

**CITY OF PORT TOWNSEND
RESPONSIBLE OFFICIAL'S AMENDMENTS TO THE ENVIRONMENTAL CHECKLIST
AND THRESHOLD DETERMINATION**

Description: Madrona Ridge is a 167-lot detached single-family development of 34.4-acres lying west of Rainier Street, north of the Discovery Road roundabout and undeveloped 15th Street. The project site also includes nearly 5.5-acres lying east of Rainier Street and north of 15th Street. Aside from roughly one (1) acre planned for one of project's four (4) planned stormwater facilities, the area east of Rainier St. will be preserved as open space.

New lots will be served by a network of public and private roads. The new internal public street network provides future connections to lands west and south of Madrona Ridge. As the future principal arterial serving the site, Rainier Street is shown with additional right-of-way dedication and improvements on both sides of the project boundary (i.e., from 15th St. to the northern project limits). Off-site, Rainier St. from 12th St. would also receive hard surfaced, city standard improvements.

Several confirmed wetlands exist both on and off-site. On-site wetlands are shown in the project as modified but retained as open space through use of buffer averaging.

File Reference: LUP21-067, SEPA with associated files as follows:

- LUP21-064, Preliminary Plat/Plat Vacation
- LUP21-066, Planned Unit Development; and,
- LUP21-068, Critical Area Permit

Applicant: Montebland Management LLC
400 NW Gilman Blvd 32781
Issaquah, WA 98027

Agent: John Everett, ESM Consulting
33400 8th Ave. S., Ste. 205
Federal Way, WA 98003

Location/Legal Description: The site has several properties both west and east of Rainier St., north of the Discovery Rd. roundabout. West of Rainier St. and north of unopened 15th St. are three (3) previously unplatted Jefferson County tax parcels (001-091-002 (20.73 acres), 001-092-005 (6.27-acres) and 001-092-006 (7.4 -acres)). These properties contain one (1) existing single-family residence addressed as 1601 Rainier St. East of Rainier St. and north of unopened 15th St. are Blocks 2 and 3 of the Motorline Addition. This area is vacant and totals roughly 11 acres (minus the alley and street ROW's proposed for vacation). Jefferson County tax parcels for this portion of the site are 973-800-201 and 973-800-301. Complete legal descriptions for the site are in the project file available at the City's Development Services Department.

Lead Agency: City of Port Townsend, Development Services Department.

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment, so long as certain mitigation measures are adhered to. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.

SEPA MDNS
Madrona Ridge PUD
LUP21-067

This MDNS is issued under 197-11-350; the lead agency will not act on this proposal for 15 days from the date below. Comments or a written statement appealing the threshold determination must be filed with the Development Services Department by 4:00 p.m., February 3, 2022

Contact & Responsible Official:

Judy Surber, Interim Director DSD (Planning)
Development Services Department
250 Madison Street, Suite 3
Port Townsend, WA 98368
(360) 344-3041

Signature:



Judy Surber, Interim Director DSD (Planning)
City of Port Townsend

Date: January 19, 2022

Appeal Deadline: February 3, 2022

TO: All Permit and Review Authorities

ENVIRONMENTAL RECORD

SEPA review consisted of analysis based on the following documents included in the environmental record.

DOCUMENTS/ REFERENCES:

- Exhibit A: Annotated Environmental Checklist, dated August 18, 2021
- Exhibit B: Planned Unit Development (PUD) Project Narrative(s), dated August 18, 2021
- Exhibit C: Preliminary Plat/Plat Vacation, PUD and Critical Area application forms, dated August 18, 2021.
- Exhibit D: *Revised* Preliminary Plat/Plat Vacation & PUD plans, including Road, Clearing & Grading, Utility (including stormwater), Non-Motorized and Landscaping elements, dated December 23, 2021.
- Exhibit E: *Revised* Critical Area Report Supplement and Buffer Averaging Plan, dated Dec. 23, 2021. Note: The Report Supplement by Wetland Resources Inc. incorporates a May 2021 study by Loggy Soil and Wetland Consulting.
- Exhibit F: Preliminary Stormwater Drainage Report, dated August 18, 2021
- Exhibit G: Preliminary Tree Conservation Plan, dated August 18, 2021
- Exhibit H: Geotechnical Report, dated August 18, 2021.
- Exhibit I: *Notice of Application(s) and Pending SEPA Determination*, dated November 2, 2021
- Exhibit J: Public comment letters (11) received to date

City of Port Townsend, Engineering Design Standards (1997) including the Non-Motorized

Transportation Plan (1998)

City of Port Townsend, Zoning Ordinance - Title 17 (amended April, 1997)

City of Port Townsend, Comprehensive Plan (1996)

City of Port Townsend, Land Division Ordinance – Title 18 (amended April, 1997)

City of Port Townsend, Tree Conservation Ordinance (2003)

Project information is available for review on the City's Development Services Department web page at <https://cityofpt.us/development-services/page/land-use-projects-under-review>. Due to COVID-19 protocols, in person viewing of files requires an appointment by contacting one of our Permit Technicians (360) 379-5095. The files are in Port Townsend City Hall at 250 Madison Street, Suite 3. Appointments can be arranged between the hours of 9:00 AM to 4:00 PM Monday through Friday.

I. PROPOSAL DESCRIPTION

Madrona Ridge is a 167-lot detached single-family development of 34.4-acres lying west of Rainier Street, north of the Discovery Road roundabout and undeveloped 15th Street. The project site also includes nearly 11-acres lying east of Rainier Street and north of 15th Street. Aside from roughly one (1) acre planned for one of project's four (4) planned stormwater facilities, the area east of Rainier St. will be preserved as open space.

A series of new internal roads with 50' and 40' wide rights-of-way (ROW) will provide vehicular access and utility service to most of the individual lots. Some private roadways to groups of lots are also proposed. The internal public street network provides future connections to lands lying west and south of Madrona Ridge. Rainier Street, as the future principal arterial serving the site, is shown with additional right-of-way dedication and improvements along both sides of the project boundary.

Several confirmed wetlands exist both on and off-site. On-site wetlands are shown in the project as open space through use of buffer averaging.

II. PUBLIC COMMENT

Several written public comments responded to the *Notice of Application & Pending Threshold SEPA Determination* issued for Madrona Ridge (Ex. J). Of those received (Ex. J), two (2) are from government or Tribal agencies. The Tribal letter (Jamestown S'Klallam) did not express any concern over the project. The Olympic Region Clean Air Agency (ORCAA) response reminded all that asbestos survey and remediation may be required for demolition of any existing on-site structures.

Nine (9) private citizens submitted comments on the project covering a variety of topics. Most asked about impacts from the loss of open space/wildlife habitat. Other comments asked about options for ensuring housing affordability, excessive on-site parking, increased traffic, exterior

lighting impacts and long-term maintenance access to one of the project's storm pond/open spaces (i.e., Tract 1). One letter did express overall project support but wished to clarify the listed "dedication" of their adjacent land as park space is not part of the Madrona Ridge proposal. There were also concerns raised about planting of a specific plant species in the proposed landscaping plan.

Concerns over project density/housing design, lighting, landscaping, stormwater and on-site parking are either addressed by this SEPA Threshold Determination or will be to the extent allowable through the subsequent Plat/Plat Vacation and Planned Unit Development (PUD) review process.

Concerns about asbestos remediation will be address as part of the City's normal demolition permitting process.

III. PERMITS/APPROVALS REQUIRED PRIOR TO CONSTRUCTION:

For preliminary approval

- Preliminary Plat/Plat Vacation and Planned Unit Development (PUD) approval
- Critical Area Permit approval using Wetland Buffer Averaging
- Street & Utility Development Permit (for the Plat/PUD infrastructure construction)
- Clearing & Grading Permit (if sought separately from another associated permit i.e., Street and Utility Development Permit and/or building permit)

For final approval

- Final Landscape, Tree Conservation, and Non-Motorized Transportation Plan Approval
- Final Plat/Plat Vacation and PUD approval (with a closed-record hearing before City Council)
- Street Improvement Permits (for connection to public utilities as each lot is developed)
- Building Permits (for each structure as it is developed)

IV. RESPONSIBLE OFFICIAL'S AMENDMENTS TO CHECKLIST ITEMS

The Applicant's environmental checklist is incorporated by reference. The following discussion is intended to address potential environmental impacts not addressed by the environmental checklist.

A. EARTH

The SEPA checklist concerning Earth, along with the Applicant's supplemental materials (Ex. D & H) are adequate to conduct environmental review.

Aside from areas in the property's southwest corner - which are being preserved as open space - the site is relatively level. No development is proposed near any slopes that exceed 15%. Earth at the site will be disturbed through roadway, utility, and building construction activities. Most of the site is currently vegetated with grasses, scattered second and third growth trees and associated shrub understory.

The submitted Geo-Technical report (Ex. H) contains various recommendations for future Earth moving and foundation construction. As a SEPA mitigation, the recommendations of Ex. H must be adhered to during both the infrastructure and future home construction.

Cut-and-fill activities on site for roadway and utility construction will involve several thousand yards. As vegetation is removed and the lots are built out, approximately 37% of the overall site will be covered with impervious surfaces. Public Works engineering staff indicates information with the SEPA checklist is acceptable for continuing with the preliminary Plat/Plat Vacation and PUD process. However, additional information (particularly as it relates to erosion control measures) will be necessary for permitting after the Preliminary Plat/Plat Vacation and PUD permitting phase.

In accordance with the City's adopted Engineering Design Standards (EDS), temporary erosion and sedimentation control measures utilizing Best Management Practices (BMP's) will be applied during construction. By implementing measures outlined in the Applicant's geo-technical report and following the City's EDS measures concerning erosion control, no significant impacts to Earth are anticipated.

B. AIR

The SEPA checklist description concerning Air is adequate for conducting environmental review. During construction, emissions from heavy equipment and vehicles associated with the development will be created. In accordance with the City's Engineering Design Standards (EDS), water shall be applied as a suppressant should dust become a problem during the grading activities. Vehicle idling will be minimized.

Upon project completion & occupancy, automotive traffic to and from the completed homes will generate on-going exhaust emissions. Per the Applicant's response to the section on Energy and Natural Resources, electricity will be used as the primary energy source for future homes within the development; however, other sources -such as propane and solar -may also be available. Solid fuel burning devices (i.e., fireplaces) may not be used as a sole source of heating.

If EDS measures concerning water suppressant and vehicle conditions are adhered to during construction, no adverse impacts to Air are anticipated and no additional mitigation measures are necessary. Long-term air emissions resulting from the project are not expected to create significant adverse environmental impacts that were not anticipated by the City's adopted Comprehensive Plan.

C. WATER

The environmental checklist, with its supplemental plans and technical reports addressing stormwater (Ex. D and F), is adequate for purposes of this SEPA review. No surface water exists on

the site that qualifies as a regulated wetland or stream.

Stormwater Runoff

The submittal includes a preliminary engineered drainage plan and report (Ex. D & F). In general, the Madrona Ridge stormwater design includes three (3) on-site storm ponds to address home and internal road runoff. Home sites will need to address runoff on-site to the extent possible before dispersing to the internal road network and the constructed storm ponds.

A fourth storm pond (see Ex. B, Tract D/Storm Pond 4) is planned east of Rainier St. and north of 15th St. to accommodate public street runoff. The Applicant intends to dedicate Tract D to the City as it only addresses public street runoff and is not associated with any of the resulting homes. A final determination on the dedication area associated with Tract D will be made as part of the Preliminary Plat/Plat Vacation and PUD process. Public Works engineering staff has agreed that Rainier Street runoff between 15th and 12th Streets can be accomplished via swales adjacent to the roadway.

Public Works staff have reviewed the submitted stormwater documents and indicate they are acceptable for continuing with the Preliminary Plat/Plat Vacation and PUD process. Aside from the potential public dedication of Tract D, Madrona Ridge residents will be jointly and severally responsible for on-going maintenance of the other 3 on-site stormwater management facilities. Through the PUD review and approval process, stormwater maintenance obligations will be specified and ensured via a PUD Agreement between the parties (i.e., the City and the Applicant). Via standard permitting review and approval via the EDS, no adverse impacts to Water (including stormwater) are anticipated and no mitigation measures are deemed necessary.

Wetlands

Four (4) regulated wetlands encumber the site. Buffer averaging at each is part of the Applicant's consolidated request (Ex. C, D & E). The Applicant's qualified wetland consultant (see Ex. E) has concluded no net loss in functions and values for any of the 4 wetlands will result from Madrona Ridge. Further analysis of the associated Critical Area permit, consistent with Port Townsend Municipal Code (PTMC) 9.05, will be done in staff's recommendation to the Hearing Examiner.

D. PLANTS

The environmental checklist regarding Plants is adequate to conduct SEPA review. No threatened or endangered plant species have been observed on the site and none are shown on the City's adopted Critical Area maps.

Preparation and submittal of a preliminary Tree Conservation Plan (TCP) was done for a previous proposal at this site. The City has accepted this TCP for initial use as part of the Applicant's new preliminary Plat/Plat Vacation and PUD request (Ex. G). The Applicant will need to revise the

referenced TCP prior to Plat/Plat Vacation and PUD approval to be consistent with adopted code.

Staff's recommendation to the Hearing Examiner on the Preliminary Plat/Plat Vacation and PUD request will condition final project approval with respect to Plants and Tree Conservation. This will include measures for project consistency with street landscaping, PUD buffering, the City's Critical Areas and Tree Conservation codes (PTMC 19.05 & 19.06, respectively). A notation on the face of the final Plat/Plat Vacation map will provide future purchasers with reference to the resulting Tree Conservation/landscaping requirements.

No adverse environmental impacts related to Plants have been identified & no mitigation measures are necessary.

E. ANIMALS

The submitted environmental checklist and supplemental reports regarding Animals is adequate to conduct SEPA review (Ex. E). Port Townsend is home to a wide array of wildlife, including migratory waterfowl of the Pacific Flyway; however, no adverse impacts to protected wildlife species have been identified or are anticipated. No threatened or endangered species are mapped on the City's Critical Area system and none have been observed on or near the site.

Areas disturbed by construction will be partially restored for wildlife use through implementation of a Tree Conservation and/or street landscaping plan (Ex. D & G). Overall, the project requires a prescriptive wetland buffer area of 28,049 sq. ft. Through the documented wetland buffer averaging being proposed, an additional 2,058 sq. ft. of additional wetland buffer will be added. In all, Madrona Ridge will set aside more than 13-acres of open space. No adverse environmental impacts related to Animals have been identified & no mitigation measures are necessary.

F. ENERGY & NATURAL RESOURCES

The SEPA checklist regarding Energy & Natural Resources is adequate to conduct environmental review. The checklist states electricity will be the primary source of energy for future residences within the development. The project will not affect the potential use of solar energy by adjacent properties. Propane use may also be available, subject to compliance with applicable building codes.

Consistent with the City's Engineering Design Standards (EDS), the extension of electrical power, cable TV, and telephone service to the development will be placed underground wherever possible. These utility extensions will be addressed as part of the subsequent Street and Utility Development (SDP) permit needed for the Plat's infrastructure.

No adverse environmental impacts related to Energy & Natural Resources have been identified and no mitigation measures are necessary.

G. ENVIRONMENTAL HEALTH

The environmental checklist description regarding Environmental Health is adequate to conduct SEPA review. Construction and traffic control measures consistent with the City's Engineering Design Standards (EDS) will be employed throughout the construction project.

If the City's EDS measures concerning Environmental Health are followed, no adverse impacts are anticipated, and no mitigation measures are necessary.

H. NOISE

The checklist description with regards to Noise is adequate to conduct environmental review.

During construction, surrounding properties would be subject to moderate increases in traffic and heavy equipment noise. Consistent with the City's Engineering Design Standards (EDS), the hours of construction are limited to between 7 a.m. and 6 p.m. Monday through Friday and prohibited on weekends and national holidays. Under special circumstances, and if requested in advance, the DSD Director may grant exceptions to these construction hour limits. All construction equipment is required to have mufflers

Future home occupancies are not anticipated to generate noise impacts that exceed the City's adopted noise regulations (PTMC 9.09).

If the City's EDS time limitations and noise reduction measures are followed during project construction, no adverse impacts concerning noise are anticipated and no mitigation measures are necessary.

I. LAND AND SHORELINE USE

The SEPA checklist response on Land and Shoreline Use is adequate for purposes of environmental review. The proposal lies outside of any regulated shoreline water body. The associated Critical Area permit will address the proposed modifications to wetland buffers

The three (3) principal properties lying west of Rainier St. (34.4 acres) where residential development is proposed are divided between two different residential zoning designations – the R-II (Medium Density Single-Family) and R-III (Medium Density Multi-Family) districts. Details on both districts, including their respective intent, prescriptive bulk and scale standards (including Daylight Plane) and allowed density, are available on the City's web site:

<https://www.codepublishing.com/WA/PortTownsend/#!/PortTownsend17/PortTownsend1716.html#17.16>

The 5.5-acres lying east of Rainier is zoned R-II but is largely encumbered by wetland and/or wetland buffer. This area is included in the City's Comprehensive Plan as a potential open space

area.

Planned Unit Development (PTMC 17.32): Based on the submitted materials, Madrona Ridge is designed as a single-phase Full Subdivision (i.e., Plat/Plat Vacation) with a Planned Unit Development (PUD) overlay.

PUDs are defined as “*innovative residential developments*” that “*encourage imaginative design*” in exchange for modified densities, uses or development standards (such as narrower road standards, smaller lot sizes, reduced setbacks, etc.).

Several “techniques” for achieving an innovative design are identified in the PUD chapter, including: Clustered Housing, Bonus Density, Lot Area Averaging, Flexible Yards and Residential Types (see PTMC 17.32.060.B). Depending on the types of modification sought (bonus densities; commercial uses; modified development standards), there are approval basis specific to each.

Through the Planned Unit Development (PUD) process, Madrona Ridge proposes a variety of lot sizes (between 3,600 sq. ft. and 5,951 sq. ft.); however, the density proposed (167-lots) is still consistent with the land area available after rights-of-way are deducted. Also proposed for modification via the PUD process are standard R-II and R-III building setbacks (20’ in the front, 10’ in the rear and 5’ on each side yard except where abutting a right-of-way where it would remain 10’; See Ex. D).

Unlike most of Port Townsend, the Madrona Ridge property planned for residences was never formally platted into the “block and lot” subdivision pattern which predominates the City. The construction and ownership model envisioned by Madrona Ridge would generally continue that pattern.

All Plat/Plat Vacation & PUD requests are considered Type III applications pursuant to PTMC 20.10 – Land Use Development Procedures. For all Type III applications, DSD staff provides a recommendation on the matter to the City’s Hearing Examiner who issues a final decision following an open-record public hearing. Public testimony on the proposed PUD will be heard at this public hearing. At the same open-record hearing, the Hearing Examiner would rule on any appeal of this SEPA Threshold Determination. Any appeal of the Hearing Examiner’s decision on the PUD request (including further appeal of an Examiner’s decision regarding a SEPA appeal) are made via filing of a Land Use Petition Act suit in Jefferson County Superior Court.

J. HOUSING

The environmental checklist description regarding Housing is adequate for SEPA review. The site contains one detached single-family home and several detached accessory buildings which would be demolished as part of the completed project. 167 new single-family residences would ultimately be built.

No adverse impacts related to Housing have been identified and no mitigation measures are necessary.

K. AESTHETICS

The environmental checklist concerning Aesthetics is adequate for SEPA review. The checklist indicates materials typical of single-family residential construction will be used.

As no adverse environmental impacts related to Aesthetics have been identified, no specific mitigation measures regarding building aesthetics are warranted or necessary.

L. LIGHT AND GLARE

The checklist description of Light & Glare is adequate to conduct SEPA. Wall mounted lights are anticipated on the exterior walls of all structures as they are constructed. Streetlights installed will meet City of Port Townsend requirements. Overall, it is City practice to minimize street lighting except where needed for safety.

Given the residential PUD tied to this project, excessive or inappropriate exterior lighting could create an adverse impact for surrounding properties if not considered as part of this SEPA review. To minimize surrounding property impacts, the following mitigation measure on lighting is warranted:

- All exterior building mounted lights shall be hooded or shielded, flat lenses and pointed downward. The use of mercury vapor or halogen lighting on the exterior of any structure is prohibited. Revisions to the exterior lighting on any resulting dwelling may be required if the DSD Director determines that installed lighting fails to meet the above performance standards. These lighting restrictions shall be placed into the Planned Unit Development Agreement (PUDA) and any Restrictive Covenants, CC&R's or similar privately established agreements to ensure the exterior lighting limitations are provided to potential purchasers.

M. RECREATION

The checklist responses on Recreation are generally adequate to conduct SEPA review. Through the Planned Unit Development (PUD) process, long-term maintenance responsibilities for wetland, wetland buffer and open spaces together with all trails and/or pathways not improved to a hard surfaced City-approved standard will be established.

No existing formal or informal recreational facilities are eliminated by the Madrona Ridge development. The existing multi-use asphalt pathway east of Rainier Street will remain and/or be rebuilt. Further from the site are various public recreation opportunities such as Enfield Green (at the Pt. Townsend Business Park), the Larry Scott Trail system and others.

Madrona Ridge plans include several types of paths, walkways and open spaces which will connect future residences to the community and are generally consistent with the City's Non-Motorized Transportation Plan (NMTP).

Open spaces will be permanently preserved to satisfy PUD code requirements and will be clearly illustrated and/or defined as part of the Plat/Plat Vacation and PUD review process. The open spaces will, in general, be open to the public.

Staff recommendations on the requested street scape modifications can be left to the public hearing on the Planned Unit Development (PUD). But to mitigate for long term maintenance of the as-yet-undefined open spaces as well as the public pathway on the north, the following mitigation measure is necessary:

- The Applicant, through a subsequent Homeowners Association (HOA), is responsible for maintenance of all open spaces required through the PUD process as well as for all publicly accessible trails not improved to a City-adopted hard surfaced standard and located within a public dedication (i.e., right-of-way or public easement). The final PUD Agreement for Madrona Ridge must include language acknowledging this requirement together with adequate provisions governing their on-going maintenance. The form and content of these maintenance obligations shall be prepared by the Applicant and submitted to DSD for review and approval, in concert with the Public Works Department and the City Attorney. All public trails shall be signed consistent with the City's Non-Motorized Transportation Plan as part of the SDP approval process.

N. HISTORICAL AND CULTURAL RESOURCES

The SEPA checklist concerning Historical and Cultural Resources is adequate for purposes of environmental review. While no formally documented cultural or historic resources are known to exist on the property, the following mitigation measure is warranted to address inadvertent discoveries.

- If historic or cultural resources are discovered during clearing, grading, site excavation, or other construction activities, work shall be stopped immediately and the DSD Director and the State Historic Preservation Officer shall be contacted. Work could not resume until approval is obtained from the Development Services Department.

O. TRANSPORTATION

The SEPA checklist responses on Transportation are adequate to conduct environmental review.

Madrona Ridge will gain primary access from Rainer Street, north of the Discovery Road roundabout, near the unopened 16th St. right-of-way. In general, the Rainier Street corridor is

identified by the City as the main north-to -south route needed for Pt. Townsend's long-term transportation future. Based on the Discovery Road roundabout installation – and the Applicant's commitment to street infrastructure, the Public Works Director has waived the requirement for a Traffic Impact Analysis. There is no indication traffic volumes generated by this proposal would adversely impact Level of Service (LOS) on the connecting public facility (Discovery Road) or any of the nearby intersections so long as project roadways – including Rainier Street- are built to acceptable City standards.

Modifications sought by the Applicant to prescriptive City standards as part of the PUD process can be adequately reviewed and conditioned through those permitting procedures.

Vehicular Trips, Capacity and Level of Service

The City's Engineering Design Standards (EDS) reference the Institute of Transportation Engineering Trip Generation rates for various uses. For single-family dwellings, the average weekday trip generation rate is roughly 10 trips per day. Using this rate, the 167 dwelling units proposed at Madrona Ridge may generate 1,670 trips per day. Port Townsend typically has lower vehicular trip generation rates.

Rainier Street will be extended from 12th St. to the main project entrance (i.e., the 50' wide Madrona Boulevard) and beyond to the northern project boundary. Additional right-of-way along Rainier will be dedicated along with most of the internal project roadways. As constructed, Rainier Street will largely match the existing road section lying south of the Discovery Road roundabout. Internal residential side streets will be extended north and south from Madrona Boulevard as 40' wide rights-of-way. A series of private driveways will serve a total of 13 lots as shown on the submitted plans (Ex D). Where needed, emergency service turnarounds have been incorporated into the private driveway design.

Transit

Jefferson Transit makes regular stops on Rainier Street south of the Discovery Road roundabout. Jefferson Transit has been asked to comment on the Madrona Ridge project but no comments have yet been received.

Parking

No modification of off-street residential parking at Madrona Ridge is being sought. Prescriptively, two (2) on-site parking spaces are required for each new single-family dwelling. With a standard garage setback of 20', as many as 4 on-site parking spots per residence can be created. Under current city code, each Accessory Dwelling Unit (ADU) generates a need for one (1) additional parking space.

Transportation Summary

The SEPA Responsible Official finds that final decisions on the extent of modified development standards can be addressed as part of the PUD review process. The requested modifications do not, in and of themselves, constitute an adverse environmental impact that requires mitigation. The DSD Director, in coordination with the Public Works Director, will present a recommendation on these to the Hearing Examiner for deliberation at the open record public hearing.

G. PUBLIC SERVICES

The environmental checklist description concerning Public Services is adequate to conduct SEPA review. The project is not expected to generate increased need for public fire or police protection, health care or school services that were not anticipated during development of the City's adopted Comprehensive Plan.

The City's consulting fire and emergency services agency, East Jefferson Fire and Rescue (EJFR), will have continued opportunity to comment on Madrona Ridge project as part of this SEPA Threshold Determination, and the subsequent permitting steps (i.e., public hearing, SDP review and issuance, building permit review and issuance). As of this Threshold Determination issuance, no adverse impacts to Public Services have been identified and no additional mitigation measures are necessary.

H. UTILITIES

The environmental checklist description regarding Utilities is adequate to conduct SEPA review.

Service provisions for all City regulated utilities to each lot will be adequately addressed for compliance with the City's Engineering Design Standards (EDS) and the subsequent Street and Utility Development permit (SDP) review. Portions of the project may require pipe oversizing to comply with the City's adopted Water Service Plan.

Water

Water service to Madrona Ridge will be provided via new public and private system improvements. Consistent with the City's Water System Plan (WSP), portions the project's water infrastructure will include extension of a 10" diameter main line from the north end of the project to a point determined by the City Engineer during the preliminary Plat/Plat Vacation and PUD process. Other city mains within the project will be sized according to EDS standards. Any private service lines will be identified as part of the PUD process and addressed as part of the PUD Agreement.

Sewer

Sanitary sewer service is available to Madrona Ridge via an existing public main running north-to-south in Rainier Street. Individual dwelling units will be connected to this main via an engineered system of new public mains and private side sewer lines and clean-outs. Public mains will be located within street rights-of-way dedicated to the City. No additional public easements for sewer

are needed as part of the development. Any utility easements needed internally for the private sewer lines will be determined as part of the Plat/Plat Vacation and PUD process.

Stormwater

Analysis of the proposed means of addressing stormwater for this project was done previously in the section above under WATER.

**REQUIRED MITIGATION MEASURES FOR
Preliminary Plat/Plat Vacation and and Planned Unit Development for
Madrona Ridge**

FILE NO. LUP21-067, SEPA with associated project files as follows:

- LUP21-064, Preliminary Plat/Plat Vacation
- LUP21-066, Planned Unit Development; and,
- LUP21-068, Critical Area Permit

January 19, 2022

The environmental review indicates a probability of significant adverse environmental impacts from the proposal, which can be mitigated. The following measures are intended to mitigate those impacts as disclosed during SEPA review.

DURING CONSTRUCTION

1. All recommendations of the Applicant's geo-technical report (Ex. H) must be adhered to during both the infrastructure and future home construction phases. Staff's recommendation to the Hearing Examiner will specify those measures be included in the resulting Planned Unit Development (PUD) Agreement and any Restrictive Covenants, CC&R's or similar privately established agreements.
2. If historic or cultural resources are discovered during clearing, grading, site excavation, or other construction activities, work shall be stopped immediately and the DSD Director and the State Historic Preservation Officer shall be contacted. Work could not resume until approval is obtained from the Development Services Department.
3. All exterior building mounted lights shall be hooded or shielded, flat lenses and pointed downward. The use of mercury vapor or halogen lighting on the exterior of any structure is prohibited. Revisions to the exterior lighting on any resulting dwelling may be required if the DSD Director determines that installed lighting fails to meet the above performance standards. These lighting restrictions shall be placed into the PUD Agreement and any Restrictive Covenants, CC&R's or similar privately established agreements to ensure the exterior lighting limitations are provided to potential purchasers.

4. The Applicant, through a subsequent Homeowners Association (HOA), is responsible for maintenance of all open spaces required through the PUD process as well as for all publicly accessible trails not improved to a City-adopted hard surfaced standard and located within a public dedication (i.e., right-of-way or public easement). The final PUD Agreement for Madrona Ridge must include language acknowledging this requirement together with adequate provisions governing their on-going maintenance. The form and content of these maintenance obligations shall be prepared by the Applicant and submitted to DSD for review and approval, in concert with the Public Works Department and the City Attorney. All public trails shall be signed consistent with the City's Non-Motorized Transportation Plan as part of the SDP approval process.