



Site Planning  
Civil Engineering  
Landscape Architecture  
Land Use Consulting  
Project Management

March 5, 2021

RECEIVED  
03/10/2021  
CITY OF MONROE

Mr. Ben Swanson  
Community Development Director  
City of Monroe  
806 W. Main Street  
Monroe, WA 98272

**Re: Garibaldi PRD — CPH Project No. 0054-18-028  
Project Narrative**

Mr. Swanson,

This project narrative is provided on behalf of my client, Garibaldi Lake, LLC, to complete the preliminary subdivision and planned residential development (PRD) application for the Garibaldi PRD project. The project proposes to subdivide an assemblage of five adjoining real parcels (Tax Parcel #'s 2807310020-0800, -1600, -3900, -2800, and -2900) with a total area of approximately 17.85 acres in the City of Monroe, Washington into 90 new single-family residential lots. The site is located along the west frontage of Chain Lake Road just south of 134<sup>th</sup> Street SE and approximately 605 feet north of Rainier View Road. This narrative introduces the project and summarizes some of the key design and development considerations to facilitate the City's review, issuance of a final SEPA determination, and ultimate approval of the proposed preliminary subdivision and PRD permits.

### **SITE PLAN, DENSITY, AND DIMENSIONS**

The preliminary site plan and supporting technical data submitted with this application are a result of discussion with City staff, coordination with the various members of the project team, and alternatives analyses. Monroe Municipal Code (MMC) Chapter 18.84 establishes a framework and criteria for the review and approval of PRDs in the City. The proposed project has been carefully designed in accordance with these and other provisions of the MMC as well as the current version of the City of Monroe Public Works Design and Construction Standards.

The properties that comprise the project site are currently zoned R4, *Low Density Residential*. This zoning designation and standard subdivision criteria allow the site to be subdivided into a base density of 71 single-family residential lots. City code section 18.84.120 provides for up to a 30 percent density bonus which would allow a total of 93 units based on the gross site acreage. The project proposes to subdivide the site into 90 single-family lots and several common open space tracts. All lot dimensions, coverage, and setbacks are proposed in accordance with MMC 18.10.140.

The current proposal to provide for less than the maximum allowable PRD yield is mostly a result of having to accommodate existing site encumbrances and natural features that limit developable area on the site. Site design is largely affected by the topography of the site. The site generally slopes southwest from the higher elevations at the north and west edges toward the east and south boundaries with a notable total elevation relief of approximately 110 feet. A large, steep knoll occupies the southeast portion of the site where the project's access road must be located (for sight distance). It also requires consideration of significant encumbrance by a 100-foot wide Puget Sound Energy (PSE) future transmission easement as well as an onsite wetland, stream, and associated buffers. The PSE easement effectively bisects the site and cannot contain any structures or facilities that would conflict with the potential future

CPH Project No. 0054-18-028

installation of overhead electrical transmission lines. The onsite wetland is located in the southeast limits of the site and encumbers much of the portion of the frontage where access is to be taken. Each of these existing site encumbrances and their challenges on the development are discussed further in later sections of this narrative and the accompanying application documents.

## ACCESS AND ROADWAYS

### Site Access – Chain Lake Road

Access to the site is available from the west frontage of Chain Lake Road. The site's frontage is not contiguous or the full length of the site. There are two existing properties between the site and the right-of-way that interrupt its frontage length. Those "outlier" properties are not part of the project. The total length of Chain Lake Road frontage, including the outlier parcels, is approximately 1,453 feet. The project site occupies only 876 feet of this length at the south end and 109 feet at the north. The existing right-of-way width for the west half of Chain Lake Road is 30 feet at the project frontage and only 20 feet along the outlier parcels. The existing right-of-way parallels the project's east property line and then curves west immediately after the northeast and southeast site corners. Vehicle sight distance is constrained by these existing roadway geometric conditions.

Chain Lake Road is classified as a major collector with a 35 mph design speed. The City's typical arterial standard (standard drawing 300) requires 80 feet of right-of-way, 48 feet of pavement width, and a continuous planter and sidewalk each side of the roadway. The City recently acquired right-of-way at the west side of Chain Lake Road along the frontage of the site and adjacent properties to provide an ultimate west-half width of 45 feet. This acquisition was completed to facilitate their pending Chain Lake Road Phase 2A Trail Improvement project. That project includes clearing, grading, and limited storm drainage improvements for a new multi-use trail with 10 feet of concrete pavement and 2-foot gravel shoulders each side. The City provided the project with direction to widen the existing roadway pavement and install vertical curb and gutter at a 17-foot offset from the new Chain Lake Road right-of-way centerline located 45 feet from the newly acquired west right-of-way limit. This section is reflected in the accompanying plans and best illustrated on drawings P2.00 and P2.10.

The location for the intersection of the project's access road at Chain Lake Road was evaluated based on a desired intersection sight distance (ISD) of 390 feet. The ISD decision point is typically located between 10 and 15 feet back from the travelled way of the intersecting road. This preliminary sight distance evaluation took a conservative approach and used a 15-foot setback from the travel lane (12-foot offset centerline) for the decision point location. Table A summarizes the available site distance for the project based on this preliminary design:

Table A –Chain Lake Road Intersection Site Distance (feet)

Access Point	ISD South	ISD North
Road A (public road; primary site access)	390+ feet	390+ feet
Road F (EVA only; secondary site access)	390+ feet	299 feet

### Onsite Roads

The local streets within the project will be public and are proposed in general accordance with the City's standard for local access and collector classifications. Road A, the primary access road, is anticipated to be considered a local collector road because it extends through the site and could be extended by future developments to the north. The local access road, Road B, terminates at a cul-de-sac in the north portion of the site and provides direct access to several of the new residential lots. Two private access roads/drives are also proposed to extend from Road B to access a few of the lots in the north portion of the site. These roadway patterns are a direct response and consideration of the topographic,

CPH Project No. 0054-18-028

critical area, and PSE easement constraints that encumber and limit the developable areas of the site.

A deviation request to the City's engineering design and development standards is included with this application with justification for a reduction in the pavement and right-of-way widths for local access and collector road classifications. This deviation is necessary to mitigate the reduced developable area of the site that result from topographic challenges and the significant encumbrance of onsite critical areas and the 100-foot wide PSE easement.

The typical local access road section for the project would have a standard right-of-way width of 52 feet and a minimum pavement width of 28 feet where there is no on-street parking up to 41 feet where parking is located on both sides of the street. This compares to a City standard right-of-way width of 60 feet and a pavement width of 36 feet. This modified road section is proposed primarily to mitigate the limited area and irregular geometry of the remaining developable areas of the site that result from the topographic, critical area, and PSE easement encumbrances. It also serves as an effective low impact development (LID) method by reducing the amount of pollution generating impervious surfacing of the overall development. The modified road section is integral to the site design, and it is allowed both by the provision of the PRD code as well as by section 1-3 of the Public Works Design and Construction Standards. A completed *Engineering Design and Development Standards Deviation Request* form with supporting documentation for this modified road section is included with this subdivision and PRD application.

Gibson Traffic Consultants (GTC) completed a traffic impact analysis (TIA) for the project and a copy of that report is included with this application. The TIA includes a level-of-service (vehicular circulation adequacy) evaluation. A total of four primary study intersections were analyzed as requested by City staff. GTC concluded from their analysis that "...the level of service analysis shows that the development will not cause any intersection to operate at a deficient level of service..."

#### **SITE SOILS, GRADING, AND STORM DRAINAGE**

The general soil classification of the developable portion of the site is characterized by the Natural Resources Conservation Service (NRCS) as Tokul gravelly medial loam, with 0 to 8 percent slopes and Tokul gravelly medial loam, 8 to 15 percent slopes. NRCS classifies Tokul gravelly medial loam soils as a Hydrologic Soil Group B and describes it as moderately well drained with a very low to moderately low infiltrative capacity. A site- and project-specific geotechnical engineering study is in process and will be completed and submitted to the City under separate cover for review and consideration prior to preliminary subdivision and PRD approval.

Notable topography exists on the site with a total relief of approximately 95 feet. The general slope of the existing site falls from higher elevations in the northwest and west boundaries toward the lower regions at the south and southeast boundaries. Developed site grades will generally maintain this condition. The site plan has been designed to limit earthwork and the extent and height of retaining walls, while also accommodating the restrictions of the PSE easement and the onsite critical areas. Site grading for the project also considers storm drainage collection and conveyance.

The site currently drains south and southeast within two separate basins. This general drainage pattern is maintained by the project's grading and storm drainage systems. A below-grade combined storm water detention and water quality vault is proposed in the southeast corner of the site. This facility will both control the release rate and volumes and will provide basic water quality treatment of surface water runoff from the improved areas of the site prior to its release to offsite, downstream systems. Storm water runoff from onsite areas will be collected and conveyed to this vault by a system of catch basin inlets and below-grade pipes on the lots, open spaces, and within the public road/right-of-way. Low impact development (LID) storm water best management practices (BMPs) implemented by the proposed onsite drainage systems include full dispersion within the retained natural areas of Tract W for a limited number of lots and reduced impervious surfaces for the public roads.

CPH Project No. 0054-18-028

Storm drainage facilities and controls are proposed with the project in accordance with the City's surface water design and applicable Public Works Design and Construction standards, which include adoption of the Department of Ecology's 2012 Stormwater Management Manual for Western Washington (SWMMWW) as amended in December 2014 (MMC 15.01.025). Additional information and details of the proposed storm drainage systems for the project is included in the Preliminary Storm Drainage Report (SDR) and preliminary subdivision plans provided with this application.

## **UTILITIES**

Public water and sanitary sewer systems owned and operated by the City will be extended to provide service to the site. An 8-inch ductile iron water main is located in the east half of the existing Chain Lake Road right-of-way. This existing public water source will be extended into the property by two separate connections near the northeast and southeast regions of the site that are contiguous with Chain Lake Road. The new water main will loop through the site within the new public rights-of-way. The onsite water in Road A will be extended to a temporary blow off assembly at the north property boundary for connection by future development of the adjacent parcels.

Sanitary sewer mains were recently installed along the site's Chain Lake Road frontage by the Easton Cove project. This 8-inch PVC sewer system flows south along the west side of the road up to about the midpoint of the site where it then travels east and south again along the east side of the road. The project will extend two new sewer mains from two separate connections to this existing main—one to serve the north and central portion of the site and the other the west and southern portion of the project.

The enclosed preliminary subdivision and PRD plans provide additional detail of the proposed water and sewer systems for the project.

## **CRITICAL AREAS**

An onsite wetland (Wetland A) and short stream reach (Stream I) occupy the lower, southeastern portion of the site. The wetland has been delineated and classified as a Category III with a standard 75-foot buffer and the stream is unclassified with a buffer that is encompassed completely by that of Wetland A. The wetland, stream, and their associated buffers encumber approximately 1.2 acres (50,928 square feet) of the existing site in the vicinity of its southerly frontage with Chain Lake Road.

The standard buffer width around Wetland A will be maintained or exceeded to the extent practical within a protective critical area tract as required by City zoning and development standards. Portions of the standard buffer will be impacted and/or reduced by required development improvements. Mitigation for these buffer impacts will be provided either by buffer averaging, buffer enhancement and/or creation, or acquisition of offsite mitigation bank credits within the same drainage basin. Details regarding the onsite wetland, stream, and their associated buffers are provided by a Critical Areas Report (Talasaea, 3/4/2021) that is included with the overall permit application.

## **PARKS, RECREATION, AND OPEN SPACE**

The project provides a number of common open space and recreation areas dispersed throughout the site. The majority of these areas are contained in three tracts that bisect the site from east to west in the vicinity of an existing Puget Sound Energy (PSE) future transmission line easement. These three park and recreation tracts will be graded and landscaped to facilitate a number of activities—passive and active.

The City's PRD code, MMC 18.84, stipulates the requirement for park and recreation open space, and specifies that it shall be provided at a ratio of 900 square feet per base dwelling unit for the R4 zone. The number of base units for this project is 71 which would require a minimum 64,252 square feet (1.48 acres) of park and recreation open space. The project proposes to improve four park/recreation tracts (Tracts 990, 993, 995, and 996) that combine for 93,289 square feet (2.14 acres), or nearly 45% more area

CPH Project No. 0054-18-028

than the minimum required. The largest of the improved tracts is Tract 993 at 31,332 square feet (0.72 acre).

Three of the dedicated park and recreation tracts—Tracts 990, 993, and 995—total approximately 67,800 square feet (1.55 acres) and are contiguous in alignment and separated only by the two neighborhood roadways. As such, they effectively cover the full width of the central area of the project site, provide convenient access via the public sidewalks, and function as a single common park and recreation amenity. The proposed finished grading of the parks will be designed with the final engineering and construction permitting phase of the project as necessary to facilitate active program elements, passive uses, gathering spaces and pedestrian paths.

Other onsite landscape and open space amenities are also proposed in addition to the formal park/recreation spaces. These include a large critical area tract (Tract 999) containing preserved and enhanced native vegetation areas around an onsite wetland and stream. The approximately 79,800 square feet (1.8-acre) Tract 999 maintains a natural amenity for the community that is located immediately adjacent to the southerly park area in Tract 993 and a number of the residential lots. Additional common area tracts—Tracts 998, 997, and 989—will be vegetated to provide other natural landscaping amenities to that benefit to the community by enhancing the aesthetic, protecting critical resources, and reducing storm water runoff.

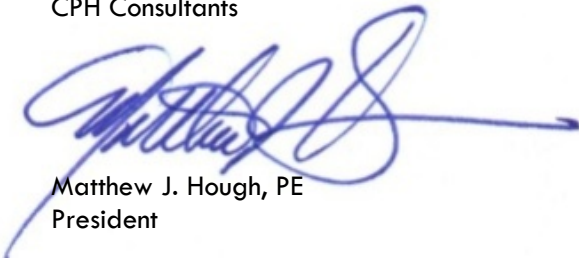
Each of the tracts containing the different open space areas, amenities, and uses will be interconnected and directly accessed by public sidewalk facilities constructed with the project. The preliminary landscape plans included with this application include details for some of the park amenities proposed with the project. These include picnic tables, benches, sport court, and pathways and/or trails connecting the public sidewalks at their edges. Additional and/or modifications to the types and locations of the amenities within the park areas may be proposed for City approval with the subsequent final engineering design and construction permitting for the site improvements.

Please feel free to contact me directly if you have questions or require additional information to complete your review. I appreciate your time and efforts and look forward to working with you through the preliminary subdivision and PRD approval.

Thank you.

Sincerely,

CPH Consultants



Matthew J. Hough, PE  
President

Cc: Ms. Melanie Davies (Westcott Homes, Inc.)  
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