board of Directors prior to the Transition Date, or by a simple majority vote of the Members of the Association after the Transition Date.

ARTICLE IV

DUTIES OF THE ASSOCIATION

4.1 Easements
The Association may construct, repair and maintain utilities under the easements located within Effie Estates.

4.2 Assessments
4.2.1 The Association shall establish annual assessments against Lots in Effie Estates for payment of the costs of performing the duties established in this Declaration. Unless otherwise provided by the Association, all assessments shall be allocated on a pro rata basis per Lot.

4.2.2 The Association may impose and collect special assessments as it deems necessary.

4.3 Rules
The Association may adopt reasonable rules and regulations governing use of the Lots and Easements,

4.4 Enforcement
The Association may enforce the provisions of this Declaration, the Articles or Bylaws of the Association and any rules that may be adopted.

4.5 Insurance
The Association shall obtain and maintain Director's and Officer's Liability, and General Liability insurance coverage at a minimum, and may obtain additional coverage as it deems advisable.

4.6 Employment
The Association may employ persons or entities as it deems advisable to further Association business.

4.7 Legal Action
The Association may initiate or defend all forms of lawsuits or other proceedings as may be necessary to advance or protect the interests of the Association. The Association may pay reasonable attorney's fees and costs for such activities. In the event of a lawsuit or other proceeding, the prevailing party shall be entitled to reasonable legal fees and court costs.

4.8 Purchase
The Association may purchase personal property or services that are necessary or incidental to the administration of Effie Estates or to any other function allocated to the Association.

ARTICLE V

ASSESSMENTS

5.1 Authority
As identified in Section 4.2 above, the Association shall establish annual assessments against lots in Effie Estates for payment of the costs of performing the duties established in this Declaration. Unless otherwise provided by the Association, all assessments shall be allocated on a pro rata basis per Lot. The association may impose and collect special assessments as it deems necessary.

5.2 Annual Assessment
The Association shall annually prepare and adopt a budget. The Association shall also prepare a statement of anticipated needs each year that includes a reserve fund for unexpected expenses. The amount of the annual assessment shall be based upon an analysis of the expenditures of the previous year and of the projected expenses during the budget year.

5.3 Special Assessment
If an Owner violates any covenant or fails to perform any condition contained in this Declaration, the Association may take remedial action upon thirty (30) days advance written notice to the Owner. The Association may levy a special assessment against the Lot for the cost of the remedial action. The Association may also levy other special assessments. In regard to a violation of a homeowner, including legal fees and court costs, the Association may also charge an Owner a special assessment for any damages done by the activity of that Owner or any agent of that Owner.

5.4 Assessment Bills
5.4.1 The combined assessment invoice shall cover a calendar year, or as hereafter set by the Board from time to time. A notice shall be mailed by the 1st week of January with the full balance due by January 31 or as otherwise set by the Board. Assessments more than fifteen (15) days late shall be delinquent. Delinquent balances will bear interest at the rate of 6% per year.

5.4.2 Delinquent balances shall be a continuing lien on the Lot. They shall also be the personal obligation of the Owner of the Lot. The lien may be enforced and foreclosed in the same manner that liens are foreclosed in Washington pursuant to RCW 60.04. If the assessment is more than 60 days delinquent, then the Association may record with the county auditor a notice of lien for the assessment amount. Each Owner, by acceptance of a deed for any Lot, shall be deemed to give full and complete power of sale to the Association and to consent to a foreclosure of the lien. Additionally, the Association may initiate legal action against the Owner personally. The prevailing party shall be entitled to actual legal fees and court costs.

5.4.3 Assessments against Lots shall begin on the reconveyance of any Lot to an Owner other than the Declarant.

5.5 Subordination of Lien to First Mortgages

All liens of assessment shall be subordinate to the lien of any first mortgage. The sale or transfer of any Lot shall not affect the assessment lien. However, the sale or transfer of any Lot pursuant to the foreclosure of a first mortgage shall extinguish the assessment lien as to installments that become due prior to the effective date of the sale or transfer or acquisition by the mortgagee. No assessment liability shall accrue to an acquiring Mortgagee except with respect to installments of assessments becoming due after possession has passed to the acquiring mortgagee. No sale, transfer or acquisition shall relieve an Owner from personal liability for any assessments that accrued before the conveyance.

5.6 Exempt Property

All property within Effie Estates dedicated to and accepted by a local public authority and devoted to public use shall be exempt from assessments.

ARTICLE VI

ARCHITECTURAL CONTROL

6.1 Architectural Control Responsibilities

6.1.1The Board of Directors shall serve as the Architectural Control Committee (Committee) for the Association. The Committee shall act upon majority vote. All construction related plans shall be submitted to the Committee for its review and written approval before any work may begin on any property in Effie Estates. The Committee shall ensure that the proposed work is in compliance with the adopted rules, covenants, regulations, requirements, restrictions and policies of the Association, before granting approval for the work to begin.

6.1.2 The Board of Directors may decide at any time in the future that the members of the Architectural Control Committee (Committee) may be Owners other than those that may sit on the Board of Directors, and amend the By-Laws of the Association accordingly. This decision may also be made by a simple majority vote of the Members of the Association after the Transition Date.

6.2 Application Checklist

The following items should be submitted to the Committee to initiate a construction review process:

1. Cover letter describing the attached documents.
2. A legal description of the Lot.
3. A copy of the “Exhibits Page(s)” or “Subject To:” summary pages from the title search report and/or copies of the actual recording against the property.
4. A site plan to scale that includes:
    a. The proposed location of the structures on the site, including decks.

b. All setbacks, easements, and construction setbacks with actual dimensions.
c. Specific landscape details.
d. The exact location of the interface of the driveway with the road and the location of off-road parking areas.
e. The location of the planned water, sewer, telephone, and power line connection points.
f. Location and details of any fencing.
g. Detailed external building plans and specifications showing size, roof material, finish and elevations that clearly show footings for the structure. The plans should include a calculation of the building height.

6.3 Standard of Review
The Committee will establish detailed standards and procedures governing its areas of responsibility and practice, with these standards and procedures needing approval of the Board of Directors. In addition, the following shall apply: The plans and specifications shall be reviewed as to quality of workmanship, design and harmony of external design with existing structures, topography, and finish grade elevation. No permission or approval shall be required to repaint in accordance with originally approved plans and specifications. Nothing contained herein shall be construed to limit the right of an Owner to design or remodel the interior of his or her residence, or to paint the interior of his or her residence any color desired.

6.4 Procedure
The Committee shall approve or disapprove plans within fourteen (14) days after it receives the plans from Owner. Provided that the application and supporting information is complete according to Committee standards. If the Committee fails to act to disapprove within 14 days, the submitted plans shall be deemed approved. An Owner may appeal any plan disapproval by providing the Committee with a written notice of appeal within ten (10) days of the Committee's rejections. The Association shall hold an appeal hearing within thirty (30) days of the receipt of the Owner's notice of appeal, with the Board of Directors making the appeal decision.

6.5 Approval Duration
Plan approval shall be effective for 12 months. If construction does not start within 12 months, the plans must be resubmitted to the Committee before construction may begin.

6.6 Building Permit
The Owner is responsible for obtaining a City of Sequim building permit. A copy of this permit must be submitted to the Association prior to the start of construction.

6.7 Construction Period
Exterior work on any building shall be completed within nine months from the start of construction. Construction work on all buildings and structures shall be pursued diligently and continuously from commencement of construction until the building exteriors are completed.

6.8 Changes During the Construction Period
The Owner is to contact the Association if the plans or specifications are revised in any manner after initial approval. Revisions must be approved by the Committee.

6.9 Project Monitoring
During the construction process, the Committee may periodically conduct on-site inspections to assure continuing compliance with the plans.

6.10 Removal and Abatement
The Committee shall have the right to order an Owner to remove or alter any structure on any Lot erected in violation of the terms of this Declaration, and to employ appropriate judicial proceedings to compel the alteration or demolition of any nonconforming construction or other violation. Any cost incurred by the Committee shall be levied as a special lot maintenance assessment.

6.11 Variances
Reasonable variances to the covenants, conditions and restrictions may be granted by the Association after review, in order to overcome practical difficulties or to prevent unnecessary hardship. A variance may be granted only if it is not detrimental to other property and shall not defeat the purpose of this Declaration. Any variance granted shall not be deemed in any way to be a waiver of any of the Committee's authority herein.

6.12 Project Completion
A final inspection by the Committee may be requested when the Owner believes all significant work is completed as planned. A member of the Committee will visit the site and request a copy of the completed building permit signed by the City inspectors.

ARTICLE VII

CONDITIONS AND RESTRICTIONS

7.1 Dwelling Unit
Lot shall be used only for residential purposes and legally allowed home-based business purposes. No Dwelling Unit shall be erected, altered, placed or permitted to remain on any Lot other than one single-family dwelling, one legally allowed Accessory Dwelling Unit, and one detached garage. The size of any building or structure shall be subject to the review of the Committee, and all buildings and structures must not exceed the maximum legally allowed lot coverage. The Committee may establish size requirements. The minimum size of the dwelling unit on all lots is 400 square feet.

7.2 Modular, Manufactured, Factory-Built, and Mobile Homes
Modular, manufactured, or factory-built homes are allowed with the approval of the Committee. Modular, manufactured, or factory-built homes that look like site-built homes are preferred. Approval shall not be unreasonably withheld. Mobile homes are not permitted in Effie Estates.

7.3 Vehicle Storage Structures
Only site-built (stick-built) carports are allowed in Effie Estates.

7.4 Parking
7.3.1 No vehicles may be parked on unimproved surfaces.

7.4.2 The Committee shall ensure that all off-street parking surfaces are aesthetically pleasing as to size and composition. Off-street parking spaces shall be constructed of a fixed durable surface, e.g. pavement, concrete, brick, stone etc. Each off-street parking space shall measure at least 10 feet by 20 feet.

7.4.3 Each lot must have four (4) spaces available for temporary parking. Garage parking spaces may be included in calculating the number of temporary spaces. Interior garage space must maintain a 20-foot by 20-foot clear space to be considered as two parking spaces.

7.4.4 Recreational Vehicles may be parked outside of a structure on the off-street parking mentioned above in 7.3.2, however Recreational Vehicles parked outside of a structure may only accommodate guests of the Lot Owner lot for no more 7 days in any 30-day period.

7.4.5 Any Recreational Vehicles parked outside of a structure will be maintained in factory new like condition. The Committee will determine if Lot Owners are keeping Recreational Vehicles parked outside in such condition, and it may require the Lot Owner to remove, repair, or clean within thirty (30) days, any Recreational Vehicles it deems is not being kept in such condition.

7.4.6 The Committee may determine that a vehicle parked outside of a structure is an eyesore or negatively affecting property values. If the Committee makes this determination, it may require the Lot Owner to remove, repair, or clean the vehicle within thirty (30) days.

7.5 Radio and TV Antenna
The Committee must approve any radio or television antenna which a Lot Owner may wish to install. No satellite dishes larger than 24 inches in diameter shall be allowed.

7.6 Outdoor & High Intensity Lights
No outdoor mercury-vapor, sodium or other similar high intensity “cobra style” lights are permitted on the structure or located in any way to be a nuisance to the surrounding neighbors. Front yard lighting shall be pedestrian oriented. Yard lights shall not exceed seven (7) feet in height as measured from the driveway entrance.

7.7 Outbuildings and Other Structures
Outbuildings with a footprint over 125 square feet or over 9 feet high shall have an external style, color and appearance that match the house on the Lot.
Outbuildings that are 125 square feet or less and not over 9 feet high shall have an external style, color and appearance compatible with that of the house. Plans for the outbuildings shall be submitted to the Architectural Committee for approval. The exterior shall be painted or finished the same or similar color as the house.

7.8 Fences, Walls and Hedges
All perimeter fencing shall be submitted to the Architectural Committee for approval with respect to design, lot coverage, and materials.
No fencing, boundary wall, or hedge shall be more than seven (7) feet in height. The height or elevation of any wall, fence or hedge shall be measured from the existing elevations on the

property at or along the applicable point or lines. Any question as to height shall be resolved by the Committee.

7.9 Temporary Living Quarters
Occupancy of any new house in Effie Estates occurs only after the final City inspections.

7.10 Fire Hydrant
There shall be a three- (3) foot clearance around all fire hydrants.

7.12 Standards
All uses of the Lots shall, as a minimum, comply with the Sequim Municipal Code. The standards in this Declaration are requirements in addition to the City's laws.

7.13 Building Design
7.13.1 The minimum size of interior floor space of all dwelling units shall be 400 square feet. The maximum height for any structure shall be in compliance with City of Sequim zone R4-8, which encompasses all of Effie Estates.

7.13.2 Structures erected or placed on any Lot must be in harmony with the residence in respect to workmanship, materials and external design. Maintenance free siding is prohibited but Hardiboard and similar fiber cement siding is allowable.

7.13.3 All plans for any dwelling unit, garage, or other structure or fence, including exterior building materials and exterior colors, must be reviewed by the Committee and receive the Committee's approval before construction begins. The Committee may withhold its approval for any plan that does not comply with this Declaration.

7.13.4 Roofs on all buildings or outbuildings shall be constructed of materials approved by the Architectural Control Committee.

7.14 Construction Restrictions
7.14.1 Lot Clearing. No lot clearing, grading or construction activities are to be commenced prior to a receipt of written approval from the Committee. No site excavation is to be started before a copy of the building permit, if required, has been delivered to the Committee.

7.14.2 Utility Lines. All permanent utility lines from hook-up point to buildings on the property are required to be underground. The planned interconnection point to these utility lines is to be shown on the site plan submitted for approval.

7.14.3 Driveways. Driveways shall be constructed of Committee approved material. Driveway curb cuts shall have a minimum width of 12 feet and a maximum width of 24 feet.

7.14.4 Roofs. All roofs must have a Committee approved pitch.

7.15 General Conditions

7.15.1 Setbacks shall be in compliance with City of Sequim zone R4-8, which encompasses all of Effie Estates.

7.15.2 Nuisance. No noxious or offensive activities shall be carried on upon any lot nor shall anything be done thereon which may be or may become an annoyance or nuisance to the neighborhood.

7.15.3 Garbage. All trash and waste shall be kept in sanitary containers and located on the lots so as not to be visible from any street, except on garbage pickup day.

7.15.4 Commerce. All business or commercial activity must be legally allowed and permitted, and with the specific written approval of the Association. Approval shall not be unreasonably withheld.

7.15.5 Critters. No animals, livestock, or poultry of any kind shall be raised, bred, or kept on any Lot except that domestic household pets are allowed. A maximum of two dogs and two cats are allowed to be kept on any Lot. Owners are responsible for ensuring that neither they nor their pets become a nuisance to neighbors residing in Effie Estates.

7.15.6 Signs. No signs may be placed in Effie Estates except as follows:

> 7.15.6.1 The Developer may locate and place signs advertising Lots for sale on Lots.
>
> 7.15.6.2 An Owner, or an agent of the Owner, may place one sign on Owner's lot advertising that Lot for sale. The sign shall be no larger than two feet by three feet (2' x 3').
>
> 7.15.6.3 The Developer shall submit plans for placement of signs advertising Lots for sale to the Architectural Committee for approval. Plans shall include details on the size, design, location, and placement of the sign.

7.15.7 Propane Tanks. Propane tanks shall be located in the side or back yard so as not to be an eyesore to other houses, and shall be maintained by and solely the responsibility of the Owner.

7.15.8 Short Term Rentals. No short term or rentals are permitted in Effie Estates. Short term rentals are defined as rentals with terms of less than 90 days, or rentals without a written rental agreement between the Owner and the renter(s).

7.15.9 Long Term Rentals. No more than five (5) homes in Effie Estates may be used for long term rentals. Any Accessory Dwelling Units in Effie Estates may be used for long term rentals. Requests for exceptions to the rules on rentals may be submitted to the Board for consideration.

7.15.10 Solar Panels. Electric and/or hot water solar panels may be installed on homes in Effie Estates as long as the installation complies in full with all applicable laws.

7.15.11 Flag Poles. Flag poles may be installed for flying the United States flag, or any flag approved by the Committee. Flag poles must not exceed 20 feet in height. Flagpole hardware, including but not limited to ropes, cleats, brackets, pulleys, winches, counterweights, and other hardware, must be well maintained and not produce excessive noise, including during windy conditions. The flagpole and its surrounding landscaping must be well maintained. Lighting for nighttime display of the US flag must not interfere with neighbor's enjoyment of their property nor cause a nuisance through excessive brightness or misdirection. All flags must be of an appropriate and proportionate size, not to exceed 4 x 6 feet. Plans for installation of a flagpole must be submitted to the Committee for approval.

7.16 Construction Responsibilities

7.16.1 Permits. The Owner is responsible for all building permits, sewer hook-up permits and other utility arrangements, including the pre-excavation location of underground utilities. Building code compliance and site safety are the responsibility of the Owner.

7.16.2 Street and Sidewalks. Street pavement and sidewalks used by vehicles during site construction must be protected from breakage. If the pavement or sidewalks are broken or damaged, it is the Owner's responsibility to repair the damage according to the Association's and City's satisfaction.

7.16.4 Debris. Debris should be disposed of in stages so that large piles do not accumulate. Plastic materials, such as package wrappers, lunch and beverage containers should be placed in containers and not be allowed to spread over the lot or adjacent area. Debris and materials that result from erosion during construction must be kept off the roads and out of roadway drainage ditches.

7.16.5 Storage. The temporary storage of building and landscaping materials on roadways during construction is prohibited. A construction trailer for weather protection and the storage of tools and equipment may be parked on the lot during the construction period. It is to be removed as soon as the work is completed. Storage of building and landscaping materials on lots prior to construction is prohibited.

7.16.6 Miscellaneous.

7.16.6.1 A temporary toilet is required as part of a construction project. In consideration of the other residents, the Owner and contractor shall locate this toilet, to the extent possible, out of sight of neighbors and persons using the streets and sidewalks.

7.16.6.2 Each property owner is responsible for the actions and practices employed by contractors and suppliers that are detrimental to the rights of the contiguous property owners. It is the Owner's responsibility to inform, manage and monitor the contractor's practices so as to ensure compliance with this Declaration.

7.17 Shared Private Driveway

Lots 10 through 15 will each have an access easement on the rear of the lot. All of these access easements are combined to create a paved shared private driveway that allows vehicular access to each of these lots.

7.17.1 Shared Private Driveway Use
Owners of lots 10 through 15 may use the shared private driveway for access to and from their respective lots only. No parking is allowed on the shared private driveway at any time. Use is limited to that which is typical for a single family residence, and no business or commercial traffic is permitted.

7.17.2 Shared Private Driveway Maintenance
The maintenance, and associated cost, of the shared private driveway will be the responsibility of the owners of lots 10 through 15, and any maintenance cost will be divided between these lot owners equally. All decisions regarding the maintenance of the shared private driveway will be made by a majority rule vote of these lot owners in keeping with sections 3.2 and 3.3, with each of these lots having one vote. Any of these lot owners may call for a vote regarding shared private driveway maintenance at any time by notifying the other shared private driveway lot owners and the Board, and the vote shall take place within two weeks of the call for a vote. Any unresolvable disagreements or tie votes regarding the maintenance of the shared private driveway will be decided by the Board.

ARTICLE VIII

OWNERS' DUTIES

8.1 Minimum Landscape Plan
Owners are responsible for the installation and maintenance of landscaping. Owners must submit a landscape plan to the Committee and receive the Committee's approval of the plan before landscaping work may begin. The Committee may withhold approval of a landscape plan that is not in compliance with this Declaration or is not aesthetically pleasing. Owners shall submit the landscape plan to the Committee no less than 30 days after the issuance of a Certificate of Occupancy. All landscape work must be completed within one year after the issuance of a building permit for construction of the residential unit. The Owner is responsible to maintain the landscaping. If an Owner fails to implement a landscaping plan, or to maintain an approved plan, the Association reserves the right to complete such work and levy an Individual Lot Maintenance Assessment against the Lot for the costs incurred by the Association.

8.2 Mailboxes
Mailboxes will in a designated common structure, as per postal requirements.
Individual yard mailboxes are prohibited.

8.3 House Numbers
Each house shall have an address number visible from the street.

8.4 Maintenance and Repair
Each Owner shall maintain and repair all aspects of the Lot and the improvements on the Lot. This duty of maintenance and repair includes, but is not limited to, pre-construction weed and grass control. Painting and reconstruction shall be done with the original colors and materials or as approved by the Committee.

8.5 Precedence of Protective Covenants & Restrictions
This Declaration of Protective Covenants and Restrictions takes precedence over the City's restrictions of a like nature if the Declaration's requirements are more restrictive.

ARTICLE IX

AMENDMENTS TO DECLARATION

Any Owner may propose amendments to this Declaration. Proposed amendments shall be submitted to the Association for consideration. Notice of the meeting at which an amendment is to be considered shall be given to all Owners. The notice shall include the text of the proposed amendment. Amendments may be adopted by the Association upon a 2/3 majority vote. An adopted amendment shall become effective when it has been recorded with the Clallam County Auditor.

ARTICLE XI

BINDING EFFECT

This Declaration, the conditions, restrictions and easements contained herein shall be for the benefit of and appurtenant to and run with the land described in the Final Plat of Effie Estates as recorded in Volume _____ of Plats, Page ___, under Auditor's File Number _____ records of Clallam County, Washington, as it now exists or is hereafter divided.

EFFIE ESTATES
TRAFFIC IMPACT ANALYSIS

City of Sequim, WA



09/01/2022

Prepared for: Mr. Jeffrey Bruton
GMB USA Limited
jbruton@gmbusa.com

Revised
September 2022

September 1, 2022

Shawnie Peters
City of Sequim

Subject: Revisions to Effie Estates Traffic Impact Analysis

This letter is in response to the Effie Estates Traffic Impact Analysis review, with comments dated July 22, 2022. The following addresses each comment from the review.

1. Comment 1: Page 5. COVID Adjustment. Due to counts collected in 2021, review of historical counts should be included to determine any impacts related to COVID. Existing volumes should be adjusted as needed based on the review.

   Response: Based on a recent review of traffic volumes both pre- and post-COVID, no notable changes with respect to traffic volumes were identified within the city. See below PM peak hour count comparison example from October 2021 (when counts were also conducted for Effie Estates) that illustrate higher volumes during the COVID sample. Therefore, no COVID adjustment has been used in the TIA.



2. Comment 2: Page 5, 3.3 Existing Peak Hour Volumes states "The study intersection of S 7th Avenue & W Hemlock Street was not analyzed for level of service as no project generated trips were found entering or exiting the intersection." Please explain how a project that has not been completed, could generate trips to the intersection. Please explain why this intersection is not analyzed in this analysis.

   Response: The TIA did not analyze the intersection of S 7th Avenue & W Hemlock Street as it was projected to have no routine impact. With a proposed access via S 7th Avenue and W Hemlock Street, there would be little need for project-generated traffic to enter through said intersection. Counts were collected at this location so as to obtain through volumes along both fronting roadways; however, no Level of Service (LOS) was evaluated given no project impact.

3. Comment 3: Page 5: Add Existing Traffic Operations with delay and level of service for a stop-controlled intersection based on the worst movement.

   Response: The TIA did not analyze existing conditions for the above reasons. Forecast conditions evaluated the proposed accesses only.

4. Comment 4: Page 7: Move 3.4 Roadway Improvements to "4. Future Traffic Conditions".

   Response: The updated TIA has placed section 3.4 Roadway Improvements to section 4 Future Traffic Conditions.

5. Comment 5: Page 8, 3.5 Transit Service: states "The nearest stops in relation to the subject site are provided at S 7th Avenue & W Hemlock Street." Please indicate the location of this transit stop relative to the site. Provide correspondence with Clallam Transit showing coordination and improvements to this transit stop, if needed.

   Response: The TIA has included language in which the Operational Manager for Clallam Transit stated it is unnecessary to add an additional bus stop(s) for 15 single family units. See appendix for email correspondence.

6. Comment 6: Page 8, 3.6 Sight Distance: The entering/exiting and stopping sight distance triangles need to be included for all proposed accesses in the report. A summary of the sight distance analysis results should be included in the TIA in table format to better understand the available site distance as compared to the required entering and stopping

sight distance standards. The sight distance analysis should be moved to the future conditions analysis.

Response: Sight distance triangle have been analyzed for each proposed access and are located within the appendix. The sight distance analysis has also been moved to Future Traffic Conditions.

7. Comment 8: Page 9, 4.3 Future Peak Hour Volumes: A 5-year horizon from the time this report was written in April of 2022, would be 2027. Please address.

   Response: A 6-year horizon was utilized to forecast the traffic to the 2027 horizon year. The counts were conducted in 2021, therefore a 6-year horizon would bring the counts to forecast 2027 conditions. Figures and analysis have been updated accordingly.

8. Comment 9: Page 14, 4.4 Forecast Level of Service: The delay and level of service for a stop-controlled intersection should be updated to be based on the worst movement rather than approach delay. The results should be updated accordingly.

   Response: The level of service has been updated to show the delay based on the worst movement.

9. Comment 10: Page 14, 4.4 Forecast Level of Service: Identify increases in delay, queues, and traffic volumes with the project relative to without-project conditions.

   Response: There is no expected impact to the nearby intersection for the above reasons mentioned. Therefore, forecast LOS focused on the proposed accesses.

10. Comment 11: Page 9. Add Non-motorist Traffic Section and a “Safe Walk to Schools” review/discussion, and/or access to school bus stops. The TIA should note the safe walk routes to school or the closest existing school bus stop for the elementary, middle, and high schools. The existing conditions of the walk route or the route to the bus stop should be described, noting whether there is a safe walk route and if there is a paved area for students to wait that is separated from the adjoining roadway with lighting present. Potential improvements to the walk route and bus stop should be included as part of the recommended mitigation.

    Response: Coordination with the Sequim School District Transportation Director indicated that the subject site location is not within the walk zone and students would therefore be

bused for elementary, middle, and high school (email correspondence attached in the TIA appendix). The nearest bus stop is located directly on the west side of the subject site along S 7th Avenue with walking routes provided to each bus stop serving the Lion Route, please refer to section 3.2 in the TIA.

11. Comment 12: Required Additions to the TIA: Traffic Safety. Complete a traffic safety review of the most recent 5 years of collision data at all study intersections and along adjoining roadways around the site.

    Response: Collison history at the nearby intersection of S 7th Avenue & W Hemlock Street and along each fronting street has been obtained from WSDOT and included in the TIA. Refer to section 3.5 of the TIA for the most recent five-year crash history.

    Please call if you require anything further.

    Sincerely,
    Aaron Van Aken, P.E., PTOE

EFFIE ESTATES
TRAFFIC IMPACT ANALYSIS

TABLE OF CONTENTS

1. Introduction....3
2. Project Description....3
3. Existing Conditions....5
4. Future Traffic Conditions....9
5. Summary....17

Appendix

LIST OF TABLES

1. Accident History....8
2. Project Trip Generation....9
3. Transportation Improvement Projects....14
4. Entering Sight Distance....15
5. Forecast 2027 PM Peak Hour Level of Service with Project....16

LIST OF FIGURES

1. Vicinity Map & Roadway System....3
2. Site Plan....4
3. Existing PM Peak Hour Volumes....7
4. PM Peak Hour Trip Distribution & Assignment....10
5. PM Peak Hour Pipeline Volumes....11
6. Forecast 2027 PM Peak Hour Volumes Without Project....12
7. Forecast 2027 PM Peak Hour Volumes With Project....13

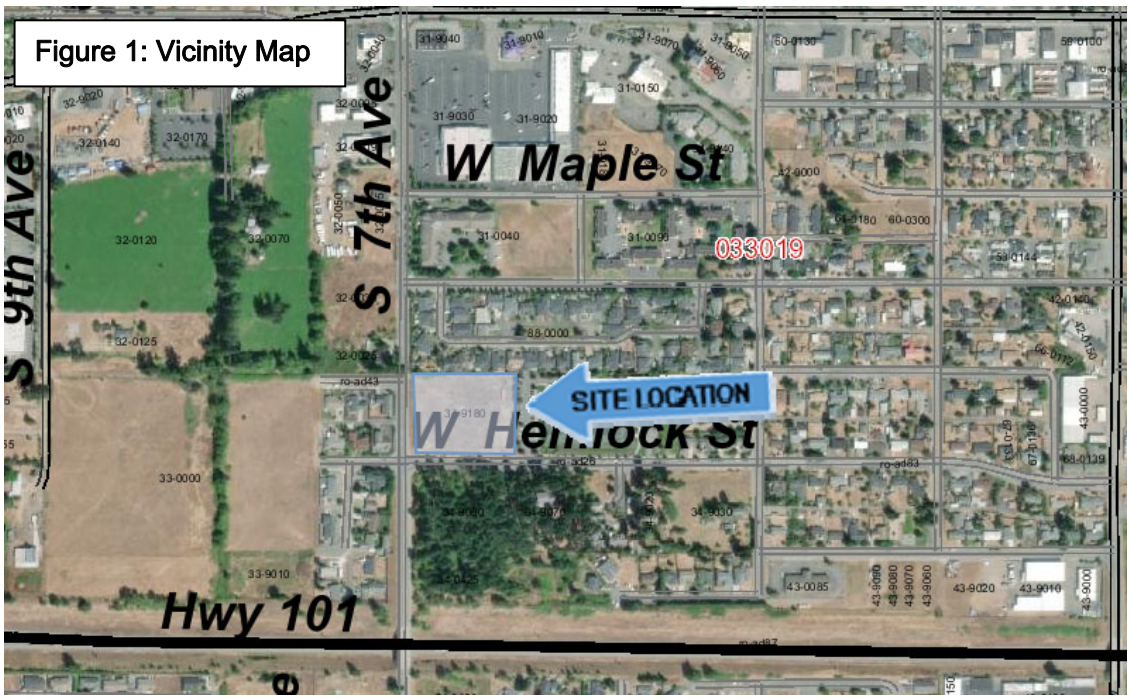
EFFIE ESTATES
TRAFFIC IMPACT ANALYSIS

1. INTRODUCTION

The main goals of this study focus on the assessment of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the roadways serving the site, existing vehicular volumes, and entering sight distance data. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined if needed.

2. PROJECT DESCRIPTION

Effie Estates proposes for the construction of 15 new single-family dwelling units in the city of Sequim. The subject property is bordered to the south by W Hemlock Street and to the west by S 7th Avenue. The subject site comprises 2.61-acres of undeveloped land within tax parcel #: 033019349180. The subject site is located in the R4-8 Single Family Residential zoning district. Access to the site is proposed via two new entrances. One new driveway is to extend north from W Hemlock Street and one new driveway is to extend east from S 7th Avenue. Figure 1 below identifies the general vicinity and adjacent street network. A site plan illustrating the overall configuration of the project and proposed access locations is provided in Figure 2.





HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

EFFIE ESTATES

SITE PLAN
FIGURE 2

3. EXISTING CONDITIONS

3.1 Existing Street System

The street network serving the proposed project consists of a variety of roadways. The major roadways serving the subject site are listed and described below.

S 7th Avenue: is a north-south, two-lane collector roadway bordering the subject site to the west. Travel lanes are approximately 12- to 15-feet in width. Shoulder composition varies between segments of curb/gutter/sidewalk and no formal treatment. The posted speed limit is 25-mph.

W Hemlock Avenue: is an east-west, two-lane local roadway that borders the subject site to the south. Shoulders are comprised of curb, gutter and sidewalk along the northern side of the roadway between S 7th Avenue and S 5th Avenue. The southern side of the roadway comprises curb/gutter.

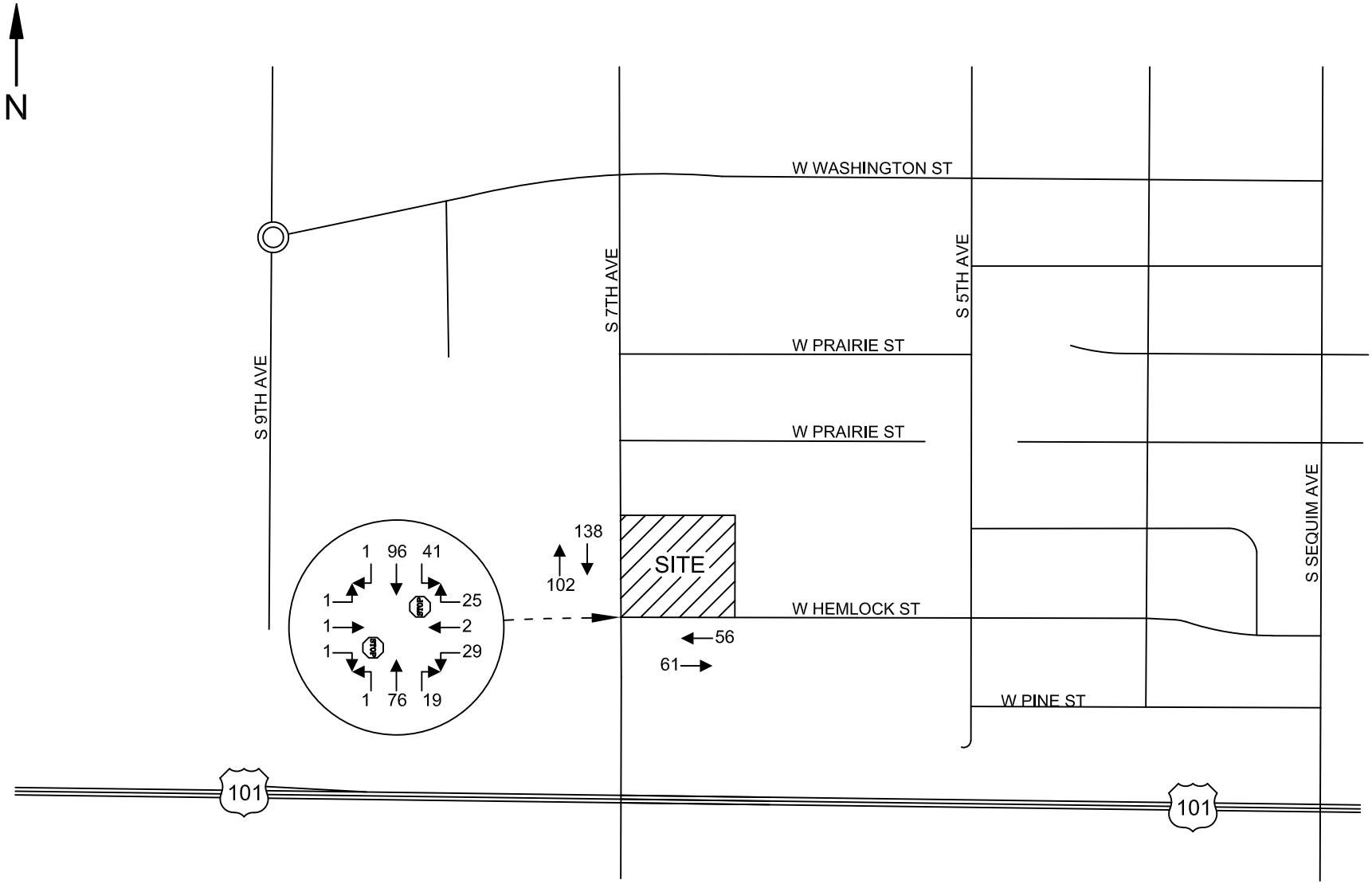
3.2 Non-Motorist Traffic

Non-motorist PM peak hour volumes were observed at the study intersection of S 7th Avenue & W Hemlock Street. Four pedestrians were observed crossing W Hemlock Street along the east side of S 7th Avenue, subsequently traveling along the project frontage. No bicyclists were noted at S 7th Avenue & W Hemlock Street during the PM peak hour. The City has planned non-motorist infrastructure infill that would further improve pedestrian conditions along S 7th Avenue and other nearby corridors.

In review of the Sequim School District bus routes for the 2022-2023 school year, school-aged children would utilize the bus service to and from school as the AM Lion route provides service at the adjacent intersection of S 7th Avenue & W Hammond Street (~150-feet north from the access via S 7th Avenue). Sidewalk is provided along either side of S 7th Avenue for students to safely arrive at the bus stop. Moreover, The PM Lion route provides service at the nearby intersection of S 7th Avenue & W Hemlock Street, along the project frontage. Sidewalks are provided along the north side of W Hemlock Street for students to safely depart from the bus and arrive home. In addition the Lion route provides service for all students attending the Elementary, Middle, or the High School in the area.

3.3 Existing Peak Hour Volumes

Traffic counts were performed at intersection of W Hemlock Street & S 7th Avenue to identify baseline vehicular through-volume activity at each proposed access point. Field data was collected in October of 2021 between the evening peak period of 4:00-6:00 PM. The one-hour reflecting highest overall volumes (peak hour) for the intersection was then used to analyze worst-case conditions for the PM peak period. PM peak hour intersection volumes at S 7th Avenue & W Hemlock Street and through-volumes traveling along the proposed project accesses are illustrated in Figure 3 on the following page. Full count sheets are included in the appendix.



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EXISTING PM PEAK HOUR VOLUMES
FIGURE 3

3.4 Transit Service

A review of the Clallam Transit and Jefferson Transit regional bus schedules indicates that transit service is provided near the site. The nearest stops in relation to the subject site are provided at S 7th Avenue & W Prairie Street via Route 40—approximately 600 feet from the subject site. This transit line provides weekday service from approximately 8:35 AM to 4:40 PM with stops at major attractions in the City. Route 40 also offers a "Dial-A-Ride" service Monday through Saturday from 7:30 AM to 5:30 PM which allows users to arrange a pre-scheduled service stop. Route 30 is also provided in the vicinity as the nearest stop is located along the W Washington Street Corridor, approximately 0.5 miles walking distance from the proposed Effie Estates. Route 30 provides eastbound and westbound service through Sequim. Weekday service is provided from 5:30 AM to 10:05 PM. Saturday service is provided from 7:25 AM to 8:30 PM. Given the proximity and flexible scheduling, future project residents may utilize public transit service provided in the subject site's vicinity. Refer to the Clallam Transit Schedules & Information for more information.

Moreover, according to the Operations Manager for Clallam Transit, no new route and/or bus stops are needed as a result of the development proposal. Any future resident would have continuous walking paths to and from the nearby stop.

3.5 Accident History

A list of the recorded accident history for the beginning of 2017 through August 24, 2022 for the intersection of S 7th Avenue & W Hemlock Street was requested from WSDOT. Table 1 below outlines yearly accident history, noting collisions that occurred at or within 300-feet of the intersection.

Table 1: Accident History

Intersection	2017	2018	2019	2020	2021	2022 (Through Aug. 24)	Avg/ Yr
S 7th Ave & W Hemlock St	0	0	0	1	0	0	~0.18

From 2017 through August 24, 2022, a total of 1 collision occurred at and/or within 300-feet of the intersection. Descriptions of the collision is provided below.

S 7th Avenue & W Hemlock Street: Over the 5.67-year period, 1 collision was recorded at the or near the intersection. In total, the 1 collision resulted in ~0.18 collisions per year. Occurrences consisted of rear-ends (1) and the contributing circumstances was listed as apparently asleep or fatigued. The collision that occurred at the intersection is due to driver error.

4. FUTURE TRAFFIC CONDITIONS

4.1 Trip Generation

Trip generation is defined as the number of vehicle movements that enter or exit the respective project site during a designated time period such as the PM peak hour or an entire day. The magnitude of the anticipated vehicle trip generation for the proposed project was derived from the Institute of Transportation Engineers (ITE) publication, *Trip Generation,* 11th Edition. The designated land use is defined as Single-Family Detached Housing (LUC 210). Dwelling units were used as the input variable and average rates were used to determine trip ends. Table 2 summarizes anticipated vehicular movements for the average weekday daily trips (AWDT), AM peak hour and PM peak hour.

Table 2: Project Trip Generation

Land Use	Dwelling Units	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
			In	Out	Total	In	Out	Total
Single-Family	15	**141**	3	8	**11**	9	5	**14**

Based on the data presented in Table 2, the project can be expected to generate 141 average weekday daily trips with 11 (3 in / 8 out) AM peak hour trips and 14 (9 in / 5 out) PM peak hour trips.

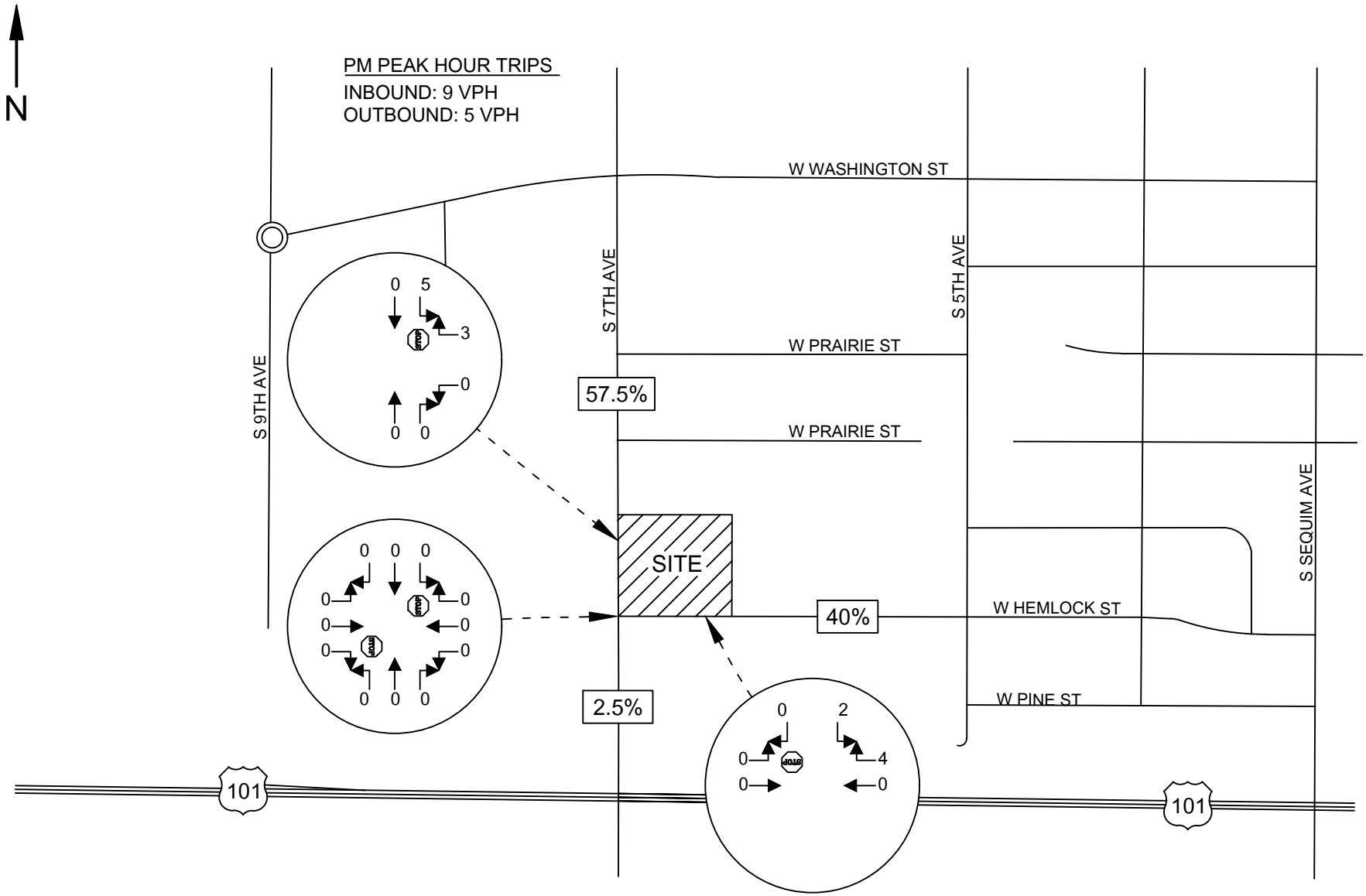
4.2 Trip Distribution and Assignment

Trip distribution describes the process by which project generated trips are dispersed on the street network surrounding the site. The trips generated by the project are expected to follow the general trip pattern as shown on Figure 4 on the following page. Site-generated traffic was disseminated between two the proposed accesses.

4.3 Future Peak Hour Volumes

A 6-year horizon of 2027 was used for future traffic delay analysis. Forecast 2027 background traffic volumes were derived by applying a 2.0 percent compound annual growth rate to the existing volumes in Figure 3. This growth rate was derived from the 2015-2035 City of Sequim Comprehensive Plan[1]. Moreover, pipeline volumes associated with the proposed LittleJohn Plat, Legacy Ridge Development and Home A/Home B projects are included in forecast analysis. Pipeline volumes are illustrated in Figure 5. Forecast 2027 PM peak hour background volumes and volumes with the addition of project-generated traffic are presented in Figures 6 and 7, respectively.

[1] City of Sequim 2015-2035 Comprehensive Plan, Chapter 2 – Urban Growth

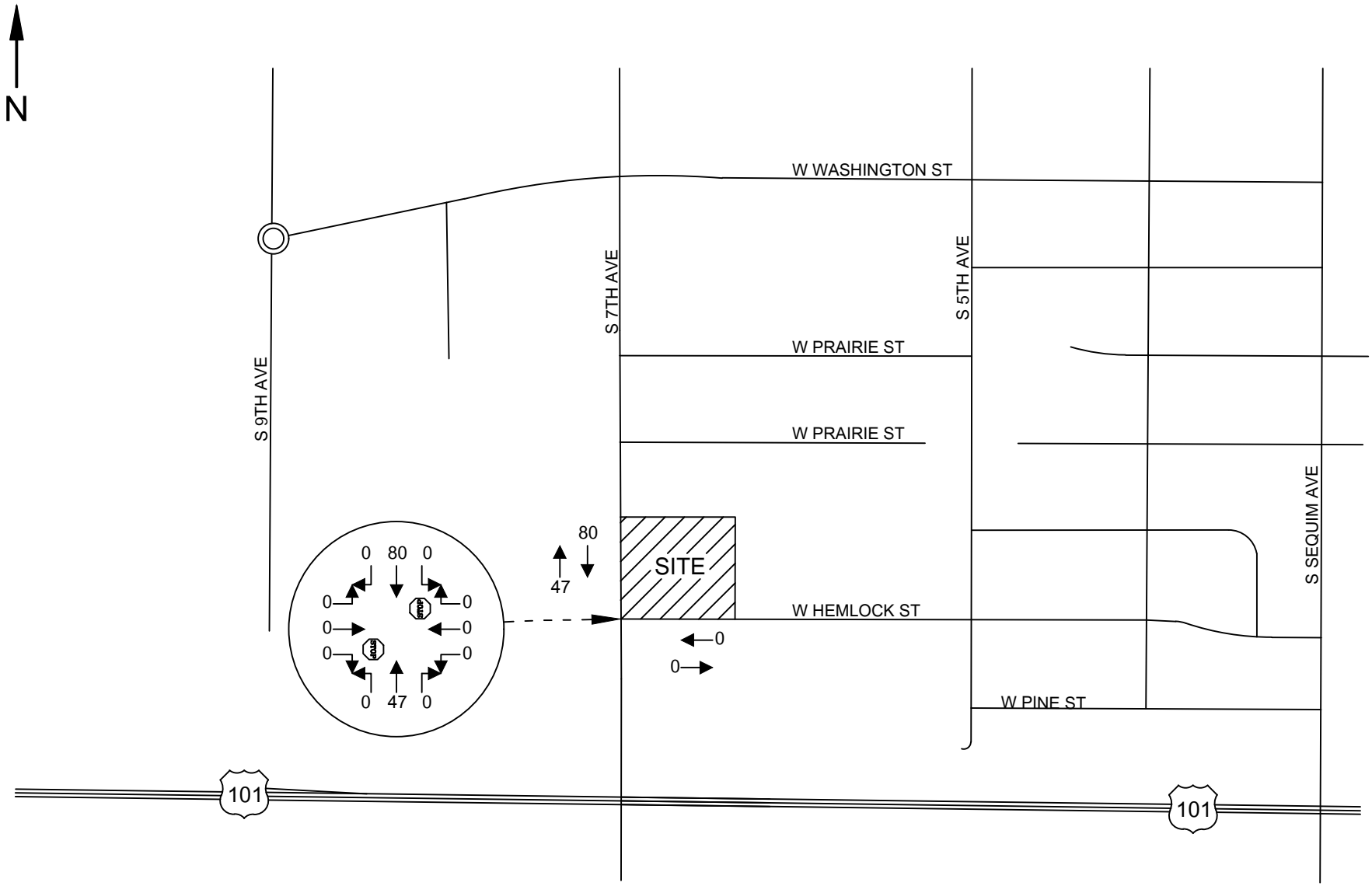


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TRAFFIC AND CIVIL ENGINEERING

EFFIE ESTATES

PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 4

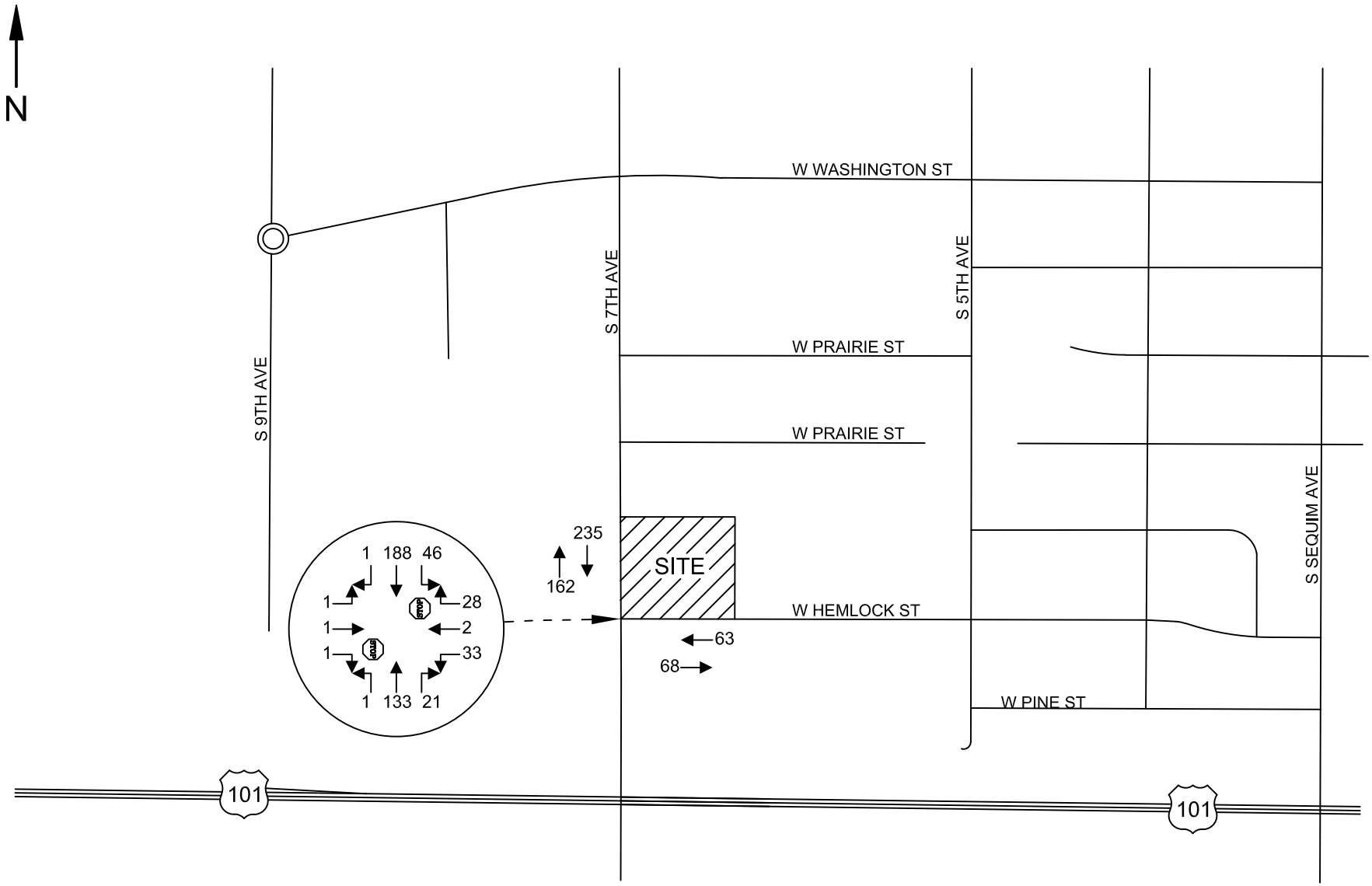


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TRAFFIC AND CIVIL ENGINEERING

EFFIE ESTATES

PM PEAK HOUR PIPELINE VOLUMES
FIGURE 5

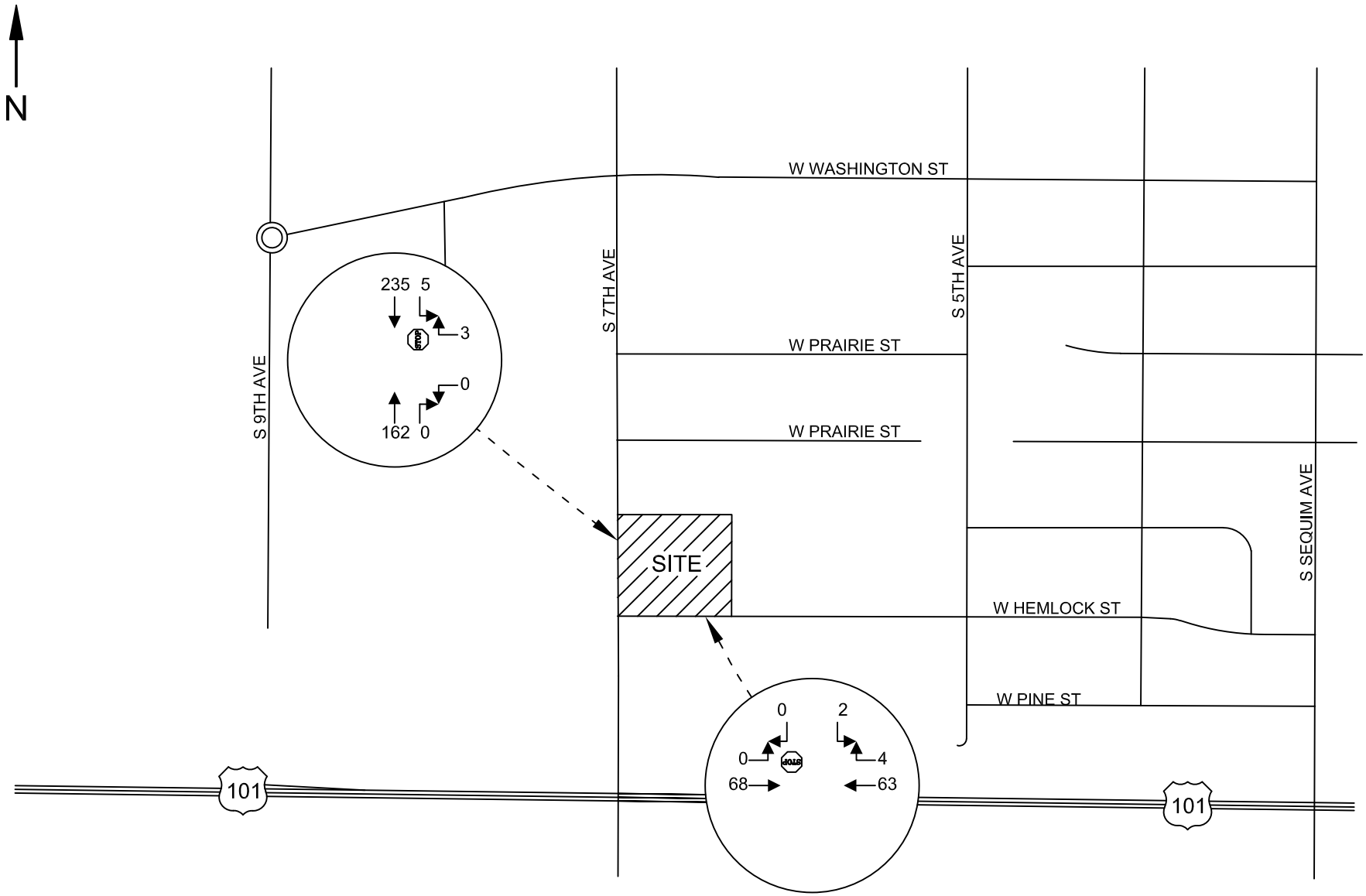


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TRAFFIC AND CIVIL ENGINEERING

EFFIE ESTATES

FORECAST 2027 PM PEAK HOUR VOLUMES WITHOUT PROJECT
FIGURE 6



HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

EFFIE ESTATES

FORECAST 2027 PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 7

4.4 Roadway Improvements

A review of the City of Sequim's 2022-2027 Transportation Improvement Program indicates that the following improvement projects are currently planned in the vicinity.

Table 3: Transportation Improvement Projects

Name	Location	Improvement	Cost
US 101/East Sequim Corridor Improvements (#1)	Corridor and Interchanges	Complete the Simdars Road interchange; Construct frontage roads connecting Palo Alto and Happy Valley Rd to the Simdars interchange	$20,000,000
Pavement Rehabilitation (#3)	N Sequim Ave	Rehabilitation of pavement and improved ADA accessibility	$2,866,000
Pavement Rehabilitation (#4)	Washington St: River Rd to Simdars Rd	Pavement rehabilitation, improved ADA accessibility and pedestrian mobility	$4,500,000
S 7th Ave Sidewalk Improvements (#9)	Comfort Rd to McCurdy Rd	Provide pedestrian and bicycle facilities	$3,472,000
S Sequim Ave Complete Street (#10)	Corridor	Create safe and encouraging multi-modal transportation options	$3,600,000
S 5th Ave Extension (#14)	McCurdy Rd to Driveway	Construct a southerly roadway extension from McCurdy to Driveway	$150,000
E Washington St Bicycle Facilities (#23)	Sequim Ave to Simdars Rd	Construct bicycle facilities	$170,000
N Sequim Ave Bicycle Facilities (#24)	Washington St to Fir St	Construct bicycle facilities	$30,000
W Washington St Bicycle Facilities (#26)	Priest Rd to 5th Ave	Construct bicycle facilities	$70,000
S 3rd Ave Pedestrian Sidewalk/Pathways (#28)	Corridor	Construct pedestrian facilities	$300,000
US-101 Ramps & S Sequim Ave New Signals (#34)	US-101 Ramps & S Sequim Ave	Construct new signals at the US-101 ramps on S Sequim Ave	$610,000
E Washington St Bus Turn-out (#39)	Sequim Ave to Rhodefer Rd	Construct bus turn-outs on E Washington St	$149,000
S 7th Avenue new construction (#41)	McCurdy Rd to Reservoir Rd	Construct a new S 7th Ave roadway from McCurdy Rd to Reservoir Rd	$3,700,00
W Norman St New Construction (#42)	S 7th Ave to S 3rd Ave	Construct a W Norman St roadway from S 7th Ave to S 3rd Ave	$1,000,000
E Silberhorn Rd & S 7th Ave Intersection Improvements	Intersection	Intersection improvements, sidewalk, curb ramps, aligned lanes and traffic control	TBD
Washington St Traffic Signals	Sequim Ave to S 3rd Ave	Replace traffic signal with updated controllers	TBD
S 5th Ave Intersection & Traffic Signal Improvements	Corridor	Intersection improvements; turn lane realignments/additions; updated traffic signal equipment	TBD

Moreover, an improvement project is planned by WSDOT in the vicinity of the subject site. A description of the project is provided below.

U.S.101 East Sequim Corridor Project – Simdars Rd. Interchange/Palo Alto Rd (STIP ID: WA-12917): This project intends to construct on and off ramps to complete the Simdars Road interchange and a frontage road connecting Palo Alto and Happy Valley Road to the Simdars interchange. Preliminary engineering is to commence in 2023 and the total estimated cost is $25,000,000.

4.5 Sight Distance at Access Driveways

Access to the site is proposed via two new entrances. One new driveway is to extend north from W Hemlock Street and one new driveway is to extend east from S 7th Avenue (see Figure 2). Any new driveway shall be designed so as to allow for sufficient entering sight distance as prescribed in AASHTO's Green Book (2018). The posted speed limit on S 7th Avenue at the proposed site access is 25-mph. Moreover, the assumed speed limit for W Hemlock Street is also 25-mph. AASHTO standards[2] would therefore require unobstructed sight lines measuring 280 feet for outbound movements at all project accesses.

Table 4: Entering Sight Distance

Access	Direction	Direction
Via S 7th Ave	Looking north >300'	Looking south >300'
Via W Hemlock St	Looking east >300'	Looking west >300'

Preliminary measurements indicate sight distance requirements are met at all driveway locations. Refer to Figure A in the appendix which shows the sight distance triangles for each proposed access.

[2] *American Association of State Highway and Transportation Officials* (AASHTO).

4.6 Forecast Level of Service

Peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range[3] for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the *Synchro 11* analysis program. For side-street stop-controlled intersections, LOS is determined by the approach with the highest delay. Table 5 below portrays forecast LOS delays at the proposed accesses.

Table 5: Forecast 2027 PM Peak Hour Level of Service With Project

Delays given in seconds per vehicle

Intersection	Control	Crit. Mvmt	LOS	Delay
Project Access & S 7th Ave	Stop	WB-L	A	9.2
W Hemlock St & Project Access	Stop	SB-L	A	9.3

Only the access points were included in the LOS evaluation. With providing access to both S 7th Avenue and W Hemlock Street, there would be little to no project traffic entering the intersection of S 7th Avenue & W Hemlock Street. Therefore, no LOS impacts to the intersection is expected. The access points are shown to operate acceptably with LOS A conditions.

---

[3] *Signalized Intersections - Level of Service*

Level of Service	Control Delay per Vehicle (sec)
A	≤10
B	> 10 and ≤20
C	> 20 and ≤35
D	> 35 and ≤55
E	> 55 and ≤80
F	> 80

Stop Controlled Intersections – Level of Service

Level of Service	Control Delay per Vehicle (sec)
A	≤10
B	> 10 and ≤15
C	> 15 and ≤25
D	> 25 and ≤35
E	> 35 and ≤50
F	> 50

Highway Capacity Manual, 6th Edition

4.7 Turn Lane Warrants

A left turn warrant was analyzed at the proposed project access on S 7th Avenue to determine if storage capacity is needed for left turning vehicles. Procedures prescribed in WSDOT's Design Manual (Exhibit 1310-7a) were used to ascertain left turn requirements under forecast 2027 PM peak hour conditions with full project build-out as illustrated in Figure 7. Based on the assessment criteria, a left turn lane *would not be warranted* at the proposed S 7th Avenue access. The WSDOT left turn warrant sheet has been attached to the appendix for reference.

5. SUMMARY

Effie Estates proposes for 15 new single-family dwelling units in the city of Sequim. The subject site is located on the northeastern corner of S 7th Avenue & W Hemlock Street within undeveloped, 2.61-acre tax parcel #: 033019349180. Access to the subject site is proposed via one new roadway extending north from W Hemlock Street and one new roadway extending east from S 7th Avenue. A conceptual site plan illustrating the proposed lot layout is presented in Figure 2.

Based on ITE data, the project can be expected to generate approximately 141 average weekday daily trips, 11 (3 inbound/ 8 outbound) AM peak hour trips and 14 (9 inbound/ 5 outbound) PM peak hour trips. Forecast 2027 PM peak hour service levels were calculated at the access points and are summarized in Table 3. Both proposed access points are shown to operate with LOS A conditions. Moreover, a left turn lane would not be required at the site access on S 7th Avenue according to WSDOT nomograph criteria.

Based on the above analysis, mitigation is as follows:

1. The proposed development would be subject to Traffic Impact Fees (TIF) as imposed by the city of Sequim. Fees are based on new dwelling unit, assessed at $2,491.00 per net new dwelling unit. Therefore, an estimated fee calculation is as follows:

   15 dwelling units x $2,491.00 per dwelling unit = $37,365.00

   Actual traffic impact fees will be calculated and determined by the City at the time of building permit issuance.

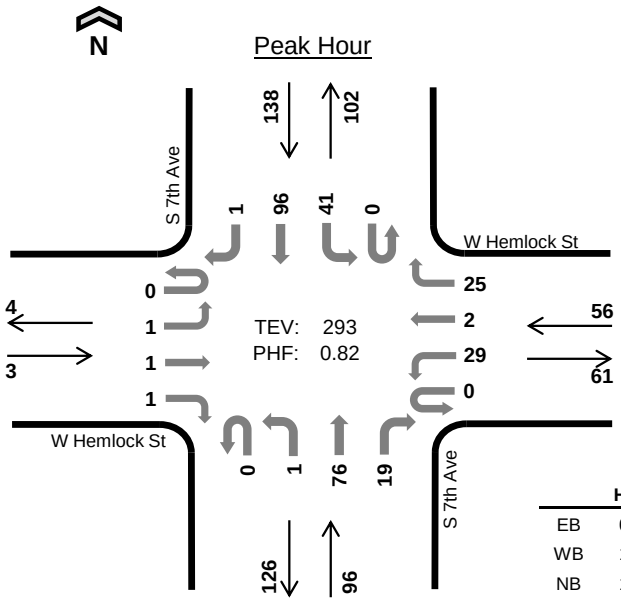
No other mitigation is identified at this time.

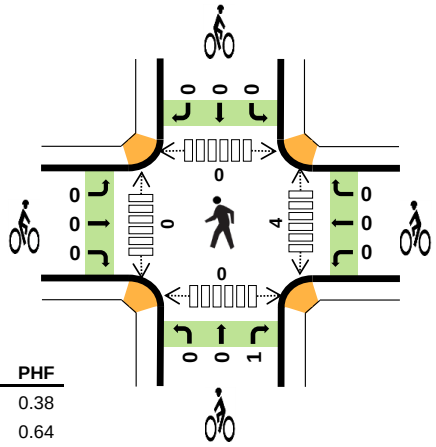
EFFIE ESTATES
TRAFFIC IMPACT ANALYSIS

APPENDIX

S 7th Ave
W Hemlock St

Date: 10/14/2021
Count Period: 4:00 PM to 6:00 PM
Peak Hour: 4:00 PM to 5:00 PM





	HV %:	PHF
EB	0.0%	0.38
WB	1.8%	0.64
NB	1.0%	0.77
SB	2.2%	0.75
TOTAL	1.7%	0.82

Two-Hour Count Summaries

Interval Start	W Hemlock St Eastbound				W Hemlock St Westbound				S 7th Ave Northbound				S 7th Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**8**	**1**	**1**	**0**	**0**	**17**	**7**	**0**	**11**	**35**	**0**	**80**	0
4:15 PM	**0**	**0**	**0**	**1**	**0**	**10**	**1**	**11**	**0**	**0**	**16**	**5**	**0**	**1**	**17**	**1**	**63**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**6**	**0**	**8**	**0**	**1**	**15**	**4**	**0**	**12**	**15**	**0**	**61**	0
4:45 PM	**0**	**1**	**1**	**0**	**0**	**5**	**0**	**5**	**0**	**0**	**28**	**3**	**0**	**17**	**29**	**0**	**89**	**293**
5:00 PM	0	0	0	0	0	8	0	3	0	0	22	6	0	8	32	0	79	292
5:15 PM	0	0	0	0	0	6	0	3	0	0	12	1	0	9	17	1	49	278
5:30 PM	0	0	0	0	0	6	0	5	0	0	15	2	0	2	23	0	53	270
5:45 PM	0	1	0	0	0	5	0	3	0	0	13	1	0	11	29	1	64	245
Count Total	0	2	1	1	0	54	2	39	0	1	138	29	0	71	197	3	538	0
Peak Hour All	**0**	**1**	**1**	**1**	**0**	**29**	**2**	**25**	**0**	**1**	**76**	**19**	**0**	**41**	**96**	**1**	**293**	**0**
Peak Hour HV	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**0**
Peak Hour HV%	**-**	**0%**	**0%**	**0%**	**-**	**3%**	**0%**	**0%**	**-**	**0%**	**1%**	**0%**	**-**	**0%**	**3%**	**0%**	**2%**	**0**

Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.

Interval Start	Heavy Vehicle Totals					Bicycles					Pedestrians (Crossing Leg)				
	EB	WB	NB	SB	Total	EB	WB	NB	SB	Total	East	West	North	South	Total
4:00 PM	**0**	**0**	**0**	**0**	***0***	**0**	**0**	**1**	**0**	***1***	**0**	**0**	**0**	**0**	*0*
4:15 PM	**0**	**1**	**1**	**1**	***3***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	*1*
4:30 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**2**	**0**	**0**	**0**	*2*
4:45 PM	**0**	**0**	**0**	**1**	***1***	**0**	**0**	**0**	**0**	***0***	**1**	**0**	**0**	**0**	***1***
5:00 PM	0	0	0	0	*0*	0	0	0	0	*0*	0	0	0	0	*0*
5:15 PM	0	0	0	0	*0*	0	0	1	0	*1*	2	0	0	0	*2*
5:30 PM	0	0	0	0	*0*	0	0	0	0	*0*	2	0	0	0	*2*
5:45 PM	0	0	0	0	*0*	0	0	1	0	*1*	0	0	0	0	*0*
Count Total	0	1	1	3	*5*	0	0	3	0	*3*	8	0	0	0	*8*
Peak Hour	**0**	**1**	**1**	**3**	***5***	**0**	**0**	**1**	**0**	***1***	**4**	**0**	**0**	**0**	***4***

Two-Hour Count Summaries - Heavy Vehicles

Interval Start	W Hemlock St Eastbound				W Hemlock St Westbound				S 7th Ave Northbound				S 7th Ave Southbound				15-min Total	Rolling One Hour
	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT	UT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**	**3**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**1**	**5**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Count Total	0	0	0	0	0	1	0	0	0	0	1	0	0	0	3	0	5	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**3**	**0**	**5**	**0**

Two-Hour Count Summaries - Bikes

Interval Start	W Hemlock St Eastbound			W Hemlock St Westbound			S 7th Ave Northbound			S 7th Ave Southbound			15-min Total	Rolling One Hour
	LT	TH	RT	LT	TH	RT	LT	TH	RT	LT	TH	RT		
4:00 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	0
4:15 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:30 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	0
4:45 PM	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1	2
Count Total	0	0	0	0	0	0	0	2	1	0	0	0	3	0
Peak Hour	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**0**	**0**	**1**	**0**

Note: U-Turn volumes for bikes are included in Left-Turn, if any.

Single-Family Detached Housing
(210)

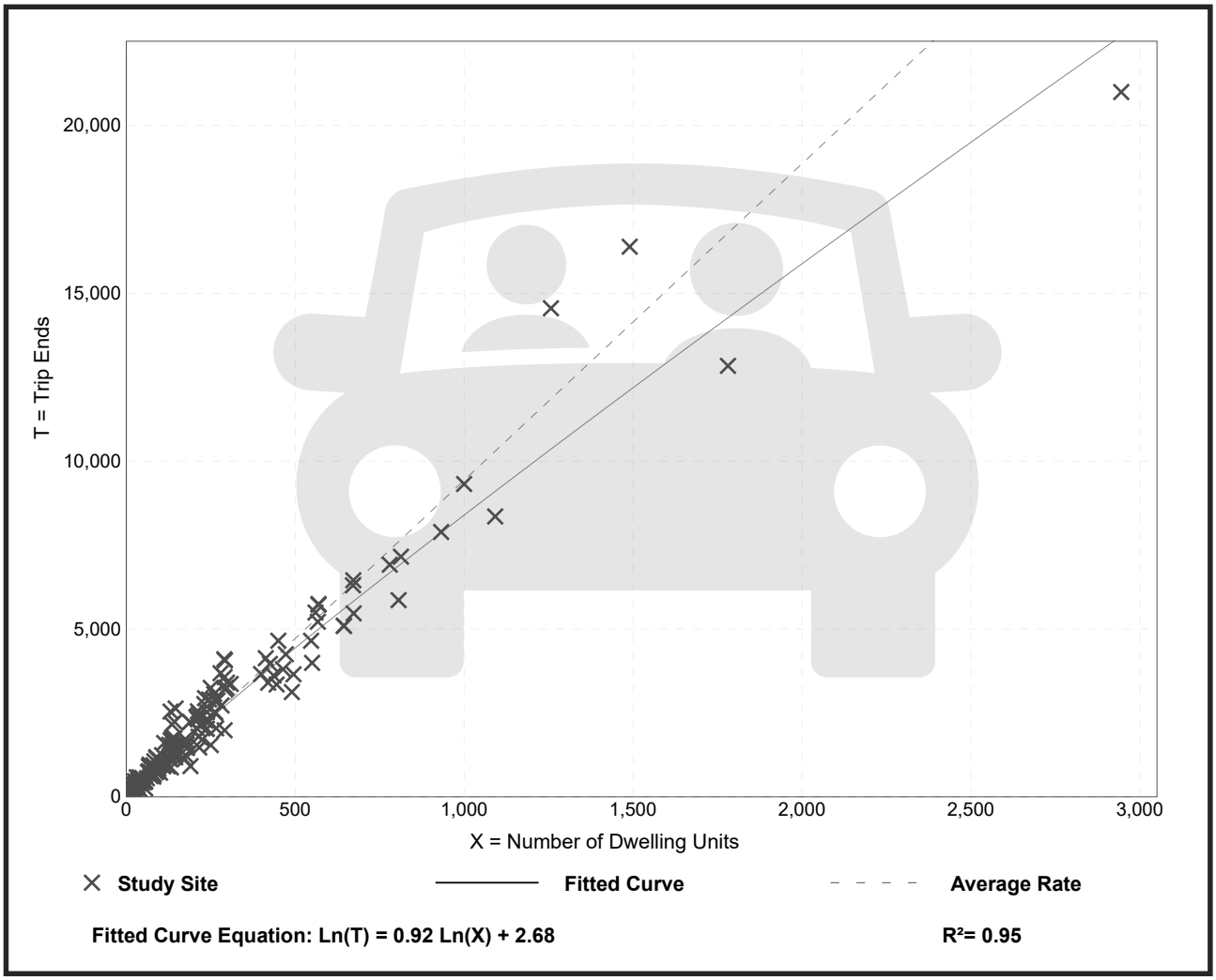
Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday**

Setting/Location: **General Urban/Suburban**
Number of Studies: 174
Avg. Num. of Dwelling Units: 246
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
9.43	4.45 - 22.61	2.13

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

PO Box 397, Prosser, WA 98371 (253) 770-1401, heather@tc.com

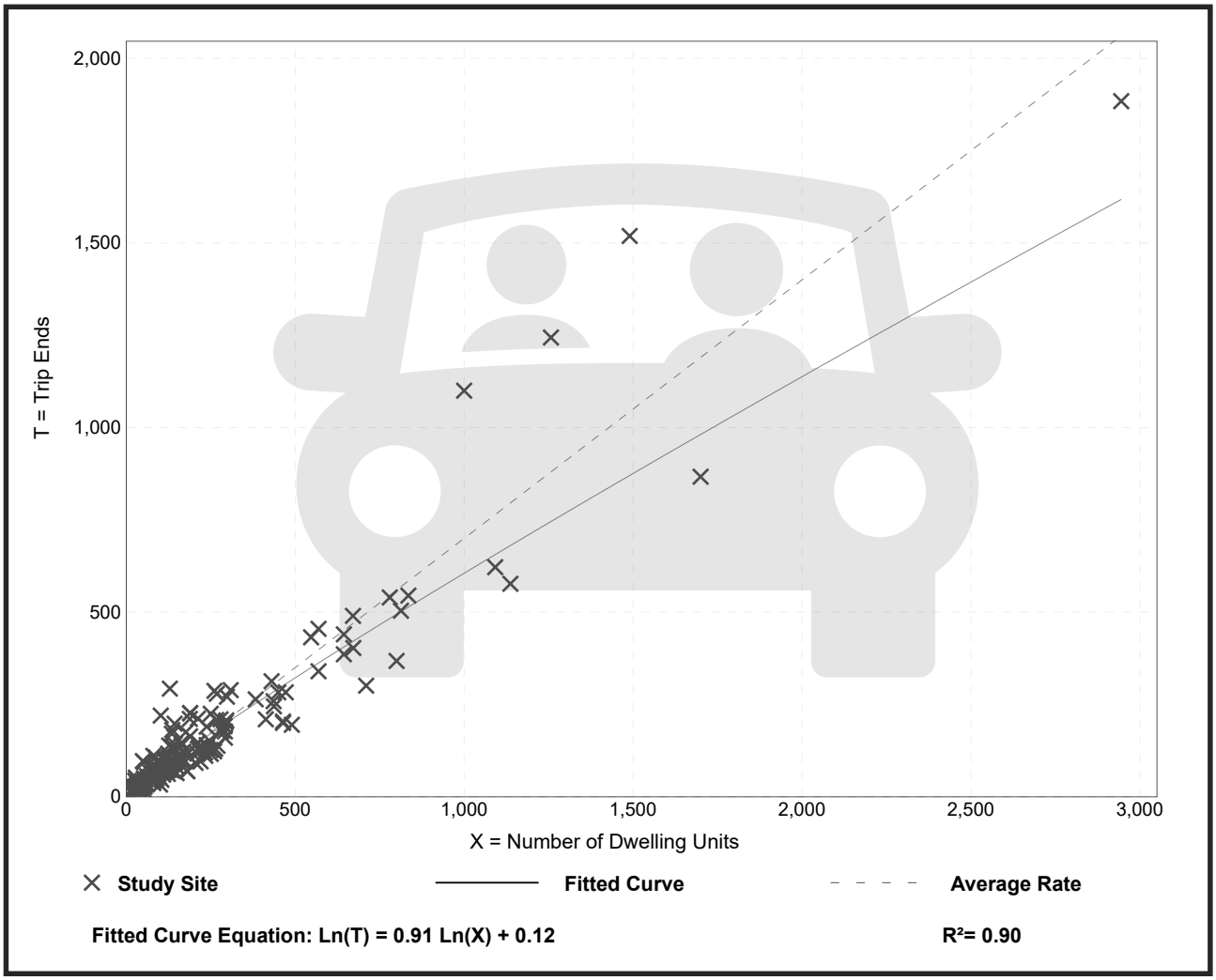
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 192
Avg. Num. of Dwelling Units: 226
Directional Distribution: 26% entering, 74% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.70	0.27 - 2.27	0.24

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

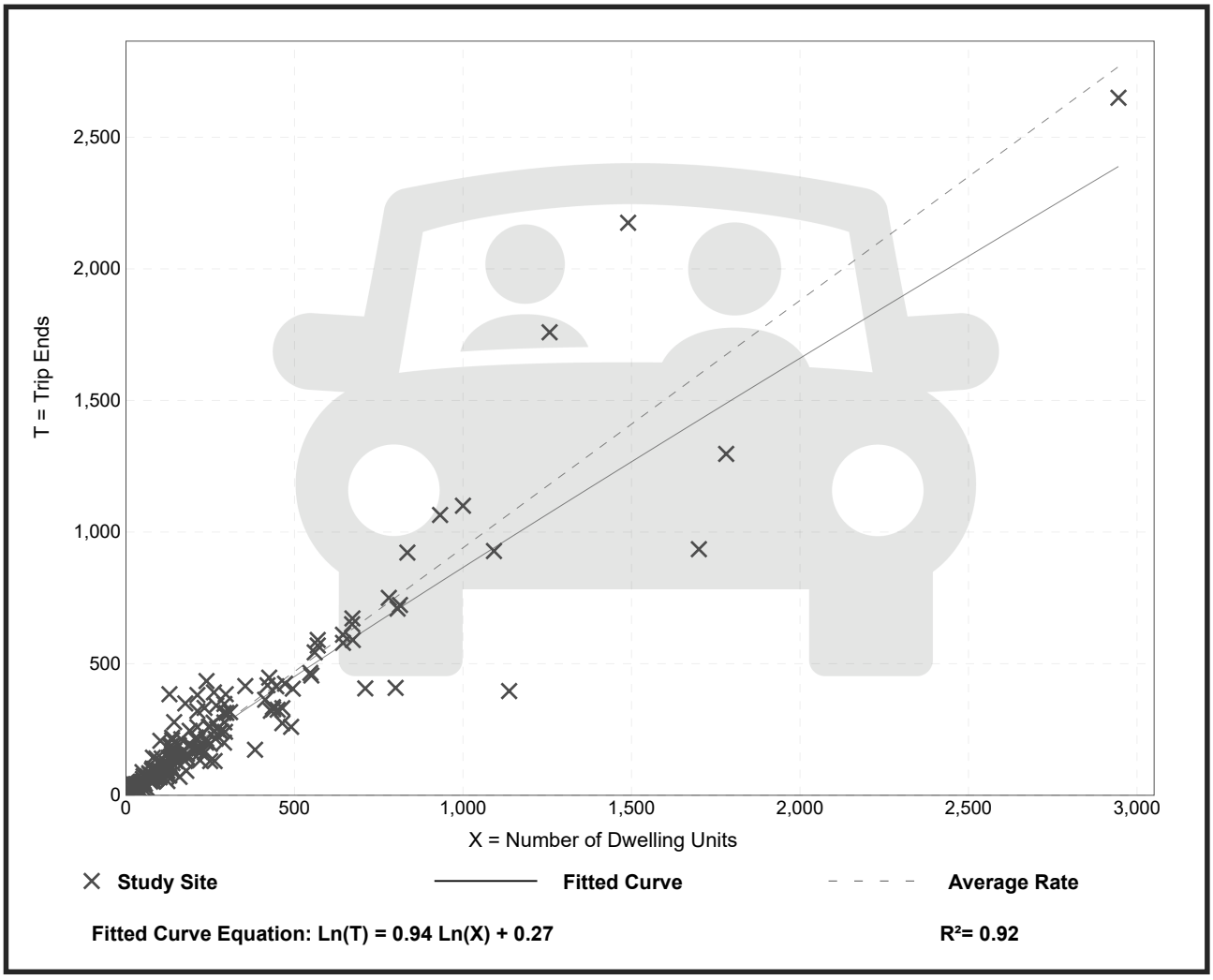
Single-Family Detached Housing
(210)

Vehicle Trip Ends vs: **Dwelling Units**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 208
Avg. Num. of Dwelling Units: 248
Directional Distribution: 63% entering, 37% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.94	0.35 - 2.98	0.31

Data Plot and Equation



Trip Gen Manual, 11th Edition ● Institute of Transportation Engineers

1. S 7th Ave & W Hemlock St

PM Peak Hour
Pipeline Volume Summations

1. Littlejohn Plat	0	17	0	0	0	0	0	10	0	0	0	0
2. Legacy Ridge	0	26	0	0	0	0	0	14	0	0	0	0
3. Home A & B	0	37	0	0	0	0	0	23	0	0	0	0
Totals	0	80	0	0	0	0	0	47	0	0	0	0

PM Peak Hour Forecast Intersection Volumes

Annual Growth Rate: 2 %
# of Years to Horizon: 6

2027

1. S 7th Avenue & W Hemlock Street

	SBR	SBT	SBL	WBR	WBT	WBL	NBR	NBT	NBL	EBR	EBT	EBL
Existing	1	96	41	25	2	29	19	76	1	1	1	1
Project Trips	0	0	0	0	0	0	0	0	0	0	0	0
Pipeline	0	80	0	0	0	0	0	47	0	0	0	0
Without	1	188	46	28	2	33	21	133	1	1	1	1
With	1	188	46	28	2	33	21	133	1	1	1	1

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	3	162	0	5	235
Future Vol, veh/h	0	3	162	0	5	235
Conflicting Peds, #/hr	4	4	0	4	4	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	3	176	0	5	255

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	449	184	0	0	180	0
Stage 1	180	-	-	-	-	-
Stage 2	269	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	568	858	-	-	1396	-
Stage 1	851	-	-	-	-	-
Stage 2	776	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	561	851	-	-	1391	-
Mov Cap-2 Maneuver	561	-	-	-	-	-
Stage 1	848	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	9.2	0	0.2
HCM LOS	A		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	851	1391	-
HCM Lane V/C Ratio	-	-	0.004	0.004	-
HCM Control Delay (s)	-	-	9.2	7.6	0
HCM Lane LOS	-	-	A	A	A
HCM 95th %tile Q(veh)	-	-	0	0	-

Intersection	
Int Delay, s/veh	0.1

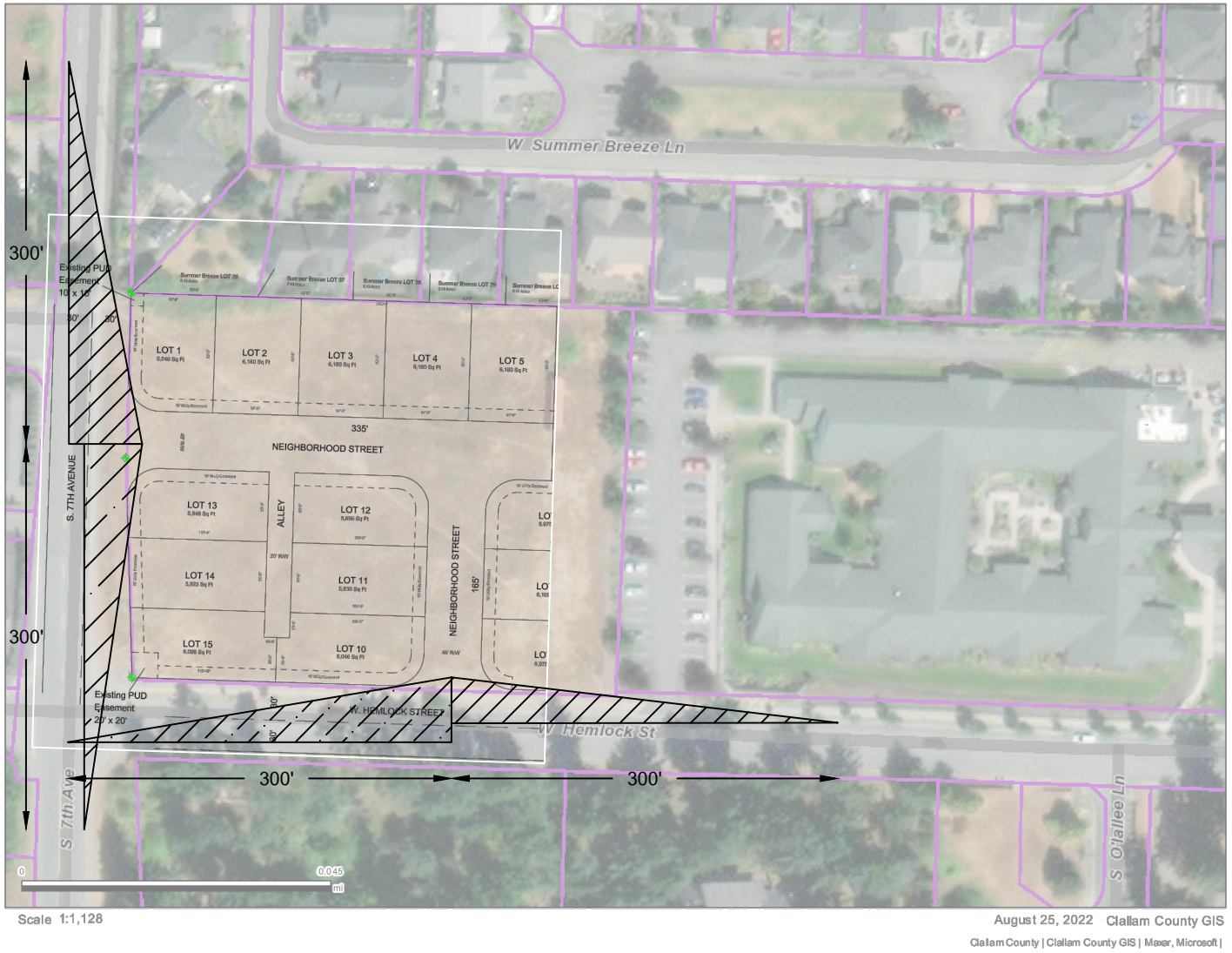
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	68	63	4	2	0
Future Vol, veh/h	0	68	63	4	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	74	68	4	2	0

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	72	0	-	0	144	70
Stage 1	-	-	-	-	70	-
Stage 2	-	-	-	-	74	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1528	-	-	-	849	993
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	949	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1528	-	-	-	849	993
Mov Cap-2 Maneuver	-	-	-	-	849	-
Stage 1	-	-	-	-	953	-
Stage 2	-	-	-	-	949	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1528	-	-	-	849
HCM Lane V/C Ratio	-	-	-	-	0.003
HCM Control Delay (s)	0	-	-	-	9.3
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

N



NOTES:

10-FOOT SETBACKS: MINOR DRIVEWAY TYPE

SIGHT LINES ARE CLEAR > 300'

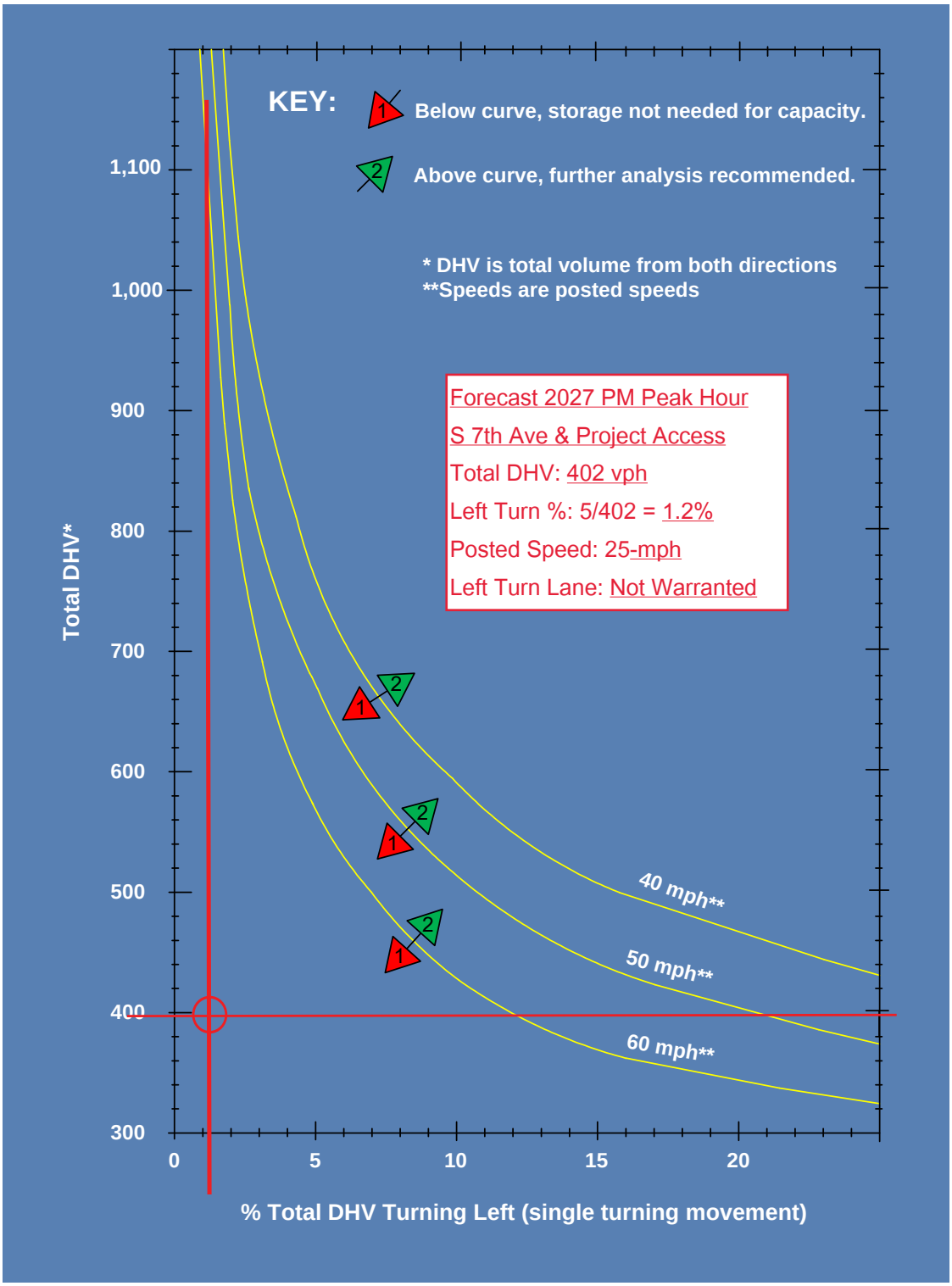
HEATH & ASSOCIATES

TRAFFIC AND CIVIL ENGINEERING

EFFIE ESTATES

SIGHT DISTANCE EXHIBIT
FIGURE A

Exhibit 1310-7a Left-Turn Storage Guidelines: Two-Lane, Unsignalized



Aaron Van Aken

From: Jim Fetzer <jimf@clallamtransit.com>
Sent: Thursday, August 4, 2022 12:22 PM
To: Jeffrey Bruton
Subject: RE: Transit Consideration for New Sequim Residential Development

Jeff,

Thank you for contacting us regarding the development of property at 7th and Hemlock. I have reviewed the location and I am in agreement that no new bus stops or routes are needed for the development and that existing transit services are sufficient to serve the location.

Please let me know if you have any questions.

Regards,

Jim Fetzer
Operations Manager
Clallam Transit System
830 W. Lauridsen Blvd.
Port Angeles, WA 98363
jimf@clallamtransit.com
360.417.1370

"Public Transportation, Wherever Life Takes You"

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-----Original Message-----
From: Jeffrey Bruton <jbruton@gmbusa.com>
Sent: Wednesday, August 3, 2022 3:52 PM
To: Jim Fetzer <jimf@clallamtransit.com>
Subject: Transit Consideration for New Sequim Residential Development

Hi Jim,

I hope your week is going well!

We are a small local company doing a small (15 lot) subdivision on nearly three acres in downtown Sequim.

As part of the approval process "Coordination with Clallam Transit is required for possible new routes and bus stop locations.
Please provide communication with Clallam Transit."

The property is at the North East corner of S. 7th Avenue and W Hemlock Street, just a couple blocks from Safeway and the old Penny's.

I have attached a PDF of the Google Maps print out with red lines around the property, and Google Maps gives the Longitude and Latitude of 48°04'32.4"N 123°07'03.9"W for a point in the middle of the property.

The county parcel tax ID # is 033019349180 with a link to the county mapping system below:
https://websrv19.clallam.net/map/multipurpose_map/?query=Parcels,PNUM=%27033019349180%27

As part of the SEPA document we had to submit for our subdivision application with the city, we have already answered the question:

"b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Not directly, but public transportation is very close. Clallam Transit operates route 40 which has a stop on W. Prairie Street at S. 7th Avenue. This stop is approximately 1.5 blocks from the proposed development measured along existing roadways. Clallam Transit also operates Route 30 which has a stop on W. Washington Street at S. 7th Avenue. This stop is approximately six blocks from the proposed development measured along existing roadways."

With the above said and the property being so close to existing transit stops and routes, we don't believe any new stops or routes are needed or warranted for this small proposed subdivision.

We hope you agree and that you can reply stating so, or letting us know of any concerns Clallam Transit may have with this new small subdivision.

I look forward to hearing from you!

Kind regards,
Jeffrey Bruton
GMB USA Limited
360-912-5582

Aaron Van Aken

From: Jeffrey Bruton <jbruton@gmbusa.com>
Sent: Tuesday, August 23, 2022 2:10 PM
To: Aaron Van Aken
Cc: Margaret Norris
Subject: Fwd: Bus & Walk Route Confirmation for New Development

Hello Aaron,

I hope your week is getting off to a good start.

Please see below the confirmation from the Sequim School District Transportation Director that I was correct in that any student from our new Effie Estates development would take the "Lion" school bus route which stops directly on the West edge of the property on S 7th Ave. This includes Elementary, Middle, and High School students as the Lion route schedule lists stops at all of these schools.

Also please see his comment that the District does not publish or recommend a walking path from this location, instead recommending students take the bus.

My initial e-mail to Mr. Fulmer (with you and Margaret CC'ed) had the actual documents attached. Please let me know if you need them again or if you have any questions.

Kind regards,
Jeffrey Bruton
GMB USA Limited
360-912-5582

-------- Forwarded Message --------
Subject: RE: Bus & Walk Route Confirmation for New Development
Date: Tue, 23 Aug 2022 14:16:37 +0000
From: Richard Fulmer <rfulmer@sequimschools.org>
To: Jeffrey Bruton <jbruton@gmbusa.com>

Good morning Jeffrey,

You are correct, the Lion route would service that location. Due to the heavy traffic conditions on Washington street, this location is not in our walk zone. I hope this will work as conformation for the city. My direct line is (360=582-3272) please let me know if I can be of assistance.
sincerely,
Rich

-----Original Message-----
From: Jeffrey Bruton <jbruton@gmbusa.com> Sent: Friday, August 19, 2022
2:20 PM
To: Richard Fulmer <rfulmer@sequimschools.org>
Cc: Aaron Van Aken <avanaken@heathtraffic.com>; Margaret Norris <mnorris@heathtraffic.com>
Subject: Bus & Walk Route Confirmation for New Development

Hello Rich,

I hope your Friday is going well!

My local building company is doing a small new development of 15 lots on property we own on the NE corner of S 7th Ave and W Hemlock.

The city is requiring confirmation of the bus route that would service this new development, and the published Safe Walking route.

After looking at the website
(https://www.sequimschools.org/departments/transportation___bus_routes)
and the 2022/2023 bus schedule (attached) it looks like the Lion route stops on S 7th Ave right on the West edge of our property. I could only find a Safe Walk document on the website for Helen Haller Elementary (attached).

Can you please:

1. Confirm students in our new development at S 7th Ave and W Hemlock would be able to take the Lion route with the morning and afternoon stops at S 7th Ave & Hammond and S 7th Ave & Hemlock respectively.

2. If the school district provides any suggested Safe Walk routes from our development location as none was evident on the Helen Haller Safe Walk map.

Thank you and I look forward to hearing from you!

Kind regards,
Jeffrey Bruton
GMB USA Limited
360-912-5582

Subject: RE: Transit Consideration for New Sequim Residential Development
From: Jim Fetzer <jimf@clallamtransit.com>
Date: 8/4/22, 12:21 PM
To: Jeffrey Bruton <jbruton@gmbusa.com>

Jeff,

Thank you for contacting us regarding the development of property at 7th and Hemlock. I have reviewed the location and I am in agreement that no new bus stops or routes are needed for the development and that existing transit services are sufficient to serve the location.

Please let me know if you have any questions.

Regards,

Jim Fetzer
Operations Manager
Clallam Transit System
830 W. Lauridsen Blvd.
Port Angeles, WA 98363
jimf@clallamtransit.com
360.417.1370

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-----Original Message-----
From: Jeffrey Bruton <jbruton@gmbusa.com>
Sent: Wednesday, August 3, 2022 3:52 PM
To: Jim Fetzer <jimf@clallamtransit.com>
Subject: Transit Consideration for New Sequim Residential Development

Hi Jim,

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We are a small local company doing a small (15 lot) subdivision on nearly three acres in downtown Sequim.

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Please provide communication with Clallam Transit."

The property is at the North East corner of S. 7th Avenue and W Hemlock Street, just a couple blocks from Safeway and the old Penny's.

I have attached a PDF of the Google Maps print out with red lines around the property, and Google Maps gives the Longitude and Latitude of 48°04'32.4"N 123°07'03.9"W for a point in the middle of the property.

The county parcel tax ID # is 033019349180 with a link to the county mapping system below:

https://websrv19.clallam.net/map/multipurpose_map/?query=Parcels,PNUM=%27033019349180%27

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"b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Not directly, but public transportation is very close. Clallam Transit operates route 40 which has a stop on W. Prairie Street at S. 7th Avenue. This stop is approximately 1.5 blocks from the proposed development measured along existing roadways. Clallam Transit also operates Route 30 which has a stop on W. Washington Street at S. 7th Avenue. This stop is approximately six blocks from the proposed development measured along existing roadways."

With the above said and the property being so close to existing transit stops and routes, we don't believe any new stops or routes are needed or warranted for this small proposed subdivision.

We hope you agree and that you can reply stating so, or letting us know of any concerns Clallam Transit may have with this new small subdivision.

I look forward to hearing from you!

Kind regards,
Jeffrey Bruton
GMB USA Limited
360-912-5582

Subject: RE: Effie Estates Comments
From: Travis Simmons <tsimmons@sequimwa.gov>
Date: 9/13/22, 3:54 PM
To: Jeffrey Bruton <jbruton@gmbusa.com>

Jeffrey,

Seeing as there was no comment received directly from DAHP and only a recommendation from the Tribe, we're unlikely to require the survey prior to any ground disturbing activities. The mitigation request will likely just be to halt construction the moment that anything is discovered. This is obviously just the stance we hold today, and any new evidence, or comments received up until the close of the hearing could result in a changed condition requiring the survey be done prior to ground disturbing activities. Please let me know if you have any questions or concerns.

Thanks,

Travis Simmons
Department of Community Development
Assistant Planner
(360)681-3438
tsimmons@sequimwa.gov

-----Original Message-----
From: Jeffrey Bruton <jbruton@gmbusa.com>
Sent: Tuesday, September 13, 2022 10:12 AM
To: Travis Simmons <tsimmons@sequimwa.gov>
Subject: Re: Effie Estates Comments

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 Travis,

I hope your week is getting off to a good start!

I just called and got your voicemmail so I thought I would send this mail instead.

I haven't heard back from you on our requests below.

I'm wrapping up our Review response and all I have now for the answer to
P6 is:
"Mail already sent to Allie and Travis, and I had a discussion with Travis. Waiting for Travis' reply to my e-mail."

Look forward to hearing from you!

Kind regards,
Jeffrey Bruton
GMB USA Limited
360-912-5582

On 8/23/22 2:41 PM, Jeffrey Bruton wrote:

> Hello Travis,
>
> It was good meeting with you yesterday and thank you for taking the time.
>
> Thank you sending me the two agency comments you have received thus far.
>
> Regarding Ms. Taylor's recommendation for an archaeological survey of

> the project area prior to ground disturbing activities, we request instead a stipulation for immediate work stoppage if any suspected artifacts are found during site construction.
>
> We base our request on:
>
> 1. Ms. Taylor bases her recommendation on her statement that "the project area is located near a traditional site of the S'Klallam people." but she does not say where this traditional site was located. "Near" could mean a few feet or a number of miles.
>
> 2. During the construction of two homes in Summer Breeze less than 300' from the project's Northern edge, for which I personally supervised all excavation work, no suspected or actual artifacts were found.
>
> 3. No suspected or actual artifacts were found digging the six test pits on the site for soil analysis. I personally supervised this work and the pits were many feet deep.
>
> 4. We value indigenous peoples, their culture and history, and always watch for any potential artifacts when doing any earth work.
>
> Kind regards,
> Jeffrey Bruton
> GMB USA Limited
> 360-912-5582
>
> On 8/22/22 7:45 AM, Travis Simmons wrote:
>
> > Jeffrey,
> >
> > Here are the two comments that were received. If anymore are received prior to the public hearing I will be sure to pass them along.
> >
> > Thanks!
> >
> > Travis Simmons
> >
> > Department of Community Development
> >
> > Assistant Planner
> >
> > (360)681-3438
> >
> > tsimmons@sequimwa.gov <mailto:tsimmons@sequimwa.gov>

Subject: RE: Proposed Street Names for New Sequim Subdivision
From: Joel Dressel <jdressel@sequimwa.gov>
Date: 8/23/22, 3:57 PM
To: Jeffrey Bruton <jbruton@gmbusa.com>
CC: Cindy Swegle <cswegle@sequimwa.gov>, "Smith, Julie" <julie.smith@clallamcountywa.gov>, Travis Simmons <tsimmons@sequimwa.gov>

Jeffrey,

Sounds good. Thank you.

Joel Dressel, CBO
Building Official / Fire Marshal
360.912.1712 *jdressel@sequimwa.gov*
CITY OF SEQUIM

From: Jeffrey Bruton <jbruton@gmbusa.com>
Sent: Tuesday, August 23, 2022 10:35 AM
To: Joel Dressel <jdressel@sequimwa.gov>
Cc: Cindy Swegle <cswegle@sequimwa.gov>; Smith, Julie <julie.smith@clallamcountywa.gov>; Travis Simmons <tsimmons@sequimwa.gov>
Subject: RE: Proposed Street Names for New Sequim Subdivision

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Hello Joel,

Thank you for the quick reply and confirmation of the two names that are useable.

We chose to use Carpe Diem Place, so the street names in our new Effie Estates development will be:

Effie Lane (East/West street)
Carpe Diem Place (North/South street)

Thank again!

Kind regards,
Jeffrey Bruton
GMB USA Limited
360-912-5582

-----Original Message-----
From: Joel Dressel <jdressel@sequimwa.gov>
To: Jeffrey Bruton <jbruton@gmbusa.com>
Cc: Cindy Swegle <cswegle@sequimwa.gov>, "Smith, Julie" <julie.smith@clallamcountywa.gov>
Sent: Mon, 22 Aug 2022 2:17 PM
Subject: RE: Proposed Street Names for New Sequim Subdivision

Good afternoon,

Glenn Moore Place will not work as there are already numerous Glen(n) names.

Both Estelle Place and Carpe Diem Place are available and either will work.

Regards,

Joel Dressel, CBO
Building Official / Fire Marshal
360.912.1712 jdressel@sequimwa.gov

-----Original Message-----
From: Jeffrey Bruton <jbruton@gmbusa.com>
Sent: Sunday, August 21, 2022 1:42 PM
To: Joel Dressel <jdressel@sequimwa.gov>
Cc: Cindy Swegle <cswegle@sequimwa.gov>; Smith, Julie <julie.smith@clallamcountywa.gov>
Subject: Re: Proposed Street Names for New Sequim Subdivision

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Hello Joel,

Thank you for the mail and info.

Good to know Effie Lane will work.

The proposed replacement names, in order of preference, for Glenn Place are:

1. Glenn Moore Place
2. Estelle Place
3. Carpe Diem Place

Look forward to hearing from you.

Kind regards,
Jeffrey Bruton
GMB USA Limited
360-912-5582

On 8/11/22 3:33 PM, Joel Dressel wrote:
> Good afternoon Jeffrey,
>
> I received confirmation from PenCom. Effie Lane will be fine, but Glenn Place will not work. You may wish to have a few name alternatives to send me all at once and I will let you know which may work.
>
> Regards,

>
> Joel Dressel, CBO
> Building Official / Fire Marshal
> 360.912.1712 jdressel@sequimwa.gov
>
>
>
>
> -----Original Message-----
> From: Jeffrey Bruton <jbruton@gmbusa.com>
> Sent: Thursday, August 11, 2022 12:31 PM
> To: Joel Dressel <jdressel@sequimwa.gov>
> Cc: Cindy Swegle <cswegle@sequimwa.gov>; Smith, Julie
> <julie.smith@clallamcountywa.gov>
> Subject: Re: Proposed Street Names for New Sequim Subdivision
>
> 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 Joel,
>
> First off I would be grateful if you would address me as Jeffrey. If you prefer to be addressed more formally please definitely let me know.
>
> Thank you for your mail and information.
>
> I look forward to hearing back from you and when you get a definitive response from PenCon.
>
> Thanks again and kind regards,
> Jeffrey Bruton
> GMB USA Limited
> 360-912-5582
>
>
> On 8/4/22 9:29 AM, Joel Dressel wrote:
>> Good morning,
>>
>> Thank you, Julie.
>>
>> Mr. Bruton, our Sequim Municipal Code 17.32.190, states that approval shall be by the public works, fire, and police departments. This is the City of Sequim Public Works, Clallam Fire District #3, and Sequim Police. In practice, I am the one at the City of Sequim that approves the proposed street names (in City of Sequim) by checking Clallam County street names, City of Sequim's road database, and confirming with Peninsula Communications (PenCom 911, which covers all emergency services) to ensure clarity and prevent any type of duplication.
>>
>> I have contacted PenCom 911 to verify both names. Currently, it appears that Effie Lane will work, but Glenn Place will not be allowed due to similarities with existing street names. I am out of the office this Friday through Tuesday and will give you confirmation next week when I hear back from PenCom 911.
>>
>> Regards,
>>
>> Joel Dressel, CBO
>> Building Official / Fire Marshal

>> 360.912.1712 jdressel@sequimwa.gov
>>
>>
>>
>>
>> -----Original Message-----
>> From: Smith, Julie <julie.smith@clallamcountywa.gov>
>> Sent: Thursday, August 4, 2022 8:29 AM
>> To: Jeffrey Bruton <jbruton@gmbusa.com>
>> Cc: Cindy Swegle <cswegle@sequimwa.gov>; Joel Dressel
>> <jdressel@sequimwa.gov>
>> Subject: RE: Proposed Street Names for New Sequim Subdivision
>>
>> 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.
>>
>> Good morning Mr. Bruton,
>> Effie Lane is not is the road data base and would be fine with Clallam County. Glenn Place is a name the fire district or mail carriers might have an issue with because there are 5 roads that start with Glen and 2 of those are in Sequim. Both names are available. Clallam County does not regulate what happens in the city limits. When an proposed road name application comes in from applicant, Clallam County checks for duplicates and fax the Fire Department and Post Office. Both have 10 days to respond. In the city limits, you would need to verify with the Sequim Fire District (fax 360-683-6834) and Sequim Post Office (651-456-6257). Sorry, fax numbers are all I have, but the City of Sequim should be able to help you with an email address or phone numbers for these agencies. I would think the city would need confirmation they were notified, but not sure of their process. I hope this helps.
>> Thank you,
>> Julie
>>
>> My email address has changed! It is julie.smith@clallamcountywa.gov
>>
>> Julie Smith
>> Administrative Specialist IV
>> 360-417-2379
>> Clallam County Public Works/Road Department
>> 223 E. 4th St. Suite 6
>> Port Angeles, WA 98362
>>
>>
>>
>> -----Original Message-----
>> From: Jeffrey Bruton <jbruton@gmbusa.com>
>> Sent: Wednesday, August 3, 2022 4:26 PM
>> To: Smith, Julie <julie.smith@clallamcountywa.gov>
>> Subject: Proposed Street Names for New Sequim Subdivision
>>
>> Hi Julie,
>>
>> Good to speak with you on the phone just now.
>>
>> As mentioned, we are doing a small (15 lots) new subdivision in downtown Sequim. As part of city staff's review of our application they state:
>>
>> "Provide written approval of proposed street names from Clallam County, public works, fire and police

departments to prevent duplication and facilitate efficient emergency response. [SMC17.32.180(C)]"
>>
>> The two roads in the subdivision have proposed names of:
>>
>> Effie Lane
>> Glenn Place
>>
>> Can you please provide written approval from the county on these two road names?
>>
>> Can you also please provide some guidance on getting this approval from from fire and police? Possibly who to contact there?
>>
>> Thank you and I look forward to hearing from you!
>>
>> Kind regards,
>> Jeffrey Bruton
>> GMB USA Limited
>> 360-912-5582

Subject: RE: Meeting Recap
From: Don Ctibor <dctibor@sequimwa.gov>
Date: 8/31/22, 6:59 AM
To: Jeffrey Bruton <jbruton@gmbusa.com>, Steve Lachnicht <slachnicht@sequimwa.gov>, Shawnie Peters <speters@sequimwa.gov>, Travis Simmons <tsimmons@sequimwa.gov>
CC: Seth Rodman <seth@zenovic.net>

Hi Jeffrey,

Thank you for responding so quickly. I only have a few additional notes to add:

1. Alley is no longer an alley, and is now instead an A) access easement and B) utility easement. For simplicity sake both easements are 20' wide and in the same position that the alley formerly occupied. Access easement will be dedicated to the lot owners of lots 10 through 15, and the utility easement will be dedicated to the city. Sewer line now shown in the alley will remain in this easement.
Some portion of the access easement must be paved with either pervious or non-pervious asphalt or concrete, and I intend that the paved width will remain at 16' total.
Access easement use and maintenance section will be added to proposed CC&R's doc. (Please add note as "Driveway")

2. S 7th Half Width will be upgraded to current Street Engineering doc
2021 (Fig 4-03) standard for a Collector Street using the Alt Bike Lane option, including current required spacing for street lighting and trees (Fig 4-00).
This is no change from the submitted prelim plat plan and existing sidewalk will be removed as part of this process.

3. W Hemlock Street Half Width will remain as the sidewalk, planting strip, and rolled curb currently exist, and street lighting and trees will be added to those existing to bring the spacing up to current Street Engineering doc 2021 (Fig 4-00) standard for a Local Street. (Please ensure that sidewalk is ADA compliant width)

4. Connection to water main on the East corner of the property (Staff Review Comment PW8) will not be required due to the existing looped design of the property to the East (care facility), and the looped water design of the proposed project.

5. Sidewalk at the corner of S 7th Ave and W Hemlock Street will be made ADA compliant by installing two “Type Single Direction A“ single direction curb ramps (Figure 4-26 Street Engineering Standards- 2021).

Thank you again for taking the time to meet with staff and resolve the remaining issues.

Best of luck with the project and feel free to call if you hit any hurdles the city can assist with.

Don Ctibor, PE
Public Works Deputy Director / City Engineer
Office: 360-582-2474
Cell: 360-460-7227
dctibor@sequimwa.gov

-----Original Message-----
From: Jeffrey Bruton <jbruton@gmbusa.com>
Sent: Monday, August 29, 2022 4:50 PM
To: Don Ctibor <dctibor@sequimwa.gov>; Steve Lachnicht <slachnicht@sequimwa.gov>; Shawnie Peters <speters@sequimwa.gov>; Travis Simmons <tsimmons@sequimwa.gov>
Cc: Seth Rodman <seth@zenovic.net>
Subject: Meeting Recap

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 Don, Steve, Shawnie, and Travis,

Wonderful to see you all today at our 2:30pm meeting. Thank you all for taking the time, and for your input and allowances. I really appreciate them!

Major agreed points today as I heard them are:

1. Alley is no longer an alley, and is now instead an A) access easement and B) utility easement. For simplicity sake both easements are 20' wide and in the same position that the alley formerly occupied. Access easement will be dedicated to the lot owners of lots 10 through 15, and the utility easement will be dedicated to the city. Sewer line now shown in the alley will remain in this easement.
Some portion of the access easement must be paved with either pervious or non-pervious asphalt or concrete, and I intend that the paved width will remain at 16' total.
Access easement use and maintenance section will be added to proposed CC&R's doc.

2. S 7th Half Width will be upgraded to current Street Engineering doc
2021 (Fig 4-03) standard for a Collector Street using the Alt Bike Lane option, including current required spacing for street lighting and trees (Fig 4-00).
This is no change from the submitted prelim plat plan and existing sidewalk will be removed as part of this process.

3. W Hemlock Street Half Width will remain as the sidewalk, planting strip, and rolled curb currently exist, and street lighting and trees will be added to those existing to bring the spacing up to current Street Engineering doc 2021 (Fig 4-00) standard for a Local Street.

4. Connection to water main on the East corner of the property (Staff Review Comment PW8) will not be required due to the existing looped design of the property to the East (care facility), and the looped water design of the proposed project.

5. Sidewalk at the corner of S 7th Ave and W Hemlock Street will be made ADA compliant by installing two “Type Single Direction A“ single direction curb ramps (Figure 4-26 Street Engineering Standards- 2021).

As mentioned, we will address the other "non-SC" review letter staff comments in our response doc, which will be submitted as soon as possible with a revised prelim plat plan and other supporting documents.

Don, please reply to this mail as soon as possible letting me know I understand the above items correctly, or pointing out any where I am off base.

Thank you all again and I look forward to hearing from you!

Kind regards,
Jeffrey Bruton
GMB USA Limited
360-912-5582