

Exhibit S-4
Streetscape and Unit Plans, Carl J. Colson, September 7, 2005

ANDERSON FARMS
(This design subject to change)

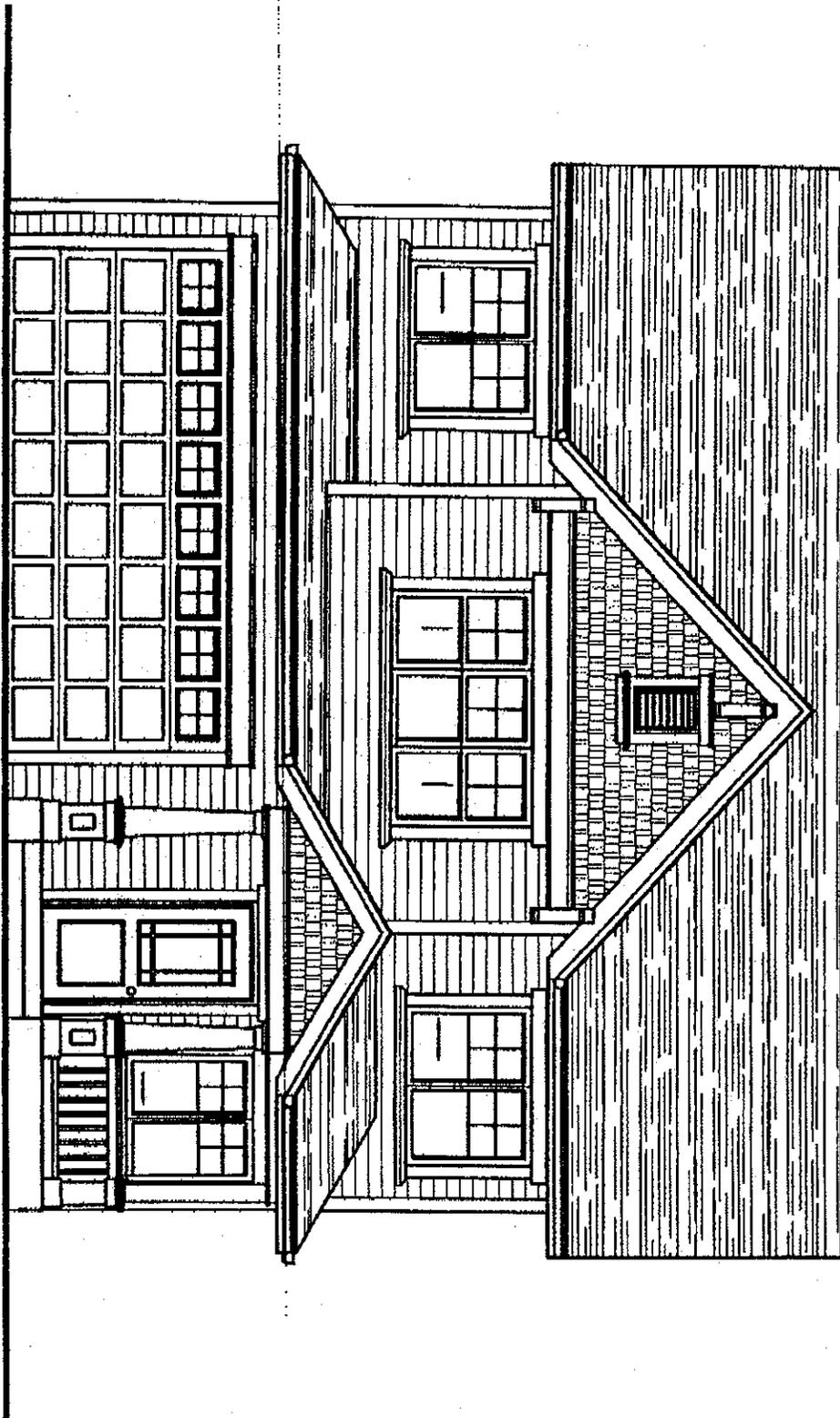
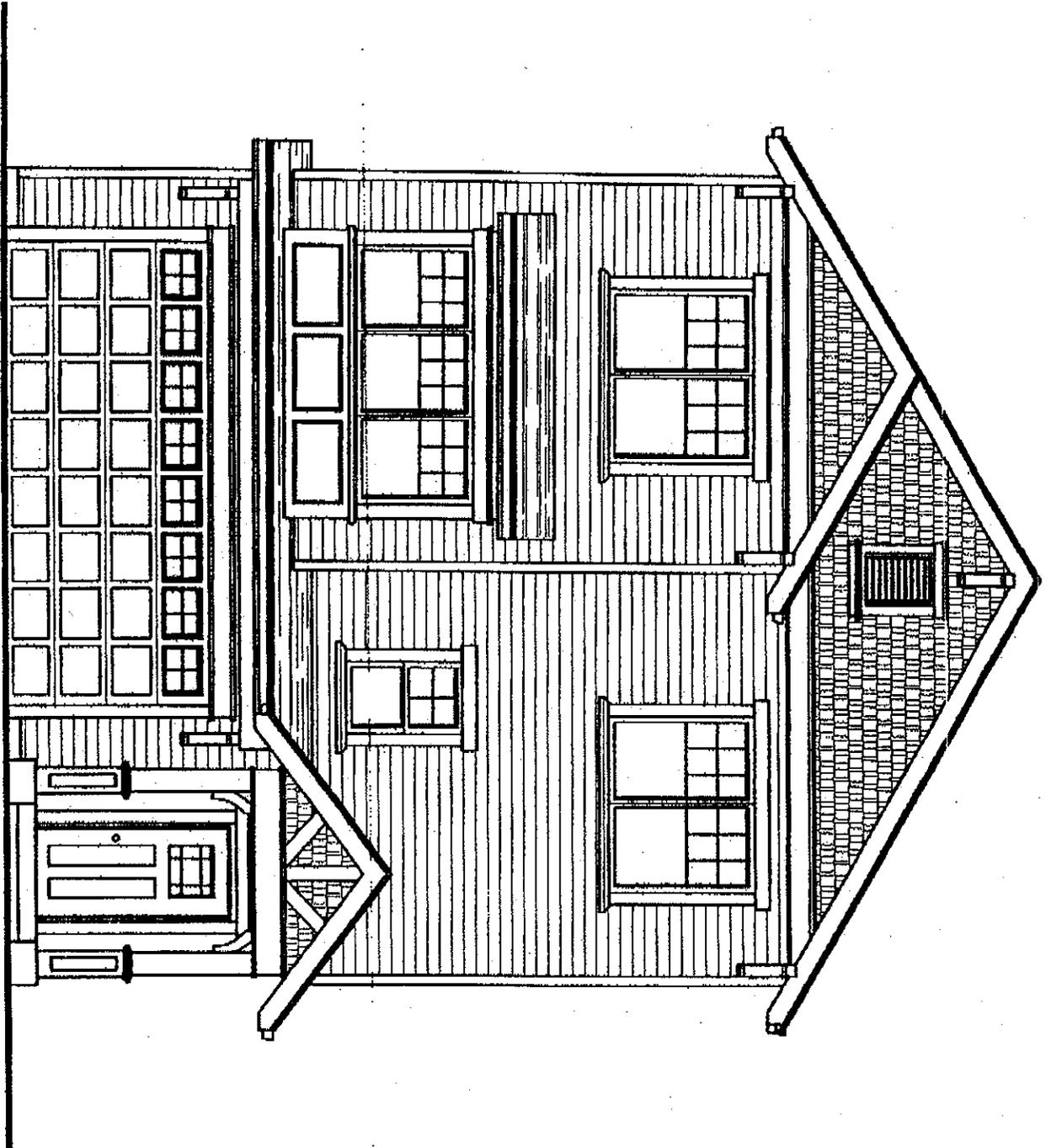
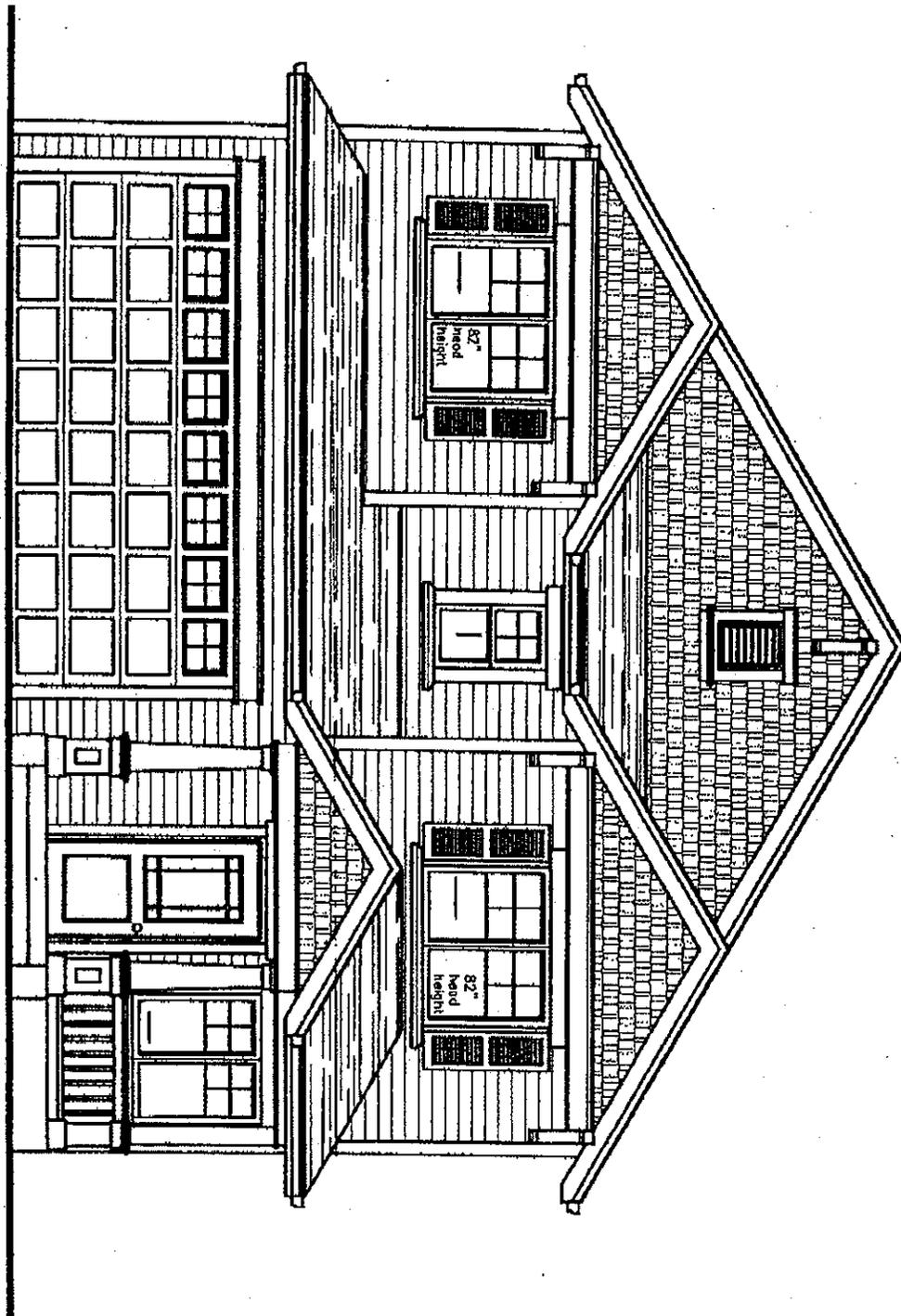


EXHIBIT S-4
(Full size plans separate)
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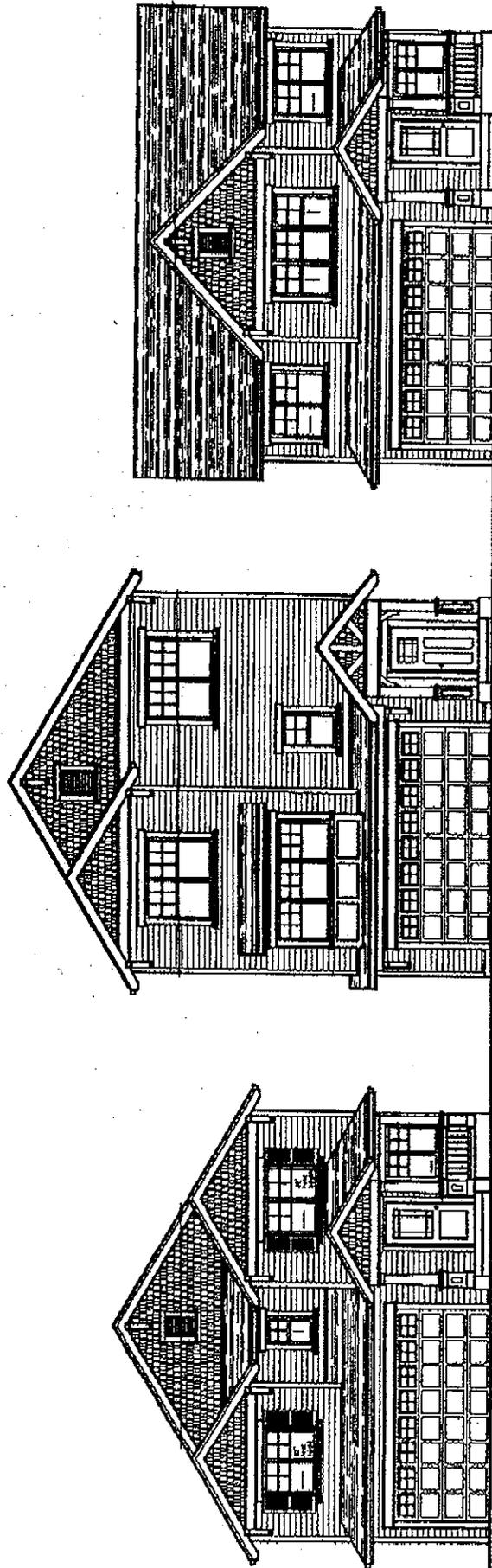


ANDERSON FARMS
(This design and building width
subject to change)



ANDERSON FARMS
(This design subject to change)

150



ANDERSON FARMS
(These designs and building width subject to change)

Exhibit S-5
Review of Traffic Impact Analysis for Proposed Anderson Farms Residential
Development, Geralyn Reinart, P.E., October 13, 2005

Geralyn Reinart, P.E.
1319 Dexter Avenue North, Suite 103
Seattle, WA. 98109
(206) 285-9035

Fax (206) 285-6345

Traffic & Transportation Engineering Services

RECEIVED

OCT 28 2005
CITY OF SULTAN
BUILDING DEPT.

MEMORANDUM

October 13, 2005

To: Rick Cisar, City Administrator/Planner
City of Sultan

From: Geri Reinart, P.E. *GR*

Subject: Review of Traffic Impact Analysis for Proposed Anderson Farms
Residential Development

The purpose of this memorandum is to summarize my review and comments of the traffic impact analysis prepared by Gibson Traffic Consultants for the proposed Anderson Farms subdivision. The project is located on the west side of Sultan Basin Road bordering both sides of 135th Street SE, and will consist of 36 single-family residential lots. An existing single-family residence is currently located on the property, resulting in a net increase of 35 new residences.

Included in this memorandum is my review of the technical analysis, its adequacy/accuracy, and an assessment of the likely impacts. Not included is a detailed review of information presented for Snohomish County use, since it is not needed for City review. The following summarizes my review:

- The traffic impact analysis was prepared by Gibson Traffic Consultants (GTC), who also prepared the analyses for two other nearby developments (Timber Ridge Estates and Denali Ridge). GTC has extensive experience in the preparation of similar reports, and is therefore well qualified to provide an adequate assessment of the impacts associated with the project.
- The overall methodologies and procedures used in the preparation of the report are acceptable and typical of traffic impact analyses prepared for developments of this type.

- The trip generation is standard information from the ITE Trip Generation manual (7th Edition) based on the net number of new residences. The project could be expected to generate approximately 335 new daily trips, and 35 new PM peak hour trips using the average trips rates. (This includes the deduction for the existing residence on the site.)
- The trip distribution used for the project trips was reasonable, with one exception. A small amount of traffic was distributed onto the future east-west connector through the industrial park. I did allow GTC to assign trips to this connector on the Denali Ridge and Timber Ridge Estates project, assuming that this project was more or less moving forward. However, based on our conversation last week, it appears that this roadway may be further from reality than previously believed. As such, the routing of traffic onto this route is not reasonable at the present time, and therefore those trips should be routed to SR-2. The consequence of this is a slightly higher contribution towards the SR-2/Sultan Basin Road project.
- Capacity analyses for the existing and future conditions were completed for the intersections of SR-2/Sultan Basin Road and SR-2/Main Street. Both of these intersections are controlled by stop signs on the minor legs. The intersection of SR-2/Sultan Basin Road has been extensively analyzed and the consultant's findings are consistent with prior analyses. The intersection of SR-2/Main Street is currently operating at level of service (LOS) "C" (almost "D") during the PM peak hour, and will drop to level of service "D" in the future without the project, and LOS "E" with the project. This analysis did **not** include the re-assignment of some of the left-turns from Main Street (associated with pipeline development) to the SR-2/5th Street intersection, as noted in the analysis for the Vodnick development. (The rationale for this reassignment is the use of the new signal installation that will provide motorists with a controlled gap in traffic along SR-2. Since this re-assignment was applied only to the pipeline trips, I allowed its use as a reasonable and practical re-assignment, especially for new households to the City.) The resultant analysis from Vodnick showed an LOS "D" condition for the intersection, and included the Anderson Farms trips (and trips from several other developments that are not yet approved). Based on the more recent analysis for Vodnick, I would consider the LOS "D" condition to be the basis for Anderson Farms development. The level of service "D" condition is typical along a highway such as SR-2 and I do not consider the level of service "D" condition for the side street movement to be unacceptable.

WSDOT usually considers LOS "D" acceptable in urban areas and the City has adopted a level of service "D" for SR-2, which would be the appropriate standard to use for the intersection, rather than the City's collector standard of level of service "B". However, please be advised that the stop-controlled movement is approaching level of service "E", and the City may need to consider allowing level of service "E" for this movement in the future, otherwise signalization will need to be considered.

- There were some typographical errors in the tables, turning movement summaries, text, and capacity analyses as follows: 1) The AM peak hour trips shown in Table 1 should state a total of 26 trips (not 25) with the outbound trips totaling 20 (not 19); this error is insignificant. 2) The dollar amounts shown in Table 5 have been modified per my review comments in subsequent sections. 3) A couple of minor errors were noted for the future volumes at SR-2/ Sultan Basin Road and SR-2/Cascade View Drive which carried over into the capacity analyses. These errors are not significant. Also, the SR-2/Sultan Basin Road intersection was analyzed as unsignalized (future condition) and should probably have been analyzed as signalized. 4) Page 2 of the text notes the wrong number of trips for the AM peak hour. This error is insignificant. Page 5 states the wrong number of trips through SR-2/5th Street. This error will increase the mitigation fee at this intersection.
- The analysis reviewed/estimated the ADT's along Sultan Basin Road and Main Street for the existing and future conditions. The volumes are below the City's LOS "B" threshold of 6200 ADT.
- The easterly access on the south side of the plat is located less than 100 feet from Sultan Basin Road. This access will serve less than 10 residences and will have a small number of trips (five) entering from 135th Street SE during the PM peak hour. It appears that this access could be moved 30 to 40 feet west by re-configuring the layout. If this is possible, this relocation would be desirable so that the possibility of intersection conflicts could be decreased.
- A sight distance analysis was completed for the project accesses. The entering and stopping sight distances were noted as greater than 500 feet for the intersections, which would be applicable for the sight distance requirements to and from the west. However, the site accesses are located less than 500 feet from the controlled intersection at Sultan Basin Road and essentially all westbound traffic on 135th Street SE will turn from Sultan Basin Road. As such, the typical sight distance requirements and measurements need to consider this.

Vehicle speeds (as they turn the corner) are much lower than the posted or design speed and visibility to Sultan Basin Road is the most important factor for sight distance. Due to the lack of any roadway curvature and the lower approach speed of the turning vehicles, entering and stopping sight distance for the westerly intersections is adequate. The easterly access is located less than 100 feet from Sultan Basin Road and therefore there are inherent limitations. Stopping sight distance for a 15-mph design speed is 80 feet, which is about the distance between the easterly access and Sultan Basin Road, and 115 feet for a 20-mph design speed. As noted earlier, it would be desirable to locate this access further to the east, if all possible so that additional stopping sight distance could be provided. (Entering sight distance cannot be met.)

- The Consultant has recommended payment of the City's mitigation fee plus a proportionate share of the SR-2/5th Street and the SR-2/Sultan Basin Road improvement costs. A mitigation fee of \$1837 per PM peak hour trip has been cited for a total of \$64,295. A peak hour fee of \$125.70 per trip has been noted for the SR-2/5th Street intersection, which would total \$2138.43 for the 17 trips through this intersection. A fee of \$27.71 per daily trip is noted for the SR-2/Sultan Basin Road intersection which would total \$8,811.78 for the 318 trips through the intersection (*note: this value was adjusted for an additional 33 trips per my prior comment regarding trip distribution*). These fees do not include any adjustment for the portion of anticipated tax revenues resulting from a development as noted in SMC 16.108.090, so the fee noted may need to be adjusted, if appropriate. The project may also need to be credited for frontage improvements along Sultan Basin Road if improvements along this roadway are part of the mitigation fee.
- The UDC section 16.108.090 notes the elements that should be included in a traffic study (for concurrency purposes). Some of the elements listed were not included in the GTC submittal; however, I do not believe that any of these elements would change the results of the analysis or conclusions. Specifically, a description and analysis of **all** impacted streets was not included (however, those City streets with the greatest impacts were included), figures of the current and future ADT's were not included (the volumes were noted in the text), and volume projections for 10 years into the future were not included. I do not believe that any of the above elements would change the results or conclusions, but did want to note these items in case you or other Staff required this information for your Staff report.
- Overall, the project would have a minor impact. Based on the

information provided and my prior knowledge of this area, the analysis has reasonably assessed the impact that could be expected from the project.

These are the comments that I have at this time based on the information provided. I assume that you will forward a copy of the analysis to WSDOT and Snohomish for their review. Please give me a call if you'd like to discuss these issues in greater detail or have any questions.

Exhibit S-6
Letter of Completeness, City of Sultan, October 11, 2005



City of Sultan

Mr. Jake Libaire
Higa Burkholder Associates
1721 Hewitt Ave, Suite 401
Everett, WA 98201

October 11, 2005

**Subject: File Number FPPUD05-003, Anderson Farm PUD
Parcel Numbers 280832-00101100, 280832-00100600**

Dear Mr. Libaire:

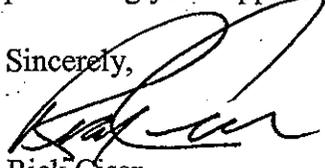
The City received the material submitted on September 15, 2005, in support of your Application for a 33-lot Planned Unit Development (PUD). Your Application is determined to be Complete in accordance with the submittal requirements identified in SMC 16.10.110. However, additional materials, as noted below, are needed prior to the Planning Department completing their review of the project and issuing a Staff Report and Recommendation.

- (1) Wetland H is shown as useable open space but the preliminary plans do not address how the wetland is useable. Please submit a revised plan identifying how Wetland H meets the definition of useable (SMC 16.10.140).
- (2) The preliminary plans show a permanent loss, or alteration, of wetlands on the site, which requires mitigation. The plans do not indicate how the altered wetlands will be replaced. In accordance with SMC 16.80.070, acreage must be replaced at a 1.5 to 1 ratio on-site or a 2 to 1 ratio off-site. A mitigation plan that shows how the wetlands will be replaced will be required in order for the City to render a decision.

The "Notice of Application" for this project will be issued on October 18, 2005. Mailing of the Notices of Application and posting of the subject property must be completed before that date. The Land Use Action signs for posting will be available on October 13, 2005. Please post two signs on each of the street frontages for the two properties. A copy of this Notice is attached for your records. Please contact Cyd Donk, Building Permit Assistant, at 360-793-2231 for detailed posting instructions.

In closing, please submit the requested information within two (2) weeks so we may continue processing your Application.

Sincerely,


Rick Cisar
City Planner

319 Main Street, Suite 200 – PO Box 1199 – Sultan, WA 98294-1199
City Hall (360) 793.2231 – Fax (360) 793.3344
cityhall@ci.sultan.wa.us
www.ci.sultan.wa.us

EXHIBIT

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Exhibit S-7

Memorandum, Jon R. Stack, PE, City Engineer, October 17, 2005

**Plat of Anderson Farms
Civil Plan Review
October 17, 2005
Jon R. Stack, P.E., City Engineer**

Streets:

- 1) None of the proposed street cross-sections meet City standards and are unacceptable.**
- 2) No cul-de-sacs for garbage truck turn-around are provided at any of the dead-end streets, which is unacceptable.**
- 3) The street structural section is not supported by the submitted soils report. The soils report must include a recommended structural section for the City's review or an outside expert will be retained at the developer's expense to develop a recommendation for same utilizing California Bearing Ratio test data or equivalent. Wheel rolling as an attempted means of developing design data is not acceptable since there is no standard test using rolling information.**
- 4) The full street section on 135th Street SE shall be constructed from Sultan Basin Road, easterly approximately 644 LF. Constructing only one-half of the easterly 207 LF creates a traffic safety hazard.**

Sanitary Sewer:

- 1) No profiles or sizing were submitted for review.**

Water System:

- 1) No water main sizing or looping was submitted for review.**

Storm Drainage

- 1) The storm drainage internal design appears adequate, however a down stream analysis of the drainage existing the site is required. (see page 3 of drainage report).**

Environmental Checklist

- 1) Page 3, B-1-e, grading and filling: Noted quantities are not supported by the grading plan.**
- 2) Page 3, B-1-h, erosion control: There is no mention of the Construction Stormwater Pollution Prevention Plan required under Volume II, Stormwater Manual for Western Washington, WA State Department of Ecology, February, 2005.**

EXHIBIT

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Lot Size

1) There are 33 proposed lots. Nine of which are less than 3,000 square feet, the smallest is 2,137. Twenty of the lots are less than 4,000 square feet. The City Council has a general guideline of 5,000 square feet as a minimum.

Exhibit S-8

Letter from Graham-Bunting requesting additional information, November 9, 2005

**Graham-Bunting Associates**

Environmental & Land Use Services

3643 Legg Road, Bow, WA 98232 Ph. 360.766.4441 Fx. 360.766.4443

November 9, 2005

Bill Railton
Wetland Resources
9505 19th Ave SE., Suite 106
Everett, WA 98208

RE: Anderson Farms Request for Additional Information

Dear Mr. Railton;

I am in the process of reviewing the Critical Area Study & Mitigation Plan for Anderson Farm PUD for 33 single-family lots in the City of Sultan. I will need additional information before I can complete my staff report.

- Page 3 of 4 of the Preliminary Plans indicates ditches on the southern parcel. Please provide information regarding your analysis of the ditches and supporting evidence as to why they are not regulated.
- It is unclear to me if you have chosen to apply your mitigation plan under 16.80.100 Innovative Development Design. 16.80.080 C states that Buffers may be altered only in conjunction with applications submitted under SMC 16.80.100. If you are submitting under 16.80.100 please address 16.80.100 Criteria for Approval. While your mitigation plan speaks to an increase in function of the wetland it is also important to address an increase in buffer functions.
- The "Paper Fill" buffer design needs to at least incorporate some of the existing buffer (upland areas). It appears that your proposal does not have any upland buffer in Wetland H next to lot 14. If this is the case please address how it will effect the existing vegetation in the wetland, ie. windthrow.

I am ready to complete my staff report as soon as you submit this information. Thank you for your attention to this matter.

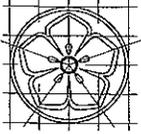
Sincerely,

Pat Bunting
Wetland Ecologist

cc. Rick Cisar

EXHIBITS-8

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HIGA-BURKHOLDER
ASSOCIATES, LLC
LAND USE PLANNING / CIVIL ENGINEERING

RECEIVED
MAY - 4 2006

BY:

May 4, 2006

Mr. Rick Cisar
City of Sultan
P.O. Box 1199
Sultan, WA 98294-1199

**Re: Response to File Number FPPUD05-003, Anderson Farm PUD
Preliminary Submittal Review Comments**

Dear Rick:

We have received your letter dated October 11, 2005, transmitting staff and consultant reviews of our plan submission. The following letter has been written to provide responses to the review comments. Our responses have been numbered in accordance with the review memos.

Planning Comments:

- (1) *Wetland H is shown as useable open space but the preliminary plans do not address how the wetland is useable. Please submit a revised plan identifying how Wetland H meets the definition of useable (SMC 16.10.140).*

Response: Conservation open space and usable open space may be, but are not always, mutually inclusive. In the case of Wetland H, the conservation and usable open space labels are equally applicable. Wetland H has comparably dry and stable soils, making it suitable for passive recreation activities such as walking and bird watching. A bark trail is proposed around a portion of the wetland to encourage passive use of this area. This area has appropriate topography, soils, drainage, and size to be appropriate for passive recreation uses. Tract 992, which includes Wetland H, is designated as NGPA, ensuring the protection of that wetland and associated buffer during use for passive recreation.

- (2) *The preliminary plans show a permanent loss, or alteration, of wetlands on the site, which requires mitigation. The plans do not indicate how the altered wetlands will be replaced. In accordance with SMC 16.80.070, acreage must be replaced at a 1.5 to 1 ration on-site or a 2 to 1 ratio off-site. A mitigation plan the shows how the wetlands will be replaced will be required in order for the City to render a decision.*

Response: Wetland mitigation is proposed under SMC, 16.80.100. The mitigation plan addresses wetland protection and preservation in a creative manner that deviates from the standards set forth in SMC 16.80.040 and 16.80.080. Refer to the submitted critical areas study prepared by Wetland Resources Inc. Please contact Wetland Resources or Patricia Bunting if any questions arise regarding the "Innovative development design" provisions of the code.

EXHIBIT

S-9a

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