



Anacortes City Council
Municipal Building Council Chambers
904 6th Street

August 26, 2019
6:00 p.m.

PRELIMINARY AGENDA

[Packet Materials](#) / [Watch Meeting](#)

1. **Call to Order**
2. **Pledge of Allegiance**
3. **Announcements and Committee Reports**
 - a. Planning Committee
4. **Public Comment**
5. **Consent Agenda (Action)**
 - a. Minutes of August 19, 2019
 - b. Approval of Claims in the amount of: \$262,120.20
 - c. Street Fair Application: Jingle Bell Dash
 - d. Resolution 2055: Rejecting All Bids for the 2019 Asphalt Overlay Striping Project #19-004-TRN-004
 - e. Contract Award: 2019 West 3rd Street Sanitary Sewer Rehabilitation #19-119-SEW-001
6. **Public Hearings**
 - a. * Public Hearing: Ordinance 3047: Establishing a residential targeted area for the proposed Anacortes Municipal Code Chapter 3.69 Multifamily Tax Exemption Program (Discussion)
 - b. Closed Record Decision Hearing: Calwest Inc., Ferry Terminal Road Conditional Use Permit to permit construction of 9-duplexes & preliminary approval of 9-lot short plat (Discussion/Possible Action)
7. **Other Business**
 - a. * Donation of Public Art: "New Eyes" by Peregrine O'Gormley (Action)
 - b. * Resolution 2054: Declaring the intent of the City of Anacortes to adopt legislation to authorize a sales and use tax for affordable and supportive housing consistent with SHB 1406 (Discussion/Possible Action)
 - c. Contract Award: Skagit River 42" Water Line Project - Phase 2 #18-070-WTR-002 (Action)
 - d. Contract Award: WTP Second Clearwell Tank Project - Design #19-137-WTR-001 (Action)
8. **Adjournment**

Per Resolution 2044, citizens wishing to comment on items not on the agenda may do so under the Public Comment portion of the agenda. Citizens wishing to comment on agenda items indicated with an asterisk () may do so as those items are considered by Council during the course of the meeting. Citizens wishing to speak will please sign in at the back of the Council Chambers prior to the start of the meeting. The Mayor may limit comments to those who have signed in, and may limit the time allotted to each speaker to facilitate the orderly progress of the meeting.*

The City of Anacortes encourages people with disabilities to participate in public meetings.
For assistance with special needs, please contact the City Clerk at 360-299-1960 in advance of the meeting.



Anacortes City Council

Proposed Agenda Items for the Next Eight Weeks Beginning September 3, 2019

Subjects listed below have been tentatively suggested for consideration by the Anacortes City Council on the dates indicated. Items may be added to, removed from or rearranged on this list. Routine business such as approval of minutes and vouchers are not included. The complete Preliminary Agenda for each meeting is published at 3:00 on the Wednesday prior to the meeting. Published Agendas are subject to change and may be updated following the posting period. For additional information on agenda topics, please contact the City Clerk's office at 360-299-1960 to be directed to the sponsoring staff member.

September 3, 2019

- Interlocal 281 with Port of Anacortes: Mutual Assistance on Minor Projects (Consent)
- Interlocal 285 with Port of Anacortes: Blanket Temporary Laydown Space Agreement (Consent)
- Sewer Rate Structure Update by FCS Group (Discussion)
- Challenges and Options to Address Homelessness (Discussion)

September 9, 2019

- Municipal Fiber Update (Discussion)
- Combined Sewer Overflow (CSO) Reduction Study (Discussion/Possible Action)

September 16, 2019

- Ordinance ____: Adopting New AMC Chapter 8.10 Regarding City Parks and the Anacortes Community Forest Lands (Discussion)

September 23, 2019

October 7, 2019

October 14, 2019

October 21, 2019

- Mid Biennial Budget Review (Discussion)

October 28, 2019

Upcoming City Council Committee Meetings

The public is welcome to attend City Council Committee Meetings.

- Planning, Monday, Aug 26, 2019, 5:00 PM, Main Conference Room, City Hall
- Finance, Wednesday, Aug 28, 2019, 5:00 PM, Main Conference Room, City Hall
- Port/City Liaison, Tuesday, Sep 3, 2019, 8:30 AM, Port of Anacortes
- Public Works, Tuesday, Sep 3, 2019, 5:00 PM, Main Conference Room, City Hall
- Planning, Monday, Sep 9, 2019, 5:00 PM, Main Conference Room, City Hall
- Finance, Wednesday, Sep 11, 2019, 5:00 PM, Main Conference Room, City Hall
- Personnel, Friday, Sep 13, 2019, 9:00 AM, Main Conference Room, City Hall
- Public Works, Monday, Sep 16, 2019, 5:00 PM, Main Conference Room, City Hall

Our mission is to maintain and improve the quality of life reflecting community expectations through a focus on public participation and employees-mayor-council teamwork.



Anacortes City Council

**Municipal Building Council Chambers
904 Sixth Street**

**August 26, 2019
6:00 p.m.**

PUBLIC COMMENT SIGN IN SHEET

Per Resolution 2044, citizens wishing to comment on items not on the agenda may do so under the Public Comment portion of the agenda. Citizens wishing to comment on agenda items indicated with an asterisk (*) may do so as those items are considered by Council during the course of the meeting. Citizens wishing to speak will please sign in at the back of the Council Chambers prior to the start of the meeting. The Mayor may limit comments to those who have signed in and may limit the time allotted to each speaker to facilitate the orderly progress of the meeting. These rules are intended to promote an orderly system of holding a public hearing or meeting, to give every person who wishes to speak an opportunity to be heard, and to ensure that no individual is embarrassed by exercising his or her right to free speech.

Please print your name legibly so we can recognize you correctly in the minutes. Thank you!

Name	Topic
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City Council Minutes – August 19, 2019

Mayor Laurie Gere called to order the Anacortes City Council meeting of August 19, 2019 at 6:00 p.m. Councilmembers Eric Johnson, Anthony Young, Ryan Walters, Brad Adams, Carolyn Moulton, Bruce McDougall and Matt Miller were present. The assembly joined in the Pledge of Allegiance.

Mayor Gere added Item 7b to the agenda: an Executive Session to consider a potential real estate transaction per RCW 42.30.110(1).

Announcements and Committee Reports

Finance Committee: Mr. Johnson reported from the committee meeting the prior Wednesday. He listed topics discussed including revisions to the format of the City Council agenda bill, planning for capital facility projects, and revisions to the fund balance policy.

Parks & Recreation Committee: Mr. McDougall reported from the committee meeting the prior Thursday. He listed topics discussed including a public art donation that would come before Council for consideration the following week, repair of the storm damage to the Washington Park boat launch, recreation programs and siting for same during the high school renovations, the Conditional Use Permit to expand Grand View Cemetery which would be reviewed by Planning Commission before coming to City Council, and the possibility of establishing beach volleyball facilities in town.

Public Works Committee: Ms. Moulton reported from the committee meeting earlier in the evening. She listed topics discussed including ongoing investigation of the city water utility's acquisition of the south Fidalgo water system, two water capital project contracts scheduled for consideration by Council at its August 26, 2019 meeting, and exceptionally favorable marks from the Dept. of Health following a recent sanitary survey of the Anacortes water distribution system.

Public Comment

Wim Houppermans spoke about promoting affordable housing. Mr. Houppermans referenced the presentation about the CSO project at the August 5, 2019 City Council meeting and the expectation that climate change would exacerbate storm events. He suggested that the cause of the stormwater problems was rather development that converted green space to impermeable surfaces and added connections to the sanitary sewer system. Mr. Houppermans suggested that Council investigate whether impact fees could be set proportionally to the value of the sale of a house, so affordable houses would pay less than expensive homes. Mr. Houppermans also repeated his request for an update on the Guemes Channel Trail and its budget. Mayor Gere advised that would be coming forward.

Brian Wetcher, 814 26th Street, requested clarification of the exchange between Mr. Walters and Parks and Recreation Director Jonn Lunsford at the August 12, 2019 City Council meeting regarding whether Council approval was required to proceed with construction of a bike skills park at the former A Avenue dump site in the ACFL. Mr. Wetcher said he had understood that Mr. Lunsford intended to bring the project back for public review before proceeding.

Mr. Walters responded to Mr. Houppermans that councilmembers were sympathetic to the notion of impact fees being proportional to project size but said state law required impact fees to be proportional to the impact rather than the price of new development.

Mr. Walters responded to Mr. Wetcher that he agreed with Mr. Wetcher that the discussion of the bike skills park at the August 12, 2019 meeting concluded that staff would bring the proposal back to Council before taking further action. He added that at its meeting the prior Wednesday the Finance Committee had discussed creating a defined process in the municipal code for capital projects to ensure Council and community buy in before staff began work on large capital projects. Mr. Johnson added that Mr. Lunsford had agreed to prepare a matrix of public comments on the project and staff's response to each. Mr. Adams confirmed that the topic had been discussed at the recent Parks Committee meeting as well and that Mr. Lunsford intended to continue to engage Council in the process of developing a bike skills park.

Consent Agenda

Mr. Johnson moved, seconded by Mr. Miller, to approve the following Consent Agenda items. The motion carried unanimously by voice vote.

- a. Minutes of August 12, 2019
- b. Approval of Claims in the amount of: \$453,535.95
- c. Contract Awards: Treatment Plant Chemicals 19-129-IDS
- d. Street Fair Application: Parkside Block Party

The following vouchers/checks were approved for payment:

EFT numbers: 94252 through 94296, total \$79,919.73

Check numbers: 94297 through 94347, total \$237,120.37

Wire transfer numbers: 254478 through 254596, total \$767.74

OTHER BUSINESS

Resolution 2054: Declaring the intent of the City of Anacortes to adopt legislation to authorize a sales and use tax for affordable and supportive housing consistent with SHB 1406

Planning Director Don Measamer welcomed Kayla Schott-Bresler from Skagit County, board members and Executive Director Brian Clark from the Anacortes Housing Authority, and County Commissioner Ron Wesen to the meeting. Mr. Measamer provided an overview of SHB 1406, referring to his slide presentation which was added to the packet materials for the meeting. He included the timelines for taking action on related legislation. Mr. Measamer emphasized that if the city wished to receive any funding under the legislation it would need to adopt a Resolution of Intent no later than January 28, 2020.

Mr. Measamer invited Ms. Schott-Bresler, Assistant Director of the Skagit County Public Health Department, to explain the County's position and actions to date related to SHB 1406 and potential cooperation between the Skagit County and cities within the county to use funding made available through this program. Ms. Schott-Bresler referred to her slide presentation which had been included in the packet materials for the meeting. She described the estimated and maximum revenue potential, options to bond against the tax revenue, the population eligible to benefit from this funding and the extent of need for affordable housing in the county. Ms. Schott-Bresler then summarized the county's efforts in support of affordable housing since 2017 and described the type and quantity of additional projects the county could complete by bonding with SHB 1406 funding. She concluded her presentation by listing advantages of countywide cooperation to pursue affordable housing goals throughout the county under a shared funding model.

Ms. Schott-Bresler responded to questions from Mayor Gere and councilmembers about whether and how Anacortes could be guaranteed some specific level of funding for projects within the city if it agreed to share eligible SHB 1406 funding with Skagit County and the process for selecting projects to fund. She also responded to questions clarifying her slides regarding estimated countywide housing need at various income levels. Councilmembers discussed voter receptivity to a ballot measure to institute a qualifying tax which would

enable the city to levy the maximum allowable tax under SHB 1406. In response to a question from Mr. Walters, Finance Director Steve Hoglund displayed a worksheet calculating projected revenue under the bill in a variety of scenarios. Mr. Hoglund's slide was added to the packet materials for the meeting.

Mr. Walters suggested exploring a qualifying tax in order to raise enough funding to complete one or more projects on the ground. Mr. Measamer requested Council direction on possible revisions to Resolution 2054 as presented. He suggested adopting the Resolution of Intent as soon as possible and subsequently exploring qualifying local taxes and cooperative agreements with Skagit County and/or the Anacortes Housing Authority.

Mayor Gere invited members of the audience to comment on this agenda item.

Wim Houppermans said that in Anacortes \$1800/month is considered "affordable" and that the cause of this problem was that NAS Whidbey did not require its personnel to live on base so Navy families were using up the housing stock in Anacortes. Mr. Houppermans added that building an additional 300 affordable units would impact the sanitary sewer system.

Brian Clark, Executive Director of the Anacortes Housing Authority, said he and AHA Board members were in attendance to show support for approval of SBH 1406 funding for much needed affordable housing in the community. He added that AHA recently purchased a 9000 SF lot on 19th Street with the goal of developing up to 10 townhomes to serve low income and working families. He responded to questions from Mr. Walters on the status of the Olsen Building, which Mr. Clark indicated could be shovel ready fairly quickly depending on a combination of funding sources. Mr. Clark said the 19th Street property would require less funding and could be shovel ready immediately.

Mr. Walters requested a straw poll of other cities in the county to determine if they intended to take a qualifying tax to the voters. Several councilmembers expressed support for adopting the resolution of intent, then pursuing more information about qualifying taxes (either sales or property), potential shovel ready projects, and potential interlocal agreements or memoranda of understanding with other jurisdictions before taking further action. Mr. Measamer confirmed that Council could adopt a resolution of intent and later rescind it if Council determined that pooling SHB 1406 funds with other agencies would be more effective.

County Commissioner Ron Wesen spoke to the county's goal of making more affordable housing available to those who need it throughout the county. He cautioned that taxes requiring voter approval were not guaranteed. Commissioner Wesen said he was willing to consider any proposals that would get more workforce housing available on the ground.

Mayor Gere again invited members of the audience to comment on this agenda item. No one else present wished to address the Council on this topic. Mayor Gere summarized Council consensus to bring the agenda item back to Council the following week for discussion and possible action on Resolution 2054, to be followed by further research on funding alternatives, potential projects, and collaborative agreements.

Executive Session

At approximately 7:27 p.m. Mayor Gere announced that City Council would convene in Executive Session per RCW 42.30.110(1) for approximately 20 minutes to discuss a potential real estate transaction and that following the executive session the regular meeting would adjourn with no action having been taken. Councilmembers Eric Johnson, Anthony Young, Ryan Walters, Brad Adams, Carolyn Moulton, Bruce McDougall and Matt Miller were present at the Executive Session.

There being no further business, at approximately 7:50 p.m. the Anacortes City Council meeting of August 19, 2019 was adjourned.

The following claims against the City of Anacortes have been preaudited and certified by the Clerk-Treasurer as ready for City Council approval at the August 26, 2019 City Council meeting:
[Download this file in OpenDocument spreadsheet format.](#)

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
254559	4/8/2019	27263	DAHL ELECTRIC, INC	STREAMING CURRENT MOTOR WORK D005246	\$ 8,092.54	dwtp
254682	5/2/2019	94387	VECA ELECTRIC & TECHNOLOGIES	REPAIR LIGHTING CONTACTOR IN BOYS AND GIRLS CLUB	\$ 1,385.93	pwfac
254939	5/5/2019	40074331	INGRAM LIBRARY SERVICES, LLC	ADULT BOOKS	\$ 97.43	publib
254937	5/9/2019	40074332	INGRAM LIBRARY SERVICES, LLC	BOOKS YOUNG ADULT	\$ 13.67	publib
254940	5/9/2019	40074330	INGRAM LIBRARY SERVICES, LLC	ADULT BOOKS	\$ 20.21	publib
254943	5/10/2019	40089201	INGRAM LIBRARY SERVICES, LLC	ADULT BOOKS	\$ 11.12	publib
254945	5/10/2019	40089202	INGRAM LIBRARY SERVICES, LLC	ADULT BOOKS	\$ 1,043.48	publib
254941	5/14/2019	40134803	INGRAM LIBRARY SERVICES, LLC	ADULT BOOKS	\$ 310.76	publib
254944	5/14/2019	40134801	INGRAM LIBRARY SERVICES, LLC	ADULT BOOKS	\$ 19.92	publib
254561	6/5/2019	19007631	WASHINGTON STATE PATROL	BACKGROUND CHECKS	\$ 12.00	admsrv
254710	6/6/2019	1358795	POLYDYNE, INC	CLARIFLOC X 3	\$ 9,411.83	dwtp
254679	7/4/2019	7419	NORTHWEST ELEVATIONS, INC	ELEVATOR REPAIR @ MUSEUM	\$ 4,103.43	pwfac
254870	7/25/2019	14384	THE PLUMBING GUYS, INC	HOT WATER LEAK REPAIR @ FIRE STATION 1	\$ 392.41	pwfac
254001	7/29/2019	MV217302	MOTOR TRUCKS, INC	ELBOW, DRAIN VALVE- VEH #612	\$ 118.99	dshop
254002	7/29/2019	MV217272	MOTOR TRUCKS, INC	ELBOW- VEH #612	\$ 36.85	dshop
254593	7/29/2019	201041	TRUCK VAULT INC	CUSTOM COMMAND CONSOLE- VEH #210A	\$ 2,371.08	dshop
254712	7/31/2019	294	BOYS & GIRLS CLUBS	JULY - LUNCH PROGRAM SERVICE PROVISION	\$ 180.00	finance
254591	7/31/2019	812-4737	GCR TIRES & SERVICES	RECAP TIRES- SHOP STOCK	\$ 1,732.24	dshop
254966	7/31/2019	GIS-10045	GEOGRAPHIC INFORMATION	2019-2020 GIS SUPPORT	\$ 2,631.61	pw1
254864	7/31/2019	10524	PETEK PH D, THOMAS C	PSYCH EXAM - JS	\$ 300.00	medic
254958	7/31/2019	1306	SKAGIT CONSERVATION DISTRICT	NPDES II OUTREACH & EDUCATION - JULY 2019	\$ 649.24	pw1
254413	7/31/2019	0173	SKAGIT COUNTY SOLID WASTE FUND	JULY TONNAGE HAULED	\$ 90,712.58	dshop
254482	8/1/2019	190-1840-00	CITY OF ANACORTES	WWTP 7/1-8/1/19	\$ 5,583.46	dwwtp
254485	8/1/2019	052-0010-00	CITY OF ANACORTES	OPS W/S/G 7/1-8/1/19	\$ 1,218.00	dshop
254681	8/1/2019	530	PORT OF ANACORTES	DOCK RENTAL QD-13 QD-23 & QD-27	\$ 104.91	parks1
254861	8/2/2019	34072	KROESENS UNIFORMS COMPANY	NAMETAGS	\$ 33.52	medic
254803	8/6/2019	4501478	CARDINAL HEALTH 110, INC.	PHARMACEUTICALS	\$ 291.88	medic
251744	8/6/2019	007K3469	HARRINGTON INDUSTRIAL	RAS VALVE AND ACTUATOR REPLACEMENT	\$ 10,680.36	dwwtp
254806	8/7/2019	118237	FASTENAL COMPANY	EYEWEAR, EXTRICATION GLOVES, BATTERIES,	\$ 317.16	medic

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
254473	8/7/2019	2496	POSM SOFTWARE LLC	POSM PRO SERVICE CONTRACT FOR SOFTWARE	\$ 1,500.00	dshop
254877	8/8/2019	1991363821	ARAMARK	APD NYLON MATS CLEANED	\$ 16.31	apd
254514	8/8/2019	MV217990	MOTOR TRUCKS, INC	WATER FILTER- #514	\$ 69.42	dshop
254515	8/8/2019	MV217991	MOTOR TRUCKS, INC	OIL FILTER- #514	\$ 7.30	dshop
254865	8/8/2019	1297123	SURETY PEST CONTROL	AUGUST SERVICE - 29-2	\$ 44.57	medic
254760	8/8/2019	302564	THE STORE	PATROL OFFICER ORAL BOARDS - ASSESSOR'S LUNCH	\$ 34.74	apd
254804	8/8/2019	114790	WALTON BEVERAGE COMPANY, INC	AFD BREAKROOM SUPPLIES	\$ 87.50	medic
254946	8/9/2019	001077306	BLACKBOURN	CD PROCESSING SUPPLIES	\$ 466.18	publib
254960	8/9/2019	1633-313	MAKERS ARCHITECTURE	ZONING, DEV & DESIGN STDS - JULY 2019	\$ 6,360.23	plan
254763	8/9/2019	300000305007	PUGET SOUND ENERGY INC	SKYLINE ST LIGHTS 7/2/19- 7/31/19	\$ 404.44	dshop
254798	8/9/2019	300000290035	PUGET SOUND ENERGY INC	MUSEUM 7/6-8/5/19	\$ 186.30	museum
254802	8/9/2019	300000300008	PUGET SOUND ENERGY INC	WWTP AND PUMP STATIONS 7/9-8/6/19	\$ 13,481.42	dwwtp
254811	8/9/2019	300000290019	PUGET SOUND ENERGY INC	AFD 7/5-8/5/19	\$ 816.52	medic
254711	8/10/2019	96923	LAKESIDE INDUSTRIES, INC.	5/8 & 3/4 ROCK SALES- REPLACED INVENTORY BY ENGINEERING	\$ 365.87	dshop
254716	8/10/2019	96974	LAKESIDE INDUSTRIES, INC.	DUMP FEES- WATER DEPT	\$ 54.56	wdist
254750	8/10/2019	96975	LAKESIDE INDUSTRIES, INC.	DUMP FEES- WATER DEPT	\$ 2,002.72	wdist
254809	8/10/2019	000099E018329	UNITED PARCEL SERVICE, INC	SHIP COMPRESSOR AIR TEST	\$ 13.48	medic
254714	8/11/2019	8498 30 017 0464628	COMCAST	WA PARK INTERNET 8/21-9/20/19	\$ 106.15	finance
254936	8/12/2019	6660160	DEMCO, INC.	DEMCO	\$ 392.08	publib
254807	8/12/2019	142517	ELECTRONIC BUSINESS MACHINES	COPIER CHARGES: 5/12 - 8/11	\$ 124.18	medic
254805	8/12/2019	001-442789	PISTON SERVICE OF ANACORTES	WIPER BLADES - MED 12	\$ 11.13	medic
254873	8/12/2019	P0002-25	QCC QUALITY CONTROLS CORP.	ON CALL PROFESSIONAL SERVICES AT WTP - 7/2/19-8/9/19	\$ 5,308.75	dwwtp
254953	8/12/2019	2019-0982	THE WATERSHED COMPANY	PERIODIC REVIEW OF SHORELINE MASTER PROGRAM - JULY 2019	\$ 1,541.50	plan
254933	8/12/2019	977746	USA BLUE BOOK	FLUORIDE PUMP REPLACEMENT PARTS	\$ 1,088.78	dwwtp
254562	8/12/2019	19008335	WASHINGTON STATE PATROL	BACKGROUND CHECKS	\$ 12.00	admsrv
254755	8/13/2019	263952	BAY CITY SUPPLY	FACILITY SUPPLIES	\$ 804.75	pwfac
254930	8/13/2019	N03439	DEPARTMENT OF HEALTH	REVIEW, APPROVAL ENDOSPORE PILOT RESULTS	\$ 2,204.00	dwwtp
254810	8/13/2019	118415	FASTENAL COMPANY	WORK GLOVES, BATTERIES, HEADLAMP,	\$ 405.39	medic
254814	8/13/2019	9311630080	GRAYBAR ELECTRIC COMPANY, INC	PRECAST LIDS FOR DEPOT PLAZA AREA	\$ 1,375.79	parks1
254813	8/13/2019	19-1568	IMS ALLIANCE	PASSPORT NAMETAGS	\$ 192.18	medic
254987	8/13/2019	37155	JERRY SMITH CHEVROLET	OPERATING SUPPLIES- VEH #210	\$ 175.77	dshop
254751	8/13/2019	001-442950	PISTON SERVICE OF ANACORTES	BATTERY- VEH #514	\$ 391.16	dshop
254752	8/13/2019	001-442924	PISTON SERVICE OF ANACORTES	GATES BRAKE HOSE- VEH #605	\$ 44.93	dshop

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
254942	8/13/2019	102490477	RICOH USA, INC	S/N C32029555 CITY HALL COPIER 3RD 8/1-8/31/19	\$ 378.00	finance
254862	8/13/2019	9501558156	TELEFLEX LLC	EZ-IO 25MM NEEDLES	\$ 1,115.50	medic
253893	8/13/2019	4491721	TWO RIVERS TERMINAL, LLC	CALCIUM NITRATE	\$ 7,920.31	dwwtp
254749	8/14/2019	3789	ANACORTES TOWING, LLC	TOWING; APD CASE 19-A05669	\$ 163.05	apd
254866	8/14/2019	1991371693	ARAMARK	STA 3 MAT/MOP SERVICE: 8/14	\$ 21.74	medic
254812	8/14/2019	978 800 0000 1	CASCADE NATURAL GAS CORP.	STA 3: 7/14 - 8/12	\$ 24.14	medic
254415	8/14/2019	652540	HASA, INC	SODIUM HYPOCHLORITE 12.5% SOLUTION	\$ 5,250.45	dwwtp
254932	8/14/2019	001-443034	PISTON SERVICE OF ANACORTES	VEHICLE 183 SAFETY REFLECTORS	\$ 6.50	pw1
254859	8/14/2019	1176518	SKAGIT PUBLISHING LLC	POSITION AD PW WATER DIST, PUBLISH AA-1931991 AA-1932619 AA-1932684	\$ 1,156.35	finance
254815	8/14/2019	600001371	SKAGIT REGIONAL HEALTH	PRE-EMPLOYMENT PHYSICAL (JS)	\$ 530.00	medic
254753	8/14/2019	191089	T-SHIRTS BY DESIGN	BALL BAG PRINTING	\$ 104.35	parks1
254801	8/15/2019	1991373693	ARAMARK	OPS: MAT CLEANING 08/15/19	\$ 34.96	dshop
254868	8/15/2019	1991373692	ARAMARK	OPS & PARKS LAUNDRY SVC FOR	\$ 63.79	finance
254878	8/15/2019	1991373687	ARAMARK	APD NYLON MATS CLEANED	\$ 16.31	apd
254931	8/15/2019	1991373683	ARAMARK	STA 2 MAT/MOP SERVICE	\$ 21.74	medic
254949	8/15/2019	1991373684	ARAMARK	STA 1 MAT/MOP SERVICE 8/15	\$ 21.74	medic
254858	8/15/2019	203976-5	BIRCH EQUIPMENT CO., INC	ROLLER RENTAL FOR W 2ND PAVING	\$ 363.87	wdist
254754	8/15/2019	2-553331-26	DIAMOND RENTALS, INC.	GARDEN/CEMETERY/THOMPSON TRAIL MONTHLY	\$ 488.06	parks1
254799	8/15/2019	08/15/2019	FIDALGO CLEANING	MHC CLEANING 8/1-8/15/19	\$ 50.00	museum
254800	8/15/2019	08/15/2019	FIDALGO CLEANING	CARNEGIE CLEANING 8/1-8/15/19	\$ 100.00	museum
254816	8/15/2019	10184157	KANG, KIM	REFUND - CAMPING AT WASH. PARK	\$ 122.00	parks1
254758	8/15/2019	PettyCashKnapp	PETTY CASH FUND	REIMBURSE FOR JULY/AUG PETTY CASH KERI	\$ 137.00	finance
254762	8/15/2019	4743	WASHINGTON RECREATION	2019 FALL SUMMIT REGISTRATION - T. ANDERSON	\$ 205.00	parks1
254863	8/16/2019	483243	DAY WIRELESS SYSTEMS INC	RADIO REPAIR - MED 12, 2917	\$ 364.15	medic
254808	8/16/2019	5245	EAGER BEAVER TREE SERVICE, INC	REMOVAL OF HAZARD TREE - 702 41ST PLACE	\$ 1,630.50	parks1
254856	8/16/2019	3435	RAINIER ENVIRONMENTAL LAB	DMRQA TESTING	\$ 200.00	dwwtp
254857	8/16/2019	25673-1	US CRANE & HOIST, INC.	PREVENTITIVE MAINTENANCE INSPECTIONS	\$ 1,019.06	dwwtp
254938	8/17/2019	8498 30 017 0543538	COMCAST	DEPOT 611 R AVENUE - 8/22-9/21/19	\$ 186.15	parks1
254894	8/17/2019	00005W5A83339	UNITED PARCEL SERVICE, INC	UPS SHIPPING CHARGES; WEEK END 8-17-19	\$ 18.56	apd
254874	8/19/2019	3795	ANACORTES TOWING, LLC	TOWING; APD 19-A05946	\$ 163.05	apd
254860	8/19/2019	1991377391	ARAMARK	LAUNDRY SERVICE FOR WWTP	\$ 74.97	dwwtp
254879	8/19/2019	43696	FIDALGO CLEANING	APD CLEANING & SUPPLIES	\$ 700.00	apd

Invoice Doc #	Transaction Date	Invoice #	Vendor Full Name	Description	Total Amount	Approval Queue
254962	8/19/2019	938919	LIFE ASSIST, INC	2 CASES MEGAMOVERS, SIPQUICK COLLARS	\$ 595.33	medic
254985	8/19/2019	MV218663	MOTOR TRUCKS, INC	SMALL CHOCKS- VEH #605	\$ 65.57	dshop
254872	8/19/2019	001-443485	PISTON SERVICE OF ANACORTES	MISC FILTERS- SHOP STOCK	\$ 378.78	dshop
254969	8/20/2019	18-036-WTR-0041	AWARD CONSTRUCTION, INC.	RETAINAGE RELEASE	\$ 40,320.88	pw1
254951	8/20/2019	4542963	CARDINAL HEALTH 110, INC.	PHARMACEUTICALS	\$ 10.68	medic
254975	8/20/2019	19-060-SEW-0011	CH MURPHY/CLARK-ULLMAN, INC	RETAINAGE RELEASE	\$ 3,982.00	pw1
254965	8/20/2019	3557	NW CLEANERS	2019-2020 JANITORIAL SERVICES - AUGUST 2019	\$ 4,539.00	pw1
254934	8/20/2019	PettyCashBray	PETTY CASH FUND	REIMB PETTY CASH FUND 8/19	\$ 107.34	finance
254876	8/20/2019	ReimbSauder	SAUDER, STEPHEN	NATIONAL NIGHT OUT FOOD PROVIDER - KIWANIS FOOD TRUCK	\$ 317.88	apd
254973	8/20/2019	16-085-IDS-0061	VECA ELECTRIC & TECHNOLOGIES	RETAINAGE RELEASE	\$ 7,184.73	pw1

Total **\$262,120.20**



City Council Agenda Bill

Meeting Date: 8/26/2019 **Agenda Item:** 5c

Subject: Street Fair Application: Anacortes Jingle Bell Dash, December 14, 2019

Staff Contact: Fred Buckenmeyer, Don Measamer

Approved for Submittal to Council by	
	Laurie Gere, Mayor
	Steve Hoglund, Finance Director
	Darcy Swetnam, City Attorney
X	Fred Buckenmeyer

Action Type	
	Ordinance No.
	Code Revision?
	Resolution No.
	Contract
	Public Hearing
	Staff Report

Summary Statement: Street Fair Application for Anacortes Jingle Bell Dash, December 14, 2019

Background: This is an annual event that takes place in December of each year. The event supports the AAUW (American Association of University Women) STEM program which benefits girls in the Anacortes Middle and High Schools. This is a 5k/10k run/walk from Seafarer's Memorial Park through downtown city streets and the Tommy Thompson Trail. The street closure will be between 9 a.m. and noon. There is also a Kids Dash to Santa that is held in the Seafarer's Memorial Park right before the race begins.

Budget Impact	
Amount Budgeted	
Budget Account (BARS)	
Proposed Expenditure	
Budget Amendment Required?	
Revenue Source	

Proposed Contract	
Contractor	
Amount	
Start Date	
End Date	

Previous Council/Committee Action: NA

Competing Viewpoints Considered: NA

Recommended Motion: I move to approve the proposed street fair application as submitted

Alternative Actions: Deny the request(s)

Attachments (listed in order presented): Anacortes Jingle Bell Dash Approval Memo, Indemnification Agreement & Application



MEMO

TO: City Council Members, Mayor Gere
FROM: Fred Buckenmeyer, Director of Public Works
DATE: August 26, 2019
SUBJECT: Jingle Bell Dash, December 14, 2019

Sponsor/Organizer: Orca Running, Ashley Lee

Location: Seafarer's Memorial Park through downtown city streets – see attached route map

Dates & Times:

Saturday, December 14, 2019
9 a.m. to Noon

Background: The Jingle Bell Dash is a fun community event to celebrate fitness and the holidays in the City of Anacortes. This is a 5k/10k run/walk to help raise money for AAUW STEM programs for girls in the Anacortes Middle and High Schools. A Kids Dash to Santa is also held in the parking lot of the Seafarer's Memorial Park shortly before the race begins.

Parking Restrictions:

None

Public Works Services:

None

Police Services: Auxiliary Patrol at Commercial & 8th Street between 10 a.m. – 11 a.m.; Volunteers will monitor all other intersections

Recommendations: Staff recommends approval subject to applicant's submitted request

Proposed Motion: Recommend approval

Emergency Contact Numbers:

Beth Meenaghan, 360-391-3188

cc: Marcia Hunt



STREET FAIR APPLICATION

Date Received: 8/12/2019 Received by: JStewart City Council Approved: _____

NAME OF EVENT Anacortes Jingle Bell Dash

DATES of Event Saturday, December 14th, 2019

TIME of Day 9:00am-12:00pm

NATURE/PURPOSE of Event To bring the community together to celebrate the holidays, fitness, and
Bring proceeds to AAUW (American Association of University Women)

PARTICIPANTS/Attendees (estimated number) 200

LOCATION of Event (include locations and dimensions of any structure to be erected, dimensions of
street/right-of-way to be used and dimensions of same to remain unobstructed) Seafarer's Memorial
Park building and 2 10x10 pop up tents in the case of rain.

DESCRIPTION of Event A 5K and 10K on the streets in Anacortes

FACILITIES requested (street, sidewalk, park, etc.) Seafarer's Memorial Park, downtown city streets,
and the Tommy Thompson Trail.

Dates/hours requested 12/14/19 between 9am-12pm

EQUIPMENT requested n/a

Dates/hours requested _____

SERVICES requested (eg. Custodial, traffic control) Auxiliary Patrol at Commercial and 8th, volunteers
Will monitor all other road crossings

Dates/hours requested 10am-11am

PARKING (include locations and dimensions of parking space to be available/provided) _____

Participants park in public parking lots

INSURANCE (Certificate of Insurance must be submitted with Application)

Required _____ Not Required _____ will send when received in November

FEES (itemize any Admission fees/space rental fees/sale of items/solicitation of funds) _____

Participant fees range from \$20-40 depending on when they register

APPLICANT/ORGANIZATION (Name) Orca Running _____

Name of responsible person Ashley Lee _____ Phone # 206-380-7439 _____

Address 1402 11th Street, Anacortes, WA 98221 _____

Event and contact information to be included on the City website:

Contact Name Beth Meenaghan _____ Phone # 360-391-3188

Contact Address 1402 11th St, Anacortes, WA 98221

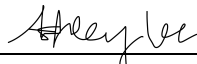
Email Address bethmeenaghan@gmail.com

Website address jinglebelldashanacortes.net

Event Address 601 Seafarers Way Anacortes, WA 98221 Hours of Event 10am-12pm

Does your event require vendor(s) or participant(s) to sign up to participate? yes

The undersigned agrees to assume responsibility for the above-described event, is over the age of 18,
and to abide by all conditions stipulated upon acceptance of permit.

Signature  Date 8/12/19

* FOR OFFICE USE ONLY *

	Initials	Comments (Stipulate Conditions of Approval on Reverse)
Mayor	_____	_____
Building	<u>dm</u>	_____
Fire	<u>jk</u>	_____
Parks	<u>jl</u>	_____
Police	<u>js</u>	_____
Public Works	<u>fb</u>	_____
City Council	_____	_____

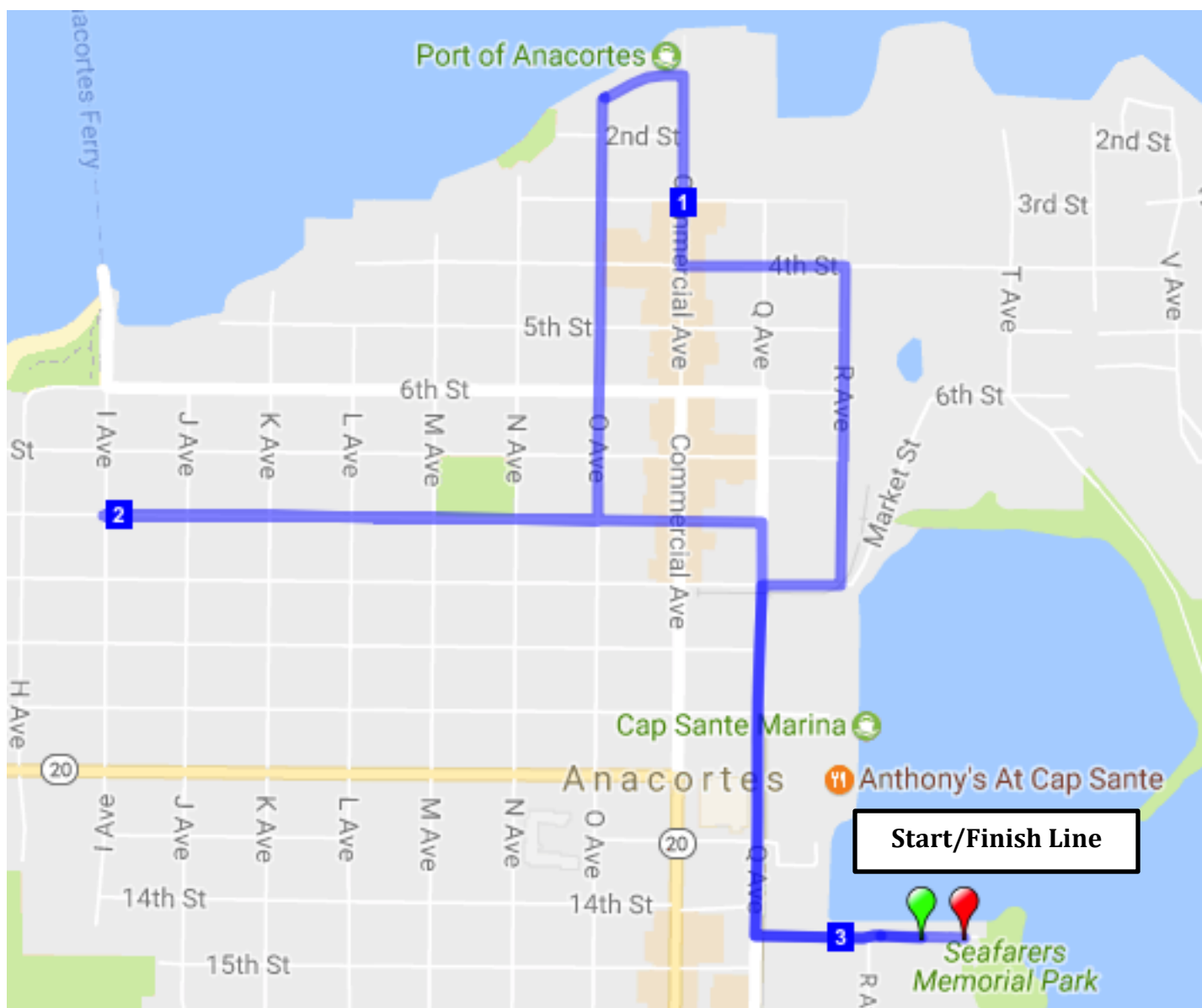
* PERMIT *

Permit will be issued after review by above Department Heads and City Council subject to the

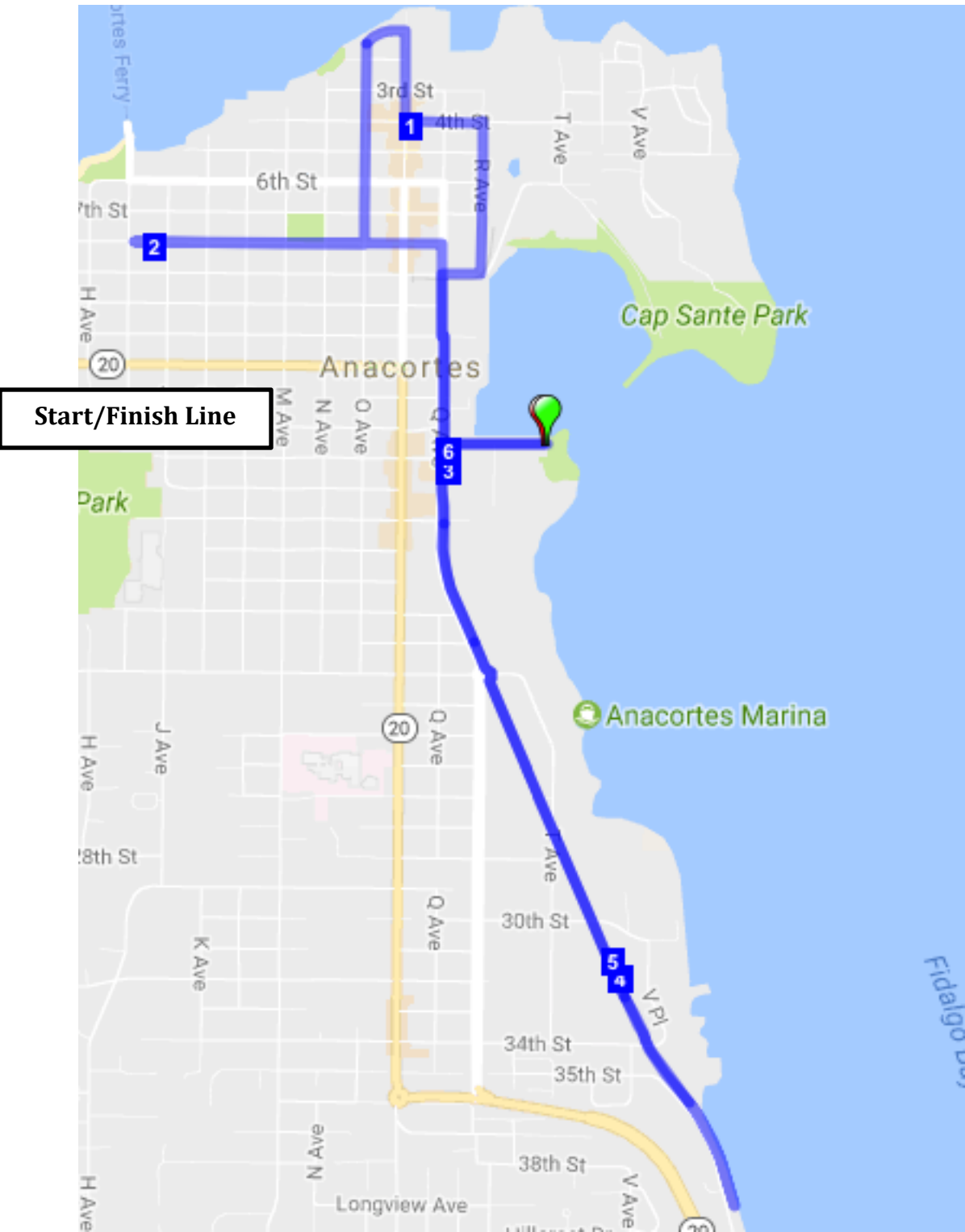
following conditions: Compliance with all City Ordinances, Compliance with Department with Public Works regulations, and Submittal of Certificate of Insurance saving the City harmless from all liability.

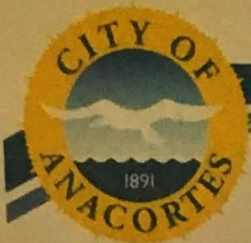
Anacortes Jingle Bell Dash
Saturday, December 14th, 2019
Start time: 10:00am

5K Course Map



10K Course Map





SPECIAL EVENT INDEMNIFICATION AGREEMENT

The undersigned applicant, by signing below, certifies that the applicant is the authorized officer of the sponsoring organization and agrees as follows:

Pursuant to Anacortes Municipal Code Title 7.04.090, the undersigned applicant agrees to defend, indemnify and hold the City of Anacortes, its agents, employees and officers, harmless from any and all claims, injuries, suits, damages, losses, demands and judgments including the attorneys' fees and other costs of their defense, arising out of in whole or in part, the activities, omissions or appliances of the applicant, his employees, agents, volunteers or otherwise, except any claims arising from the sole negligence of the City. The applicant further agrees to comply with all provisions of pertinent laws, rules and regulations, and agrees that any failure to so comply may lead to revocation of an applicant's permit. This Indemnification Agreement constitutes substantial adequate consideration in return for the City's issuance of a special event permit.

Date: 8/13/19

Ashley Lee, Race Director
Name and Title – Printed

Name and Title – Printed

Ashley Lee
Signature

Signature



City Council Contract Agenda Bill

Meeting Date: 8/26/2019 **Agenda Item:** 5d

Subject: Resolution 2055 – Rejecting All Bids for the 2019 Asphalt Overlay Striping Project 19-004-TRN-004

Staff Contact: Fred Buckenmeyer

Approved for Submittal to Council by:
Darcy Swetnam, City Attorney

Action Type: Resolution

Summary Statement: City staff seeks City Council adoption of Resolution 2055 to reject all bids the City received for the 2019 Asphalt Overlay Striping Project 19-004-TRN-004, pursuant to RCW 35.23.352. The lowest bid received was substantially higher than the original project estimate and exceeds budgeted available funding.

Background:

City staff issued an [Invitation to Bid](#) for the striping portion of the 2019 Asphalt Overlay project, including painted and plastic traffic markings, on July 31, 2019. The public bid opening was conducted on August 13, 2019 and one bid of \$52,510.00 was received. The Engineer's Estimate for the project was \$9,500.00

Previous Council/Committee Action: N/A

Competing Viewpoints Considered: N/A

Recommended Motion: I move that the Resolution 2055 be adopted to reject all bids for the 2019 Asphalt Overlay Striping Project 19-004-TRN-004, pursuant to RCW 35.23.352.

Alternative Actions: Not adopt this resolution; Ask staff to present a contract for approval

Attachments: Resolution 2055

CITY OF ANACORTES
RESOLUTION NO. 2055

A RESOLUTION of the City of Anacortes, Washington, rejecting all bids for bid number 19-004-TRN-004: 2019 Asphalt Overlay Striping Project.

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ANACORTES, WASHINGTON, AS FOLLOWS:

Section 1. Recitals and Findings. The City Council of the City of Anacortes hereby makes the following findings:

- 1.1 The City of Anacortes has an identified capital improvement public works project as the 2019 Asphalt Overlay Project, of which one portion is the painted and plastic traffic markings referred to as the Striping Project.
- 1.2 The City solicited bids for this capital improvement public works project in accordance with competitive bid requirements set forth under RCW 35.23.352, identified as Bid Number 19-004-TRN-004, and on August 13, 2019 one bid was received by the City.
- 1.3 The lowest responsive, responsible bid received substantially exceeded the original estimate and the budgeted available funding for the project.
- 1.4 Pursuant to RCW 35.23.352, the City Council may, by resolution, reject all bids.

Section 2. Bids Rejected. Based on the Recitals and Findings above, the City Council hereby rejects all bids received for bid number 19-004-TRN-004: 2019 Asphalt Overlay Striping Project.

Section 3. Ratification and Confirmation. Any actions of the City or its officers prior to the date hereof and consistent with the terms of this Resolution are ratified and confirmed.

Section 4. Effective Date. This Resolution shall be in full force and effect from the after its adoption and approval.

The foregoing resolution was ADOPTED by the City Council of the City of Anacortes, Washington, at a regular, open public meeting thereof this 26th day of August 2019.

Laurie Gere, Mayor

ATTEST:

APPROVED AS TO FORM:

Steven D. Hoglund, City Clerk/Treasurer

Darcy Swetnam, City Attorney



City Council Contract Agenda Bill

Meeting Date: 8/26/2019 **Agenda Item:** 5e

Subject: Contract Award - 2019 West 3rd Street Sanitary Sewer Rehabilitation #19-119-SEW-001

Staff Contact: Fred Buckenmeyer

Approved for Submittal to Council by:
Darcy Swetnam, City Attorney

Action Type: Contract Award

Summary Statement: City staff seeks City Council consent to award a contract in the amount of \$108,591.30 to Allied Plumbing and Pumps, LLC dba/Allied Trenchless to perform the 2019 West 3rd Street Sanitary Sewer Rehabilitation project. Work includes re-lining by Cured-In-Place-Pipe (CIPP), 760 LF of 8-inch sanitary sewer pipe, extensive root cleaning, reinstating sanitary sewer side laterals and all required sanitary sewer bypassing.

Background:

1. **History:** The City continues to make an ongoing investment to maintain the integrity of the sanitary sewer system. This includes the improvement of aging sanitary sewer lines before they reach the point of possible failure. This project was selected because the 760 LF of 8-inch concrete sanitary sewer pipe at West 3rd Street has significant root infiltrations at the joints of the pipe and at the service connections of customers, as well as cracking and broken pipe in places.
2. **Key Terms:**
 - Total contract price of \$108,591.30 which includes \$8,691.30 in sales tax.
 - All physical construction activities shall be completed Forty-Five (45) calendar days from the first working day following the Notice to Proceed.
3. **Competitive Bidding:** In accordance with competitive bid requirements set forth under RCW 35.23.352 the project cost is under the competitive requirements for a multiple craft project and thus the Project Manager evaluated contractors and chose to contract with Allied Plumbing and Pumps, LLC dba/Allied Trenchless.

Previous Council/Committee Action: N/A

Competing Viewpoints Considered: N/A

Recommended Motion: I move that City Council authorize the Mayor to sign a contract 19-119-SEW-001 with Allied Plumbing and Pumps, LLC dba/Allied Trenchless in the amount of \$108,591.30 to perform the 2019 West 3rd Street Sanitary Sewer Rehabilitation project.

Alternative Actions: Cancel the project

Attachments: Contract 19-119-SEW-001

Contractor	Allied Plumbing and Pumps, LLC dba/Allied Trenchless
Contract Amount	\$108,591.30
Earmarked Funds	\$759,000.00
BARS #	440.000.594.35.63
Budget Amendment Required?	No
Start Date	Notice to Proceed
End Date	45 calendar days



CONTRACT 19-119-SEW-001
AGREEMENT WITH
Allied Plumbing and Pumps, LLC
dba/Allied Trenchless

This contract agreement is between the City of Anacortes, Washington, ("City") a Municipal Corporation and Allied Plumbing and Pumps, LLC dba/Allied Trenchless, ("Contractor") a private contractor at 246 W Manson Hwy #124, Chelan, WA 98816.

PROJECT
2019 West 3rd Street Sanitary Sewer Rehabilitation

1. **Scope of Work:** Contractor shall furnish all materials, equipment and labor to perform the 2019 West 3rd Street Sanitary Sewer Rehabilitation project. Work includes re-lining by Cured-In-Place-Pipe (CIPP), 760 LF of 8-inch sanitary sewer pipe, extensive root cleaning, reinstating sanitary sewer side laterals and all required sanitary sewer bypassing in the locations identified on Exhibit A, which is hereby incorporated by reference and made a part hereof.
2. **Contract Price:** The Contractor will perform the scope of work above for a firm fixed price of **One Hundred Eight Thousand Five Hundred Ninety-One Dollars and Thirty Cents (\$108,591.30)**, which includes \$8,691.30 in 8.7% sales tax. The Contractor's bid schedule is incorporated by reference and attached hereto as Exhibit B. Before any payment is made by the City of Anacortes of sums under this contract, the contractor must provide a copy of the statement of *Intent to Pay Prevailing Wage* approved by the Department of Labor and Industries. Pursuant to RCW Chapter 60.28, a sum of five percent (5%) of the monies earned by the contractor will be retained.
3. **Liquidated Damages:** Under 1-08.9 of the current WSDOT Standard Specifications for Road, Bridge, and Municipal Construction, the City is entitled to liquidated damages for each and every calendar day said work remains uncompleted after expiration of the specified time. However, rather than using the Liquidated Damages Formula, the Contractor agrees to pay the City \$500.00 per day for each and every calendar day said work remains uncompleted. All other terms of WSDOT 1-08.9 remain unchanged.
4. **Bonds:** Pursuant to RCW 39.08.010, the Contractor shall provide the City a performance bond and payment bond for the full contract amount to be in effect as detailed in the incorporated General Provisions. The City may at its option release the bonds once all the conditions of RCW 39.08.010-1a have been discharged.
5. **Time:** All physical construction activities shall be completed Forty-Five (45) calendar days from the first working day following the Notice to Proceed. The Contractor shall supply the materials within the specified period of time after Notice to Proceed has been issued by the City.
6. **Job Safety:** Contractor shall comply with all Department Labor & Industries and City of Anacortes safety standards.
7. **Contract Requirements:** Contractor must have a contractor license number, insurance, and City of Anacortes business license. **Prevailing Wage Law Applies.** Forms Needed: 1) Proof of Insurance with Additional Insured Endorsement (see General Provisions); 2) Intent to Pay Prevailing Wage; 3) Affidavit of Wages Paid; 4) Performance Bond; 5) Payment Bond; 6) Certification of Compliance with Wage Payment Statutes.
8. **Contract Documents:** The attached Special Provisions and General Conditions are included in this Contract Agreement.

The Owner and Contractor each binds itself, its partners, successors, assigns, and legal representatives to the other party hereto, in respect of all covenants, agreements, and obligations contained in the Contract Documents.

In Witness Whereof, all portions of the Contract Agreement have been signed or identified by the Owner and Contractor.

Owner:

City of Anacortes

Mayor

Date

Contractor:

Allied Plumbing and Pumps, LLC
dba/Allied Trenchless

Signature

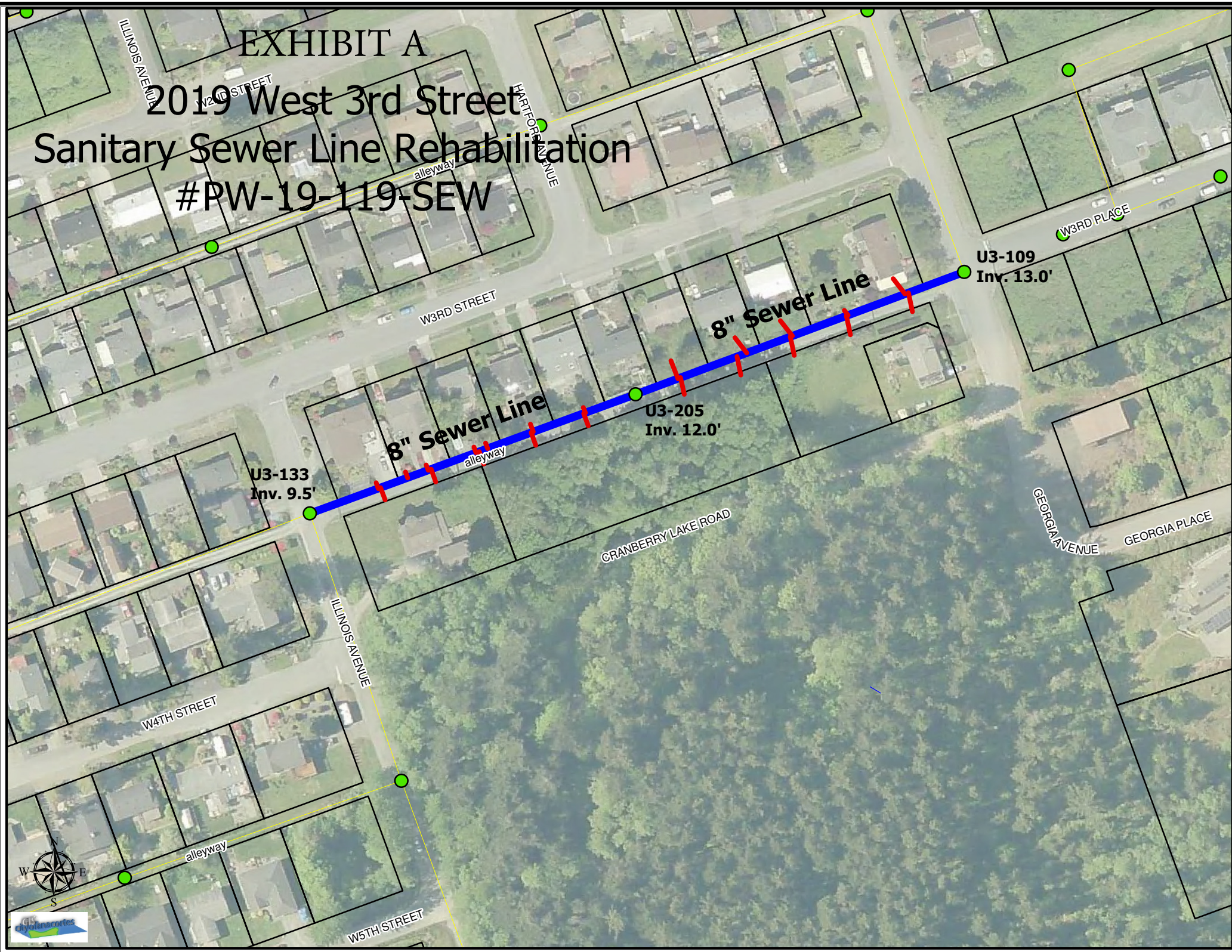
Printed Name

Date

Contractor License #

EXHIBIT A

2019 West 3rd Street Sanitary Sewer Line Rehabilitation #PW-19-119-SEW



COA CONTRACT 19-119-SEW-001**EXHIBIT B****2019 WEST 3RD SANITARY SEWER LINE REHABILITATION
BID PROPOSAL
19-119-SEW-001**

The work provided for this project will include all materials, equipment, labor and related items necessary to re-line by Cured-In-Place-Pipe (CIPP), 760 LF of 8-inch sanitary sewer pipe, extensive root cleaning, reinstating sanitary sewer side laterals, sanitary sewer bypassing, and other work, all in accordance with the Contract Provisions and the Standard Specifications.

**BID PROPOSAL
2019 WEST 3RD SANITARY SEWER LINE REHABILITATION
19-119-SEW-001**

ITEM NO.	QTY	UNIT OF MEASURE	ITEM DESCRIPTION	UNIT PRICE (Figures)	TOTAL AMOUNT (Figures)
1	1	MC	MINOR CHANGES 1-04.4(1)	\$15,000.00 Allowance	\$15,000.00
2	1	LS	MOBILIZATION 1-09.7	At \$20,000 Per Lump Sum	\$20,000
3	1	LS	PROJECT TEMPORARY TRAFFIC CONTROL 1-10.5	At \$6,000 Per Lump Sum	\$6,000
4	1	LS	TEMPORARY EROSION/ WATER POLLUTION CONTROL 8-01.5	At \$1,500 Per Lump Sum	\$1,500
5	1	LS	SPCC PLAN 1-07.15(1)	At \$1,000 Per Lump Sum	\$1,000
6	1	FA	SEWER LINE CLEANING (ROOTS & MISC DEBRIS)	At \$20,000 Per Force Account	\$20,000.00
7	760	LF	RE-LINING 8-INCH PIPE	At \$40 Per Linear Foot	\$30,400

**2019 WEST 3RD SANITARY SEWER LINE REHABILITATION
BID PROPOSAL
19-119-SEW-001**

**BID PROPOSAL
2019 WEST 3RD SANITARY SEWER LINE REHABILITATION
19-119-SEW-001
(Continued)**

13	24	EA	REINSTATING SANITARY SEWER SIDE LATERALS	At \$250 Per Each	\$6,000
				SUBTOTAL	\$99,900
				SALES TAX (8.7%)	\$8,691.30
				TOTAL	\$108,591.30

**INTRODUCTION TO THE SPECIAL PROVISIONS
2019 WEST 3RD STREET SANITARY SEWER LINE REHABILITATION**

(July 31, 2007 APWA GSP)

The Work on this project shall be accomplished in accordance with the *Standard Specifications for Road, Bridge and Municipal Construction*, 2018 edition, as issued by the Washington State Department of Transportation (WSDOT) including all its related Amendments, plus the Special Provisions as provided herein; all which are made a part of the Contract Documents and shall govern the Work.

The Special Provisions contained herein are American Public Works Association (APWA) General Special Provisions (GSPs) and Special Provisions per the City of Anacortes 2011 Engineering Standards. Each APWA Special Provision supplements, modifies, or replaces the comparable Standard Specification, or is a new Provision. The deletion, amendment, alteration, or addition to any subsection or portion of the Standard Specifications is meant to pertain only to that particular portion of the section and the balance of the section remains unchanged and does apply.

Incorporated into the Contract Documents by reference are:

- 2018 *Standard Plans for Road, Bridge and Municipal Construction*, WSDOT
- 2011 City of Anacortes EDS Construction Standards (www.cityofanacortes.org/PublicWorks/Engineering/EngineeringStandards-2011)

Contractor shall obtain copies of these publications, at Contractor's own expense.

DIVISION 1 – GENERAL REQUIREMENTS

1-01.3 Definitions

(March 8, 2013 APWA GSP)

Delete the heading **Completion Dates** and the three paragraphs that follow it, and replace them with the following:

Dates

Award Date

The date of the formal decision of the Contracting Agency to accept the lowest responsible and responsive Bidder for the Work.

Contract Execution Date

The date the Contracting Agency officially binds the Agency to the Contract.

Notice to Proceed Date

The date stated in the Notice to Proceed on which the Contract time begins.

Substantial Completion Date

The day the Engineer determines the Contracting Agency has full and unrestricted use and benefit of the facilities, both from the operational and safety standpoint, any remaining traffic disruptions will be rare and brief, and only minor incidental work, replacement of temporary substitute facilities, plant establishment periods, or correction or repair remains for the Physical Completion of the total Contract.

Physical Completion Date

The day all of the Work is physically completed on the project. All documentation required by the Contract and required by law does not necessarily need to be furnished by the Contractor by this date.

Completion Date

The day all the Work specified in the Contract is completed and all the obligations of the Contractor under the contract are fulfilled by the Contractor. All documentation required by the Contract and required by law must be furnished by the Contractor before establishment of this date.

Final Acceptance Date

The date on which the Contracting Agency accepts the Work as complete.

Supplement this Section with the following:

All references in the Standard Specifications, Amendments, or WSDOT General Special Provisions, to the terms "State", "Department of Transportation", "Washington State Transportation Commission", "Commission", "Secretary of Transportation", "Secretary", "Headquarters", and "State Treasurer" shall be revised to read "Contracting Agency".

All references to "State Materials Laboratory" shall be revised to read "Contracting Agency designated location".

All references to "final contract voucher certification" shall be interpreted to mean the final payment form established by the Contracting Agency.

The venue of all causes of action arising from the advertisement, award, execution, and performance of the contract shall be in the Superior Court of the County where the Contracting Agency's headquarters are located.

Business Day

A business day is any day from Monday through Friday except holidays as listed in Section 1-08.5.

Contract Bond

The definition in the Standard Specifications for "Contract Bond" applies to whatever bond form(s) are required by the Contract Documents, which may be a combination of a Payment Bond and a Performance Bond.

Contract Documents

See definition for "Contract".

Contract Time

The period of time established by the terms and conditions of the Contract within which the Work must be physically completed.

Notice of Award

The written notice from the Contracting Agency to the successful Bidder signifying the Contracting Agency's acceptance of the Bid Proposal.

Notice to Proceed

The written notice from the Contracting Agency or Engineer to the Contractor authorizing and directing the Contractor to proceed with the Work and establishing the date on which the Contract time begins.

Traffic

Both vehicular and non-vehicular traffic, such as pedestrians, bicyclists, wheelchairs, and equestrian traffic.

1-03.3 Execution of Contract

(October 1, 2005 APWA GSP)

Revise this section to read:

Copies of the Contract Provisions, including the unsigned Form of Contract, will be available for signature by the successful bidder on the first business day following award. The number of copies to be executed by the Contractor will be determined by the Contracting Agency.

Within 10 calendar days after the award date, the successful bidder shall return the signed Contracting Agency-prepared contract, an insurance certification as required by Section 1-07.18, and a satisfactory

bond as required by law and Section 1-03.4. Before execution of the contract by the Contracting Agency, the successful bidder shall provide any pre-award information the Contracting Agency may require under Section 1-02.15.

Until the Contracting Agency executes a contract, no proposal shall bind the Contracting Agency nor shall any work begin within the project limits or within Contracting Agency-furnished sites. The Contractor shall bear all risks for any work begun outside such areas and for any materials ordered before the contract is executed by the Contracting Agency.

If the bidder experiences circumstances beyond their control that prevents return of the contract documents within 10 calendar days after the award date stated above, the Contracting Agency may grant up to a maximum of 5 additional calendar days for return of the documents, provided the Contracting Agency deems the circumstances warrant it.

1-04.2 Coordination of Contract Documents, Plans, Special Provisions, Specifications, and Addenda

(March 13, 2012 APWA GSP)

Revise the second paragraph to read:

Any inconsistency in the parts of the contract shall be resolved by following this order of precedence (e.g., 1 presiding over 2, 2 over 3, 3 over 4, and so forth):

1. Addenda,
2. Proposal Form,
3. Special Provisions,
4. General Provisions,
5. Contract Plans,
6. Amendments to the Standard Specifications,
7. Standard Specifications,
8. Contracting Agency's Standard Plans or Details (if any), and
9. WSDOT Standard Plans for Road, Bridge, and Municipal Construction.

1-04.6 Variation in Estimated Quantities

(May 25, 2006 APWA GSP, Option B; may not be used on FHWA-funded projects)

Delete the first paragraph, and replace it with the following:

Payment to the Contractor will be made only for the actual quantities of work performed and accepted in conformance with the Contract. When the accepted quantity of work performed under a unit item varies from the original proposal quantity, payment will be at the unit contract price for all work unless the total accepted quantity of any contract item, adjusted to exclude added or deleted amounts included in change orders accepted by both parties, increases or decreases by more than 25 percent from the original proposal quantity, and if the total extended bid price for that item at time of award is equal to or greater than 10 percent of the total contract price at time of award. In that case, payment for Contract Work may be adjusted as described herein.

1-05.12(1) One-Year Guarantee Period

(March 8, 2013 APWA GSP)

The Contractor shall return to the project and repair or replace all defects in workmanship and material discovered within one year after Final Acceptance of the Work. The Contractor shall start work to remedy any such defects within 7 calendar days of receiving Contracting Agency's written notice of a defect, and shall complete such work within the time stated in the Contracting Agency's notice. In case of an emergency, where damage may result from delay or where loss of services may result, such corrections may

be made by the Contracting Agency's own forces or another contractor, in which case the cost of corrections shall be paid by the Contractor. In the event the Contractor does not accomplish corrections within the time specified, the work will be otherwise accomplished and the cost of same shall be paid by the Contractor.

When corrections of defects are made, the Contractor shall then be responsible for correcting all defects in workmanship and materials in the corrected work for one year after acceptance of the corrections by Contracting Agency.

This guarantee is supplemental to and does not limit or affect the requirements that the Contractor's work comply with the requirements of the Contract or any other legal rights or remedies of the Contracting Agency.

1-05.7 Removal of Defective and Unauthorized Work

(October 1, 2005 APWA GSP)

Supplement this section with the following:

If the Contractor fails to remedy defective or unauthorized work within the time specified in a written notice from the Engineer, or fails to perform any part of the work required by the Contract Documents, the Engineer may correct and remedy such work as may be identified in the written notice, with Contracting Agency forces or by such other means as the Contracting Agency may deem necessary.

If the Contractor fails to comply with a written order to remedy what the Engineer determines to be an emergency situation, the Engineer may have the defective and unauthorized work corrected immediately, have the rejected work removed and replaced, or have work the Contractor refuses to perform completed by using Contracting Agency or other forces. An emergency situation is any situation when, in the opinion of the Engineer, a delay in its remedy could be potentially unsafe, or might cause serious risk of loss or damage to the public.

Direct or indirect costs incurred by the Contracting Agency attributable to correcting and remedying defective or unauthorized work, or work the Contractor failed or refused to perform, shall be paid by the Contractor. Payment will be deducted by the Engineer from monies due, or to become due, the Contractor. Such direct and indirect costs shall include in particular, but without limitation, compensation for additional professional services required, and costs for repair and replacement of work of others destroyed or damaged by correction, removal, or replacement of the Contractor's unauthorized work.

No adjustment in contract time or compensation will be allowed because of the delay in the performance of the work attributable to the exercise of the Contracting Agency's rights provided by this Section.

The rights exercised under the provisions of this section shall not diminish the Contracting Agency's right to pursue any other avenue for additional remedy or damages with respect to the Contractor's failure to perform the work as required.

1-05.11 Final Inspection

Delete this section and replace it with the following:

1-05.11 Final Inspections and Operational Testing

(October 1, 2005 APWA GSP)

1-05.11(1) Substantial Completion Date

When the Contractor considers the work to be substantially complete, the Contractor shall so notify the Engineer and request the Engineer establish the Substantial Completion Date. The Contractor's request shall list the specific items of work that remain to be completed in order to reach physical completion. The Engineer will schedule an inspection of the work with the Contractor to determine the status of completion. The Engineer may also establish the Substantial Completion Date unilaterally.

If, after this inspection, the Engineer concurs with the Contractor that the work is substantially complete and ready for its intended use, the Engineer, by written notice to the Contractor, will set the Substantial

Completion Date. If, after this inspection the Engineer does not consider the work substantially complete and ready for its intended use, the Engineer will, by written notice, so notify the Contractor giving the reasons therefor.

Upon receipt of written notice concurring in or denying substantial completion, whichever is applicable, the Contractor shall pursue vigorously, diligently and without unauthorized interruption, the work necessary to reach Substantial and Physical Completion. The Contractor shall provide the Engineer with a revised schedule indicating when the Contractor expects to reach substantial and physical completion of the work.

The above process shall be repeated until the Engineer establishes the Substantial Completion Date and the Contractor considers the work physically complete and ready for final inspection.

1-05.11(2) Final Inspection and Physical Completion Date

When the Contractor considers the work physically complete and ready for final inspection, the Contractor by written notice, shall request the Engineer to schedule a final inspection. The Engineer will set a date for final inspection. The Engineer and the Contractor will then make a final inspection and the Engineer will notify the Contractor in writing of all particulars in which the final inspection reveals the work incomplete or unacceptable. The Contractor shall immediately take such corrective measures as are necessary to remedy the listed deficiencies. Corrective work shall be pursued vigorously, diligently, and without interruption until physical completion of the listed deficiencies. This process will continue until the Engineer is satisfied the listed deficiencies have been corrected.

If action to correct the listed deficiencies is not initiated within 7 days after receipt of the written notice listing the deficiencies, the Engineer may, upon written notice to the Contractor, take whatever steps are necessary to correct those deficiencies pursuant to Section 1-05.7.

The Contractor will not be allowed an extension of contract time because of a delay in the performance of the work attributable to the exercise of the Engineer's right hereunder.

Upon correction of all deficiencies, the Engineer will notify the Contractor and the Contracting Agency, in writing, of the date upon which the work was considered physically complete. That date shall constitute the Physical Completion Date of the contract, but shall not imply acceptance of the work or that all the obligations of the Contractor under the contract have been fulfilled.

1-05.11(3) Operational Testing

It is the intent of the Contracting Agency to have at the Physical Completion Date a complete and operable system. Therefore when the work involves the installation of machinery or other mechanical equipment; street lighting, electrical distribution or signal systems; irrigation systems; buildings; or other similar work it may be desirable for the Engineer to have the Contractor operate and test the work for a period of time after final inspection but prior to the physical completion date. Whenever items of work are listed in the Contract Provisions for operational testing they shall be fully tested under operating conditions for the time period specified to ensure their acceptability prior to the Physical Completion Date. During and following the test period, the Contractor shall correct any items of workmanship, materials, or equipment which prove faulty, or that are not in first class operating condition. Equipment, electrical controls, meters, or other devices and equipment to be tested during this period shall be tested under the observation of the Engineer, so that the Engineer may determine their suitability for the purpose for which they were installed. The Physical Completion Date cannot be established until testing and corrections have been completed to the satisfaction of the Engineer.

The costs for power, gas, labor, material, supplies, and everything else needed to successfully complete operational testing, shall be included in the unit contract prices related to the system being tested, unless specifically set forth otherwise in the proposal.

Operational and test periods, when required by the Engineer, shall not affect a manufacturer's guaranties or warranties furnished under the terms of the contract.

1-05.12(1) One-Year Guarantee Period

(March 8, 2013 APWA GSP) The Contractor shall return to the project and repair or replace all defects in workmanship and material discovered within one year after Final Acceptance of the Work. The Contractor shall start work to remedy any such defects within 7 calendar days of receiving Contracting Agency's written notice of a defect, and shall complete such work within the time stated in the Contracting Agency's notice. In case of an emergency, where damage may result from delay or where loss of services may result, such corrections may be made by the Contracting Agency's own forces or another contractor, in which case the cost of corrections shall be paid by the Contractor. In the event the Contractor does not accomplish corrections within the time specified, the work will be otherwise accomplished and the cost of same shall be paid by the Contractor.

When corrections of defects are made, the Contractor shall then be responsible for correcting all defects in workmanship and materials in the corrected work for one year after acceptance of the corrections by Contracting Agency.

This guarantee is supplemental to and does not limit or affect the requirements that the Contractor's work comply with the requirements of the Contract or any other legal rights or remedies of the Contracting Agency.

1-05.13 Superintendents, Labor and Equipment of Contractor

(March 25, 2009 APWA GSP)

Revise the seventh paragraph to read:

Whenever the Contracting Agency evaluates the Contractor's qualifications pursuant to Section 1-02.14, it will take these performance reports into account.

1-05.15 Method of Serving Notices

(March 25, 2009 APWA GSP)

Revise the second paragraph to read:

All correspondence from the Contractor shall be directed to the Project Engineer. All correspondence from the Contractor constituting any notification, notice of protest, notice of dispute, or other correspondence constituting notification required to be furnished under the Contract, must be in paper format, hand delivered or sent via mail delivery service to the Project Engineer's office. Electronic copies such as e-mails or electronically delivered copies of correspondence will not constitute such notice and will not comply with the requirements of the Contract.

1-05.16 Water and Power

(October 1, 2005 APWA GSP)

The Contractor shall make necessary arrangements, and shall bear the costs for power and water necessary for the performance of the work, unless the contract includes power and water as a pay item.

1-05.17 Oral Agreements

(October 1, 2005 APWA GSP)

No oral agreement or conversation with any officer, agent, or employee of the Contracting Agency, either before or after execution of the contract, shall affect or modify any of the terms or obligations contained in any of the documents comprising the contract. Such oral agreement or conversation shall be considered as unofficial information and in no way binding upon the Contracting Agency, unless subsequently put in writing and signed by the Contracting Agency.

1-06.1(4) Fabrication Inspection Expense
(June 27, 2011 AWP A GSP)

Delete this section in its entirety.

1-07.1 Laws to be Observed
(October 1, 2005 APWA GSP)

Supplement this section with the following:

In cases of conflict between different safety regulations, the more stringent regulation shall apply.

The Washington State Department of Labor and Industries shall be the sole and paramount administrative agency responsible for the administration of the provisions of the Washington Industrial Safety and Health Act of 1973 (WISHA).

The Contractor shall maintain at the project site office, or other well known place at the project site, all articles necessary for providing first aid to the injured. The Contractor shall establish, publish, and make known to all employees, procedures for ensuring immediate removal to a hospital, or doctor's care, persons, including employees, who may have been injured on the project site. Employees should not be permitted to work on the project site before the Contractor has established and made known procedures for removal of injured persons to a hospital or a doctor's care.

The Contractor shall have sole responsibility for the safety, efficiency, and adequacy of the Contractor's plant, appliances, and methods, and for any damage or injury resulting from their failure, or improper maintenance, use, or operation. The Contractor shall be solely and completely responsible for the conditions of the project site, including safety for all persons and property in the performance of the work. This requirement shall apply continuously, and not be limited to normal working hours. The required or implied duty of the Engineer to conduct construction review of the Contractor's performance does not, and shall not, be intended to include review and adequacy of the Contractor's safety measures in, on, or near the project site.

1-07.2 State Taxes

Delete this section, including its sub-sections, in its entirety and replace it with the following:

1-07.2 State Sales Tax
(June 27, 2011 APWA GSP)

The Washington State Department of Revenue has issued special rules on the State sales tax. Sections 1-07.2(1) through 1-07.2(3) are meant to clarify those rules. The Contractor should contact the Washington State Department of Revenue for answers to questions in this area. The Contracting Agency will not adjust its payment if the Contractor bases a bid on a misunderstood tax liability.

The Contractor shall include all Contractor-paid taxes in the unit bid prices or other contract amounts. In some cases, however, state retail sales tax will not be included. Section 1-07.2(2) describes this exception.

The Contracting Agency will pay the retained percentage (or release the Contract Bond if a FHWA-funded Project) only if the Contractor has obtained from the Washington State Department of Revenue a certificate showing that all contract-related taxes have been paid (RCW 60.28.051). The Contracting Agency may deduct from its payments to the Contractor any amount the Contractor may owe the Washington State Department of Revenue, whether the amount owed relates to this contract or not. Any amount so deducted will be paid into the proper State fund.

1-07.2(1) State Sales Tax — Rule 171

WAC 458-20-171, and its related rules, apply to building, repairing, or improving streets, roads, etc., which are owned by a municipal corporation, or political subdivision of the state, or by the United States,

and which are used primarily for foot or vehicular traffic. This includes storm or combined sewer systems within and included as a part of the street or road drainage system and power lines when such are part of the roadway lighting system. For work performed in such cases, the Contractor shall include Washington State Retail Sales Taxes in the various unit bid item prices, or other contract amounts, including those that the Contractor pays on the purchase of the materials, equipment, or supplies used or consumed in doing the work.

1-07.2(2) State Sales Tax — Rule 170

WAC 458-20-170, and its related rules, apply to the constructing and repairing of new or existing buildings, or other structures, upon real property. This includes, but is not limited to, the construction of streets, roads, highways, etc., owned by the state of Washington; water mains and their appurtenances; sanitary sewers and sewage disposal systems unless such sewers and disposal systems are within, and a part of, a street or road drainage system; telephone, telegraph, electrical power distribution lines, or other conduits or lines in or above streets or roads, unless such power lines become a part of a street or road lighting system; and installing or attaching of any article of tangible personal property in or to real property, whether or not such personal property becomes a part of the realty by virtue of installation.

For work performed in such cases, the Contractor shall collect from the Contracting Agency, retail sales tax on the full contract price. The Contracting Agency will automatically add this sales tax to each payment to the Contractor. For this reason, the Contractor shall not include the retail sales tax in the unit bid item prices, or in any other contract amount subject to Rule 170, with the following exception.

Exception: The Contracting Agency will not add in sales tax for a payment the Contractor or a subcontractor makes on the purchase or rental of tools, machinery, equipment, or consumable supplies not integrated into the project. Such sales taxes shall be included in the unit bid item prices or in any other contract amount.

1-07.2(3) Services

The Contractor shall not collect retail sales tax from the Contracting Agency on any contract wholly for professional or other services (as defined in Washington State Department of Revenue Rules 138 and 244).

1-07.18 Public Liability and Property Damage Insurance

Delete this section in its entirety, and replace it with the following:

1-07.18 Insurance

(January 24, 2011 APWA GSP)

1-07.18(1) General Requirements

- A. The Contractor shall obtain the insurance described in this section from insurers approved by the State Insurance Commissioner pursuant to RCW Title 48. The insurance must be provided by an insurer with a rating of A-: VII or higher in the A.M. Best's Key Rating Guide, which is licensed to do business in the state of Washington (or issued as a surplus line by a Washington Surplus lines broker). The Contracting Agency reserves the right to approve or reject the insurance provided, based on the insurer (including financial condition), terms and coverage, the Certificate of Insurance, and/or endorsements.
- B. The Contractor shall keep this insurance in force during the term of the Contract and for thirty (30) days after the Physical Completion date, unless otherwise indicated (see C. below).
- C. If any insurance policy is written on a claims made form, its retroactive date, and that of all subsequent renewals, shall be no later than the effective date of this Contract. The policy shall state that coverage is claims made, and state the retroactive date. Claims-made form coverage shall be maintained by the Contractor for a minimum of 36 months following the Final Completion or earlier termination of this Contract, and the Contractor shall annually provide the Contracting Agency with proof of renewal. If renewal of the claims made form of coverage becomes unavailable, or economically prohibitive, the Contractor shall purchase an extended reporting period ("tail") or execute another form of guarantee

acceptable to the Contracting Agency to assure financial responsibility for liability for services performed.

- D. The insurance policies shall contain a "cross liability" provision.
- E. The Contractor's and all subContractors' insurance coverage shall be primary and non-contributory insurance as respects the Contracting Agency's insurance, self-insurance, or insurance pool coverage.
- F. The Contractor shall provide the Contracting Agency and all Additional Insureds with written notice of any policy cancellation, within two business days of their receipt of such notice.
- G. Upon request, the Contractor shall forward to the Contracting Agency a full and certified copy of the insurance policy(s).
- H. The Contractor shall not begin work under the Contract until the required insurance has been obtained and approved by the Contracting Agency.
- I. Failure on the part of the Contractor to maintain the insurance as required shall constitute a material breach of contract, upon which the Contracting Agency may, after giving five business days notice to the Contractor to correct the breach, immediately terminate the Contract or, at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with any sums so expended to be repaid to the Contracting Agency on demand, or at the sole discretion of the Contracting Agency, offset against funds due the Contractor from the Contracting Agency.
- J. All costs for insurance shall be incidental to and included in the unit or lump sum prices of the contract and no additional payment will be made.

1-07.18(2) Additional Insured

All insurance policies, with the exception of Professional Liability and Workers Compensation, shall name the following listed entities as additional insured(s):

- the Contracting Agency and its officers, elected officials, employees, agents, and volunteers

The above-listed entities shall be additional insured(s) for the full available limits of liability maintained by the Contractor, whether primary, excess, contingent or otherwise, irrespective of whether such limits maintained by the Contractor are greater than those required by this Contract, and irrespective of whether the Certificate of Insurance provided by the Contractor pursuant to 1-07.18(3) describes limits lower than those maintained by the Contractor.

1-07.18(3) Subcontractors

Contractor shall ensure that each subcontractor of every tier obtains and maintains at a minimum the insurance coverages listed in 1-07.18(5)A and 1-07.18(5)B. Upon request of the Contracting Agency, the Contractor shall provide evidence of such insurance.

1-07.18(4) Evidence of Insurance

The Contractor shall deliver to the Contracting Agency a Certificate(s) of Insurance and endorsements for each policy of insurance meeting the requirements set forth herein when the Contractor delivers the signed Contract for the work. The certificate and endorsements must conform to the following requirements:

1. An ACORD certificate or a form determined by the Contracting Agency to be equivalent.
2. Copies of all endorsements naming Contracting Agency and all other entities listed in 1-07.18(2) as Additional Insured(s), showing the policy number. The Contractor may submit a copy of any blanket additional insured clause from its policies instead of a separate endorsement. A statement of additional insured status on an ACORD Certificate of Insurance shall not satisfy this requirement.
3. Any other amendatory endorsements to show the coverage required herein.

1-07.18(5) Coverages and Limits

The insurance shall provide the minimum coverages and limits set forth below. Providing coverage in these stated minimum limits shall not be construed to relieve the Contractor from liability in excess of such limits.

All deductibles and self-insured retentions must be disclosed and are subject to approval by the Contracting Agency. The cost of any claim payments falling within the deductible shall be the responsibility of the Contractor.

1-07.18(5)A Commercial General Liability

A policy of Commercial General Liability Insurance, including:

- Per project aggregate
- Premises/Operations Liability
- Products/Completed Operations – for a period of one year following final acceptance of the work.
- Personal/Advertising Injury
- Contractual Liability
- Independent Contractors Liability
- Stop Gap / Employers' Liability
- Explosion, Collapse, or Underground Property Damage (XCU)
- Blasting (only required when the Contractor's work under this Contract includes exposures to which this specified coverage responds)

Such policy must provide the following minimum limits:

\$1,000,000	Each Occurrence
\$2,000,000	General Aggregate
\$1,000,000	Products & Completed Operations Aggregate
\$1,000,000	Personal & Advertising Injury, each offence

Stop Gap / Employers' Liability

\$1,000,000	Each Accident
\$1,000,000	Disease - Policy Limit
\$1,000,000	Disease - Each Employee

1-07.18(5)B Automobile Liability

Automobile Liability for owned, non-owned, hired, and leased vehicles, with an MCS 90 endorsement and a CA 9948 endorsement attached if "pollutants" are to be transported. Such policy(ies) must provide the following minimum limit:

\$1,000,000	combined single limit
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1-07.18(5)C Workers' Compensation

The Contractor shall comply with Workers' Compensation coverage as required by the Industrial Insurance laws of the state of Washington.

1-08 PROSECUTION AND PROGRESS

Add the following new section:

1-08.0 Preliminary Matters (May 25, 2006 APWA GSP)

Add the following new section:

1-08.0(1) Preconstruction Conference (October 10, 2008 APWA GSP)

Prior to the Contractor beginning the work, a preconstruction conference will be held between the Contractor, the Engineer and such other interested parties as may be invited. The purpose of the

preconstruction conference will be:

1. To review the initial progress schedule;
2. To establish a working understanding among the various parties associated or affected by the work;
3. To establish and review procedures for progress payment, notifications, approvals, submittals, etc.;
4. To establish normal working hours for the work;
5. To review safety standards and traffic control; and
6. To discuss such other related items as may be pertinent to the work.

The Contractor shall prepare and submit at the preconstruction conference the following:

1. A breakdown of all lump sum items;
2. A preliminary schedule of working drawing submittals; and
3. A list of material sources for approval if applicable.

1-08.4 Prosecution of Work

Delete this section in its entirety, and replace it with the following:

1-08.4 Notice to Proceed and Prosecution of Work

(June 27, 2011 APWA GSP)

Notice to Proceed will be given after the Contract has been executed and the contract bond and evidence of insurance have been approved and filed by the Contracting Agency. The Contractor shall not commence with the work until the Notice to Proceed has been given by the Engineer. The Contractor shall commence construction activities on the project site within ten days of the Notice to Proceed Date, unless otherwise approved in writing. The Contractor shall diligently pursue the work to the physical completion date within the time specified in the Contract. Voluntary shutdown or slowing of operations by the Contractor shall not relieve the Contractor of the responsibility to complete the work within the time(s) specified in the Contract.

When shown in the Plans, the first order of work shall be the installation of high visibility fencing to delineate all areas for protection or restoration, as described in the Contract. Installation of high visibility fencing adjacent to the roadway shall occur after the placement of all necessary signs and traffic control devices in accordance with 1-10.1(2). Upon construction of the fencing, the Contractor shall request the Engineer to inspect the fence. No other work shall be performed on the site until the Contracting Agency has accepted the installation of high visibility fencing, as described in the Contract.

1-08.5 Time for Completion

(March 8, 2013 APWA GSP, Option A)

Revise the third and fourth paragraphs to read:

Contract time shall begin on the first working day following the Notice to Proceed Date.

Each working day shall be charged to the contract as it occurs, until the contract work is physically complete. If substantial completion has been granted and all the authorized working days have been used, charging of working days will cease. Each week the Engineer will provide the Contractor a statement that shows the number of working days: (1) charged to the contract the week before; (2) specified for the physical completion of the contract; and (3) remaining for the physical completion of the contract. The statement will also show the nonworking days and any partial or whole day the Engineer declares as unworkable. Within 10 calendar days after the date of each statement, the Contractor shall file a written protest of any alleged discrepancies in it. To be considered by the Engineer, the protest shall be in sufficient detail to enable the Engineer to ascertain the basis and amount of time disputed. By not filing such detailed protest in that period, the Contractor shall be deemed as having accepted the statement as correct. If the Contractor is approved to work 10 hours a day and 4 days a week (a 4-10 schedule) and the fifth day of the week in which a 4-10 shift is worked would ordinarily be charged as a working day then the fifth day of that week will be charged as a working day whether or not the Contractor works on that day.

Revise the sixth paragraph to read:

The Engineer will give the Contractor written notice of the completion date of the contract after all the Contractor's obligations under the contract have been performed by the Contractor. The following events must occur before the Completion Date can be established:

1. The physical work on the project must be complete; and
2. The Contractor must furnish all documentation required by the contract and required by law, to allow the Contracting Agency to process final acceptance of the contract. The following documents must be received by the Project Engineer prior to establishing a completion date:
 - a. Certified Payrolls (per Section 1-07.9(5)).
 - b. Material Acceptance Certification Documents
 - c. Quarterly Reports of Amounts Credited as DBE Participation, as required by the Contract Provisions.
 - d. Final Contract Voucher Certification
 - e. Property owner releases per Section 1-07.24

1-08.7 Maintenance During Suspension

(October 1, 2005 APWA GSP)

Revise the second paragraph to read:

At no expense to the Contracting Agency, the Contractor shall provide through the construction area a safe, smooth, and unobstructed roadway, sidewalk, and path for public use during suspension (as required in Section 1-07.23 or the Special Provisions). This may include a temporary road or detour.

1-08.9 Liquidated Damages

(March 13, 2012 APWA GSP)

Revise the fourth paragraph to read:

When the Contract Work has progressed to Substantial Completion as defined in the Contract. The Engineer may determine that the work is Substantially Complete. The Engineer will notify the Contractor in writing of the Substantial Completion Date. For overruns in Contract time occurring after the date so established, the formula for liquidated damages shown above will not apply. For overruns in Contract time occurring after the Substantial Completion Date, liquidated damages shall be assessed on the basis of direct engineering and related costs assignable to the project until the actual Physical Completion Date of all the Contract Work. The Contractor shall complete the remaining Work as promptly as possible. Upon request by the Project Engineer, the Contractor shall furnish a written schedule for completing the physical Work on the Contract.

1-09.6 Force Account

(October 10, 2008 APWA GSP)

Supplement this section with the following:

The Contracting Agency has estimated and included in the Proposal, dollar amounts for all items to be paid per force account, only to provide a common proposal for Bidders. All such dollar amounts are to become a part of Contractor's total bid. However, the Contracting Agency does not warrant expressly or by implication, that the actual amount of work will correspond with those estimates. Payment will be made on the basis of the amount of work actually authorized by Engineer.

1-09.9 Payments

(March 13, 2012 APWA GSP)

Delete the first four paragraphs and replace them with the following:

The basis of payment will be the actual quantities of Work performed according to the Contract and as specified for payment.

The Contractor shall submit a breakdown of the cost of lump sum bid items at the Preconstruction Conference, to enable the Project Engineer to determine the Work performed on a monthly basis. A breakdown is not required for lump sum items that include a basis for incremental payments as part of the respective Specification. Absent a lump sum breakdown, the Project Engineer will make a determination based on information available. The Project Engineer's determination of the cost of work shall be final.

Progress payments for completed work and material on hand will be based upon progress estimates prepared by the Engineer. A progress estimate cutoff date will be established at the preconstruction conference.

The initial progress estimate will be made not later than 30 days after the Contractor commences the work, and successive progress estimates will be made every month thereafter until the Completion Date. Progress estimates made during progress of the work are tentative, and made only for the purpose of determining progress payments. The progress estimates are subject to change at any time prior to the calculation of the final payment.

The value of the progress estimate will be the sum of the following:

1. Unit Price Items in the Bid Form — the approximate quantity of acceptable units of work completed multiplied by the unit price.
2. Lump Sum Items in the Bid Form — based on the approved Contractor's lump sum breakdown for that item, or absent such a breakdown, based on the Engineer's determination.
3. Materials on Hand — 100 percent of invoiced cost of material delivered to Job site or other storage area approved by the Engineer.
4. Change Orders — entitlement for approved extra cost or completed extra work as determined by the Engineer.

Progress payments will be made in accordance with the progress estimate less:

1. Retainage per Section 1-09.9(1), on non FHWA-funded projects;
2. The amount of progress payments previously made; and
3. Funds withheld by the Contracting Agency for disbursement in accordance with the Contract Documents.

Progress payments for work performed shall not be evidence of acceptable performance or an admission by the Contracting Agency that any work has been satisfactorily completed. The determination of payments under the contract will be final in accordance with Section 1-05.1.

1-09.13(3) Claims \$250,000 or Less
(October 1, 2005 APWA GSP)

Delete this Section and replace it with the following:

The Contractor and the Contracting Agency mutually agree that those claims that total \$250,000 or less, submitted in accordance with Section 1-09.11 and not resolved by nonbinding ADR processes, shall be resolved through litigation unless the parties mutually agree in writing to resolve the claim through binding arbitration.

1-09.13(3)A Administration of Arbitration
(October 1, 2005 APWA GSP)

Revise the third paragraph to read:

The Contracting Agency and the Contractor mutually agree to be bound by the decision of the arbitrator,

and judgment upon the award rendered by the arbitrator may be entered in the Superior Court of Skagit County. The decision of the arbitrator and the specific basis for the decision shall be in writing. The arbitrator shall use the contract as a basis for decisions.

DIVISION 8 – MISCELLANEOUS CONSTRUCTION

DIVISION 8: To be used in its entirety and to include the following changes.

8-01 EROSION CONTROL AND WATER POLLUTION CONTROL

8-01.1 Description (May 2013, COA)

Supplement

This section is supplemented with the following:

“The Contractor shall employ Best Management Practices as outlined in the DOE Stormwater Management Manual, “Erosion and Sediment Control”, Volume II and the City of Anacortes 2011 Engineering Development Standards. A detailed Erosion Control Plan shall be submitted to the City of Anacortes Project Manager at the scheduled pre-construction meeting.”

“Temporary erosion protection shall be used and maintained during construction to protect sloped surfaces, adjacent areas, and receiving waters. Temporary erosion protection may include the use of straw, jute matting, wattles, heavy plastic sheeting, or other forms of ground cover on areas disturbed by construction. Permanent erosion protection outside the paved areas shall be provided by reestablishing vegetation. Slope surfaces shall be restored so that surface runoff does not create surface channels, or ruts.”

8-01.5 Payment (May 2013, COA)

Modification

This section shall be deleted and revised to read as follows:

“**TEMPORARY EROSION /WATER POLLUTION CONTROL**”, per lump sum shall be full pay for all costs associated with preparing an erosion control plan, and providing erosion control as outlined herein.

SPECIFICATIONS FOR CURED-IN-PLACE PIPE (CIPP)

1. INTENT

- 1.1 It is the intent of this specification to provide for the reconstruction of pipelines and conduits by the installation of a resin-impregnated flexible tube, which is tightly formed to the original conduit. The resin is cured using either hot water under hydrostatic pressure or steam pressure within the tube. The Cured-In-Place Pipe (CIPP) will be continuous and tight fitting.

2. REFERENCED DOCUMENTS

- 2.1 This specification references standards from the American Society for Testing and Materials, such as: ASTM F1216 (Rehabilitation of Existing Pipelines and Conduits by the Inversion and Curing of a Resin-Impregnated Tube), ASTM F1743 (Rehabilitation of Existing Pipelines and Conduits by Pulled-in-Place Installation of Cured-in-Place Thermosetting Resin Pipe (CIPP)), ASTM D5813 (Cured-in-Place Thermosetting Resin Sewer Pipe), ASTM D790 (Test Methods for Flexural Properties of Un-reinforced and Reinforced Plastics and Electrical Insulating Materials), and D2990 (Tensile, Compressive, and Flexural Creep and Creep-Rupture of Plastics) which are made a part hereof by such reference and shall be the latest edition and revision thereof. In case of conflicting requirements between this specification and these referenced documents, this specification will govern.

3. PRODUCT, MANUFACTURER/INSTALLER QUALIFICATION REQUIREMENTS

- 3.1 Only proven products with substantial successful long-term track records will be approved. All trenchless rehabilitation products and installers must be pre-approved prior to the formal opening of

proposals.

Products and Installers seeking approval must meet all of the following criteria to be deemed Commercially Acceptable:

- 3.1.1 For a Product to be considered Commercially Proven, a minimum of 1,000,000 linear feet or 4,000 manhole-to-manhole line sections of successful wastewater collection system installations in the U.S. shall be documented to the satisfaction of the Owner.
- 3.1.2 For an Installer to be considered as Commercially Proven, the Installer shall satisfy all insurance, financial, and bonding requirements of the Owner, and shall have had at least 5 (five) years active experience in the commercial installation. In addition, the Installer must have successfully installed at least 50,000 feet of the product bid in wastewater collection systems. Acceptable documentation of these minimum installations shall be submitted to the Owner.
- 3.1.3 Sewer rehabilitation products submitted for approval shall provide third party test results supporting the structural performance (short-term and long-term) of the product and such data shall be satisfactory to the Owner. Test samples shall be prepared so as to simulate installation methods and trauma of the product. No product will be approved without independent third party testing verification.

4. MATERIALS

- 4.1 Tube - The sewn Tube shall consist of one or more layers of absorbent non-woven felt fabric and meet the requirements of ASTM F1216, Section 5.1 or ASTM F1743, Section 5.2.1 The tube shall be constructed to withstand installation pressures, have sufficient strength to bridge missing pipe, and stretch to fit irregular pipe sections.
 - 4.1.1 The wet out Tube shall have a relatively uniform thickness that when compressed at installation pressures will equal or exceed the calculated minimum design thickness.
 - 4.1.2 The Tube shall be manufactured to a size that when installed will tightly fit the internal circumference and length of the original pipe. Allowance should be made for circumferential stretching during inversion. Overlapped layers of felt in longitudinal seams that cause lumps in the final product shall not be utilized.
 - 4.1.3 The outside layer of the Tube shall be coated with an impermeable, flexible membrane that will contain the resin and all the resin impregnation (wet out) procedure to be monitored.
 - 4.1.4 The Tube shall be homogeneous across the entire wall thickness containing no intermediate or encapsulated elastomeric layers. No material shall be included in the Tube that may cause delamination in the cured CIPP. No dry or unsaturated layers shall be evident.
 - 4.1.5 The wall color of the interior pipe surface of CIPP after installation shall be a relatively light reflective color so that a clear detailed examination with closed circuit television inspection equipment may be made.
 - 4.1.6 Seams in the Tube shall be stronger than the non-seamed felt material.
 - 4.1.7 The Tube shall be marked for distance at regular intervals along its entire length, not to exceed 5 ft. Such markings shall include the Manufacturers name or identifying symbol. The tubes must be manufactured in the USA.
 - 4.1.8 The contractor shall verify all manhole inverts, pipe diameters and lengths before ordering any materials required for the project.
- 4.2 Resin - The resin system shall be a corrosion resistant polyester, vinyl ester, or epoxy system including all required catalysts, initiators or hardeners that when cured within the tube create a composite that satisfies the requirements of ASTM F1216 and ASTM F1743, the physical properties herein, and those which are to be utilized in the design of the CIPP for this project. The resin shall produce a

CIPP that will comply with the structural and chemical resistance requirements of this specification.

5. **STRUCTURAL REQUIREMENTS**

- 5.1 The CIPP shall be designed as per ASTM F1216, Appendix X.1. The CIPP design shall assume no bonding to the original pipe wall.
- 5.2 The Contractor must have performed long-term testing for flexural creep of the CIPP pipe material installed by his Company. Such testing results are to be used to determine the long-term, time dependent flexural modulus to be utilized in the product design. This is a performance test of the materials (Tube and Resin) and general workmanship of the installation and curing. A percentage of the instantaneous flexural modulus value (as measured by ASTM D790 testing) will be used in design calculations for external buckling. The percentage, or the long-term creep retention value utilized, will be verified by this testing. Retention values exceeding 50% of the short-term test results shall not be applied unless substantiated by qualified third party test data to the Owner's satisfaction. The materials utilized for the contracted project shall be of a quality equal to or better than the materials used in the long-term test with respect to the initial flexural modulus used in the CIPP design.
- 5.3 The Enhancement Factor 'K' to be used in 'Partially Deteriorated' Design conditions shall be assigned a value of 7. Application of Enhancement (K) Factors in excess of 7 shall be substantiated through independent test data to the satisfaction of the Owner.
- 5.4 The layers of the cured CIPP shall be uniformly bonded. It shall not be possible to separate any two layers with a probe or point of a knife blade so that the layers separate cleanly or the probe or knife blade moves freely between the layers. If the layers separate during field sample testing, new samples will be required to be obtained from the installed pipe. Any reoccurrence may cause rejection of the work.
- 5.5 The cured pipe material (CIPP) shall conform to the structural properties, as listed below.

MINIMUM CIPP PHYSICAL PROPERTIES

Cured Polyester Composite

<u>Property</u>	<u>Test Method</u>	<u>min. per ASTM F1216</u>	<u>Enhanced Resin</u>
Modulus of Elasticity	ASTM D790	250,000 psi	400,000 psi
Flexural Stress	ASTM D790	4,500 psi	4,500 psi

- 5.6 The required structural CIPP wall thickness shall be based as a minimum but not less than 6 MM's, on the physical properties in Section 5.5 and in accordance with the design equations in the Appendix X1. Design Considerations of ASTM F1216, and the following design parameters:

Design Safety Factor (typically used value)	=	<u>2.0</u>
Retention Factor for Long-Term Flexural Modulus to be used in Design	=	<u>1% - 60%</u>
(As determined by long-term tests described in section 5.2 and approved by the Owner)		
Ovality* (calculated from (X1.1 of ASTM F1216)	=	<u>%</u>
Enhancement Factor, K	=	<u>See Section 5.3</u>
Groundwater Depth (above invert of existing pipe)*	=	<u>ft.</u>
Soil Depth (above crown of existing pipe)*	=	<u>ft.</u>

* Denotes information, which can be provided here or in inspection videotapes or project construction plans. Multiple lines segments may require a table of values.

- 5.7 Refer to the dimension ratio table for specific pipe section requirements, based on the pipe condition,

depth, ovality, etc. as computed for the conditions shown, using ASTM F1216 design equations.

- 5.8 Any layers of the tube that are not saturated with resin prior to insertion into the existing pipe shall not be included in the structural CIPP wall thickness computation.

6. TESTING REQUIREMENTS

- 6.1 Chemical Resistance - The CIPP shall meet the chemical resistance requirements of ASTM F1216, Appendix X2. CIPP samples for testing shall be of tube and resin system similar to that proposed for actual construction. It is required that CIPP samples with and without plastic coating meet these chemical-testing requirements.
- 6.2 Hydraulic Capacity - Overall, the hydraulic cross-section shall be maintained as large as possible. The CIPP shall have a minimum of the full flow capacity of the original pipe before rehabilitation. Calculated capacities may be derived using a commonly accepted roughness coefficient for the existing pipe material taking into consideration its age and condition.
- 6.3 CIPP Field Samples - When requested by the Owner, the Contractor shall submit test results from field installations in the USA of the same resin system and tube materials as proposed for the actual installation. These test results must verify that the CIPP physical properties specified in Section 5.5 have been achieved in previous field applications. Samples for this project shall be made and tested as described in Section 10.1.

7. INSTALLATION RESPONSIBILITIES FOR INCIDENTAL ITEMS

- 7.1 It shall be the responsibility of the Owner to locate and designate all manhole access points open and accessible for the work, and provide rights-of-access to these locations. If a street must be closed to traffic because of the orientation of the sewer, the Contractor shall institute the actions necessary to provide access during this for the mutually agreed time period. The Owner shall also provide free access to water hydrants for cleaning, installation and other process related work items requiring water.
- 7.2 Cleaning of Sewer Lines - The Contractor, when required, shall remove all internal debris out of the sewer line that will interfere with the installation of CIPP. The Owner shall also provide a dumpsite for all debris removed from the sewers during the cleaning operation. Unless stated otherwise, it is assumed this site will be at or near the sewage treatment facility to which the debris would have arrived in absence of the cleaning operation. Any hazardous waste material encountered during this project will be considered as a changed condition.
- 7.3 Bypassing Sewage - The Contractor, when required, shall provide for the flow of sewage around the section or sections of pipe designated for repair. Plugging the line at an existing upstream manhole and pumping the flow into a downstream manhole or adjacent system shall make the bypass. The pump(s) and bypass line(s) shall be of adequate capacity to accommodate the sewage flow. The Owner may require a detail of the bypass plan to be submitted.
- 7.4 Inspection of Pipelines - Inspection of pipelines shall be performed by experienced personnel trained in locating breaks, obstacles and service connections using close circuit television (CCTV) inspection techniques. The pipeline interior shall be carefully inspected to determine the location of any conditions that may prevent proper installation of CIPP. These shall be noted and corrected. A videotape and suitable written log for each line section shall be produced for later reference by the Owner.
- 7.5 Line Obstructions - It shall be the responsibility of the Contractor to clear the line of obstructions such as solids and roots that will prevent the insertion of CIPP. If pre-installation inspection reveals an obstruction such as a protruding service connection, the Contractor shall receive approval by the Owner's representative prior to the commencement of work related to the protruding service connection.

If pre-installation inspection video reveals an obstruction such as dropped joint, or a collapse that will prevent the installation process, that was not evident on the pre-bid video and it cannot be removed

by conventional sewer cleaning equipment, the Contractor shall notify the Owner's Representative. The Contractor shall not proceed with any work on the obstructed section of pipe until directed to do so by the Owner's Representative.

- 7.6 The end of each length main or lateral sewer pipe repaired by CIPP shall be sealed at the manhole by means of a full circumference tubular hydrophilic sleeve. The sleeve shall be fastened in place by the use of an expanding, ratcheting retaining ring. The ratcheting worm gear shall be incorporated to securely retain the hydrophilic sleeve in place. Systems that incorporate hydrophilic rope or caulk or are otherwise unrestrained shall not be considered. The end seal system shall be Insignia Hydrophilic End Seal by LMK Technologies, or equal. The CIPP liner shall make a tight fitting seal with the existing pipe(s) in the manholes. If the CIPP liner fails to make a tight seal, the Contractor shall apply a seal at that point using a sealant or caulking material that is compatible with CIPP materials, watertight, flexible and impervious to hydrogen sulfide.

- 7.7 Public Notification - The Contractor shall make every effort to maintain sewer service usage throughout the duration of the project. In the event that a connection will be out of service, the longest period of no service shall be 8 hours. A minimum 24 hour public notification program shall be implemented, and shall as a minimum, require the Contractor to be responsible for contacting each home or business connected to the sanitary sewer and informing them of the work to be conducted, and when the sewer will be off-line. The Contractor shall also provide the following:

- A. A minimum 24 hour written notice to be delivered to each home or business the day prior to the beginning of work being conducted on the section, and a local telephone number of the Contractor they can call to discuss the project or any potential problems.
- B. Personal contact with any home or business, which cannot be reconnected within the time stated in the written notice.

- 7.8 The Contractor shall be responsible for confirming the locations of all active branch service connections by dye testing, or other methods as approved by the Owner prior to installing the CIPP.

8. INSTALLATION

- 8.1 CIPP installation shall be in accordance with ASTM F1216, Section 7, or ASTM F1743, Section 6, with the following modifications:

- 8.1.1 Resin Impregnation - The quantity of resin used for tube impregnation shall be sufficient to fill the volume of air voids in the tube with additional allowances for polymerization shrinkage and the loss of resin during installation through cracks and irregularities in the original pipe wall.

If a vacuum impregnation process is used, the point of vacuum shall be no further than 25-feet from the point of initial resin introduction. After vacuum in the tube is established, a vacuum point shall be no further than 75-feet from the leading edge of the resin. The leading edge of the resin slug shall be as near to perpendicular to the longitudinal axis of the tube as possible. A roller system shall be used to uniformly distribute the resin throughout the tube. If the Contractor uses an alternate method of resin impregnation, the method must produce the equivalent results. Any alternate resin impregnation method must be documented to the Owner's satisfaction that the saturation of the CIPP is sufficient.

- 8.1.2 Tube Insertion – The wet out tube shall be positioned in the pipeline using either inversion or a pull-in method. If pulled into place, a power winch should be utilized and care should be exercised not to damage the tube as a result of pull-in friction. The tube should be pulled-in or inverted through an existing manhole or approved access point and fully extend to the next designated manhole or termination point.

- 8.1.3 Temperature gauges shall be placed between the tube and the host pipe's invert position to monitor the temperatures during the cure cycle.

- 8.1.4 Curing shall be accomplished by utilizing hot water under hydrostatic pressure or steam pressure in accordance with the manufacturer's recommended cure schedule.

9. REINSTATEMENT OF BRANCH CONNECTIONS

- 9.1 It is the intent of these specifications that branch connections to buildings be re-opened without excavation, utilizing a remotely controlled cutting device, monitored by a CCTV. The Contractor shall certify a minimum of two complete functional cutters plus key spare components are on the job site before each installation or are in the immediate area of the jobsite and can be quickly obtained. Unless otherwise directed by the Owner or his authorized representative, only active laterals will be reinstated. (See 7.8) No additional payment will be made for excavations for the purpose of reopening connections and the Contractor will be responsible for all costs and liability associated with such excavation and restoration work.

10. INSPECTION

- 10.1 CIPP samples shall be prepared and physical properties tested in accordance with ASTM F1216 or ASTM F1743, Section 8, using either method proposed. The flexural properties shall meet or exceed the values listed in Table 1 of the applicable ASTM. The Contractor shall provide 1 sample per 1000', per diameter installed and have it tested by a third party laboratory.
- 10.2 Wall thickness of samples shall be determined as described in paragraph 8.1.6 of ASTM F1743. The minimum wall thickness at any point shall not be less than 87½% of the minimum design wall thickness as calculated in paragraph 5.6 of this document.
- 10.3 Visual inspection of the CIPP shall be in accordance with ASTM F1743, Section 8.6.

11. CLEAN-UP

- 11.1 Upon acceptance of the installation work and testing, the Contractor shall restore the project area affected by the operations to a condition at least equal to that existing prior to the work.

12. PAYMENT

- 12.1 Payment for the work included in this section will be in accordance with the prices set forth in the proposal for the quantity of work performed. Progress payments will be made monthly based on the work performed during that period.

CIPP WALL THICKNESS

PARTIALLY DETERIORATED DESIGN (PD)

		Required DR (D / t)			
		Ei = 250,000 psi		Ei = 400,000 psi	
		Groundwater Depth			
Ovality	Range of Depth to invert (feet)	50% Depth	Full Depth	50% Depth	Full Depth
2 % *	4 - 8	78	62	92	73
	8 - 12	69	55	80	64
	12 - 16	62	50	73	58
	16 - 20	58	46	68	54
	20 - 24	55	44	64	51
5 %	4 - 8	72	57	84	67
	8 - 12	63	50	73	58
	12 - 16	57	46	67	53
	16 - 20	53	42	62	49
	20 - 24	50	40	58	47
8 %	4 - 8	66	52	77	61
	8 - 12	58	46	67	54
	12 - 16	52	42	61	49
	16 - 20	49	39	57	45
	20 - 24	46	37	54	43

PD wall thickness varies with the height of the groundwater above the invert of the host pipe. The table assumes the height of the groundwater equal to half or full depth to the pipe invert. The table represents CIPP pipe wall thickness for a host pipe range of 8 to 48 inches. This is a guideline only. Specific calculations should refer to ASTM F-1216, Appendix X.1.

Design Parameters:

Poisson's Ratio = 0.3

Factor of Safety = 2.0 (typically used value)

Enhancement Factor = 7

DR = Dimension Ratio = Diameter / thickness $\Rightarrow t = D / DR$

Effective reduction of Ei modulus to approximate effects of creep = 50 %

Ovality % = 100 x (Mean Dia. - Minimum Dia.) / Mean Dia.

* 2% ovality is typically assumed when the host pipe measurements have not been field verified.

PIPE REHABILITATION BY UV CURED-IN-PLACE PIPE (CIPP) PROCESS

PART 1 - GENERAL

1.1 SCOPE

- A. Methods and materials for the rehabilitation by the pulled-in place installation of a resin-impregnated, glass reinforced flexible fabric tube into an existing conduit followed by inflation with compressed air for either partially and fully deteriorated pipelines by the UV Cured-In-Place Pipe (CIPP) process.

1.2 REFERENCES

- A. ASTM F-2019 Standard Practice for Rehabilitation of Existing Pipelines and Conduits by the Pulled in Place Installation of Glass Reinforced Plastic (GRP) Cured-in-Place Thermosetting Resin Pipe (CIPP).
- B. ASTM D-543 Standard Test Method for Resistance of Plastics to Chemical Reagents.
- C. ASTM D- 638 Standard Test Method for Tensile Properties of Plastics
- D. ASTM D-790/ DIN EN ISO 178 Standard Test Methods for Flexural Properties of Unreinforced and Reinforced Plastics and Electrical Insulating Materials.
- E. ASTM D-1600 Terminology Method for Tensile Properties of Polymer Matrix Composite Materials
- F. D-3039/D-3039M Test Method for Tensile Properties of Polymer Matrix Composite Materials
- G. ASTM D-3567 Standard Practice for Determining Dimensions of Reinforced Thermosetting Resin Pipe (RTRP) and Fittings.
- H. ASTM D-5813 Standard Specification for Cured-in-Place Thermosetting Resin Sewer Pipe.
- I. ASTM F-1216 Standard Practice for Rehabilitation of Existing Pipelines and Conduits by the Inversion and Curing of a Resin-Impregnated Tube.
- J. DIN EN 761 Plastic Piping Systems: Glass—Reinforced Thermosetting Plastics (GRP) Pipes -Determination of the Creep Factor under Dry Conditions.
- K. F-412 Terminology Relating to Plastic Piping Systems
- L. F-1417 Practice for Installation Acceptance of Plastic Non- pressure Sewer Lines Using Low-Pressure Air

1.3 SUBMITTALS

- A. Submit under provisions of Section 01300.
- B. Product Data: Resin; tube material, qualification testing results for laminate sample, resin enhancer, bond enhancer, certification of applicability of resin; sealant/caulking material, resin curing schedule showing time and temperature for each reach, Manufacturer's recommended installation pressures, minimum and maximum for each reach.
- C. Design Information: Wall thickness design calculations for each pipe section.
- D. Inspection Information: Video recordings (DVD/USB) of pre and post-insertion inspections and curing logs.
- E. Qualifications: Documentation for experience of lining manufacturer and installer.
- F. Public Relations: Notification Flyers.
- G. Lateral Reinstatement: Products and Methods.

1.4 QUALIFICATIONS

- A. Manufacturer: Company specializing in manufacturing the Products specified in this section with minimum 3 years' experience, or otherwise allowed prior to bid acceptance. ISO-9001 manufacturer certification is required.
- B. Installer: Company specializing in performing the work of this section and who is licensed and approved by the manufacturer. Company shall have experience with projects of similar size and complexity as this project, and installed UV CIPP product within the last 3 years, or otherwise allowed prior to bid acceptance.
- C. Project Superintendent: Project Superintendent shall have a minimum of 2 years' experience as a CIPP Superintendent on similar projects.

1.5 PERSONNEL

Personnel - Perform installations with installers who are qualified, fully licensed, and certified by the manufacturer of the UV-CIPP product system. In addition, the installers shall have installed, and experienced performing the proposed UV curing method in accordance with ASTM F2019. For each method of installation and curing used on this project, provide a full-time project foreman that has successfully supervised UV-CIPP work in the size range in accordance with ASTM F2019. The project foreman must be certified by the Manufacturer for the provided UV-cured CIPP. Staff this project with the key individuals who meet the requirements above and who will be available for the project duration. The City OR Department reserves the right to temporarily relieve the Contractor of these requirements for the purposes of pilot testing new technologies on a case-by-case basis. If relieved of these qualification requirements, the following must be provided:

- A Manufacturer-authorized Representative who is experienced and certified by the Manufacturer in the technical application such as installation, curing, sampling, operation, and maintenance of the lining system and all of its components.
- The Manufacturer's Representative shall provide at least 5 full days of on-site observation and supervision during the installation of UV-CIPP.
- After the conclusion of the observation and supervision period, the Manufacturer's Representative shall be accessible to provide technical support and resolve field problems throughout the duration of the Work if required.
- The City reserves the right to require the Manufacturer's Representative to remain on site for a longer duration if the installer has not demonstrated the ability to install the CIPP per the Manufacturer's procedures, at no additional cost to the City

PART 2 - PRODUCTS

2.1 MATERIALS

The contractor shall verify all manhole inverts, pipe diameters and lengths before ordering any materials required for the project.

A. Tube:

1. The tube material shall meet the requirements of ASTM F 2019-11 or the latest version respectively.
2. The tubes shall have a uniform thickness that when inflated at installation pressures will equal the designed nominal tube thickness.
3. Contractor shall present tube thickness design calculations based on structural requirements listed below.
4. The tube shall be fabricated to a size that when installed, will tightly fit the internal circumference and length of the original pipe. Allowance should be made for circumferential stretching during installation. The minimum length shall be that deemed necessary by the Contractor to effectively span the distance between respective access points unless otherwise specified. The Contractor shall verify the lengths and diameters in the field before fabricating the tube. Individual insertion runs can be made over one or more manhole sections as determined in the field by the Contractor, as long as traffic control restrictions are adhered to.
5. The outside layer of the tube (before insertion) shall be plastic coated with a flexible material.
6. The tube shall be homogeneous across the entire wall thickness containing no intermediate or encapsulated elastomeric layers.
7. The wall color of the interior pipe surface of the CIPP after installation shall be a light reflective color so that a clear detail examination with closed circuit television inspection equipment may be made.
8. Over Expansion Sleeves shall be used in the following locations and as directed by the Engineer after the pipeline has cleaned and inspected via CCTV per the contract documents:
 - a. Each end of the pipe segment.
 - b. At each section of pipe that has complete or significant wall loss.
 - c. In unprotected sections such as intermediate MH.

B. UV Materials:

1. For UV products, the finished UV Light Cured Fiberglass pipe liner shall be fabricated from materials which when complete are chemically resistant to and will withstand internal exposure to domestic sewage having a pH range of 5 to 11 and in-frequent occurring peak temperatures up to 150 F.
2. The liner thickness shall be sized for a minimum hydrostatic and earth load as per design criteria or per ASTM F1216. The earth load and hydrostatic load shall be increased to the manhole depth unless otherwise noted as shown on the Drawings.
3. The liner shall be structurally designed to the following standards:

(The following design parameters are considered typical and may vary. Actual site conditions take precedence)

- a. minimum service life: 50 years
- b. fully deteriorated host pipe/direct bury condition
- c. prism loading: 120 PCF soil
- d. factor of safety: 2.0

- e. ovality factor: 2%
- f. Poisson's ratio: 0.3
- g. soil modulus: 1000 PSI
- h. maximum lining enhancement factor: 7
- i. Live loading: HS20
- j. Liner Design or Specific to actual liner performance
- k. groundwater: determined as occurring on site
- 4. All UV cured-in-place fiberglass lining products shall comply with ASTM F 2019-11 or current valid version or the intent thereof as determined by the Engineer, minimum finished liner thickness as defined by design calculation.
- 5. The Contractor shall furnish a general purpose polyester or vinyl ester UV curing resin and catalyst system compatible with the Ultra Violet Light Curing process that provides cured physical strengths specified herein
- C. Resin:
 - 1. Submit data certifying that resin system is not recycled.
- D. Caulking Sealant:
 - 1. Sealant shall be a quick-set epoxy mortar or high viscosity epoxy with good adhesion to the liner and concrete.
- E. Lateral Seals:
 - 1. ASTM F2561 compliant lateral sealing system shall be used to reconnect existing service laterals.

2.2 CHEMICAL RESISTANCE REQUIREMENTS

- A. CIPP samples for testing shall be of tube and resin system same as to that proposed for actual construction. It is required that CIPP samples with and without plastic coating meet these chemical-testing requirements.

2.3 STRUCTURAL REQUIREMENTS

- A. The layers of the cured CIPP shall be uniformly bonded. It shall not be possible to separate any two layers with a probe or point of a knife blade so that the layers separate cleanly or the probe or knife blade moves freely between the layers; nor shall separation of the layers occur during testing performed under the requirements of this specification.
- B. The cured CIPP for fiberglass reinforced tubes shall also conform to the minimum structural standards as listed below:
 - a. Flexural Strength (ASTM D-790): 13,000 PSI
 - b. Modulus of Elasticity (ASTM D-790) 725,000 PSI
 - c. Tensile Strength (ASTM D-638): 15,000 PSI

PART 3 - EXECUTION

3.1 PREPARATION

- A. Access Points - Contractor will locate and designate all manhole access points, open and make access points available for the Work.
- B. Cleaning of Sewer Lines - The Contractor shall remove all roots and internal debris (including grease), from the sewer line prior to CIPP installation by any means necessary.
- C. Inspection of Pipelines - Inspection of pipelines shall be performed by NASSCO PACP-certified personnel, experienced and trained in locating defects, breaks, obstacles and service connections by closed circuit television (CCTV).
- D. Infiltration - Minor infiltration is a normal condition sometimes encountered during the CIPP process. It is not a "changed condition" and should not be regarded as a reason for change orders. If in the opinion of the Engineer, infiltration is significant enough to adversely affect the curing process, chemical grouting or other remedies may be

required. This additional work will be paid for by the Owner as a change order.

- E. Site Restoration - Areas damaged or modified by the work for this project shall be repaired or restored to a condition equal to or better than the original condition. Site restoration is incidental to the Work and shall not be regarded as a reason for change orders.
- F. Public Relations - A Public Information and Notification Program shall, as a minimum, require the Contractor to be responsible for contacting homeowners or businesses who will be affected by the construction activities and informing them of the Work to be done and the estimated timing for the Work. Written notice shall be delivered to each home or business 2 weeks prior to installation. Notice shall include a local telephone number of the Contractor they can call to discuss the project, and how the homeowner or business will be affected. The written notice must be reviewed by the Owner prior to the start of any work.
- G. Service connections - Determine by dye test, running water or visual inspection whether connections are active or abandoned and provide results to Engineer prior to insertion. Engineer and Contractor shall agree prior to insertion which services are to be reopened. Only reopened services will be paid for.

3.2 INSTALLATION

- A. CIPP installation shall be in accordance with ASTM F2019 for UV light Curing Installations. Installation shall be in accordance with manufacturer's recommendations, which shall be available for verification by the Engineer.
- B. Curing schedules shall be strictly adhered to, per manufacturer requirements.
- C. The CIPP liner shall make a tight fitting seal with the existing pipe(s) in the manholes. If the CIPP liner fails to make a tight seal, the Contractor shall apply a seal at that point using a sealant or caulking material that is compatible with CIPP materials, watertight, flexible and impervious to hydrogen sulfide. The top half of the CIPP through a manhole shall be neatly cut off and not broken or sheared off. The channel in the manhole shall be a smooth continuation of the pipe(s) and shall be merged with other lines or channels. Void space between liner and channel wall shall be filled with non-shrink grout and sealed with sealant. CIPP and the existing pipe in the manhole must be sealed before proceeding on to the next manhole section and all manholes shall be individually inspected for CIPP cut-offs and sealing works. Liner shall be cut off at the pipes and all liner removed within intermediate manholes with deflection angles greater than 45 degrees.
- D. The finished CIPP shall be continuous over the entire length of an insertion run between two manholes and be free from visual defects such as foreign inclusions, dry spots, pinholes, and delamination. If in the opinion of the Engineer, a portion of the liner is inadequate, the Contractor shall correct the defect(s) to the satisfaction of the Engineer.
- E. Contractor shall terminate and seal end of CIPP liner to structures using one of the following approved methods:
 - 1. Expanding Hydrophilic Rubber Joint Seal
 - 2. CIPP manufacturer-approved epoxy or mechanical liner end seals
- F. The liner shall be pulled into place via the manufacturer's instructions.
- G. The liner shall be inflated with air before curing with Ultra Violet light according to the manufacturer's specifications.
- H. The reconstruction tube will be impregnated to meet manufacturer specifications with UV Curing Resins in the manufacturing facility prior to installation. The Contractor shall allow the Owner to inspect the materials before installation.
- I. The Pre Impregnated UV Light Cured Fiberglass Liner shall be inserted through the existing manhole or other approved access by means of a pull in place process utilizing a winch which will fully extend it to the next designated manhole or termination point.

The Fiberglass Liner shall be inflated in place slightly with air to the manufacturer's specification for installing the UV Chain. Liner cure schedule shall be adhered to per manufacturer's specifications. The Fiberglass liner will then be inspected with a camera mounted on the UV Chain as it is pulled to the end of the liner. After inspection and complete inflation to manufacturer's specifications, the UV light bulbs will be turned on. The curing will commence at a rate specified by the manufacturer according to the total dimensions of the liner.

- J. As the liner is curing, the UV Curing System shall record all curing data in DVD format for the viewing of the Owner.
- K. Initial cure shall be deemed to be complete when the UV Chain arrives at the initial entry point of insertion.

3.3 TESTING

Testing will be required for each insertion of CIPP lining. The layers of the cured CIPP shall be uniformly bonded. It shall not be possible to separate any two layers with a probe so that the layers separate cleanly. If separation of the layers occurs during testing of field samples, new samples will be cut from the manhole samples. Any reoccurrence may cause rejection of the work. Contractor shall provide all labor and materials necessary to produce samples for laboratory and or field testing. Contractor to contract directly with certified laboratory for testing as required. Contact testing lab prior to first insertion and determine sample size requirements. Samples shall be large enough to perform wall thickness test, flexural strength and modulus of elasticity test on samples taken in radial direction.

A. **Sample Preparation:**

Samples will be submitted by the Contractor to an independent third party laboratory. The cured sample shall be tested by an independent testing laboratory approved by the Engineer. Final payment will not be made until acceptable test results are received by the Engineer.

The Contractor shall be responsible for any deviation from the specified physical properties. Failure to meet the specified physical properties will result in the liner being considered defective work. The Contractor shall be responsible for all costs associated with repair of defective work.

Samples used for testing shall be individually labeled to record the following:

1. Contract number and title
2. Sample number
3. Date of installation
4. Location of installation
5. Contractor Name including person responsible for collecting samples
6. Upstream and downstream manhole numbers from where the sample was taken
7. Type of restraint used

- B. The wall thickness will be measured in accordance with the applicable sections of ASTM Test Method D5813 and D3567. Flexural strength and flexural modulus of elasticity shall be determined in accordance with ASTM D-790. Porosity test will be conducted in accordance with APS Water Porosity Standard. For pipe 15 inch and smaller, a constrained sample will be obtained by inverting through a like diameter inverted half-section of pipe which has been held in place by a suitable heat sink, such as sandbags. Sample location can be either the receiving manhole or an intermediate MH provided a straight through channel exists. For pipe greater than 15 inch but no greater than 24

inch a constrained sample will be obtained from an intermediate MH, if one exists.

- C. A post-insertion CCTV log in a format acceptable to the Engineer shall be provided to the Engineer within two weeks of liner curing.
- D. Wrinkle height shall not exceed 2% of the host pipe diameter.
- E. Non-Conforming Work:
 - 1. If the measured wall thickness of the installed UV CIPP is more than 5% less than specified, a minimum of 5% reduction in payment for that insertion will occur, or an additional liner sufficient to make up the deficiency must be installed, at the determination of the Engineer.
 - 2. If the flexural strength, and/or flexural modulus of elasticity is more than 5% less than specified, a minimum 5% reduction in payment for that insertion will occur, or an additional liner sufficient to make up the deficiency must be installed, at the determination of the Engineer.
 - 3. If the liner fails the APS water porosity test (pass/fail test), a minimum 5% reduction in payment for that insertion will occur, or complete liner removal may be required or an additional liner sufficient to make up the deficiency must be installed, at the determination of the Engineer.
 - 4. For all instances where the CIPP is deemed unacceptable, the Contractor shall submit a method of repair or replacement for review and approval by the Owner.
 - 5. All Work required to remedy non-conforming work shall be at the sole cost of the Contractor.

4.1 PRIVATE PROPERTY

Care shall be taken to avoid damage to private property (i.e. sprinkler stems, lawn areas). If damage occurs, repairs shall be completed as soon as possible. Costs associated with repairs shall be the responsibility of the Contractor.

END OF SECTION

1. Delivery. Advance coordination of the work shall be made with the Project Manager Jeff Beltramini, 360-299-1936.

2. Subcontracts. The Contractor shall give notice reasonably in advance of placing any subcontract; preferably the Contractor shall identify subcontracts before subcontracted work begins. "Subcontract" means any contract entered into by a Sub-Contractor to furnish supplies or services for performance of the prime Contractor or a Sub-Contractor. It includes, but is not limited to, purchase orders, and changes and modifications to purchase orders. The following information shall be included (i) a description of the supplies or services to be subcontracted, (ii) identification of the type of subcontract to be used (iii) identification of the proposed Sub-Contractor, (iv) proposed subcontract price. Unless consent or approval specifically provides otherwise, consent by the City shall not constitute a determination

- (1) of the acceptability of any subcontract terms or conditions;
- (2) Of the allowability of any cost under this contract, or
- (3) To relieve the Contractor of any responsibility for performing this Contract.

The Contractor shall give immediate written notice of any action or suit filed and prompt notice of any claim made against the Contractor by any Sub-Contractor or vendor that, in the opinion of the Contractor, may result in litigation related in any way to this contract, with respect to which the Contractor may be entitled to reimbursement from the City.

3. Taxes. The City will pay sales and use taxes imposed on goods or services acquired hereunder as required by law. The Contractor must pay all other taxes including, but not limited to: Business and Occupation Tax, taxes based on the Contractor's gross or net income, or personal property to which the City does not hold title. The City is exempt from Federal Excise Tax. Where applicable the City shall furnish a Federal Excise Tax Exemption certificate.

4. Invoicing. All invoices shall include: Company Name, Invoice Date, Due Date (30 days), Invoice Number, Invoice Period, Contract Title, Agreement Number and Price, or Amended Price. The Contractor must invoice **MONTHLY** for quantities delivered during the invoice period. Invoices may be sent by US mail to City of Anacortes, Accounts Payable, PO Box 547, Anacortes, WA 98221, or by email to accountspayable@cityofanacortes.org. Contractors may complete a City furnished ACH/EFT form to receive electronic payments directly to their financial institution. The City shall notify the Contractor within fifteen (15) calendar days from receipt of invoice if there are any objections or disputes with the invoice. The Contractor shall then resubmit a new invoice less the disputed amount and payment shall be made within 30 calendar days. Any disputed amounts may be submitted under the Disputes clause contained herein.

5. Withholding Payment. In the event the City determines that the Contractor has failed to perform any obligation under this Contract within the times set forth in this Contract, then the City may withhold from amounts otherwise due and payable to Contractor the amount determined by the City as necessary to cure the default, until the Contracting Officer determines that such failure to perform has been cured. Withholding under this clause shall not be deemed a breach entitling Contractor to terminate or damages, provided that the City promptly gives notice in writing to the Contractor of the nature of the default or failure to perform, and in no case more than 8 days after it determines to withhold amounts otherwise due. A determination of the Public Works Director set forth in such notice to the Contractor of the action required and/or the amount required to cure any alleged failure to perform shall be deemed conclusive, except to the extent that the Contractor acts within the times and in strict accord with the provisions of the Disputes clause of this Contract. The City may act in accordance with any determination of the Public Works Director which has become conclusive under this clause, without prejudice to any other remedy under the Contract, to take all or any of the following actions: (1) cure any failure or default, (2) to pay any amount so required to be paid and to charge the same to the account of the Contractor, (3) to set off any amount so paid or incurred from amounts due to become due the Contractor. In the event the Contractor obtains relief upon a claim under the Disputes clause, no penalty or damages shall accrue to Contractor by reason of good faith withholding by the City under this clause.

6. Final Payment: Waiver Of Claim The contractor's acceptance of final payment (excluding withheld retainage) shall constitute a waiver of claims, except those previously and properly made and identified by the contractor as unsettled at the time request for final payment is made.

7. Defense and Indemnity Agreement. The Contractor shall defend, indemnify and hold the City, its appointed and elective officers, officials, employees and volunteers harmless from any and all claims, injuries, including death at any time resulting there from, damages, losses or suits including attorney fees, to the extent caused by negligent acts, errors or omissions of the Contractor in performance of this Agreement, except for injuries and damages caused by the sole negligence of the City.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Contractor and the City, its officers, officials, employees, and volunteers, the Contractor's liability hereunder shall be only to the extent of the Contractor's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Contractor's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this Clause shall survive the expiration or termination of this Agreement.

8. Acceptance. Contractor acknowledges and agrees that these General Provisions are incorporated in, and are a part of, each purchase order or other agreement relating to the provision of goods and/or related services by Contractor. These General Provisions supersede all conflicting or additional terms pre-printed on any purchase order, quote, invoice, or otherwise set forth on any release, acknowledgement, confirmation, requisition, work order, shipping instruction, specification and similar document or communication.

9. Registered or Licensed Contractor. The City is prohibited by RCW 39.06.010 from executing an Agreement with a Contractor who is not registered or licensed as required by the laws of the state. In addition, a City of Anacortes business license is required for any business working inside the city limits whose annual value of products, gross proceeds of sales, or gross income of the business in the city is more than \$2,000. Business licenses can be obtained through the State of Washington Department of Revenue (DOR) Business Licensing Service (BLS) at bls.dor.wa.gov.

10. Discrimination Prohibited. During the performance of this Agreement, the Contractor and subcontractors shall not discriminate in violation of any applicable federal, state and/or local law or regulation on the basis of age, sex, race, creed, religion, color, national origin, marital status, disability, honorably discharged veteran or military status, pregnancy, sexual orientation, gender identity, or any other classification protected under federal, state, or local law. This provision shall include but not be limited to the following: employment, upgrading, demotion, transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, selection for training, and the provision of services under this Agreement. Contractor agrees to comply with the applicable provisions of State and Federal Equal Employment Opportunity and Nondiscrimination statutes and regulations.

11. Contractor is an Independent Contractor. The parties intend that an independent Contractor relationship will be created by this Agreement. No agent, employee or representative of the Contractor shall be deemed to be an agent, employee or representative of the City for any purpose. Contractor shall be solely responsible for all acts of its agents, employees, representatives and Sub-Contractors during the performance of this Agreement.

12. No Third Party Beneficiary Rights. This Agreement is not intended to and shall not be construed to give any Third Party any interest or rights (including, without limitation, any Third Party beneficiary rights) with respect to or in connection with any agreement or provision contained herein or contemplated hereby, except as otherwise expressly provided for in this Agreement.

13. The City's Right to Terminate Agreement.

A. Termination for Default: If the Contractor defaults by failing to perform any of the obligations of the Agreement or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Contractor in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere. If the Agreement is terminated for default, the Contractor shall not be entitled to receive any further payments under the Agreement until the Scope of Services under this Agreement has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Contractor. The Contractor shall bear any extra expenses incurred by the City in completing the work, including all increased costs for completing the work, and all damage sustained, or which may be sustained by the City by reason of such default. If a notice of termination for default has been issued and it is later determined for any reason that the Contractor was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the Termination for Public Convenience paragraph hereof.

B. Termination for Public Convenience: The City may terminate the Agreement in whole or in part whenever the City determines, in its sole discretion that such termination is in the best interests of the City. Whenever the Agreement is terminated in accordance with this paragraph, the Contractor shall be entitled to payment for actual work performed at unit Agreement prices for completed items of work through the date of termination. An equitable adjustment in the Agreement price for partially completed items of work will be made, but such adjustment shall not include provision for loss of anticipated profit on deleted or uncompleted work. Termination of this Agreement by the City at any time during the term, whether for default or convenience, shall not constitute a breach of Agreement by the City.

14. Changes/Additional Work. The City may engage Contractor to perform services in addition to those listed in this Agreement, and Contractor will be entitled to additional compensation for authorized additional services or materials. The City shall not be liable for additional compensation until and unless any and all additional work and compensation is approved in advance in writing and signed by both parties to this Agreement. If conditions are encountered which are not anticipated in the Scope of Services, the City understands that a revision to the Scope of Services and fees may be required. Provided, however, that nothing in this paragraph shall be interpreted to obligate the Contractor to render or the City to pay for services rendered in excess of the Scope of Services unless or until a modification to this Agreement is approved in writing by both parties.

15. Non-waiver. Waiver by the City of any provision of this Agreement or any time limitation provided for in this Agreement shall not constitute a waiver of any other provision.

16. Covenant Against Contingent Fees. The Contractor warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for the Contractor, to solicit or secure this Agreement, and that he has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Contractor, any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award of making of this Agreement. For breach or violation of this warranty, the City shall have the right to annul this Agreement without liability or, in its discretion to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

17. Disputes

A. General: Differences between the Contractor and the City, arising under and by virtue of this Agreement shall be brought to the attention of the City at the earliest possible time in order that such matters may be settled or other appropriate action promptly taken. The provisions of this Clause shall survive the expiration or termination of this Agreement.

B. Notice of Potential Claims: The Contractor shall not be entitled to additional compensation which otherwise may be payable, or to extension of time for (1) any act or failure to act by the City, or (2) the happening of any event or occurrence, unless the Contractor has given the City a written Notice of Potential Claim within 10 days of the commencement of the act, failure, or event giving rise to the claim, and before final payment by the City. The written Notice of Potential Claim shall set forth the reasons for which the Contractor believes additional compensation or extension of time is due, the nature of the cost involved, and insofar as possible, the amount of the potential claim. Contractor shall keep full and complete daily records of the Work performed, labor and all costs and additional time claimed to be additional.

C. Detailed Claim: The Contractor shall not be entitled to claim any such additional compensation, or extension of time, unless within 30 days of the accomplishment of the portion of the work from which the claim arose, and before final payment by the City, the Contractor has given the City a detailed written statement of each element of cost or other compensation requested and of all elements of additional time required, and copies of any supporting documents evidencing the amount or the extension of time claimed to be due.

D. Dispute Resolution: In the event of a dispute between the City and the Contractor arising out of this Agreement, or any obligation hereunder the dispute shall first be referred to the representatives designated by the City and the Contractor to have oversight over the administration of this Agreement. Said representatives shall meet within thirty (30) calendar days of receipt of detailed claim, and the parties shall make a good faith effort to achieve a resolution of the dispute. In the event the parties are unable to resolve the dispute under the procedure set forth above, then the parties hereby agree that the matter shall be referred to mediation. The parties shall mutually agree upon a mediator to assist them in resolving their differences. Any expenses incidental to mediation shall be borne equally by the parties. If either party is dissatisfied with the outcome of the mediation, that party may then pursue any available judicial remedies.

18. Force Majeure. Definition: Except for payment of sums due, neither party shall be liable to the other or deemed in default under this Agreement if and to the extent that such party's performance of this Agreement is prevented by reason of force majeure. The term "force majeure" means an occurrence that is beyond the control of the party affected and could not have been avoided by exercising reasonable diligence. Force majeure shall include acts of God, war, riots, strikes, fire, floods, epidemics, or other similar occurrences. Notification: If either party is delayed by force majeure, said party shall provide written notification within forty-eight (48) hours. The notification shall provide evidence of the force majeure to the satisfaction of the other party. Such delay shall cease as soon as practicable and written notification of same shall be provided. The time of completion shall be extended by Agreement modification for a period of time equal to the time that the results or effects of such delay prevented the delayed party from performing in accordance with this Agreement. Rights Reserved: The City reserves the right to cancel the Agreement and/or purchase materials, equipment or services from the best available source during the time of force majeure, and Contractor shall have no recourse against the City.

19. Governing Law. This Agreement shall be governed by and construed under the laws of the State of Washington. Any action brought under the Agreement or relating to the Project shall be brought in the Superior Court of the State of Washington in Skagit County Washington.

20. Compliance with Laws. The Contractor in the performance of this Agreement shall comply with all applicable Federal, State or local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, and licensing of individuals, and any other standards or criteria as described in the Agreement to assure quality of services. Contractor will follow all applicable laws and requirements for excavation and disposal of material.

21. Severability. If any term or condition of this Agreement or the application thereof to any person(s) or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications which can be given effect without the invalid term, condition or application. To this end, the terms and conditions of this Agreement are declared severable.

22. Survival of Contract Termination. The provisions of the following paragraphs, the provisions of the non collusion affidavit, and the liability of the Contractor for default during the term of the Contract shall survive, notwithstanding the

termination or invalidity of this Contract for any reason: Taxes; Warranty; The City's Right to Terminate Contract; Governing Law; Defense & Indemnity Agreement; Disputes.

23. Notices. Receipt of any notice shall be deemed effective three days after deposit of written notice in the U.S. mail, with proper postage and properly addressed. Notices shall be sent to the following addresses:

CITY:

City of Anacortes
Tiffany Matson
904 6th Street
PO Box 547
Anacortes, WA 98221

CONTRACTOR:

Allied Trenchless
246 W Manson Hwy #124
Chelan, WA 98816

24. Performance and Payment Bonds. The City is required by RCW 39.08.010, with limited exceptions, to obtain both a Performance and a Payment bond for each public works project. The City requires separate Performance and Payment bonds for 100% of the contract amount furnished on bond forms standardized by the City Attorney's office. The bonds must meet the following provisions:

- Be for the full amount of the project, including tax.
- Name City of Anacortes as the obligee.
- List the correct Project Name and Project Number.
- Be signed by both the surety (the Attorney in Fact) and the Contractor.
- Be issued by a surety authorized to do business in the State of Washington (listed on the Insurance Commissioners website) and which meets the AM Best Rating required in the Contract Documents. If no requirement exists, a minimum of AM Best Rating A-7 or better will be required.

Release of Bonds

Bonds will not be released until the project has been completed and finally accepted.

Performance Bonds – Performance Bonds will be released at the end of the warranty period or six months after the date of final acceptance, whichever is later. The City may at its option release the bond once all the conditions of RCW 39.08.010-1a have been discharged.

Payment Bonds – Payment Bonds will be released either 45 days after final acceptance of the project or upon receipt of releases from the Department of Revenue, Department of Employment Security and the Department of Labor and Industries, whichever is later. Release is contingent on the fact that no claims against the bond have been filed prior to the 45 day mark. If claims have been filed against the bond, it will not be released until the claims have been resolved.

Exceptions – On projects \$150,000 and under, the Contractor can, in lieu of providing a performance and payment bond, request to have the City withhold 10% of monies earned on the project for a period of 30 days after final acceptance of the completed work or until receipt of all necessary releases from the Department of Revenue and the Department of Labor and Industries and settlement of any liens filed under Chapter 60.28 RCW, whichever is later. This exception is dependent on pre-approval by the City Attorney, and the City reserves the right to reject requests to waive the bond requirements.

25. Retainage. Pursuant to RCW Chapter 60.28, a sum of five percent (5%) of the monies earned by the Contractor will be retained. The Contractor may elect to execute a Retainage Bond. The bond must be furnished on a bond form standardized by the City Attorney's office and issued by a surety currently authorized by the State Insurance Commissioner to do business in Washington State. Retainage will be released **45 days after final acceptance**, provided that the following has occurred:

- 1) All liens placed against the project have been released. For projects over \$35,000, releases from the Department of Labor and Industries, Department of Employment Security and the Department of Revenue will also be required.
- 2) Affidavits of Wages paid for the final correct contract amount are approved and on file for the Contractor and any subcontractors.
- 3) Worker's Compensation Premiums for the Contractor and any subcontractors are current.

Note: If the City has approved the Contractor's request to waive the bond requirements, the City will withhold a total of 10% of the monies earned for a period of 30 days after final acceptance of the completed work or until receipt of all necessary releases from the Department of Revenue and the Department of Labor and Industries and settlement of any liens filed under Chapter 60.28 RCW, whichever is later.

26. WASHINGTON STATE PREVAILING WAGES

Washington State Prevailing Wages apply to all Work. The Contractor and any of its Subcontractors are required to pay their laborers and mechanics minimum wage in compliance with Washington State Prevailing Wage Laws. Before any payment is made by the City of Anacortes of any sums under this contract, the contractor and each subcontractor must provide the City with a copy of the statement of *Intent to Pay Prevailing Wages* approved by the Washington State Department of Labor and Industries (L&I). Following contract completion, the City will not release any funds retained, according to the provisions of RCW 60.28.010, until the contractor and each subcontractor has provided the City a copy of the *Affidavit of Wages Paid* approved by L&I. L&I provides the wage forms. Payment by the contractor or subcontractor of any fees are incidental to the project and all costs shall be included in other pay items of the project.

For contracts in excess of \$10,000, the contractor must post in a conspicuous place at the job site, a copy of the statement of *Intent to Pay Prevailing Wages* approved by L&I and the address and phone number of the Industrial Statistician where complaints or inquiries may be made. The City will refer any dispute regarding the prevailing rate of wage to L&I for arbitration.

The State of Washington prevailing wage rates applicable for this public works project, which is located in Skagit County, may be found at the following website address of the Department of Labor and Industries: <https://fortress.wa.gov/lni/wagelookup/prvwagelookup.aspx>. The prevailing wage schedule in effect for the work under the contract will be the one in effect upon the date of execution of the contract. A copy of the applicable prevailing wage rates are also available for viewing at the office of the Owner, located at 904 6th Street, Anacortes, WA. Upon request, the Owner will mail a hard copy of the applicable prevailing wages for this project.

MULTIFAMILY HOUSING TAX EXEMPTION PROGRAM

Proposed Ordinance 3047 Establishing AMC
Chapter 3.69

MULTIFAMILY HOUSING TAX EXEMPTION PROGRAM

- ▶ Multifamily Tax Exemption program Consistent with RCW Chapter 84.14
- ▶ To encourage increased residential opportunities within urban centers where the city has found that there are insufficient housing opportunities.
- ▶ Stimulate the construction of new multifamily housing in urban centers and the rehabilitation of existing vacant and underutilized buildings for multifamily housing that will increase and improve residential opportunities, including affordable housing.
- ▶ Must establish a residential target area.
- ▶ An eight or twelve year exemption from ad valorem property taxation for multifamily housing in residential target areas, does not include an exemption for the land or commercial portions of the building. Essentially a shift of taxes.
- ▶ City Council adopted Ordinance 2814 in January 2010 establishing AMC Chapter 15.45, Urban Center Development (MFTE). Based on a sunset clause the program expired January 2015. No one took advantage of the program in large part due to the economy.

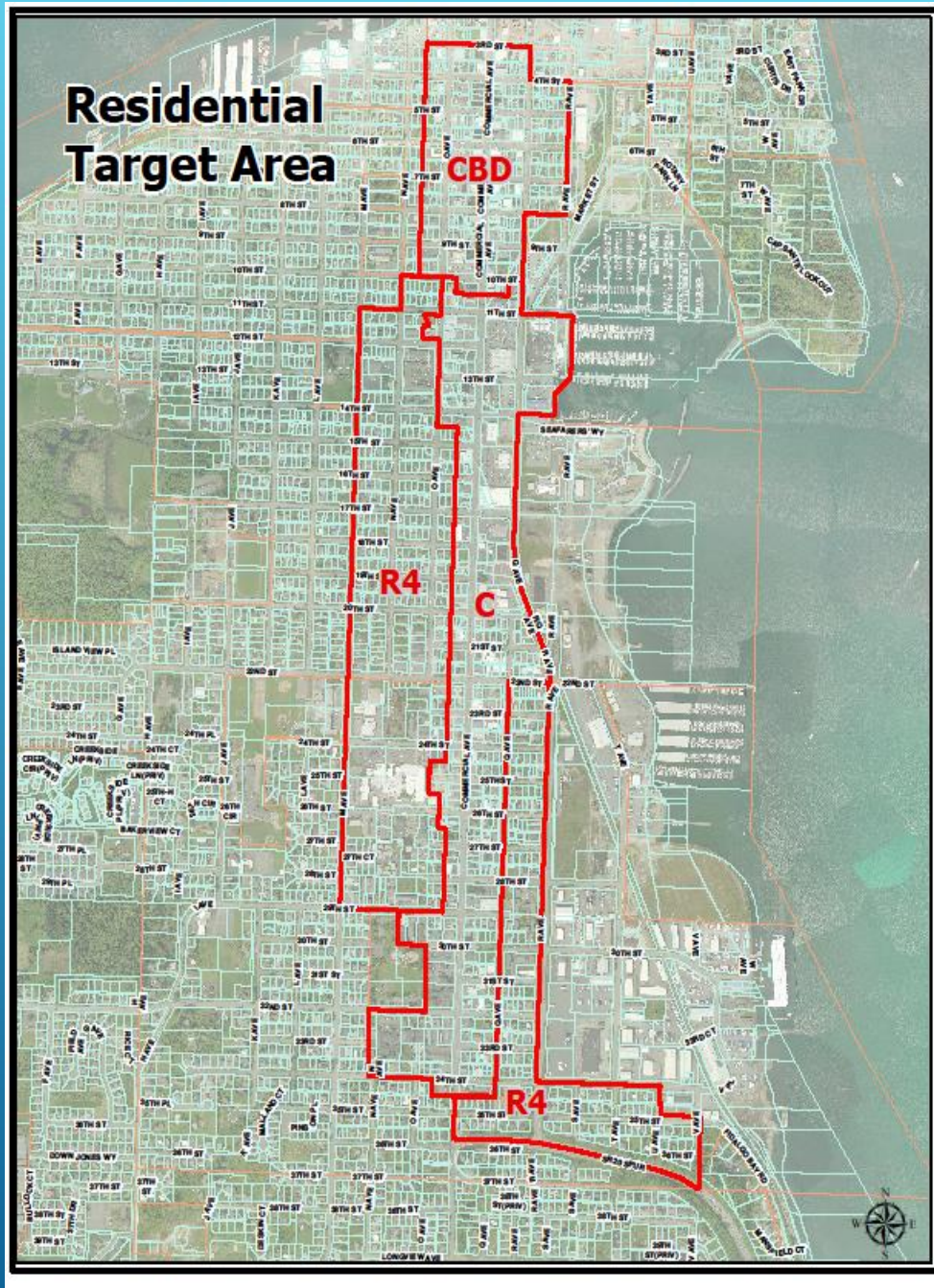
THERE ARE A VARIETY OF REQUIREMENTS THAT MUST BE MET

- ▶ The housing must be located in a Residential Targeted Area as designated by the City
- ▶ 50 percent of the space must be for permanent residential housing.
- ▶ New construction must be completed within three years of issuance of the conditional certificate of tax exemption.
- ▶ Property proposed to be rehabilitated must be vacant for 12 months, if not vacant applicant must provide each existing tenant housing of comparable size, quality, and price, and a reasonable opportunity to relocate.
- ▶ Applicant must enter into an agreement with the City and agree to terms and conditions . This includes monitoring and reporting to the City and the City to Skagit county.
- ▶ The housing must meet all Development regulations, building codes etc.
- ▶ A minimum of 4 new dwelling units constructed.

PROGRAM REQUIREMENTS

- ▶ Choice of an 8 and 12 year program. The 8 year program could require a minimum of 20% of the units less than 600 square feet or for rental units at least 20% of the units in the project must be rented throughout the duration of the 8 years as affordable housing to low income and moderate income households, 80% or less of area median income . For owner occupied units at least 20% of the units must be sold as affordable housing to low and moderate income households at 120 % or less of area median income as determined by HUD.
- ▶ The 12 year program requires that for rental units at least 20% of the units in the project must be rented throughout the duration of the 12 years as affordable housing to low income and moderate income households, 80% or less of area median income . For owner occupied units at least 20% of the units must be sold as affordable housing to low and moderate income households at 120 % or less of area median income as determined by HUD.
- ▶ The 12 year program must provide affordable units.
- ▶ Staff proposes the Central Business District (CBD), Commercial Zone (C) and the Residential High Density 4 (R4) zone as the Residential Targeted Area.
- ▶ Possible just to adopt the 12 year option with required affordable housing units.

Residential Target Area



QUESTIONS

- ▶ Clarify 8 year program with use of not more than 600 sf units or affordable units. Or no 8 year program.
 - ▶ Should there be a sunset clause? 5 Years maybe.
- 
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City Council Agenda Bill

Meeting Date: 8/26/2019

Agenda Item: 6a

Subject: Public Hearing: Establishing a Residential Targeted Area (in the Central Business District, Commercial Zone and the Residential High Density 4 Zone) for newly proposed AMC Chapter 3.69 Multifamily Housing Tax Exemption Program Ordinance and Public Comment on the Ordinance

Staff Contact: Don Measamer

Approved for Submittal to Council by	
x	Laurie Gere, Mayor
x	Steve Hoglund, Finance Director
x	Darcy Swetnam, City Attorney

Action Type	
X	Ordinance No. 3047
	Code Revision?
	Resolution No.
	Contract
X	Public Hearing
	Staff Report

Summary Statement: The Ordinance 3047 proposes a new AMC Chapter 3.69 Multifamily Housing Tax Exemption Program replacing the expired AMC Chapter 15.45 Urban Centers Development. The proposed Chapter 3.69 will allow a tax incentive provided by Chapter 84.14 RCW to apply to new multifamily housing development and the rehabilitation of existing vacant and underutilized buildings for multifamily housing in the Central Business District (CBD), Commercial (C) and Residential High Density 4 (R4) zone(Urban Center). New multifamily construction will be entitled to a property tax exemption for a period between 8 and 12 years. The 12 year term applies to projects providing a minimum of 20 % of the units as affordable units to low and moderate income households respectively. The 8 year program could include the same affordability requirements, no affordability requirements, or could require that at least 20% of the units not exceed 600 square feet.

Background: In January 2010 the City Council adopted ordinance 2814 establishing a Multi Family Tax Exemption program (AMC Chapter 15.45 Urban Center) in a residential targeted area. AMC Section 15.45.05 included a sunset clause and the program expired 5 years from the effective date January 2015 with no one taking advantage of the program due to the downturn in the economy. The Central Business District was designated as the Residential Targeted Area and was intended to stimulate new construction and rehabilitated construction of existing buildings for multifamily housing opportunities. The program included an 8 and 12 year program with specific requirements for affordable housing in the 12 year program.

Previous Council/Committee Action: Planning Committee review/Housing Affordability and Community Services review.

Competing Viewpoints Considered: Listed in the Affordable Housing Strategic Plan to develop MFTE to stimulate affordable housing.

Recommended Motion: I move to approve Ordinance 3047 as presented.

Alternative Actions: Research other means to stimulate new Multifamily Housing Construction

Attachments (listed in order presented): Ordinance 3047, Proposed Residential Target Area Map

CITY OF ANACORTES, WASHINGTON
ORDINANCE NO. 3047

AN ORDINANCE OF THE CITY OF ANACORTES, WASHINGTON, RELATING TO MULTI-FAMILY HOUSING; REPEALING ORDINANCE 2814 AND ANACORTES MUNICIPAL CODE CHAPTER 15.45, ADDING ANACORTES MUNICIPAL CODE CHAPTER 3.69 MULTIFAMILY HOUSING TAX EXEMPTION PROGRAM TO IMPLEMENT CHAPTER 84.14 RCW TO PROVIDE FOR EXEMPTION FROM AD VALOREM PROPERTY TAXATION FOR QUALIFYING MULTI-FAMILY HOUSING IN A DESIGNATED RESIDENTIAL TARGET AREA WITHIN THE CITY, DESIGNATING THE DOWNTOWN CENTRAL BUSINESS DISTRICT ZONE, COMMERCIAL ZONE AND RESIDENTIAL HIGH DENSITY ZONE AS A RESIDENTIAL TARGET AREA, PROVIDING FOR SEVERABILITY, AND ESTABLISHING AN EFFECTIVE DATE.

WHEREAS, Washington state law, Chapter 84.14 RCW, provides for the exemption from ad valorem property taxation for the value of eligible improvements associated with qualifying multi-unit housing located in residential target areas and authorizes the City to adopt necessary procedures to implement State law; and

WHEREAS, the stated purpose of Chapter 84.14 RCW is to increase residential opportunities by stimulating the construction of new multi-family housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing in areas where the City finds there are insufficient residential opportunities; and

WHEREAS, the City Council solicited public comment regarding the residential target area and proposed AMC Chapter 3.69 at a public hearing on August 26, 2019 and gave notice of hearing in accordance with RCW 84.14.040; and

WHEREAS, the City Council finds that the Commercial Zone(C), Central Business District (CBD) and Residential High Density(R4) boundaries shall be considered the Residential Targeted Area; and

WHEREAS, the City finds that the area designated as a residential target area in this Ordinance is located within an urban center as defined in RCW 84.14.040, that the area lacks sufficient available, desirable and convenient residential housing to meet the needs of the

public who would be likely to live in such area if desirable, attractive and livable residences were available; and that the property tax exemption program implemented by this Ordinance will encourage increased residential opportunities within the City and stimulate the construction of new multi-family housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing;

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF ANACORTES, WASHINGTON, DO ORDAIN AS FOLLOWS:

Section 1 : Amendments to Anacortes Municipal Code Title 3: The City Council of the City of Anacortes hereby amends Anacortes Municipal Code Title 3 by adopting AMC Chapter 3.69 "Multifamily Housing Tax Exemption Program" as shown on Exhibit A and incorporated by this reference as if fully set forth herein.

Section 2: Severability. Should any section, subsection, paragraph, sentence, clause or phrase of this ordinance, or its application to any person or circumstance, be declared unconstitutional or otherwise invalid for any reason, or should any portion of this ordinance be preempted by state or federal law or regulation, such decision or pre-emption shall not affect the validity of the remaining portions of this ordinance or its application to other persons or circumstances.

Section 3: Effective Date. This ordinance takes effect five days after publication or on **INSERT DATE**, whichever is later.

PASSED and APPROVED this ____ day of _____, 2019.

CITY OF ANACORTES:

Laurie Gere, Mayor

Attest:

Steve Hoglund, City Clerk-Treasurer

Approved as to Form:

Darcy Swetnam, City Attorney

Exhibit A

Chapter ~~15.45~~ 3.69 MULTIFAMILY HOUSING TAX EXEMPTION PROGRAM

Sections:

- ~~15.45.001~~ 3.69.001 User guide
- ~~15.45.005~~ 3.69.005 Purpose
- ~~15.45.010~~ 3.69.010 Definitions.
- ~~15.45.020~~ 3.69.020 Residential target area designation and standards.
- ~~15.45.030~~ 3.69.030 Tax exemptions for multi-family housing in residential target areas.
- ~~15.45.040~~ 3.69.040 Chapter review

~~15.45.001~~ 3.69.001 User guide.

This chapter establishes regulations pertaining to the eight and twelve-year multi-family housing tax exemption program authorized by RCW 84.14 - New and Rehabilitated Multi-Unit Dwellings in Urban Centers.

~~15.40.005~~ 3.69.005 Purpose.

It is the purpose of this chapter to encourage increased residential opportunities, including affordable housing opportunities, within an urban center. It is further the purpose of this chapter to stimulate the construction of new multifamily housing and the rehabilitation of existing vacant and underutilized buildings for multifamily housing in urban centers having insufficient housing opportunities that will increase and improve residential opportunities within these urban centers. To achieve these purposes, this chapter provides for special valuations for eligible improvements associated with multiunit housing in residentially deficient urban centers.

~~15.45.010~~ 3.69.010 Definitions.

The following definitions apply to this chapter:

- A. "Affordable housing" means residential housing that is rented by a person or household whose monthly housing costs, including utilities other than telephone, do not exceed 30 percent of the household's monthly income. For the purposes of housing intended for owner occupancy, "affordable housing" means residential housing that is within the means of low or moderate income households.
- B. "Ad valorem property taxation" is a term used by RCW 84.14 and is a tax based on value.
- C. "Director" means the Director of Planning, Community, & Economic Development or authorized designee.
- D. "High Cost Area" means a county where the third quarter median house price for the previous year as reported by the Washington Center for Real Estate Research at Washington State University is equal to or greater than 130 percent of the statewide median house price published during the same time period.
- E. "Low-income household" means a single person, family, or unrelated persons living together whose adjusted income is at or below ~~eighty~~ 80 percent of the median family income adjusted for family size, for the county where the project is located, as reported by the United States Department of Housing and Urban Development. For cities located in high-cost areas "low-income household" means a household that has an income at or below 100 percent of the median income adjusted for family size, for the county where the project is located.

- F. "Mixed use" means a development that has a mix of uses such as, but not limited to, residential, office, civic, dining, institutional, and industrial. ~~project or building that combines non-residential use with dwelling units in the same building.~~
- G. "Moderate-income household" means a single person, family, or unrelated persons living together whose adjusted income is more than ~~eighty~~ 80 percent but is at or below ~~one hundred fifteen~~ 115 percent of the median family income adjusted for family size, for the county where the project is located, as reported by the United States Department of Housing and Urban Development. For cities located in high-cost areas, ~~"moderate income household"~~ "moderate income household" means a household that has an income that is more than 100 percent, but at or below 150 percent, of the median income adjusted for family size, for the county where the project is located.
- H. "Multi-family housing" means building(s) having ~~two~~ four or more dwelling units not designed or used as transient accommodations and not including hotels and motels. Multi-family units may result from new construction or rehabilitation or conversion of vacant, under-utilized, or substandard buildings to multifamily housing.
- I. "Owner" means the property owner of record.
- J. "Permanent residential occupancy" means multifamily housing that provides either rental or owner occupancy for a period of at least one month. This excludes hotels and motels that predominately offer rental accommodation on a daily or weekly basis.
- K. "Rehabilitation improvements" means modifications to existing structures that are vacant for 12 months or longer, or modification to existing occupied structures that are made to achieve a condition of substantial compliance with existing building codes or modification to existing occupied structures which increase the number of multifamily housing units. ~~which convert nonresidential space to residential space and/or increase the number of multi-family housing units.~~
- L. "Rental Units" means a property from which the owner receives payment from the occupant(s), known as tenants, in return for occupying or using the property.
- M. "Residential target area" means an area within an urban center that has been designated by the City Council as lacking sufficient, available, desirable, and convenient residential housing to meet the needs of the public.
- N. "Substantial Compliance" means compliance with local building or housing code requirements that are typically required for rehabilitation as opposed to new construction.
- O. "Urban center" means a compact identifiable district containing several business establishments, adequate public facilities, and a mixture of uses and activities, where residents may obtain a variety of products and services.

15.45.020 3.69.020 Residential target area designation and standards.

- A. ~~Criteria.~~ Following a public hearing, The City Council may, in its sole discretion, has designated the Central Business District, Commercial Zone and the R-4 Use Zone as the residential targeted area consistent with RCW 84.14.040. one or more residential target areas. Each designated target area must meet the following criteria, as determined by the City Council:
1. The target area is located within a designated urban center;

2. The target area lacks sufficient available, desirable, and convenient residential housing to meet the needs of the public who would likely live in the urban center if desirable, attractive, and livable places were available; and
 3. The provision of additional housing opportunity in the target area will assist in achieving the following purposes:
 - a. Encourage increased residential opportunities within the target area; or
 - b. Stimulate the construction of new multi-family housing and the rehabilitation of existing vacant and underutilized buildings for multi-family housing. In designating a residential target area, the City Council may also consider other factors, including, but not limited to: whether additional housing in the target area will attract and maintain a significant increase in the number of permanent residents; whether an increased residential population will help alleviate detrimental conditions and social liability in the target area; and whether an increased residential population in the target area will help to achieve the planning goals mandated by the Growth Management Act under RCW 36.70A.020. The City Council may, by ordinance, amend or rescind the designation of a residential target area at any time pursuant to the same procedure as set forth in this chapter for original designation.
- B. Target Area Standards and Guidelines. For each designated residential target area, the City Council shall must adopt basic requirements for both new construction and rehabilitation, including the application process and procedures. The City Council may also adopt guidelines including the following:
1. Requirements that address demolition of existing structures and site utilization; and
 2. Building requirements that may include elements addressing parking, height, density, environmental impact, public benefit features, compatibility with the surrounding property, and such other amenities as will attract and keep permanent residents and will properly enhance the livability of the residential target area. The required amenities shall must be relative to the size of the proposed project and the tax benefit to be obtained.
- C. Designated Target Area. The proposed boundaries of the "residential target area" are the boundary of the Commercial Central Business District (CBD) zone, Commercial (C) zone and the Residential High Density 4 (R4) zone as indicated on the official city-zoning map.

15.45.030 3.69.030 Tax exemptions for multi-family housing in residential target areas.

- A. Intent. Limited eight or twelve-year exemptions from ad valorem property taxation for multi-family housing in residential target areas are intended to:
1. Encourage increased residential opportunities within urban centers designated by the City Council as residential target areas;
 2. Stimulate new construction or rehabilitation of existing vacant and underutilized buildings for multifamily housing in residential target areas to increase and improve housing opportunities;
 3. Assist in directing future population growth to designated urban centers thereby reducing development pressure on single-family residential neighborhoods; and
 4. Achieve development densities, which are more conducive to transit use in designated urban centers.

- B. Duration of Exemption. The value of improvements qualifying under this chapter will be exempt from ad valorem property taxation for eight or twelve successive years ~~(depending on whether the property includes affordable housing component as described in subsection E and F below)~~ beginning January 1 of the year immediately following the calendar year of issuance of the Final Certificate of Tax Exemption.
- C. Limits on Exemption. The exemption does not apply to the value of land or to the value of improvements not qualifying under this chapter, nor does the exemption apply to increases in assessed valuation of land and non-qualifying improvements. In the case of rehabilitation of existing buildings, the exemption does not include the value of improvements constructed prior to submission of the completed application required under this chapter.
- D. Rehabilitation Provisions. Property proposed to be rehabilitated must fail to comply with one or more standards of the applicable state or local building or housing codes on or after July 23, 1995. If the property proposed to be rehabilitated is not vacant, an applicant must provide each existing tenant housing of comparable size, quality, and price and a reasonable opportunity to relocate.
- E. Eight-year exemption Project Eligibility. A proposed project must meet the following requirements for consideration for a property tax exemption:
1. Location. The project must be located within a residential target area, as designated in Section 15.45.020 AMC Section 3.69.020.
 2. Tenant Displacement Prohibited. The project must not displace existing residential tenants of structures that are proposed for redevelopment. Existing dwelling units proposed for rehabilitation must have been unoccupied for a minimum of 12 months prior to submission of application and must have one or more violations of the City's minimum housing code. Applications for new construction cannot be submitted for vacant property upon which an occupied residential rental structure previously stood, unless a minimum of 12 months has elapsed from the time of most recent occupancy.
 3. Size. The project must include at least two four units of multi-family housing within a residential structure or as part of a mixed-use development. A minimum of two four new units must be constructed or at least two four additional multi-family units must be added to existing occupied multifamily housing. Existing multi-family housing that has been vacant for 12 months or more does not have to provide additional units so long as the project provides at least two four units of new, converted, or rehabilitated multi-family housing.
 4. Permanent Residential Housing. At least 50 percent of the space designated for multi-family housing must be provided for permanent residential occupancy, as defined in AMC Section 15.45.010 3.69.010.
 5. Proposed Completion Date. New construction multi-family housing and rehabilitation improvements must be scheduled to be completed within three years from the date of approval of the application.
 6. Compliance With Guidelines and Standards. The project must be designed to comply with the City's comprehensive plan, building, housing, and zoning codes and any other applicable regulations in effect at the time the application is approved. The project must be LEED ® certifiable, or must be Built Green[™] certified, or an equivalent alternate as determined by the City Building Official. New construction, rehabilitation and conversion improvements must comply with AMC Title 15. The project must also comply with any other standards and guidelines adopted by the City Council for the residential target area in which the project will be developed.

7. Parking. All required residential parking shall be located in structure parking garages, under buildings, or underground for all new construction. All required parking must comply with AMC Chapter 19.64.
8. Vacancy Requirement. The project must not displace existing residential tenants of structures that are proposed for redevelopment. Existing dwelling units proposed for rehabilitation must have been unoccupied for a minimum of 6 months prior to submission of application and must have one or more violations of the City's minimum housing code. Applications for new construction cannot be submitted for vacant property upon which an occupied residential rental structure previously stood, unless a minimum of 6 months has elapsed from the time of most recent occupancy.
9. For rental units, at least 20 percent of the multiple unit housing units in the project must be rented throughout the duration of the 8 year exemption period as affordable housing to low income and moderate income households at 80 percent or less of median income as determined by HUD.
10. For owner occupied units, at least 20 percent of the multi-unit housing units in the project must be sold as affordable housing to low or moderate income households at 120 percent or less of median income as determined by HUD.
11. Mixed Use Development. The project shall be a mixed use project as defined by AMC 15.45.010(B).

F. Twelve-year Exemption Project Eligibility. A proposed project must meet the following requirements to be considered for a twelve year property tax exemption:

1. All requirements set forth in subsection E above; and
2. The applicant shall must commit to renting or selling at least 20 percent of the multifamily housing units as affordable housing units to low and moderate income households during the period of exemption respectively, and the property must satisfy that commitment and any additional affordability and income eligibility conditions adopted by the local government under this chapter. In the case of projects intended exclusively for owner occupancy, the minimum requirement of this subsection may be satisfied solely through housing affordable to moderate income households.

G. Application Procedure. A property owner who wishes to propose a project for a tax exemption shall must complete the following procedures:

1. A property owner who wishes to propose a project for a tax exemption shall file with the Planning, Community and Economic Development department a complete application along with the required fees consistent with the city unified fee schedule. File with the Department of Planning, Community & Economic Development the required application along with the required fees. The application fee to the City shall will be \$1,000 for up to four units, plus \$100 per additional multi-family unit, up to a maximum total fee to the City of \$5,000. If the application shall results in a denial by the City, the City will retain that portion of the fee attributable to its own administrative costs and refund the balance to the applicant.
2. A complete application shall must include:
 - a. A completed City of Anacortes application form setting forth the grounds for the tax exemption;

- b. A brief written description of the project, and schematic site and floor plans of the multiple unit dwelling units and the structure (s) in which they are proposed to be located; ~~Preliminary floor and site plans of the proposed project;~~
- c. A statement acknowledging the potential tax liability when the project ceases to be eligible under this chapter; and
- d. Verification by oath or affirmation of the information submitted.
- e. For rehabilitation projects, the applicant ~~shall~~ **must** also submit an affidavit that existing dwelling units have been unoccupied for a period of 12 months prior to filing the application and ~~shall~~ **must** secure from the City verification of ~~properly~~ **property** noncompliance with the City's minimum housing code.

H. Application Review and Issuance of Conditional Certificate. The Director may certify as eligible an application, which is determined to comply with the requirements of this chapter. A decision to approve or deny an application ~~shall~~ **must** be made within 90 days of receipt of a complete application.

1. Approval. If an application is approved, the applicant ~~shall~~ **must** enter into a contract with the City, subject to approval by resolution of the City Council, regarding the terms and conditions of the project. Upon Council approval of the contract, the Director ~~shall~~ **must** issue a Conditional Certificate of Acceptance of Tax Exemption. The Conditional Certificate expires 3 years from the date of approval unless an extension is granted as provided in this chapter.
 2. Denial. The Director ~~shall~~ **must** state in writing the reasons for denial and ~~shall~~ **must** send notice to the applicant at the applicant's last known address.
 3. Appeal. An applicant may appeal a denial to the ~~Hearings Examiner~~ **City Council** within 14 days of the issuance of the notice of denial. On appeal, the Director's decision will be upheld unless the applicant can show that there is no substantial evidence on the record to support the Director's decision. The City Council's decision on appeal will be final.
1. Extension of Conditional Certificate. The Conditional Certificate may be extended by the Director for a period not to exceed 24 consecutive months. The applicant must submit a written request stating the grounds for the extension, accompanied by a processing fee ~~consistent with the city unified fee schedule established by resolution.~~ An extension may be granted if the Director determines that:
1. The anticipated failure to complete construction or rehabilitation within the required time period is due to circumstances beyond the control of the owner;
 2. The owner has been acting and could reasonably be expected to continue to act in good faith and with due diligence;
 3. The project ~~shall~~ **must** comply with the City's ~~comprehensive plan, building, housing, and zoning~~ codes, and any other applicable regulations in effect at the time the extension of the Conditional Certificate is granted; and
 4. All the conditions of the original contract between the applicant and the City will be satisfied upon completion of the project.

J. Application for Final Certificate. Upon completion of the improvements agreed upon in the contract between the applicant and the City and upon issuance of a certificate of occupancy, the applicant may request a Final Certificate of Tax Exemption. The applicant must file with the Planning, Community & Economic Development Department the following:

1. A statement of expenditures made with respect to each multi-family housing unit and the total expenditures made with respect to the entire property;
 2. A description of the completed work and a statement of qualification for the exemption; and
 3. A statement that the work was completed within the required 3 year period or any authorized extension. Within 30 days of receipt of all materials required for a Final Certificate, the Director **shall must** determine which specific improvements satisfy the requirements of this chapter.
- K. Issuance of Final Certificate. If the Director determines that the project has been completed in accordance with the contract between the applicant and the City and has been completed within the authorized time period, the City **shall must**, within 14 days, file a Final Certificate of Tax Exemption with the Skagit County Assessor.
1. Denial and Appeal. The Director **shall must** notify the applicant in writing that a Final Certificate will not be filed if the Director determines that:
 - a. The improvements were not completed within the authenticated time period;
 - b. The improvements were not completed in accordance with the contract between the applicant and the City; or
 - c. The owner's property is otherwise not qualified under this chapter.
 2. Within 14 days of the issuance of the Director's denial of a Final Certificate, the applicant may file an appeal with the **City Council Hearing Examiner**. The applicant may appeal the **City Council Hearing Examiners** decision in Superior Court, if the appeal is filed within 30 days of receiving notice of that decision.
- L. Annual Compliance Review. Within 30 days after the first anniversary of the date of filing the Final Certificate of Tax Exemption, and each year thereafter, for a period of eight or twelve years, the property owner **shall must** file a notarized declaration with the Director indicating the following:
1. A statement of occupancy and vacancy of the multi-family units during the previous year;
 2. A certification that the property continues to be in compliance with the contract with the City; and if applicable, a certification of affordability based on documentation that the property is in compliance with the affordable housing requirements as described in section 15.45.030(F); and
 3. A description of any subsequent improvements or changes to the property. City staff **shall must** also conduct on-site verification of the declaration. Failure to submit the annual declaration may result in the tax exemption being canceled.
- M. Cancellation of Tax Exemption. If the Director determines the owner is not complying with the terms of the contract, the tax exemption will be canceled. This cancellation may occur in conjunction with the annual review or at any other time when noncompliance has been determined. If the owner converts the multifamily housing to another use, the owner must notify the Director and the Skagit County Assessor within 60 days of the change in use.
1. Effect of Cancellation. If a tax exemption is canceled due to a change in use or other noncompliance, the Skagit County Assessor may impose an additional tax on the property, together with interest and penalty, and a priority lien may be placed on the land, pursuant to State legislative provisions.

2. Notice and Appeal. Upon determining that a tax exemption is to be canceled, the Director ~~shall~~ must notify the property owner by certified mail. The property owner may appeal the determination by filing a notice of appeal with the City Clerk within ~~30~~ 14 days, specifying the factual and legal basis for the appeal. The ~~City Council~~ Hearing Examiner will conduct a hearing at which all affected parties may be heard and all competent evidence received. The ~~City Council~~ Hearing Examiner will affirm, modify, or repeal the decision to cancel the exemption based on the evidence received. An aggrieved party may appeal the ~~City Council's~~ Hearing Examiners decision to Superior Court, if the appeal is filed within 30 days of receiving notice of that decision.
- 3.

~~15.45~~ 3.69.040 Chapter review.

The City Council ~~shall~~ will review the effectiveness of this Chapter in meeting the stated purposes in AMC ~~15.45.005~~ 3.69.005 concurrently with the Comprehensive Plan update required by RCW 36.70A.130(4).

Residential Target Area

CBD

R4

C

R4





CITY COUNCIL

Closed Record Decision Hearing

August 26, 2019, @ 6:00 PM

By: Kevin Cricchio, AICP, ISA, WPIT, Senior Planner

CUP-2018-0002:

PROJECT LOCATION:

The project site is located off Ferry Terminal Road, South of Charlie's Restaurant, which is located in a portion of Section 22, Township 35 North, Range 01 East, Willamette Meridian.

APPLICANT & LANDOWNER:

Calwest Inc.
Allan Schroeder
4819 Portalis Way
Anacortes, WA 98221

CUP-2018-0002:

SUBJECT PROPOSAL:

The subject proposal includes a Conditional Use Permit to permit the construction of 9-duplexes (18 dwelling-units total) on the subject property. Additionally, preliminary approval of a 9-lot short plat of the subject property is sought with a stormwater vault to be located on lot #3. This project was also subject to SEPA environmental review.

CUP-2018-0002:

SUBJECT PARCEL NUMBERS:

P58123 & P58124

CURRENT ZONING:

Marine Mixed Use (MMU) Zoning District (Effective 8-5-19 following city council adoption of Ordinance 3040)

PREVIOUSLY ZONED:

Commercial Marine

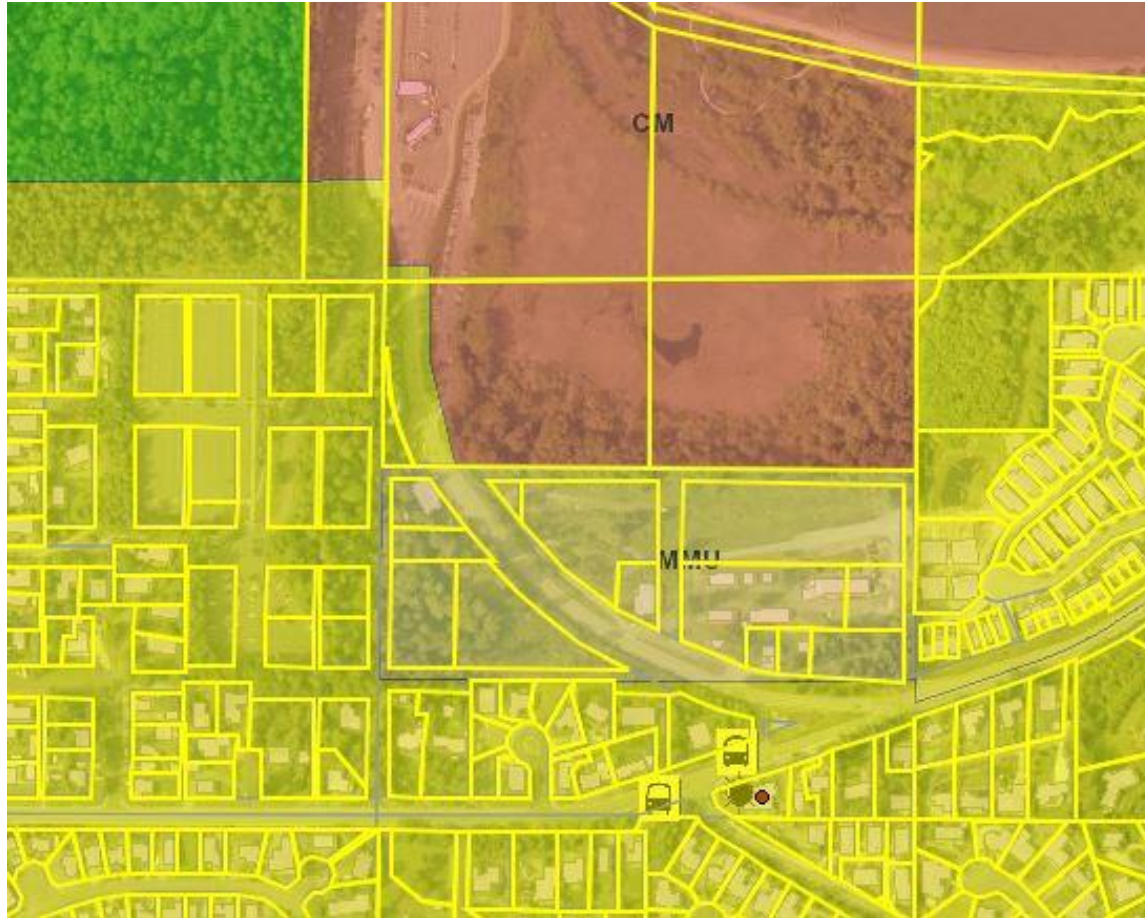
CUP-2018-0002:

SURROUNDING ZONING & LAND USES:

Direction:	Zoning:	Present Land-Use:
North:	CM & R2 Zoning Districts	Vacant land, Parking Lot, Charlies' Restaurant.
South:	R2 Zoning District	Unopened right-of-way & Single-family residences
East:	MMU & R2 Zoning Districts	State Route Twenty (SR20)
West:	R2 Zoning District	Unopened right-of-way & Single-family residences

CUP-2018-0002:

NEW ZONING MAP (EFFECTIVE 8-5-19):



CUP-2018-0002:

PROJECT CHRONOLOGY, GENERAL BACKGROUND, & VESTING:

1. A pre-application conference is required for Conditional Use Permit applications per AMC Table 19.20.030-1.
2. Accordingly, a pre-application conference meeting was held on **November 15, 2016 (PRE-2016-0035)**. The pre-application conference was to discuss constructing approximately ten (10) duplexes [twenty (20) dwelling units] onsite.
3. Additionally, a neighborhood meeting is required for Conditional Use Permit applications prior to application submittal per AMC Table 19.20.030-1.
4. Accordingly, a neighborhood meeting was conducted at **6:00 PM on November 15, 2017** in the Senior Center regarding the construction of 20 dwelling units in a paired or clustered format. The neighborhood meeting notice was posted on the project site, published in the Anacortes American newspaper, and mailed to neighboring landowners within 300 feet of the subject property as is required by AMC 19.20.120(D).

CUP-2018-0002:

PROJECT CHRONOLOGY, GENERAL BACKGROUND, & VESTING: **CONTINUED:**

5. On May 7, 2018, PCED received the applicant's Conditional Use Permit and Preliminary Short Plat applications. The applicant decreased the twenty (20) dwelling units originally proposed [in a paired and clustered format] to nine (9) duplexes [eighteen (18) dwelling units] total.
6. Following a review of the application material submitted, the subject application was deemed incomplete on June 12, 2018.
7. Following resubmittal of revised application material, the subject applications were deemed complete on July 6, 2018.
8. When the subject applications were deemed complete [back in 2018], the underlying zoning district was Commercial Marine (CM). Effective August 5, 2019, however the underlying zoning district changed to Marine Mixed Use (MMU) when Ordinance #3040 was adopted by council. This is a vested application however and the former rules and regulations for the Commercial Marine Zoning District apply.

CUP-2018-0002:

NOA, NOH, & PROCESSING:

1. A “Notice of Application” was published in the Anacortes American newspaper on July 6, 2018 with a comment period that ended on August 7, 2018. This notice was also posted onsite in two (2) different locations; mailed to neighboring landowners within 300’ of the subject properties; and posted on the city’s website, at the local USPS office, in the library, and at city hall.
2. Then on August 1, 2018, a “Revised Notice of Application” was published in the Anacortes American newspaper, which extended the comment period to August 10, 2018. This revised notice was also posted onsite in two (2) different locations; mailed to neighboring landowners within 300’ of the subject properties; and posted on the city’s website, at the local USPS office, in the library, and at city hall.
3. On August 14, 2018, former city planner, Kait Nelson stopped the 120-day-clock until we received requested information. Following Kait’s departure from the city (January 4, 2019), I took over the management of this project.

CUP-2018-0002:

NOA, NOH, & PROCESSING:

4. On January 29, 2019, the applicant was emailed as to what additional information and revisions were needed for the city to begin processing the subject application.
5. On February 7, 2019, a meeting was conducted with the applicant, the applicant's engineer/surveyor, the applicant's geotechnical engineer, the city's third party reviewer GeoEngineers, and city staff.
6. On May 17, 2019 and June 7, 2019, the applicant provided the city with additional material and revisions for review and consideration.
7. On June 10, 2019, the applicant was emailed again stating that effective June 12, 2019, the 120-day-clock was hereby started again.
8. On June 12, 2019, a new "Revised Notice of Application & Hearing Using Optional SEPA DNS" was published in the Anacortes American newspaper. A new 21-day comment was required as previous notices did not include that the application also involved preliminary short plat approval in addition to a Conditional Use Permit.

CUP-2018-0002:

NOA, NOH, & PROCESSING:

9. The new comment period ended at 5:00 PM on July 3, 2019 but comments have been accepted until the close of the Pre-Decision Open-Record Public Hearing.
10. This new “Revised Notice of Application & Hearing Using Optional SEPA DNS” was also posted onsite in two (2) different locations; mailed to neighboring landowners within 300’ of the subject properties; mailed to parties of record who had already commented on the application; and posted on the city’s website, at the local USPS office, in the library, and at city hall. Agencies and departments of jurisdiction were also solicited for comment.
11. Per AMC Table 19.20.030-1, Conditional Use Permits are considered a Type 4 type of review while short plats are considered a Type 2 type of review. Type 4 land use permits require a 21-day comment period while Type 2 permits require a 14-day comment period.

CUP-2018-0002:

NOA, NOH, & PROCESSING:

12. Per the applicant's wishes, both the Conditional Use Permit and Short Plat applications were processed via consolidated review per AMC 19.20.040. Therefore, there was only one twenty-one (21) day comment period.
13. Ordinarily Conditional Use Permits go before the Planning Commission for a recommendation followed by City Council for a decision on the matter while short plat applications are decided by the Planning Director only. Because of this consolidated review and processing however, both the Conditional Use Permit and Short Plat application will go before the Planning Commission for a recommendation on the matter followed by City Council for a decision.

CUP-2018-0002:

NOA, NOH, & PROCESSING:

14. Because the Planning Commission's July 24, 2019, Pre-Decision Open Record was continued to August 14, 2019, Planning Department staff issued a "Notice of Continuance" in accordance with state law and posted this on city hall's doors. Additionally, a "Revised Notice of Hearing" was published in the Anacortes American newspaper on August 7, 2019; posted onsite in two (2) different locations; mailed to neighboring landowners within 300' of the subject properties; mailed to parties of record; and posted on the city's website, at the local USPS office, in the library, and at city hall.

CUP-2018-0002:

CRITICAL AREAS REVIEW:

Wetlands:

According to a letter dated September 18, 2017, prepared by Advanced Environmental Solutions, no wetland or wildlife habitat are either located on the subject property or within 300 feet to it. The nearest wetland and/or buffer is located to the north toward Ship Harbor that is bisected by Ferry Terminal Road and existing development.

CULTURAL RESOURCE ASSESSMENT:

Fullscope Northwest LLC prepared a Cultural Resource Assessment dated April 5, 2019. Following an Archaeological Assessment of the project site, no cultural resources were observed within the project area.

CUP-2018-0002:

CRITICAL AREAS REVIEW:

Threatened & Endangered Species:

No federal threatened or endangered species were determined to be located on the subject property. Additionally, both Planning Department staff and the applicant's consultant [Advanced Environmental Solutions] determined that there are no designated Washington State Department of Fish and Wildlife (WDFW) Priority Habitat(s) or Species (PHS) located on the subject property or within 300' of it. Lastly, WDFW was solicited for comment and no comment was received.

Additionally, according to the Advanced Environmental Solution' report, evidence of pileated wood pecker foraging was observed on several large sized snags and other large woody debris of various ages and sizes. The pileated woodpecker is listed as an early warning bird on the city's vulnerable species in forested areas. Additionally, it listed as a WA State candidate for listing as endangered, threatened, or sensitive. Accordingly condition of approval #28 is recommended hereafter to be added to the findings of fact regarding the recommended preservation of wood debris and snags in open space areas when feasible.

CUP-2018-0002:

GEOLOGICALLY HAZARDOUS AREAS:

One or more steep slopes are located along the north /northeastern portion of the subject property. These slopes meet the definition of a landslide hazard area per AMC 17.70.190(B)(9) as they are greater than forty (40) percent or steeper and have a vertical relief of ten or more feet.

AMC 17.70.260(A)(1), requires that the minimum buffer from the landslide hazard area to be fifty (50) feet. This buffer however can be reduced to ten (10) feet when a qualified professional demonstrates to the Planning Director's satisfaction that the reduction will adequately protect the proposed development, adjacent developments and uses, and the subject critical area. The project geotechnical engineer [Edison Engineering] recommends a twenty-five (25)-foot buffer from the top of bank.

The City of Anacortes third party review consultant -GeoEngineers reviewed the applicant's geotechnical report/ analysis and concurred with the proposed buffer reduction of 25 feet from top of bank. The city's third party review consultant further stated that patios and decks could go within this buffer. This twenty-five foot buffer has been conditioned below accordingly.

CUP-2018-0002:

TREE ASSESSMENT/PRESERVATION PLAN:

According to the Tree Assessment Plan, there are 51 surveyed trees and an estimated 64 trees that were not surveyed onsite. All of these trees are slated for removal.

The required tree unit credits for replanting is calculated by determining the net area of a project site; subtracting the total public and private road right-of-way area from the gross site area. The net area is then divided by 1,000 to determine the total Tree Unit Credits required either by retaining trees onsite and/or replanting.

Accordingly, the project's gross site area is 102,712 square feet and the public and private road right-of-way is 6,070 square feet. The net area is 96,642 square feet. This corresponds to 96.642 tree unit credits. As conditioned below, ninety-seven (97) trees (96.642 tree unit credits rounded up) will need to be replanted.

CUP-2018-0002:

TRAFFIC IMPACT ANALYSIS:

A level two (2) traffic impact analysis was prepared by the DN Traffic Consultants, Inc. of Preston, Washington dated July 31, 2017. According to the report, 10 PM peak hours will result from this project. The mitigation fee of \$900 per PM peak hour trip for multifamily is \$900 per PM peak hour trip resulting in a traffic impact fee of \$9,000.

The Public Works Department recently reviewed the submitted Traffic Impact Analysis. Because the report was written in 2017, old rates for impact fees were used. Based on the new rate, the total impact fee for 10 peak hour trips would be $10 \times \$2,730.77 = \$27,307.70$ owing to the city. The subject MDNS has been conditioned below accordingly.

Please note, that condition of approval number 22(T) below (and as stated above) which is part of an issued SEPA MDNS, requires that the applicant pay \$27,307.70 traffic impact fee prior to final short plat or building permit application approval. This fee however varies based on the current traffic impact fee in place at time of building permit issuance. Condition #23 in your staff report has been added to modify condition number 22(T).

CUP-2018-0002:

STATE ENVIRONMENTAL POLICY ACT:

The subject proposal required SEPA environmental review. A SEPA Mitigated Determination of Non-Significance (MDNS) was issued on July 16, 2019. See the conditions of approval hereafter that reflect the respective mitigation measures.

CUP-2018-0002:

PUBLIC COMMENTS RECEIVED:

Any public comments received can be found in **Exhibit #04**.

AGENCY & DEPARTMENT COMMENT:

Comments received from both agencies and departments of jurisdiction can be found in **Exhibit #05**.

CUP-2018-0002:

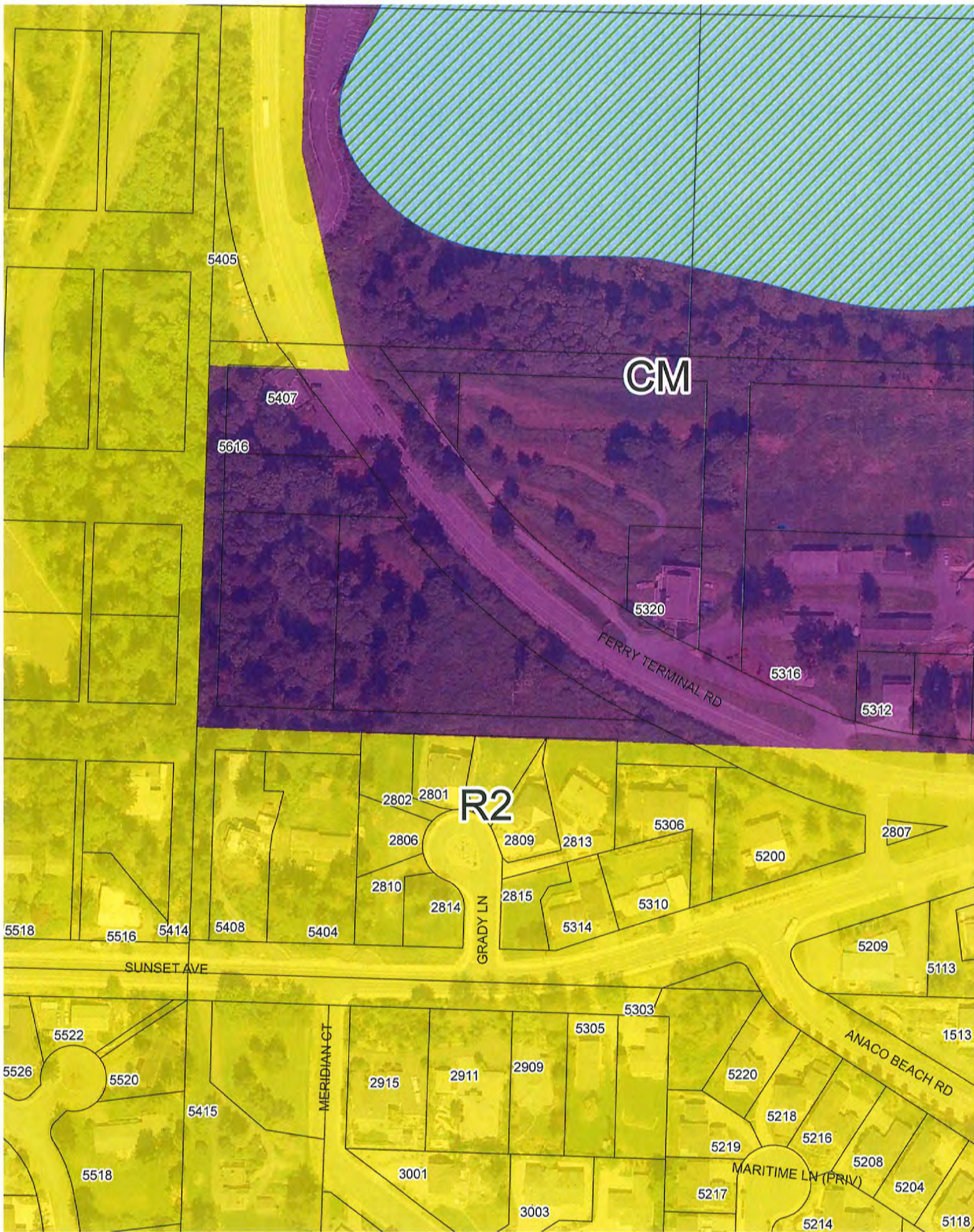
ZONING:

1. Although the subject property currently lies in the Marine Mixed Use Zoning District, the subject applications [CUP & 9-Lot Short Plat] are vested to the old underlying zoning district –Commercial Marine (CM).
2. Multi-family units in the Commercial Marine Zoning District require a Conditional Use Permit per AMC 17.21.040(B).
3. Per AMC 17.06.285, a multi-family dwelling means “development on single-ownership lot consisting of two or more dwelling units. Commonly used terms are duplex which contains two dwelling units, triplex which contains three, and fourplex which contains four. A structure containing more than four connected dwelling units is commonly called an apartment building or complex.”
4. The applicant proposes constructing nine (9) duplexes on nine (9) lots that are part of the preliminary short plat (part of this subject applications).

CUP-2018-0002:

PLANNING COMMISSION RECOMMENDATION:

The Planning Commission conducted a Pre-Decision Open Record Public Hearing at 5:00 PM on July 24, 2019 which was continued to 6:00 PM on August 14, 2019. Following public testimony and deliberation, the Planning Commission voted 5-1 in favor of recommending approval to City Council regarding the subject Conditional Use Permit & Preliminary 9-Lot Short Plat request subject to staff's suggested conditions of approval.



CM

R2

FERRY TERMINAL RD

SUNSET AVE

GRADY LN

MERIDIAN CT

ANACO BEACH RD

MARITIME LN (PRIV)

Details for Parcel: P58123



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of ANACORTES for ANACORTES zoning information.

[Recorded Documents](#) Documents scanned and recorded by the Auditor's office[Excise Affidavits](#) Document scans of excise affidavits

Parcel Number

P58123

XrefID

3808-000-028-0006

Quarter Section Township Range

22 35 01

Owner Information

CALWEST INC
4819 PORTALIS WAY
ANACORTES, WA 98221

Site Address(es)

Map Links

[Open in iMap](#)
Assessor's Parcel Map:
[PDF](#) | [DWF](#)

Current Legal Description [Abbreviation Definitions](#)

(1.2700 ac) NORMAN & WOOD'S SUB-DIV TO ANA PTN LTS 23 TO 28 S OF HWY

2018 Values for 2019 Taxes*

Building Market Value \$.00
Land Market Value +\$247,500.00
Total Market Value \$247,500.00
Assessed Value \$247,500.00
Taxable Value \$247,500.00

Sale Information

Deed Type WARRANTY DEED
Sale Date 2017-09-01
Sale Price \$425,000.00

2019 Property Tax Summary

2019 Taxes will be available after 2/15/2019
Use the Taxes link above for 2018 taxes

* Effective date of value is January 1 of the assessment year (2018)

[Legal Description at time of Assessment](#)

*Land Use				WAC 458-53-030
Neighborhood	(6L1ANA) ANACORTES COMMERCIAL LAND			
Levy Code	0900	Fire District		
School District	SD103	Exemptions		
Utilities		Acres	0.00	
Improvement 1 Attributes Summary				
Building Style	COMMERCIAL REAL PROPERTY			
Year Built		Foundation		
Above Grade Living Area		Exterior Walls		
Finished Basement		Roof Covering		
*Total Living Area		Heat/Air Conditioning		
Unfinished Basement		Fireplace		
*Total Garage Area		Bedrooms		
Bathrooms				
For additional information on individual segments see Improvements tab				

* Land Use codes are for assessment administration purposes and do not represent jurisdictional zoning. Please contact the appropriate planning department in your jurisdiction for land use questions.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Details for Parcel: P58124



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of ANACORTES for ANACORTES zoning information.

[Excise Affidavits](#) Document scans of excise affidavits

Parcel Number

P58124

XrefID

3808-000-030-0002

Quarter Section Township Range

22 35 01

Owner Information

CALWEST INC

4819 PORTALIS WAY

ANACORTES, WA 98221

Site Address(es)

Map Links

[Open in iMap](#)

Assessor's Parcel Map:

[PDF](#) | [DWF](#)Current Legal Description [Abbreviation Definitions](#)

(0.9900 ac) NORMAN & WOOD'S SUB-DIV TO ANA LTS 29 & 30

2018 Values for 2019 Taxes*

Building Market Value \$.00
 Land Market Value +\$194,400.00
 Total Market Value \$194,400.00
 Assessed Value \$194,400.00
 Taxable Value \$194,400.00

Sale Information

Deed Type WARRANTY DEED
 Sale Date 2017-09-01
 Sale Price \$425,000.00

2019 Property Tax Summary

2019 Taxes will be available after 2/15/2019
 Use the Taxes link above for 2018 taxes

* Effective date of value is January 1 of the assessment year (2018)

[Legal Description at time of Assessment](#)

Effective date of value is January 1 of the assessment year (2015)

*Land Use		WAC 458-53-030	
Neighborhood	(6L1ANA) ANACORTES COMMERCIAL LAND		
Levy Code	0900	Fire District	
School District	SD103	Exemptions	
Utilities		Acres	0.00
Improvement 1 Attributes Summary			
Building Style	COMMERCIAL REAL PROPERTY		
Year Built		Foundation	
Above Grade Living Area		Exterior Walls	
Finished Basement		Roof Covering	
*Total Living Area		Heat/Air Conditioning	
Unfinished Basement		Fireplace	
*Total Garage Area		Bedrooms	
Bathrooms			
For additional information on individual segments see Improvements tab			

* Land Use codes are for assessment administration purposes and do not represent jurisdictional zoning. Please contact the appropriate planning department in your jurisdiction for land use questions.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

SITE VISIT PHOTOS (TAKEN 7-16-19):



Charlies'
Restaurant
located north of
subject property

Parking lot
located north
of subject
property



Oakes Avenue/
SR20 looking
southeast
approximately.



Subject
property and
public notice
signage on
right side





Cargo container and equipment onsite

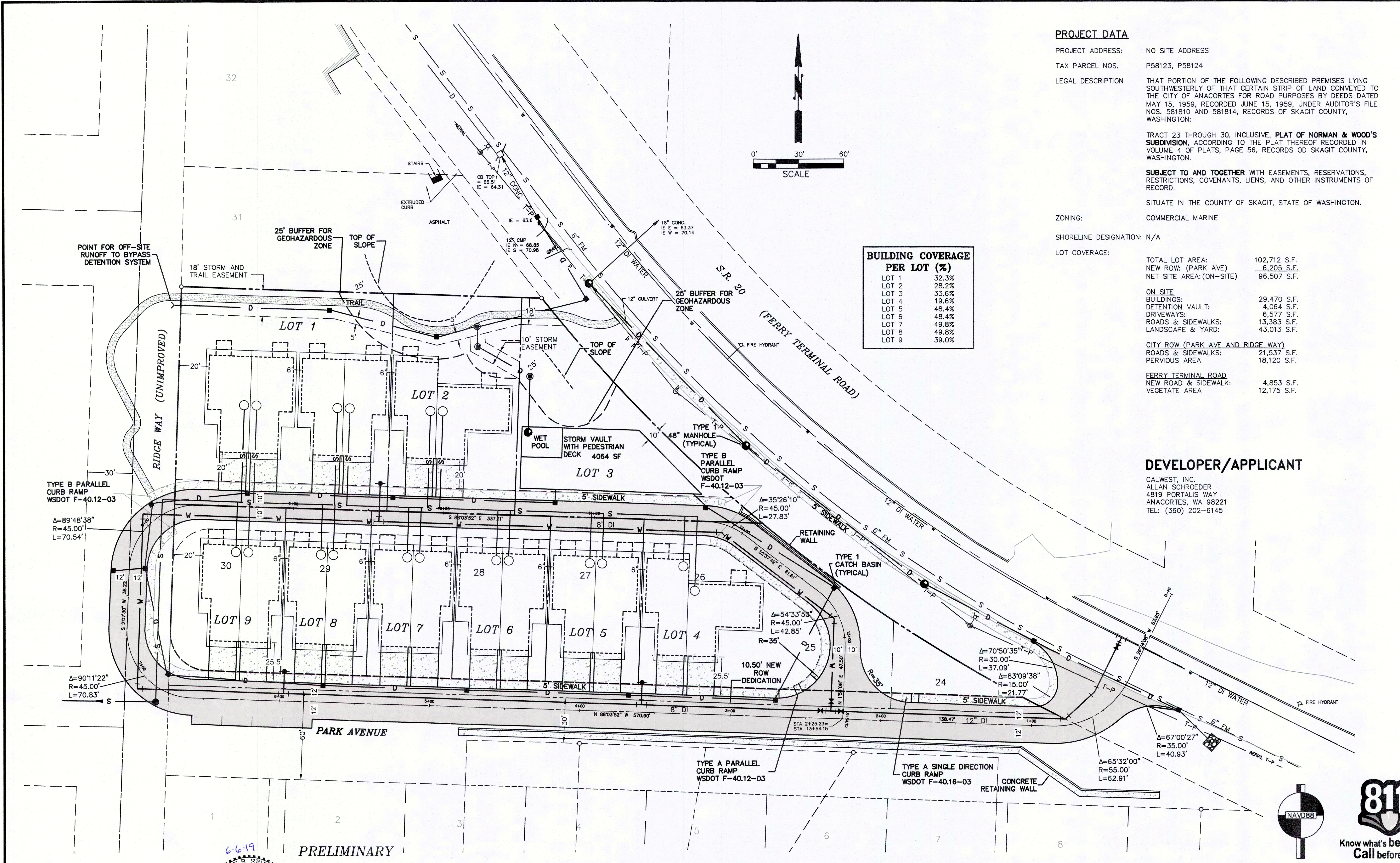




From subject
property up
above looking
down on
adjacent
parking lot that
sits next to
Charlies'
Restaurant







PROJECT DATA

PROJECT ADDRESS: NO SITE ADDRESS
TAX PARCEL NOS. P58123, P58124
LEGAL DESCRIPTION THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:
TRACT 23 THROUGH 30, INCLUSIVE, PLAT OF NORMAN & WOOD'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OF SKAGIT COUNTY, WASHINGTON.
SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.
SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

ZONING: COMMERCIAL MARINE
SHORELINE DESIGNATION: N/A
LOT COVERAGE:

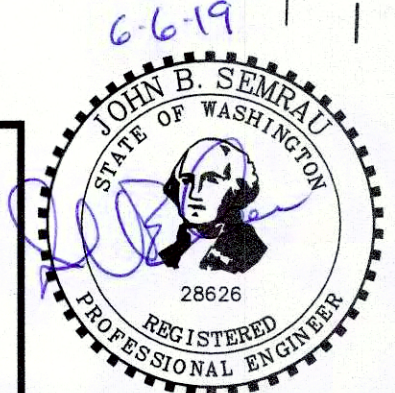
BUILDING COVERAGE PER LOT (%)	
LOT 1	32.3%
LOT 2	28.2%
LOT 3	33.6%
LOT 4	19.6%
LOT 5	48.4%
LOT 6	48.4%
LOT 7	49.8%
LOT 8	49.8%
LOT 9	39.0%

TOTAL LOT AREA:	102,712 S.F.
NEW ROW: (PARK AVE)	6,205 S.F.
NET SITE AREA: (ON-SITE)	96,507 S.F.
ON SITE BUILDINGS:	29,470 S.F.
DETENTION VAULT:	4,064 S.F.
DRIVEWAYS:	6,577 S.F.
ROADS & SIDEWALKS:	13,383 S.F.
LANDSCAPE & YARD:	43,013 S.F.
CITY ROW (PARK AVE AND RIDGE WAY)	
ROADS & SIDEWALKS:	21,537 S.F.
PERVIOUS AREA	18,120 S.F.
FERRY TERMINAL ROAD	
NEW ROAD & SIDEWALK:	4,853 S.F.
VEGETATE AREA	12,175 S.F.

DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145

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2118 RIVERSIDE DRIVE - SUITE 208
MOUNT VERNON, WA 98273
360-424-9566



PRELIMINARY

NO.	DATE	REVISION	BY	REV.

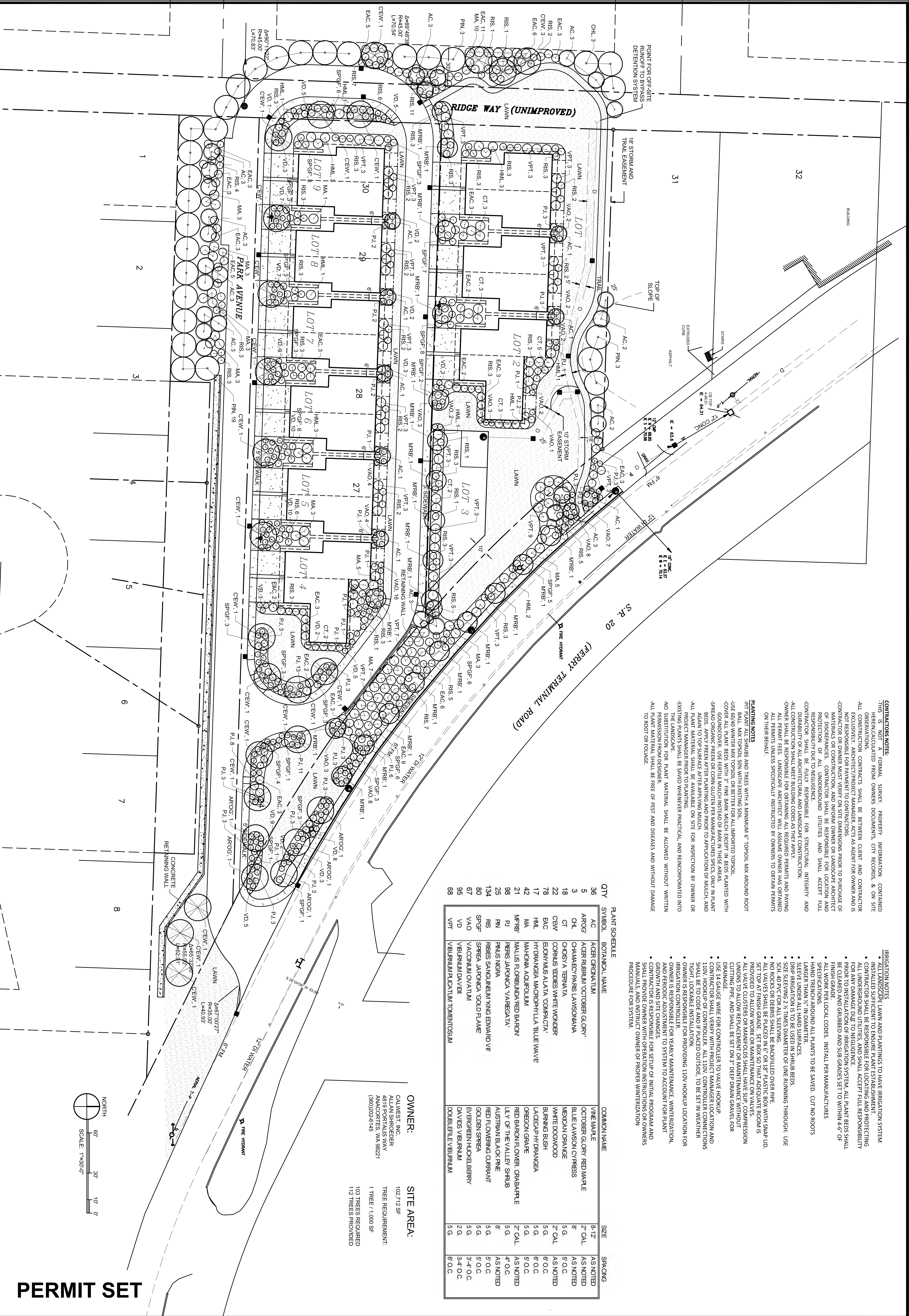
SITE PLAN
9 DUPLEX

SCALES:
HORIZONTAL: 1" = 30'
VERTICAL: N/A
NOTE: IF THIS SHEET IS LESS THAN 22" x 34" THEN SHEET HAS BEEN REDUCED

CALWEST, INC., 18 UNIT
CONDITIONAL USE PERMIT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG:	305/26-41
DATE:	6/06/19
DRAWING:	5585D2-0213
JOB NO.:	5585
SHEET:	C4





CONTRACTOR NOTES:

- THIS IS NOT A FORMAL SURVEY. PROPERTY INFORMATION CONTAINED HEREIN, CALCULATED FROM OWNERS DOCUMENTS, CITY RECORDS, & ON SITE OBSERVATIONS. CONTRACTOR SHALL BE BETWEEN CLIENT AND CONTRACTOR. ALL EXISTING ARCHITECT/PROJECT MANAGER ACTS AS AGENT FOR OWNER AND IS NOT RESPONSIBLE FOR PAYMENT TO CONTRACTORS.
- CONTRACTOR OR OWNER MUST VERIFY ON SITE DIMENSIONS PRIOR TO PURCHASE OF MATERIALS OR CONSTRUCTION. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION AND PROTECTION OF ALL UNDERGROUND UTILITIES AND SHALL ACCEPT FULL RESPONSIBILITY DUE TO NEGLIGENCE.
- CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR STRUCTURAL INTEGRITY AND STABILITY OF ALL EXISTING AND NEW CONSTRUCTION.
- ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE CITY OF SEASIDE BUILDING CODES AS THEY EXIST.
- OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS AND PAYING ALL PERMIT FEES. LANDSCAPE ARCHITECT WILL ASSUME OWNER HAS OBTAINED ALL PERMITS UNLESS SPECIFICALLY INSTRUCTED BY OWNERS TO OBTAIN PERMITS ON THEIR BEHALF.

IRRIGATION NOTES:

- ALL LANDSCAPE LAWN AND PLANTINGS TO HAVE IRRIGATION SYSTEM INSTALLED SUFFICIENT TO ENSURE PLANT ESTABLISHMENT.
- CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES AND SHALL ACCEPT FULL RESPONSIBILITY FOR ANY DAMAGE TO UTILITIES DUE TO NEGLIGENCE.
- PRIOR TO INSTALLATION OF IRRIGATION SYSTEM, ALL PLANT BEDS SHALL BE CLEARED AND GRUBBED AND SUB GRADES SET TO WITHIN 4.6" OF FINISH GRADE.
- ALL WORK PER LOCAL CODES. INSTALL PER MANUFACTURES SPECIFICATIONS.
- LAND TRENCH AROUND ALL PLANTS TO BE SAVED. CUT NO ROOTS HIGHER THAN 2" IN DIAMETER.
- SLEEVE UNDER ALL HARD SURFACES.
- SIZE SLEEVES 2" TIMES DIAMETER OF LINE RUNNING THROUGH. USE SCH. 40 PVC FOR ALL STEERING.
- NO ROCKS OR DEBRIS SHALL BE BACKFILLED OVER PIPE.
- ALL VALVES SHALL BE PLACED IN 6" OR 18" PLASTIC BOX WITH SNAP LID. SET TOP AT FINISH GRADE. SET BOX SO THAT ADEQUATE ROOM IS PROVIDED TO ALLOW WORK OR MAINTENANCE ON VALVES.
- ALL VALVE CLUSTERS OR MANIFOLDS SHALL HAVE SLIP COMPRESSION UNIONS TO ALLOW REPLACEMENT OR MAINTENANCE WITHOUT CUTTING PIPE, AND SHALL BE SET ON 3' DEEP DRAIN GRAVEL FOR DRAINAGE.
- USE 1/4 GAUGE WIRE FOR CONTROLLER TO VALVE HOOKUP.
- CONTRACTOR SHALL VERIFY WITH PROJECT MANAGER LOCATION AND 110V. HOOKUP OF CONTROLLER. ALL 110V. CONTROLLER CONNECTIONS SHALL BE TO CODE AND IF PLACED OUTSIDE, TO BE SET IN WEATHER TIGHT, LOCKABLE INSTALLATION.
- OWNER IS RESPONSIBLE FOR PROVIDING 110V HOOKUP LOCATION FOR IRRIGATION CONTROLLER.
- OWNER IS RESPONSIBLE FOR YEARLY MAINTENANCE, WINTERIZATION, AND SHUT DOWN OF SYSTEM TO SYSTEM TO ACCOUNT FOR PLANT GROWTH AND SITE CHANGES.
- CONTRACTOR'S RESPONSIBILITY FOR SETUP OF INITIAL PROGRAM AND SHALL PROVIDE OWNER WITH OPERATION INSTRUCTIONS OR OWNERS MANUALS, AND INSTRUCT OWNER OF PROPER WINTERIZATION PROCEDURE FOR SYSTEM.

PLANT SCHEDULE		
QTY	SYMBOL	BOTANICAL NAME
36	AC	ACER CIRCAUTUM
5	AROG	ACER RUBRUM 'OCTOBER GLORY'
3	CHL	CHAMAECYPARIS LANSQUANA
18	CT	CHOISYA TERNAUTA
22	CEW	CORNUS EDDIES WHITE WONDER
78	EAC	ELONOMIS ALATA 'COMPACTA'
17	HML	HYDRANGEA MAGNOLIFOLIA BLUE WAVE
42	MA	MAHONIA AQUIFOLIUM
21	MFRB	MALUS FLOREBUNDA 'RED BARON'
98	PJ	PIERIS JAPONICA 'VAREGATA'
25	RN	PIERIS SANGINEUM 'KING EDWARD VII'
134	RIS	REB BARON FLOWERING CURRANT
80	SPGF	SPIREA JAPONICA 'GOLD FLAME'
67	VAO	VACONIMUM OVATUM
95	VD	VIBURNUM DAVIDI
68	VPT	VIBURNUM PLICATUM TOMENTOSUM

COMMON NAME	SIZE	SPACING
VINE MAJALE	8-12"	AS NOTED
OCTOBER GLORY RED MAJALE	2" CAL	AS NOTED
BLUE LANSOUN CYPRESS	8"	AS NOTED
MEXICAN ORANGE	5 O.C.	AS NOTED
WHITE DOGWOOD	2" CAL	AS NOTED
BURNING BUSH	6 O.C.	AS NOTED
LAOCEAH 'HYDRANGEA	5 G.	6 O.C.
OREGON GRAPE	5 O.C.	AS NOTED
RED BARON FLOWERING CURRANT	2" CAL	AS NOTED
LY. OF THE VALLEY SHRUB	4" O.C.	AS NOTED
AUSTRIAN BLACK PINE	8"	AS NOTED
RED FLOWERING CURRANT	5 G.	5 O.C.
GOLDEN SPIREA	5 G.	5 O.C.
E/ERGREEN HUCKLEBERRY	5 G.	3-4' O.C.
DAVIDS VIBURNUM	2 G.	3-4' O.C.
DOUBLETLE VIBURNUM	5 G.	6' O.C.

OWNER:
CALWEST, INC.
ALLAN SCHRÖDER
4819 PORTLAND WAY
ANACORTES, WA 98221
(360) 622-6145

SITE AREA:
102,712 SF
TREE REQUIREMENT:
1 TREE / 1,000 SF
109 TREES REQUIRED
112 TREES PROVIDED

PERMIT SET

DATE: 04-18-19

DESIGNED: RSL

DRAWN: LEO

JOB NO:

SHEET:

LANDSCAPE PLANTING PLAN

BRENTWOOD 18 UNIT CONDOS
Skagit County
Section 22, T. 35 R. 1 E
Anacortes, WA 98221

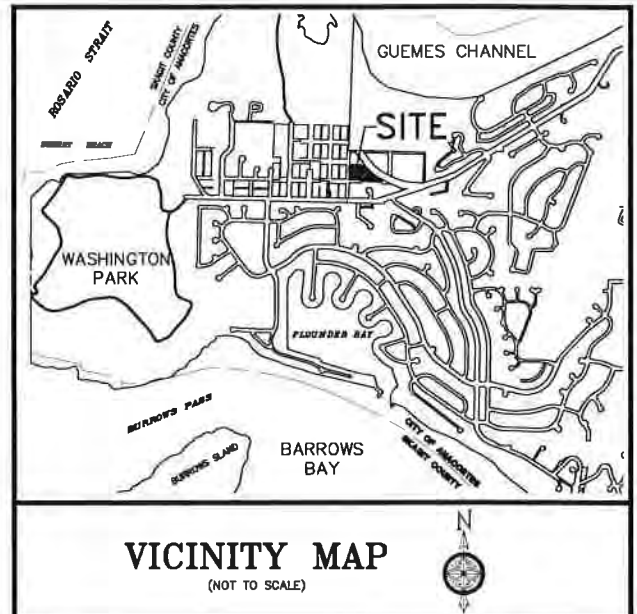
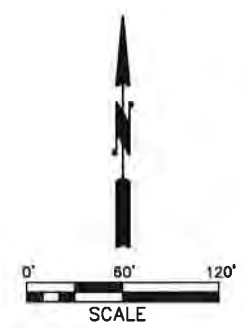
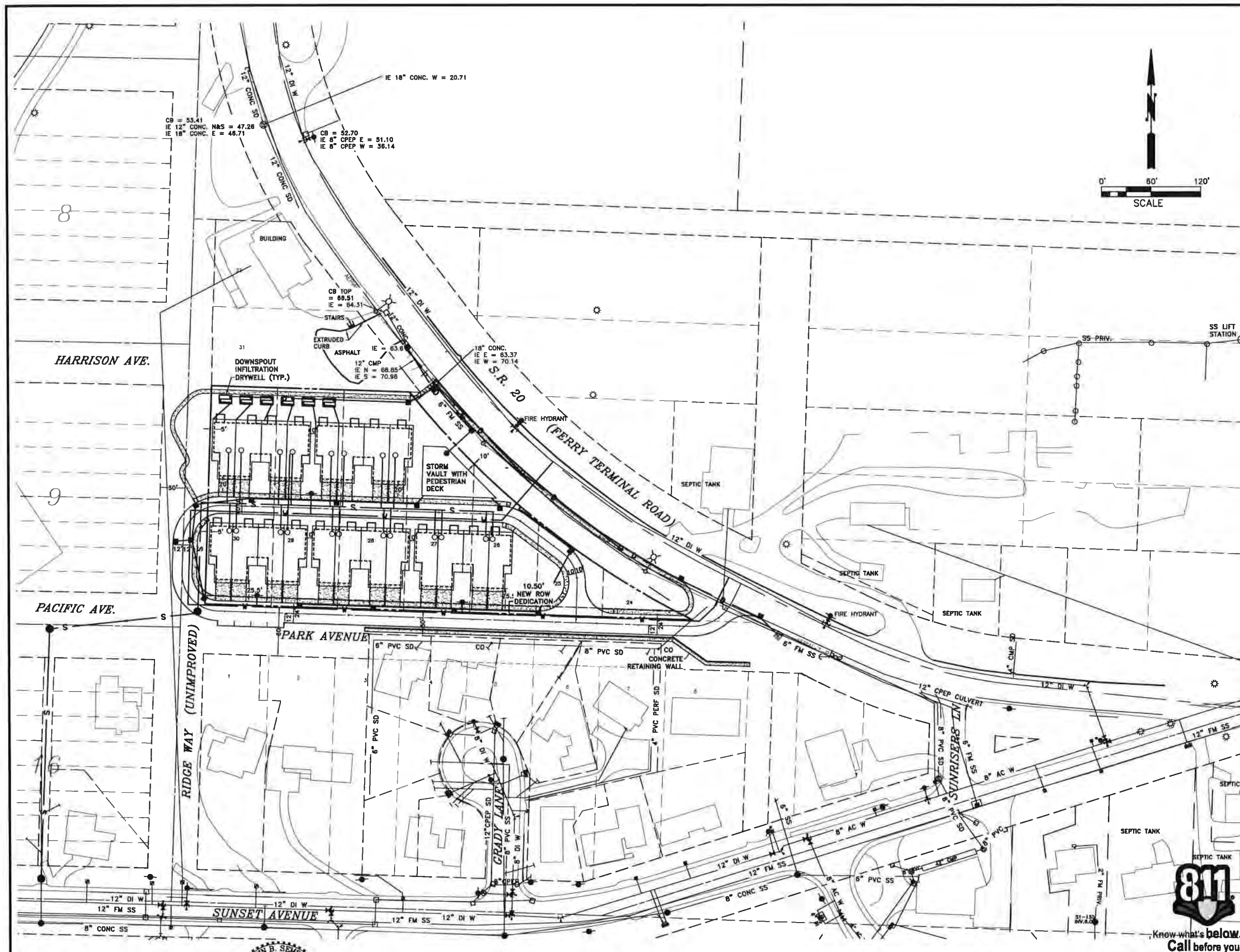
LANKFORD ASSOCIATES LANDSCAPE ARCHITECTURE
28915 102ND DRIVE NW
SUITE 101
STANWOOD, WA 98292
PH: 206.331.5123
FX: 360.629.6159

1.
2.
3.
4.
5.

REVISIONS:

L1.2

11



LEGAL DESCRIPTION

THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, PLAT OF NORMAN & WOOD'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OF SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

DEVELOPER/APPLICANT
CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145

PROJECT ENGINEER AND SURVEYOR
JOHN B. SEMRAU, PE & PLS
SEMRAU ENGINEERING AND SURVEYING
2118 RIVERSIDE DRIVE, SUITE 208
MOUNT VERNON, WA 98273
TEL: (360) 424-9566



CONTACTS

CITY OF ANACORTES
904 6TH STREET
ANACORTES, WA 98221
CONTACT: ERIC SHJARBACK
TEL: (360) 299-1980 X 1982

PUGET SOUND ENERGY
CUSTOMER CONSTRUCTION SERVICES
TEL: (888) 321-7779

CASCADE NATURAL GAS
1520 SOUTH 2ND STREET
MOUNT VERNON, WA 98273
CONTACT: JAMES HOBBS, P.E.
TEL: (360) 336-3876

ANACORTES WATER
14489 RIVER BEND RD.
MOUNT VERNON, WA 98273
CONTACT: BECKY FOX
TEL: (360) 299-1501

COMCAST
400 SEQUOIA DRIVE
BELLINGHAM, WA 98226
CONTACT: CASEY JONES
TEL: (360) 527-8243

FRONTIER COMMUNICATIONS
595 PEASE ROAD
BURLINGTON, WA 98233
CONTACT: BRIAN SMITH
TEL: (360) 707-0641

PLAN CONTENTS	DRAWING TITLE
SHEET NO.	
C1	COVER SHEET AND VICINITY MAP
C2	TOPOGRAPHIC SURVEY
C3	SITE PLAN
C4	ROADWAY PLAN AND PROFILE
C5	ROADWAY PLAN AND PROFILE
C6	ROADWAY PLAN AND PROFILE
C7	CROSS-SECTIONS



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360-424-9566



NO.	DATE	REVISION	BY	REV.

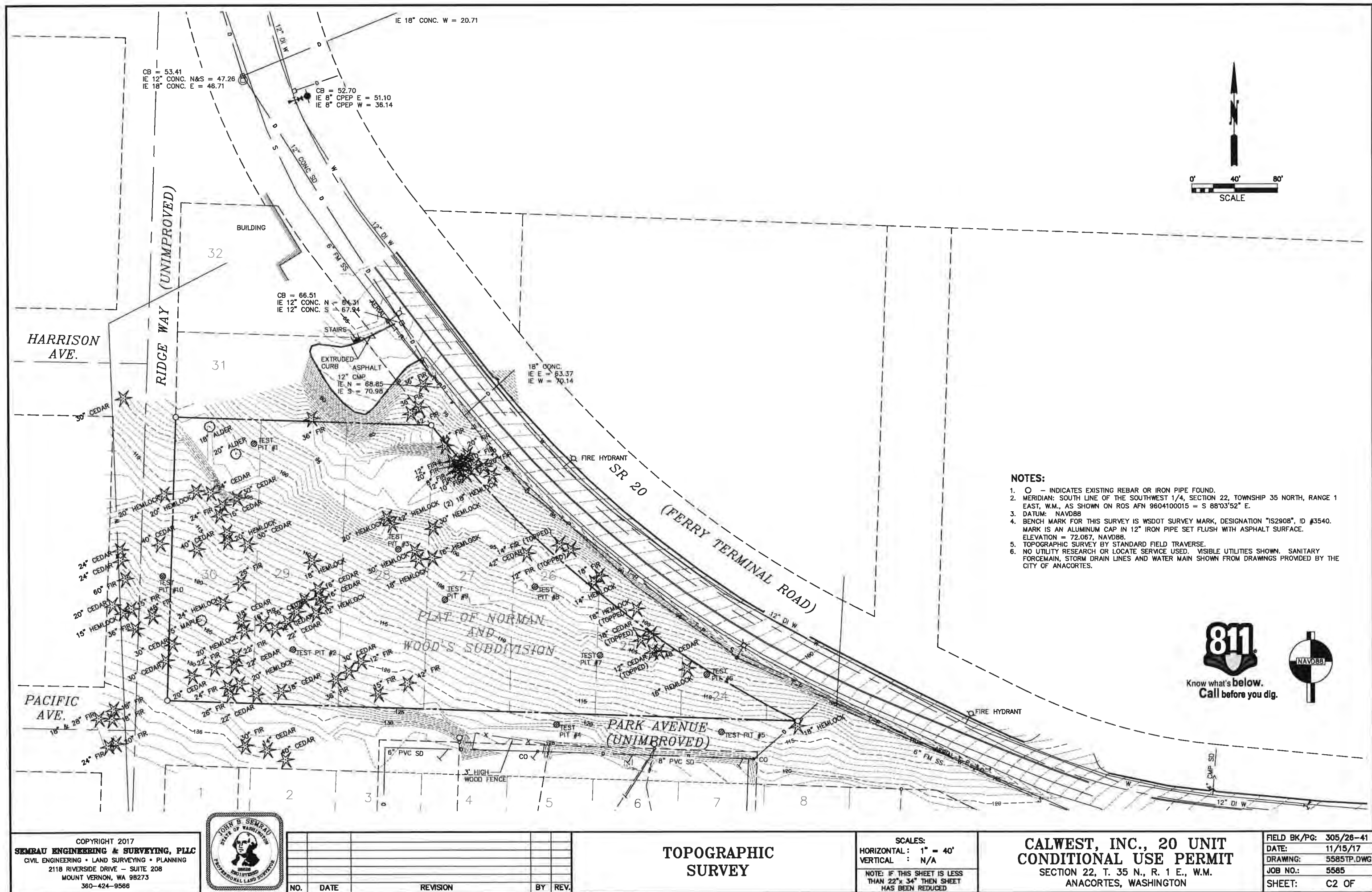
COVER SHEET AND VICINITY MAP

SCALES:
HORIZONTAL: 1" = 60'
VERTICAL: N/A

NOTE: IF THIS SHEET IS LESS THAN 22"x 34" THEN SHEET HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT**
SECTION 22, T. 35 N., R. 1 E., W.M.
MOUNT VERNON, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 11/21/17
DRAWING: 5585COVER.DWG
JOB NO.: 5585
SHEET: C1 OF



- NOTES:**
1. - INDICATES EXISTING REBAR OR IRON PIPE FOUND.
 2. MERIDIAN: SOUTH LINE OF THE SOUTHWEST 1/4, SECTION 22, TOWNSHIP 35 NORTH, RANGE 1 EAST, W.M., AS SHOWN ON ROS AFN 9604100015 = S 88°03'52" E.
 3. DATUM: NAVD88
 4. BENCHMARK FOR THIS SURVEY IS WSDOT SURVEY MARK, DESIGNATION "IS2908", ID #3540. MARK IS AN ALUMINUM CAP IN 12" IRON PIPE SET FLUSH WITH ASPHALT SURFACE. ELEVATION = 72.067, NAVD88.
 5. TOPOGRAPHIC SURVEY BY STANDARD FIELD TRAVERSE.
 6. NO UTILITY RESEARCH OR LOCATE SERVICE USED. VISIBLE UTILITIES SHOWN. SANITARY FORCEMAIN, STORM DRAIN LINES AND WATER MAIN SHOWN FROM DRAWINGS PROVIDED BY THE CITY OF ANACORTES.



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 MOUNT VERNON, WA 98273
 360-424-9566



NO.	DATE	REVISION	BY	REV.

TOPOGRAPHIC SURVEY

SCALES:
 HORIZONTAL: 1" = 40'
 VERTICAL: N/A
 NOTE: IF THIS SHEET IS LESS THAN 22" x 34" THEN SHEET HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
 CONDITIONAL USE PERMIT**
 SECTION 22, T. 35 N., R. 1 E., W.M.
 ANACORTES, WASHINGTON

FIELD BK/PG:	305/26-41
DATE:	11/15/17
DRAWING:	5585TP.DWG
JOB NO.:	5585
SHEET:	C2 OF

PROJECT ADDRESS:	NO SITE ADDRESS
TAX PARCEL NOS.	P58123, P58124
LEGAL DESCRIPTION	THAT PORTION OF

THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING
SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO
THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED
MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE
NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY,
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WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

ZONING: COMMERCIAL MARINE

SHORELINE DESIGNATION: N/A

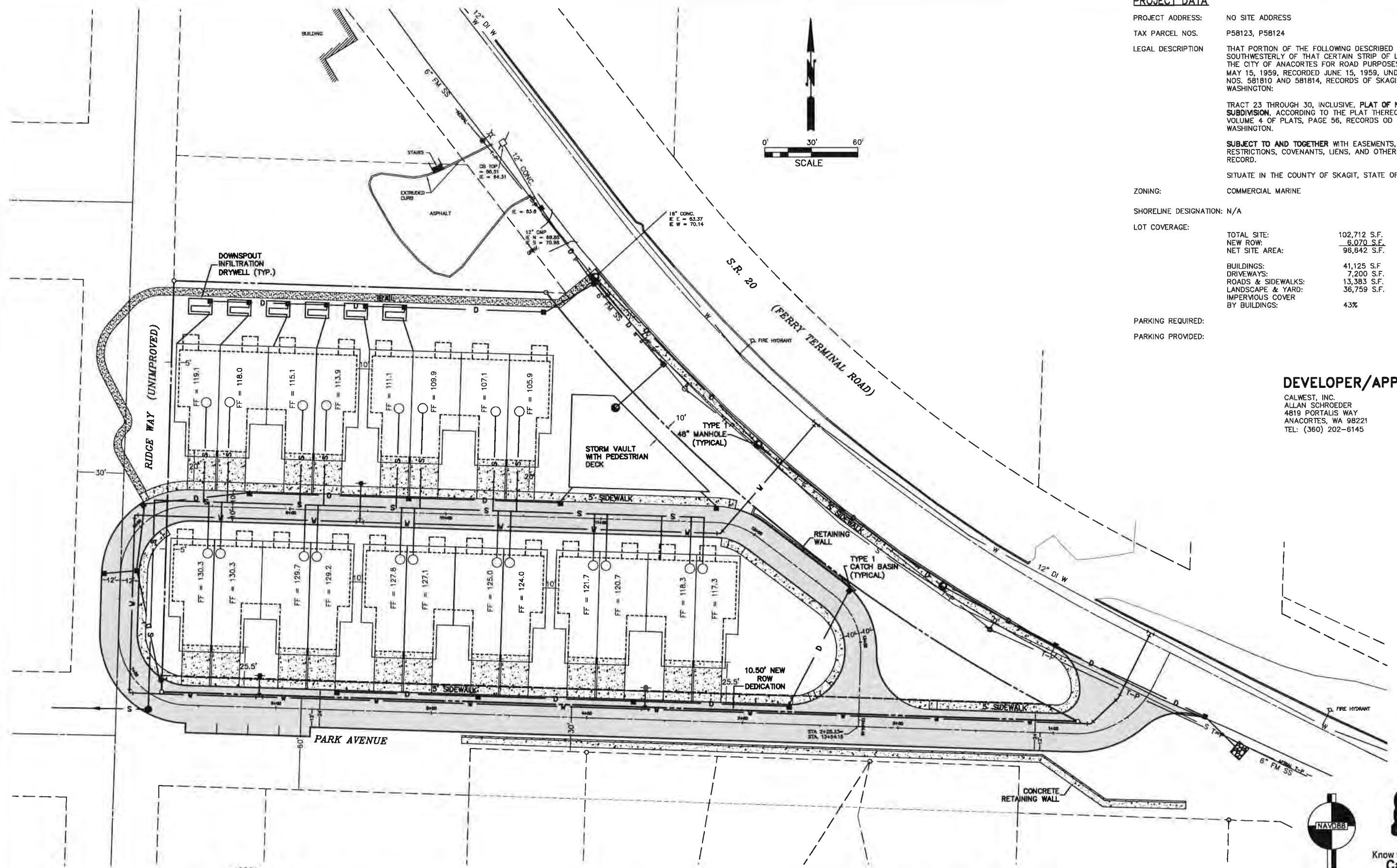
LOT COVERAGE:	TOTAL SITE:	102,712 S.F.
	NEW ROW:	<u>6,070 S.F.</u>
	NET SITE AREA:	96,642 S.F.
	BUILDINGS:	41,125 S.F.
	DRIVEWAYS:	7,200 S.F.
	ROADS & SIDEWALKS:	13,383 S.F.
	LANDSCAPE & YARD:	36,759 S.F.
	IMPERVIOUS COVER	
	BY BUILDINGS:	43%

PARKING REQUIRED:

PARKING PROVIDED:

DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145



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 MOUNT VERNON, WA 98273
 360-424-9566

[illegible]

**SITE PLAN
5 FOUR-PLEX**

SCALES:
HORIZONTAL : 1" = 30'
VERTICAL : N/A

NOTE: IF THIS SHEET IS LESS
THAN 22"x 34" THEN SHEET
HAS BEEN REDUCED

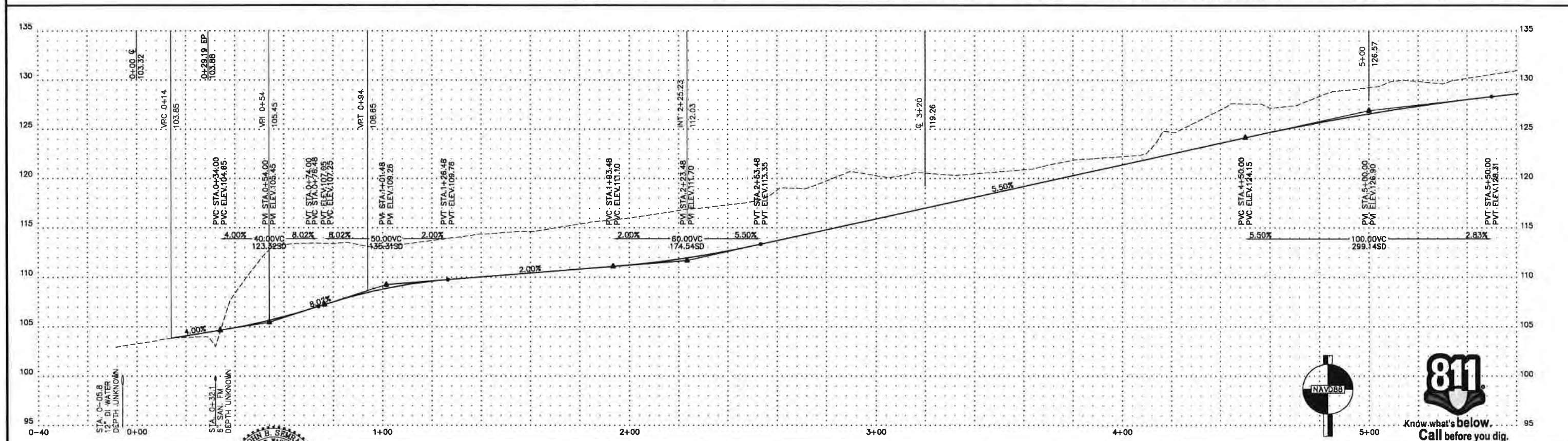
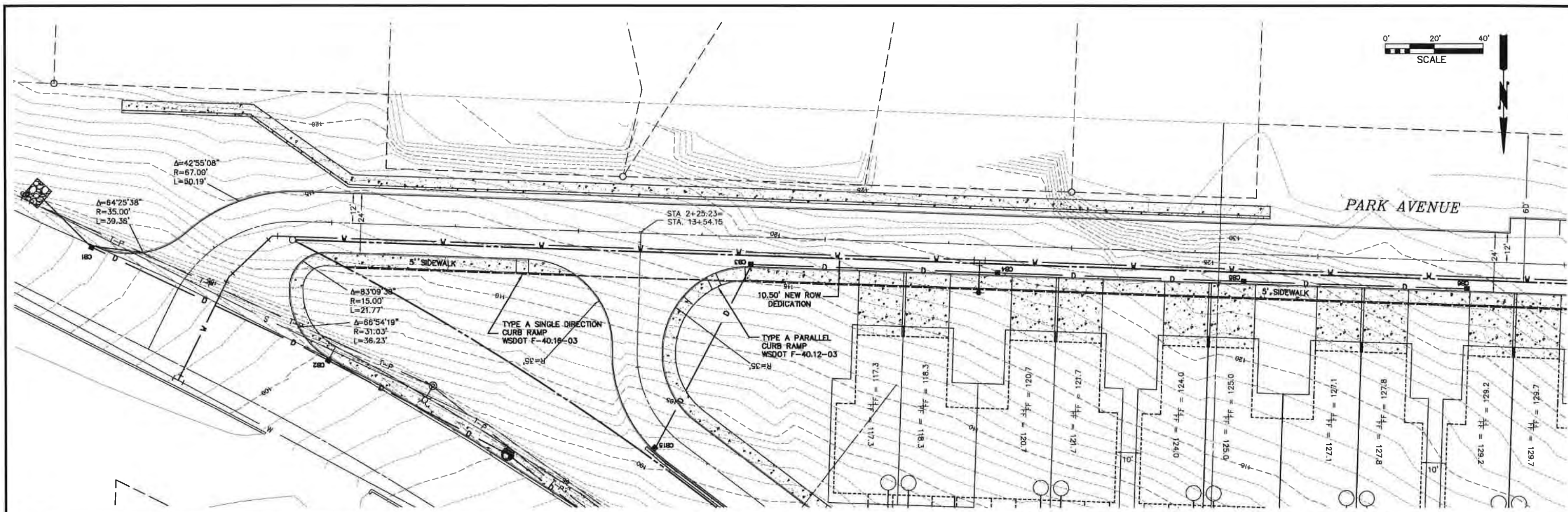
**CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT**

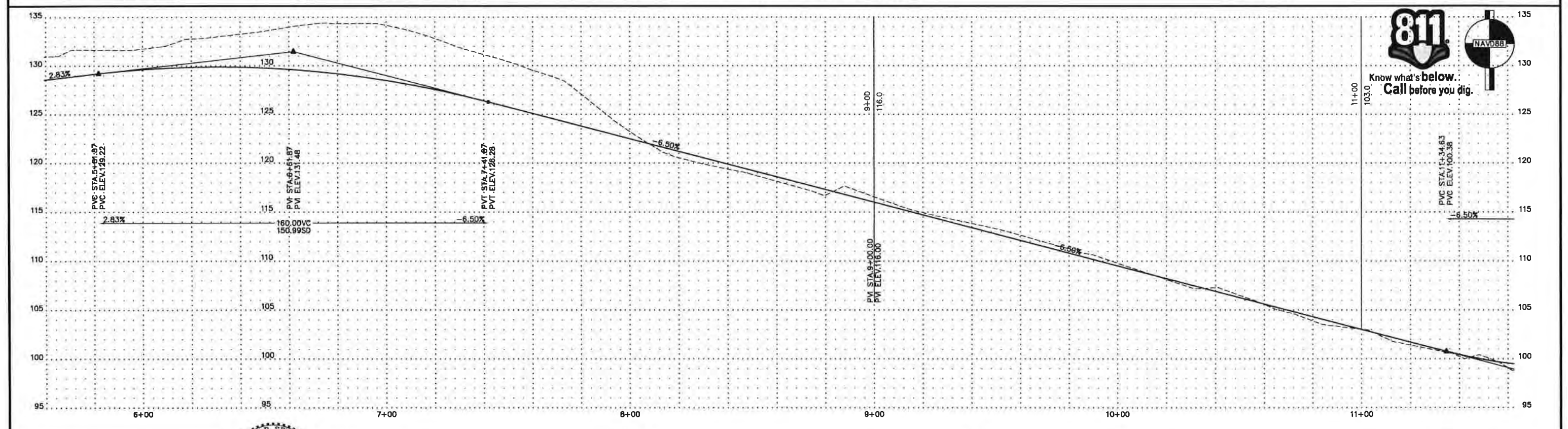
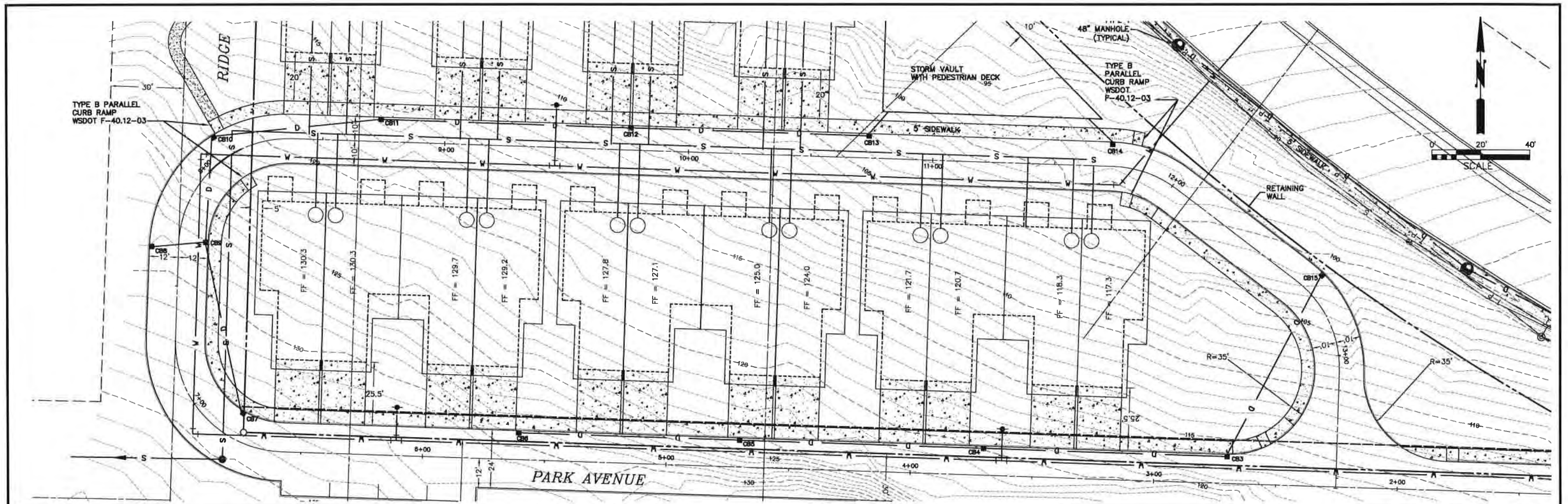
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

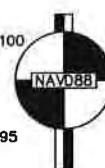
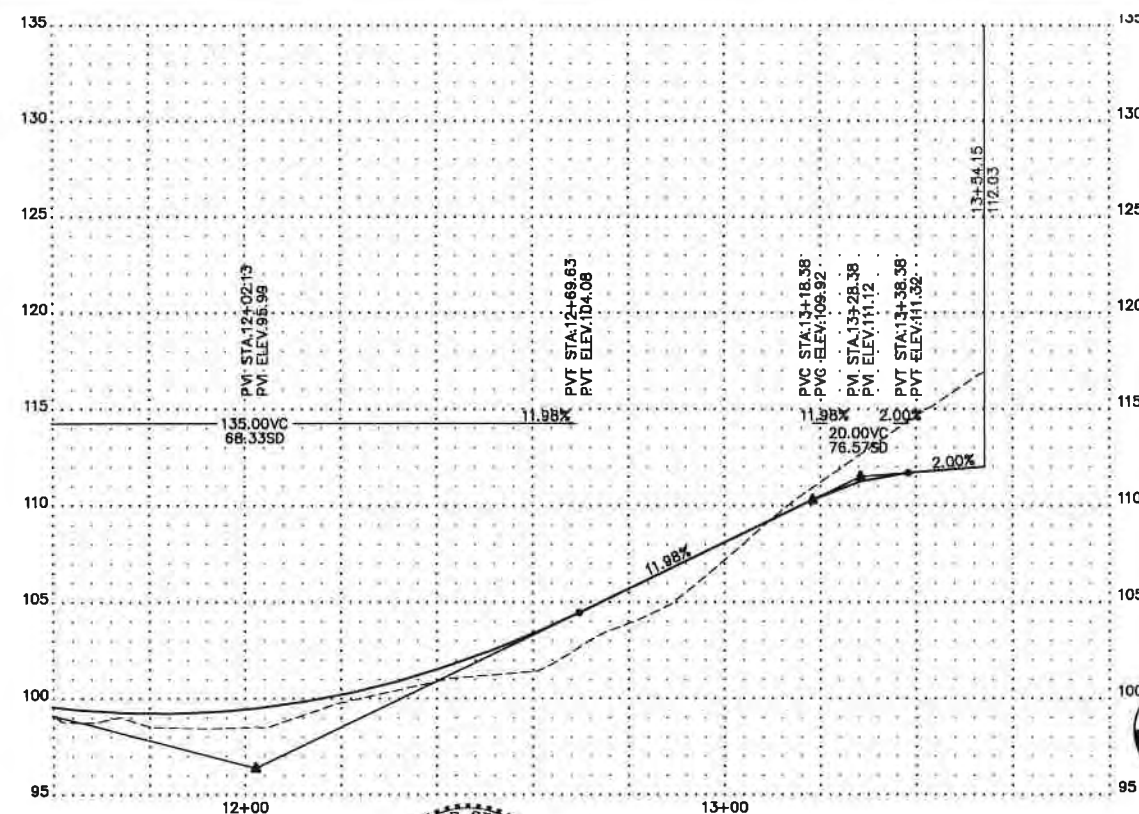
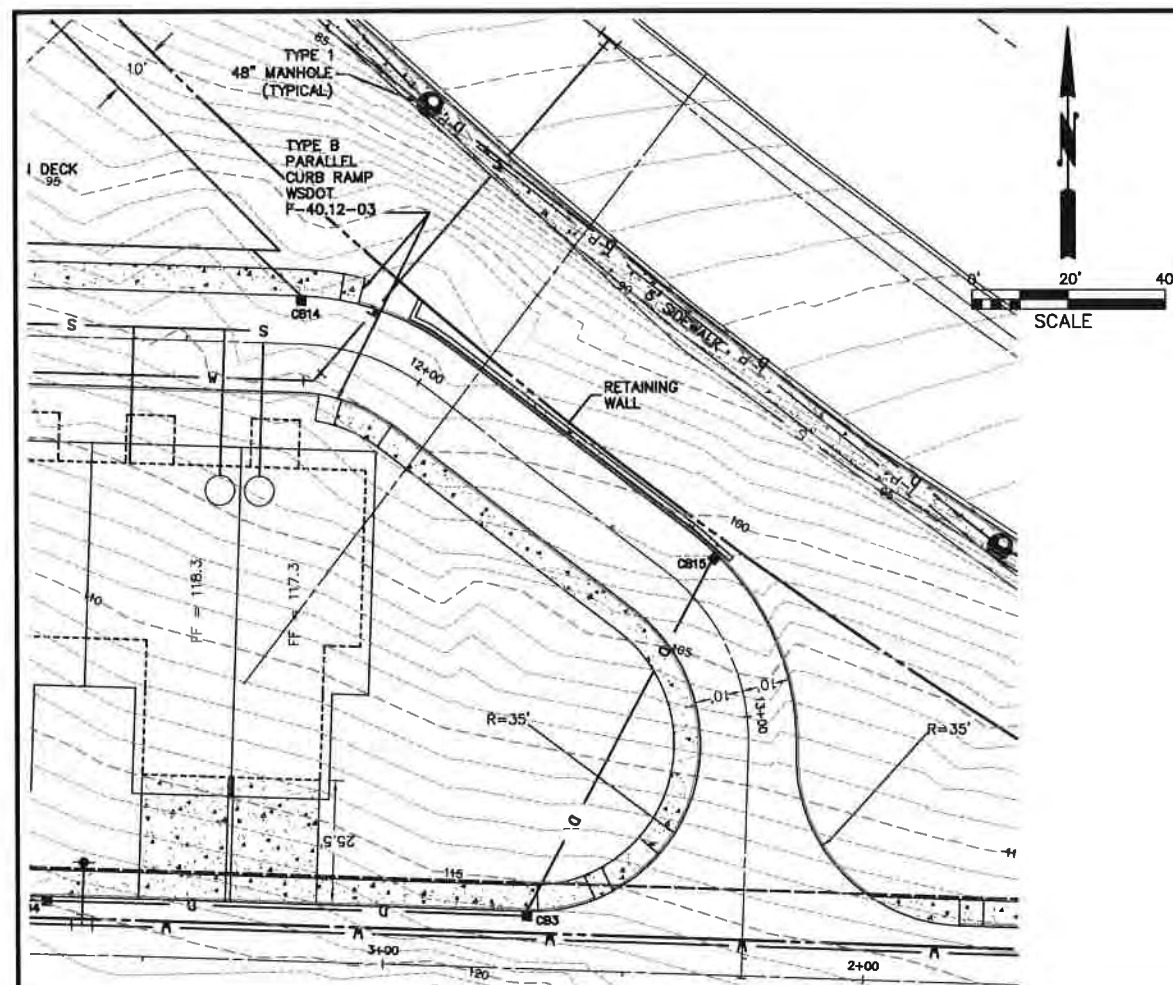
FIELD BK/PG:	305/26-41
DATE:	11/15/17
DRAWING:	5585SHT3-D4.DWG
JOB NO.:	5585
SHEET:	C3 OF



Know what's **below**.
Call before you dig.







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CIVIL ENGINEERING • LAND SURVEYING • PLANNING
2118 RIVERSIDE DRIVE - SUITE 208
MOUNT VERNON, WA 98273
360-424-9566



NO.	DATE	REVISION	BY	REV.

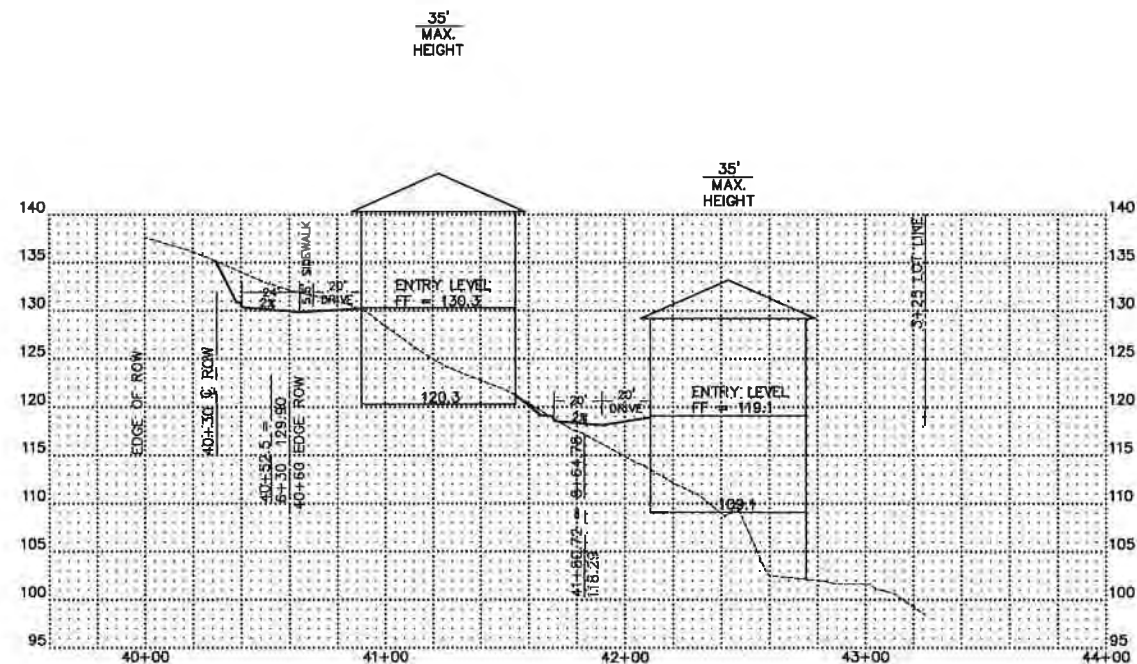
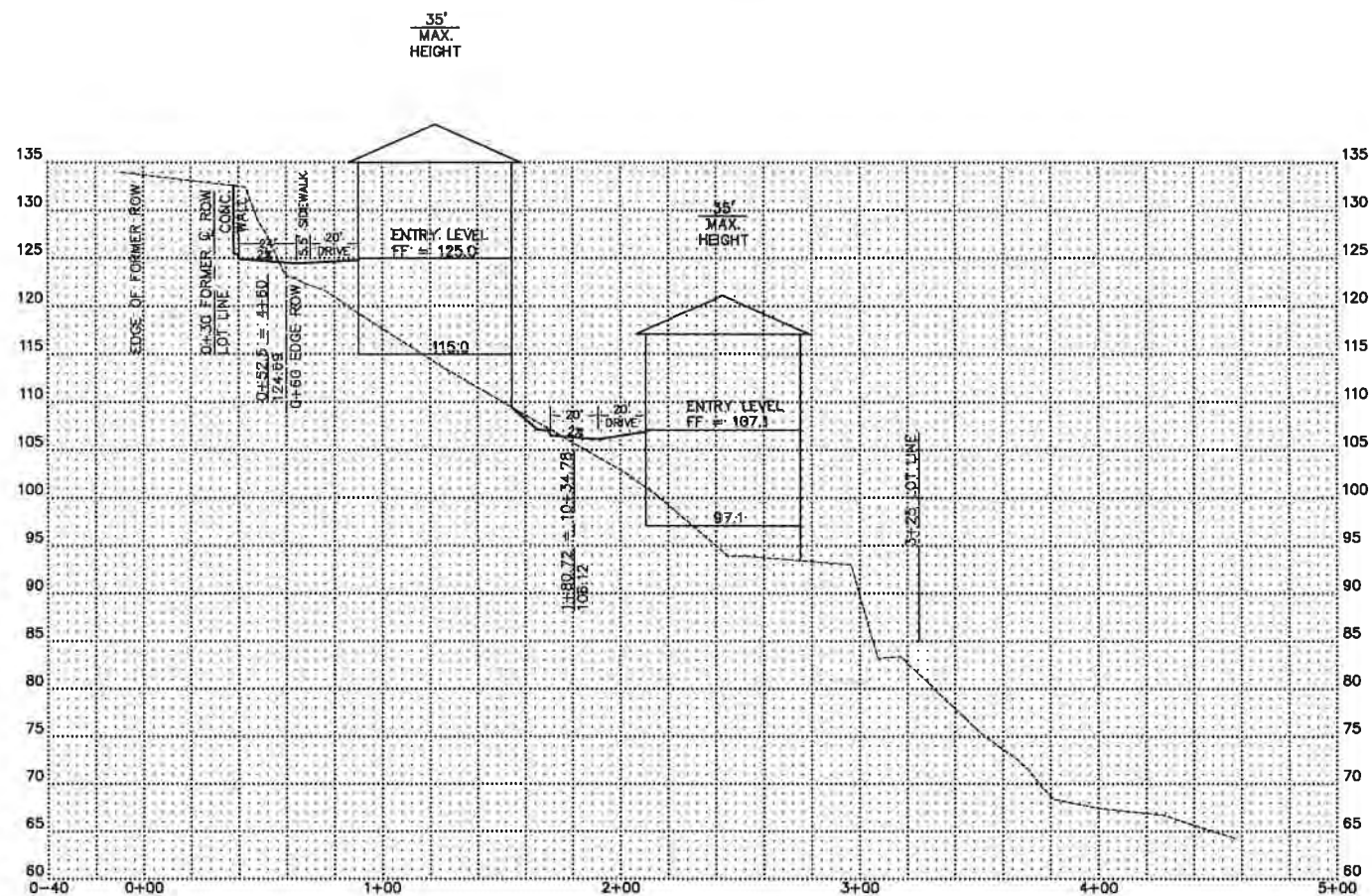
ROADWAY PLAN & PROFILE STA. 11+60 - 13+54.15

SCALES:
HORIZONTAL: 1" = 20'
VERTICAL: 1" = 5'

NOTE: IF THIS SHEET IS LESS
THAN 22" x 34" THEN SHEET
HAS BEEN REDUCED

CALWEST, INC.
SHORT PLAT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 11/17/17
DRAWING: 5585PNP.DWG
JOB NO.: 5585
SHEET: C6 OF



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360-424-9566

NO.	DATE	REVISION	BY	REV.

CROSS SECTIONS

SCALES:
HORIZONTAL: 1" = 40'
VERTICAL: 1" = 10'
NOTE: IF THIS SHEET IS LESS
THAN 22" x 34" THEN SHEET
HAS BEEN REDUCED

CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 11/17/17
DRAWING: 5585PNP.DWG
JOB NO.: 5585
SHEET: C7

LEGAL DESCRIPTION

THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, **PLAT OF NORMAN & WOOD'S SUBDIVISION**, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OD SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREBY SHORT SUBDIVIDED, HEREBY DECLARE THIS SHORT PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SHORT SUBDIVISION MADE HEREBY, AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC FOREVER ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE HEREON AND DO DEDICATE THE USE THEREOF FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH THE USE THEREOF FOR PUBLIC HIGHWAY PURPOSES, AND ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPE FOR CUTS AND FILLS UPON THE LOTS SHOWN THEREON IN THE ORIGINAL REASONABLE GRADING OF SAID STREETS AND AVENUES, AND FURTHER DEDICATE TO THE USE OF THE PUBLIC ALL EASEMENTS AND TRACTS SHOWN ON THIS SHORT PLAT FOR ALL PUBLIC PURPOSES AS INDICATED THEREON, INCLUDING BUT NOT LIMITED TO PARKS, OPEN SPACES, UTILITIES, AND DRAINAGE UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS SHORT PLAT AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC IN WHICH CASE WE DO HEREBY DEDICATE SUCH STREETS, EASEMENTS, OR TRACT TO THE PERSON OR ENTITY IDENTIFIED AND FOR THE PURPOSE STATED.

FURTHER THE UNDERSIGNED OWNERS OF THE LAND HEREBY SHORT SUBDIVIDED WAIVE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS AND ANY PERSON OR ENTITY DERIVING TITLE FOR THE UNDERSIGNED, ANY OR ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF ANACORTES, ITS SUCCESSORS AND ASSIGNS TO WHICH MAY BE OCCASIONED BY THE ESTABLISHMENT, CONSTRUCTION, OR MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS SHORT SUBDIVISION OTHER THAN CLAIMS RESULTING FROM INADEQUATE MAINTENANCE BY THE CITY OF ANACORTES.

FURTHER THE UNDERSIGNED OWNERS OF THE LAND HEREBY SHORT SUBDIVIDED AGREE FOR THEMSELVES, THEIR HEIRS AND ASSIGNED TO INDEMNIFY AND HOLDS THE CITY OF ANACORTES, ITS SUCCESSORS AND ASSIGNS, HARMLESS FROM ANY DAMAGE, INCLUDING COSTS OF DEFENSE, CLAIMED BY PERSONS WITHIN OR WITHOUT THIS SHORT SUBDIVISION TO HAVE BEEN CAUSED BY ALTERATIONS OF THE GROUND SURFACE, VEGETATION, DRAINAGE, OR SURFACE OR SUBSURFACE WATER FLOWS WITHIN THIS SHORT SUBDIVISION OR BY ESTABLISHMENT, CONSTRUCTION OR MAINTENANCE OF THE ROADS WITHIN THIS SHORT SUBDIVISION.

THIS SUBDIVISION, DEDICATION, WAIVER OF CLAIMS AND AGREEMENT TO HOLD HARMLESS IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNERS.

IN WITNESS THEREOF WE SET OUR HANDS AND SEALS

ALLAN SCHROEDER, PORTALIS, LLC

STATE OF WASHINGTON)
) SS.
COUNTY OF SKAGIT)

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT **ALLAN SCHROEDER** SIGNED THE INSTRUMENT AND ACKNOWLEDGED IT TO BE HIS FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

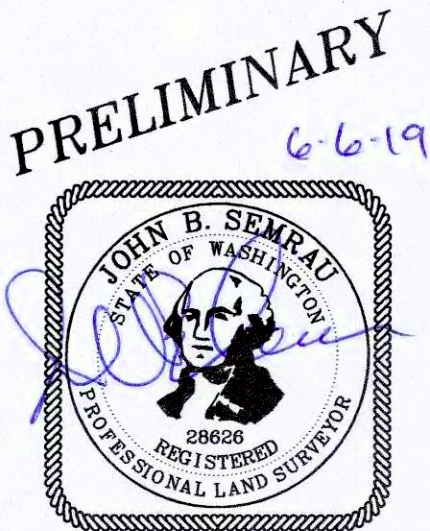
NOTARY PUBLIC
DATED: _____
MY APPOINTMENT EXPIRES: _____

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF ALLAN SCHROEDER IN MARCH OF 2019.

JOHN B. SEMRAU, P.E., P.L.S., CERTIFICATE NO. 28626
SEMRAU ENGINEERING & SURVEYING, P.L.L.C.
2118 RIVERSIDE DRIVE SUITE 208
MOUNT VERNON, WA 98273
PHONE 360-424-9566

DATE: _____



CITY OF ANACORTES APPROVALS:

EXAMINED AND APPROVED THIS _____ DAY OF _____, 20____.

CITY ENGINEER

EXAMINED AND APPROVED THIS _____ DAY OF _____, 20____.

DIRECTOR OF PLANNING, COMMUNITY, & ECONOMIC DEVELOPMENT.

SKAGIT COUNTY APPROVALS:

TREASURER'S CERTIFICATE: I HEREBY CERTIFY THAT ALL TAXES HERETOFORE LEVIED AND WHICH HAVE BECOME A LEIN UPON THE LANDS DESCRIBED ABOVE HAVE BEEN FULLY PAID AND DISCHARGED ACCORDING TO THE RECORDS OF MY OFFICE UP TO AND INCLUDING THE YEAR _____.

CERTIFIED THIS _____ DAY OF _____, 20____.

SKAGIT COUNTY TREASURER

PROJECT DATA

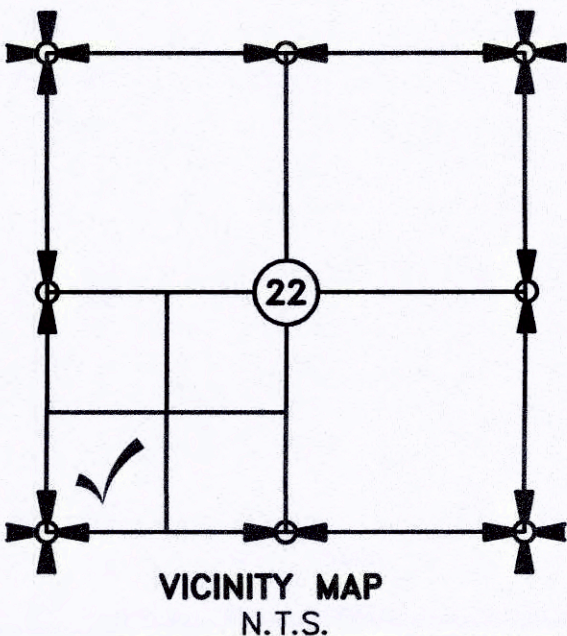
PROJECT ADDRESS: NO SITE ADDRESS
TAX PARCEL NOS. P58123, P58124
ZONING: COMMERCIAL MARINE
MINIMUM LOT SIZE: N/A
SHORELINE DESIGNATION: N/A
LOT COVERAGE:
TOTAL LOT AREA: 102,712 S.F.
NEW ROW: ("____ LOOP") 6,205 S.F.
NET SITE AREA:(ON-SITE) 96,507 S.F.
1/2 ABUTTING ROW 50,007 S.F.
1.148 ACRES
GROSS AREA 146,514 S.F.
3.364 ACRES
ALLOWED DENSITY 94 UNITS
(28 UNITS/GROSS ACRE X 3.214)
PROPOSED DENSITY 18 UNITS

DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145

BUILDING COVERAGE PER LOT (%)

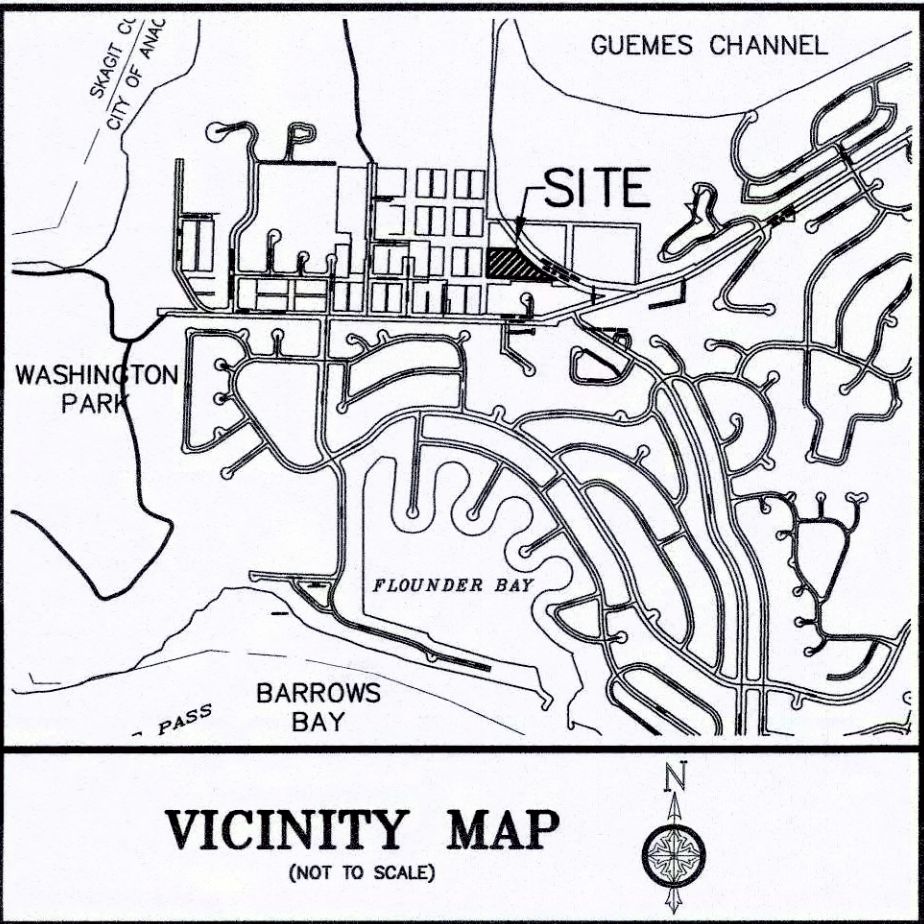
LOT 1 32.3%
LOT 2 28.2%
LOT 3 33.6%
LOT 4 19.6%
LOT 5 48.4%
LOT 6 48.4%
LOT 7 49.8%
LOT 8 49.8%
LOT 9 39.0%



AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS _____ DAY OF _____, 20____ AT _____ M. UNDER AUDITOR'S FILE # _____, AT THE REQUEST OF SEMRAU ENGINEERING AND SURVEYING, PLLC.

SKAGIT COUNTY AUDITOR DEPUTY AUDITOR



LOT AREA AND ADDRESS INFORMATION

LOT 1	20,414 SQ. FT.	0.47 ACRES	5410, 5412, 5414, 5416 "____ LOOP"
LOT 2	12,306 SQ. FT.	0.28 ACRES	5418, 5420 "____ LOOP"
LOT 3	12,112 SQ. FT.	0.28 ACRES	
LOT 4	17,577 SQ. FT.	0.40 ACRES	5308, 5310 "____ LOOP"
LOT 5	6,803 SQ. FT.	0.16 ACRES	5312, 5314 "____ LOOP"
LOT 6	6,803 SQ. FT.	0.16 ACRES	5316, 5318 "____ LOOP"
LOT 7	6,254 SQ. FT.	0.14 ACRES	5320, 5400 "____ LOOP"
LOT 8	6,254 SQ. FT.	0.14 ACRES	5402, 5404 "____ LOOP"
LOT 9	7,985 SQ. FT.	0.18 ACRES	5406, 5408 "____ LOOP"
NEW ROW	6,205 SQ. FT.	0.14 ACRES	
TOTAL	102,712 SQ. FT.	2.36 ACRES	

PROPOSED EASEMENTS (SEE SHEET 2)

- 18' PUBLIC DRAINAGE, TRAIL, AND PRIVATE UTILITY EASEMENT – EASEMENT FOR PUBLIC STORM SEWER INLETS AND PIPING, AREA FOR PUBLIC HIKE/BIKE TRAIL, AND FOR PRIVATE UTILITIES FOR THE RESIDENCES ON SITE.
- 10' PRIVATE STORM EASEMENT – AREA FOR INLETS AND PIPING FOR STORM SEWER OUTLET FROM STORM VAULT.
- 10' PUBLIC UTILITY EASEMENT – AREA FOR PUBLIC UTILITIES TO INSTALL THEIR FACILITIES.
- 16' & 30' PRIVATE INGRESS, EGRESS & PUBLIC UTILITY EASEMENTS – AREA FOR PRIVATE ACCESS TO RESIDENCES & AREA FOR PUBLIC UTILITIES TO INSTALL THEIR FACILITIES.

PROPOSED RIGHT-OF-WAY DEDICATION (SEE SHEET 2)

10.5' WIDE (MEASURED PERPENDICULARLY) STRIP ABUTTING THE NORTH LINE OF EXISTING PARK AVENUE FROM SR 20 (FERRY TERMINAL ROAD) WESTERLY TO RIDGE WAY WITH A 25' RADIUS CURVE AT THE WEST END TYING INTO THE EXISTING EASTERLY RIGHT-OF-WAY OF RIDGE WAY.

SHEET 1 OF 3

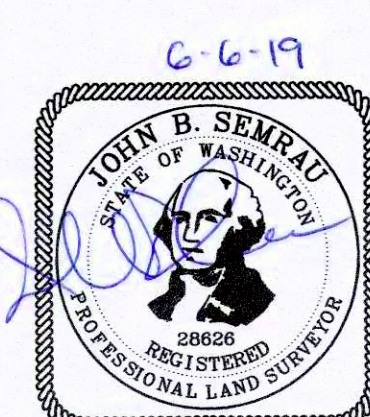
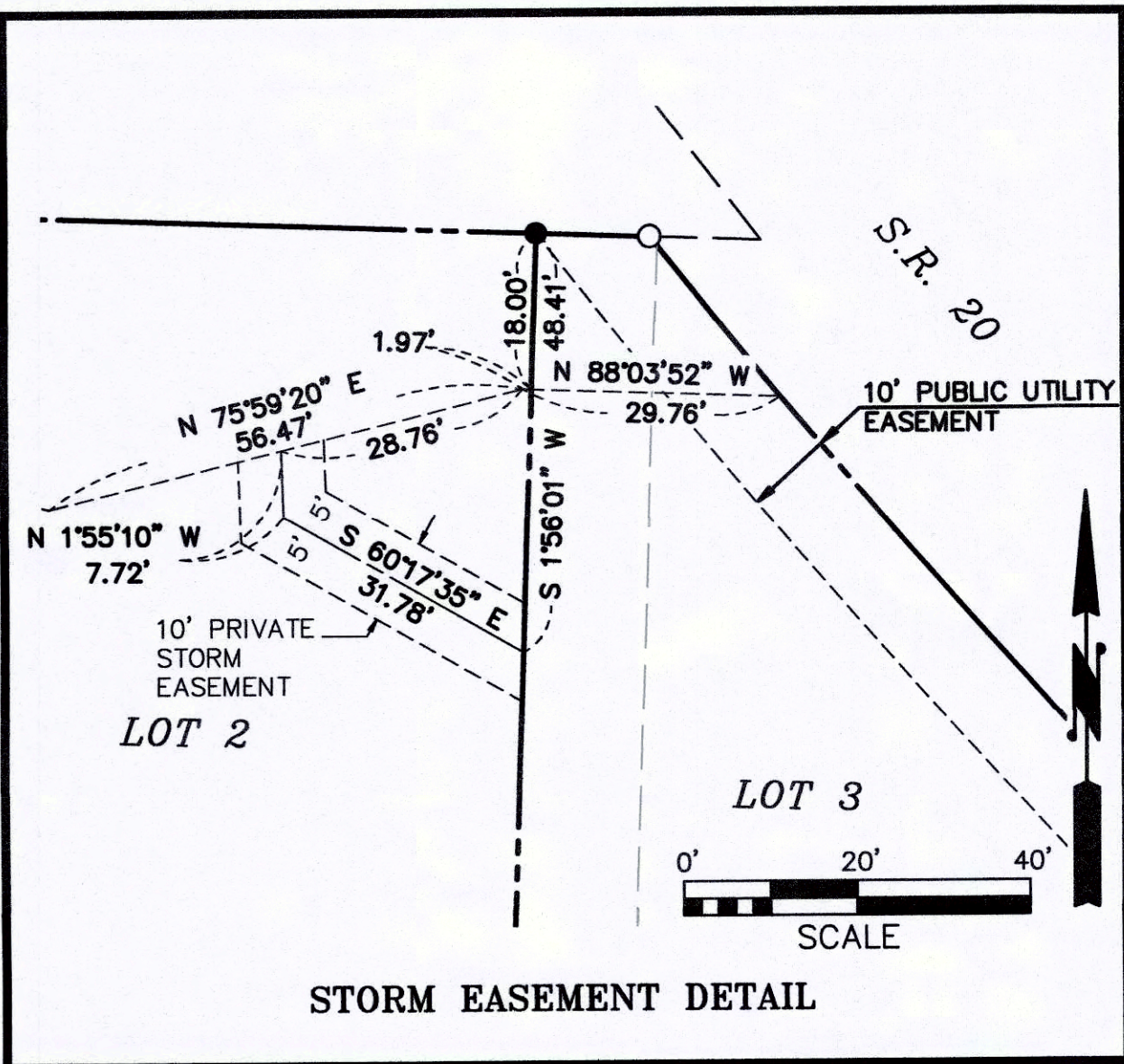
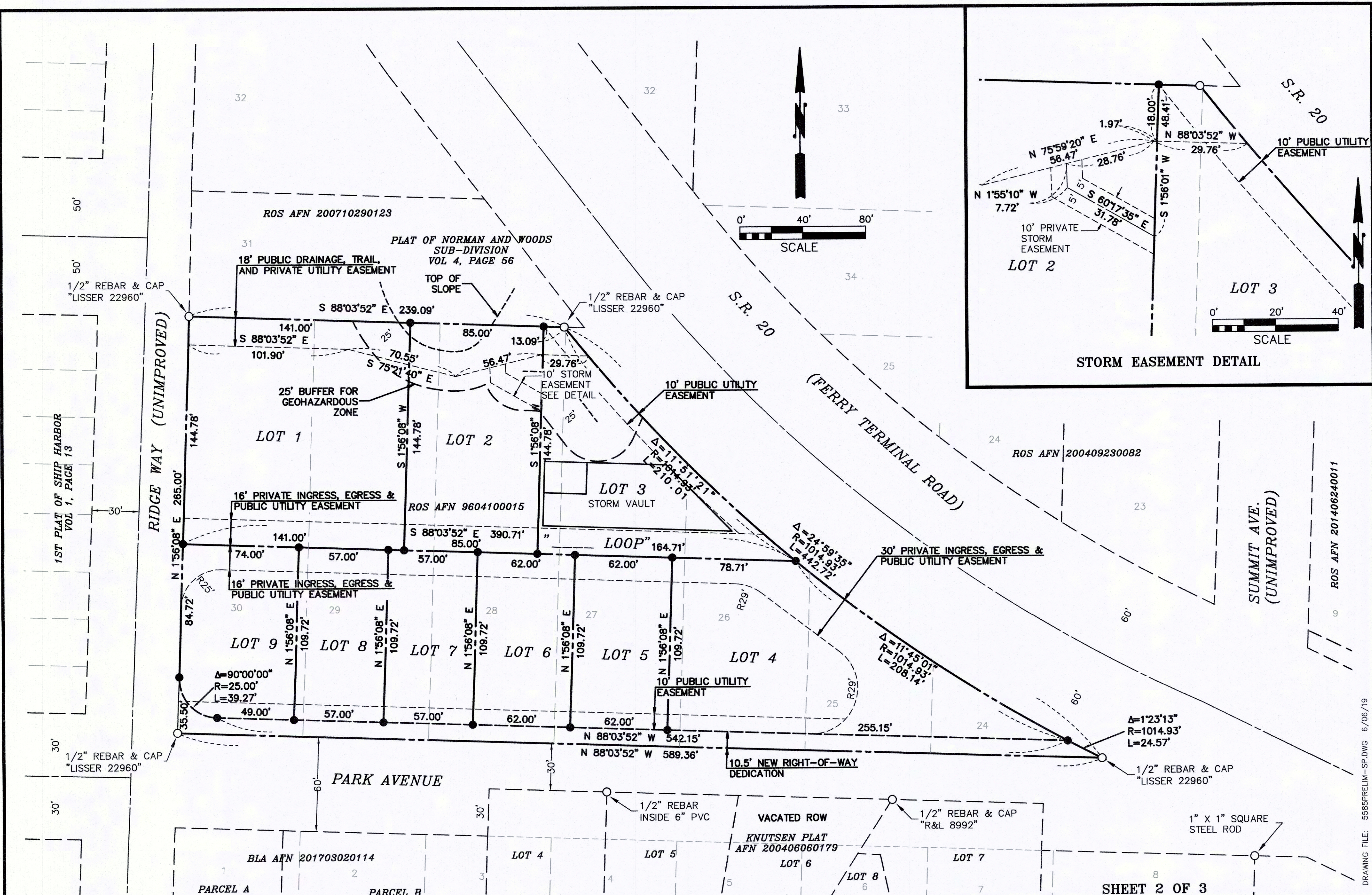
CUP-2018-0002

SHORT PLAT NO.

SURVEY IN A PORTION OF THE
SW 1/4 OF THE SW 1/4
SECTION 22, T. 35 N., R. 1 E., W.M.
FOR: CALWEST, INC.

FB. . PG. . SEMRAU ENGINEERING & SURVEYING SCALE: N/A
MERIDIAN: ASSUMED SURVEYING • ENGINEERING • PLANNING
MOUNT VERNON, WA 98273 360-424-9566 JOB NO. 5585

DRAWING FILE: 5585PRELIM-SP.DWG 6/06/19



PRELIMINARY

- KEY
- - INDICATES SET 1/2" REBAR & CAP, "SEMRAU 28626"
 - - INDICATES FOUND CORNER AS DESCRIBED.
 - ⊗ - INDICATES EXISTING MONUMENT IN CASE FOUND.

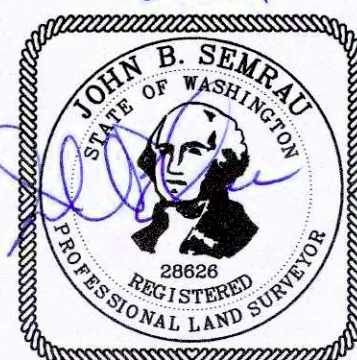
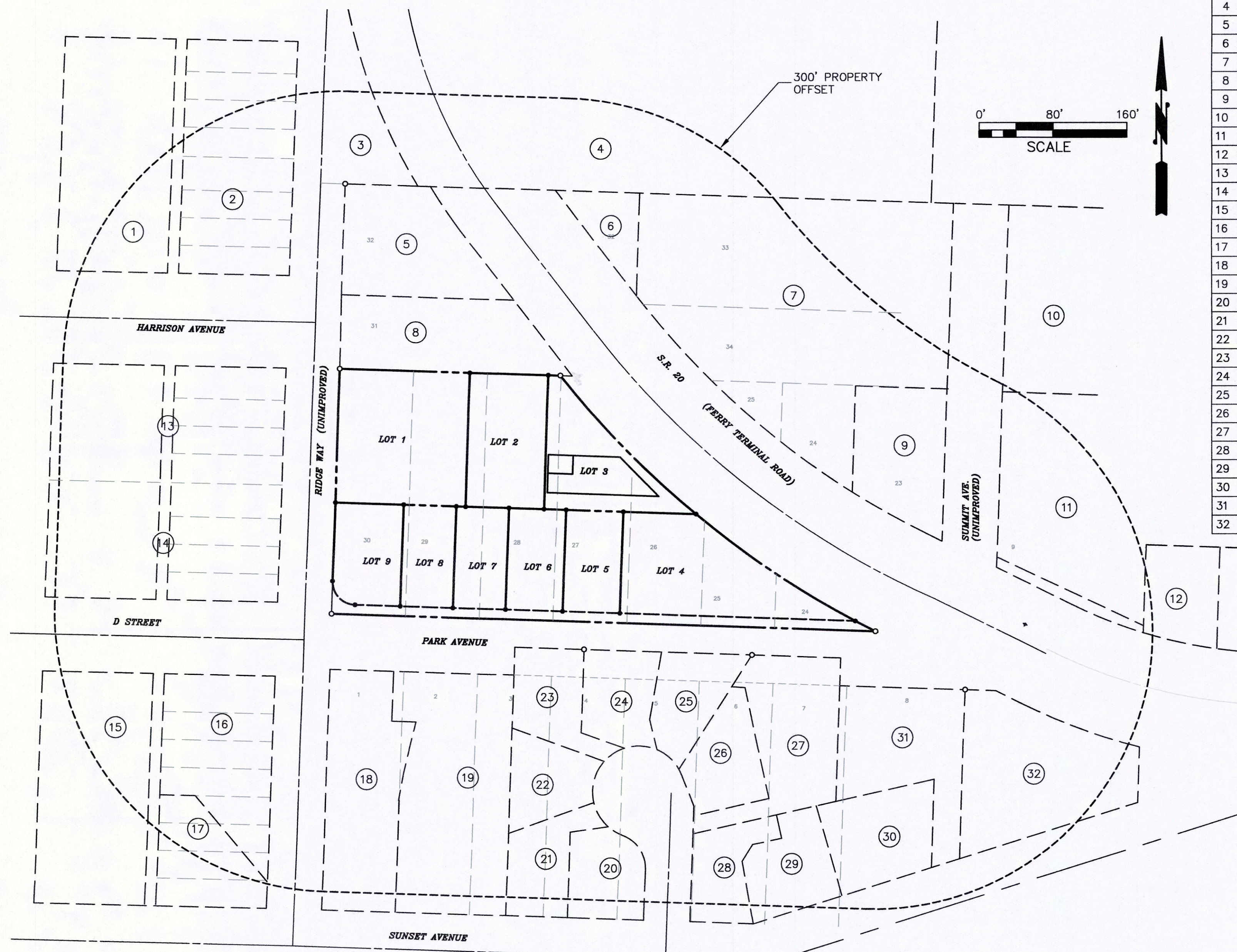
CUP-2018-0002		SHORT PLAT NO.	
SURVEY IN A PORTION OF THE SW 1/4 OF THE SW 1/4, SECTION 22, T. 35 N., R. 1 E., W.M. FOR: CALWEST, INC.			
FB. .	PG. .	SEMRAU ENGINEERING & SURVEYING SURVEYING • ENGINEERING • PLANNING MOUNT VERNON, WA 98273 360-424-9566	SCALE: 1"= 40' JOB NO. 5585

DRAWING FILE: 5585PRELIM-SP.DWG 6/06/19

OWNERSHIP TABLE

1	P58968	STATE OF WASHINGTON DOT
2	P58966	STATE OF WASHINGTON DOT
3	P31673	SALISH SEA MARKETPLACE LLC
4	P31672	PORT OF ANACORTES
5	P58126	SALISH SEA MARKETPLACE LLC
6	P58127	B AND R INVESTMENT GROUP LLC
7	P58128	DILLER, DILLER & DILLER LLC
8	P58125	SALISH SEA MARKETPLACE LLC
9	P58122	DILLER, DILLER & DILLER LLC
10	P58120	MAYEMBER LIMITED LIABILITY COMPANY
11	P58121	MAYEMBER LIMITED LIABILITY COMPANY
12	P58116	MAYEMBER LIMITED LIABILITY COMPANY
13	P58972	STATE OF WASHINGTON DOT
14	P58969	STATE OF WASHINGTON DOT
15	P59005	VIKKI S. MEACHAM
16	P59001	ALLENE C. QUINN
17	P59002	JEFFERY R. AND LISA A. BLOHM
18	P58108	SPIVAK REVOCABLE LIVING TRUST
19	P58109	PETER DOWNING
20	P126312	JASON R ZAHARRIS
21	P126313	DOUGLAS G. AND SUZANNE KNUTSON
22	P126314	DOUGLAS G. AND SUZANNE KNUTSON
23	P126315	DOUGLAS G. AND SUZANNE KNUTSON
24	P126316	ELLIOT H. AND MOLLY J. JOHNSON
25	P126317	SARAH D. AND JOHN L. LOUDERMILK
26	P126318	JAMES E. AND MARIANNE PROSSER
27	P126319	AMY M. ARISCO
28	P125360	RONALD F. WATTS
29	P58112	DENNIS C. FERAGEN
30	P58113	LORIANN MALONE
31	P58114	JAMIE M. VAN ARSDALL
32	P58115	FRONTIER PROPERTY TAX DEPT. NCA

0' 80' 160'
SCALE



PRELIMINARY

SHEET 3 OF 3

CUP-2018-0002

SHORT PLAT NO.

SURVEY IN A PORTION OF THE
SW 1/4 OF THE SW 1/4,
SECTION 22, T. 35 N., R. 1 E., W.M.
FOR: CALWEST, INC.

FB. . PG. .
MERIDIAN: ASSUMED

SEMRAU ENGINEERING & SURVEYING
SURVEYING • ENGINEERING • PLANNING
MOUNT VERNON, WA 98273 360-424-9566

SCALE: 1" = 80'
JOB NO. 5585















City Council Agenda Bill

Meeting Date: 8/26/2019

Agenda Item: 6b

Subject: Ferry Terminal Road 9 Duplexes & 9-Lot Short Plat, CUP-2018-0002

Staff Contact: Kevin Cricchio, AICP, ISA, WPIT, Senior Planner

Approved for Submittal to Council by	
X	Don Measamer, Planning Director
	Steve Hoglund, Finance Director
	Darcy Swetnam, City Attorney

Action Type	
	Ordinance No.
	Resolution No.
	Contract
X	Closed Record Decision Hearing
X	Staff Report

Summary & Background: The City of Anacortes' Planning, Community, & Economic Development Department received a Conditional Use Permit to permit the construction of 9-duplexes (18 dwelling-units total) on the subject property. Additionally, preliminary approval of a 9-lot short plat of the subject property is sought with a stormwater vault to be located on lot #3. This project was also subject to SEPA Environmental Review. The project site is located off Ferry Terminal Road, South of Charlie's Restaurant, which is located in a portion of Section 22, Township 35 North, Range 01 East, Willamette Meridian. The subject property is located in the Marine Mixed Zoning District.

The Planning Commission conducted a Pre-Decision Open-Record Public Hearing at 5:00 PM on July 24, 2019, which was continued to 6:00 PM on August 14, 2019. Following public testimony and deliberation on the matter, the Planning Commission voted 5-1 in favor of recommending approval to City Council. City Council will conduct a Closed-Record Decision Hearing regarding the subject CUP & short plat at 6:00 PM on August 26, 2019. Please bring your packets with you to the hearing.

Recommended Motion: I move that City Council make a motion to approve the subject Conditional Use Permit & Preliminary 9-Lot Short Plat subject to staff's recommended conditions of approval.

Attachments:

Revised Planning Commission's Findings of Fact, Conclusions of Law, & Recommendation

Exhibit #01, Master Permit Application, Narrative, SEPA Checklist, CUP Criteria of Approval, Reconnaissance Critical Area Letter, Geotechnical Report & Addendum, Traffic Impact Analysis, Cultural Resource Report, & Tree Assessment

Exhibit #02, GIS Map & Assessor's Info

Exhibit #03, Notice of Application; Revised Notice of Application; Neighborhood Meeting Notice, Revised Notice of Application & Hearing Using Optional SEPA DNS, Notice of Continuance, & Revised Notice of Hearing

Exhibit #04, Public Comments Received

Exhibit #05, Agency & Department Comments Received

Exhibit #06, Third Party Review –Geotechnical

Exhibit #07, Anacortes Municipal Code Chapter 17.21, Commercial Marine

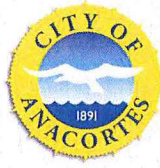
Exhibit #08, Issued SEPA MDNS

Exhibit #09, Site Photos

Exhibit #10, Site Plan, Landscape Plan, Preliminary Short Plat Maps, Architectural Rendering of Development

Exhibit #11, PCED Presentation to Planning Commission

Exhibit #12, Planning Commission's Minutes



**REVISED PLANNING COMMISSION'S FINDINGS OF FACT,
CONCLUSIONS OF LAW, & RECOMMENDATION:**

PRE-DECISION OPEN-RECORD

PUBLIC HEARING DATE: Continued to: 6:00 PM on Wednesday, August 14, 2019
Originally held at: 5:00 PM on Wednesday, July 24, 2019
Site Visit held at: 3:00 PM on Wednesday, July 24, 2019

CLOSED-RECORD DECISION

HEARING DATE: 6:00 PM on Monday, August 26, 2019

FILE NUMBER: CUP-2018-0002

PROJECT LOCATION: The project site is located off Ferry Terminal Road, South of Charlie's Restaurant, which is located in a portion of Section 22, Township 35 North, Range 01 East, Willamette Meridian.

SUBJECT PARCELS: Parcel #: P58123 & P58124

**APPLICANT &
LANDOWNER:** Calwest Inc.
Allan Schroeder
4819 Portalis Way
Anacortes, WA 98221

**PROJECT ENGINEER
& SURVEYOR:** John Semrau, PE, PLS
Semrau Engineering & Surveying, PLLC
2118 Riverside Drive, Suite 208
Mount Vernon, WA 98273

**PROJECT GEOTECHNICAL
ENGINEER:** Robert Bailey, PE
Edison Engineering
14952 Washington Street
Anacortes, WA 98221

WETLAND CONSULTANT: Tina Mirabile, PWS
Advanced Environmental Solution
1550A East College Way
Mount Vernon, WA 98273

TRAFFIC CONSULTANT: Gary Norris, PE, PTOE
DN Traffic Consultant, Inc.
PO Box 547
Preston, Washington 98050

**CULTURAL RESOURCE
CONSULTANT:** Fullscope Northwest, LLC
PO Box 1876
Friday Harbor, WA 98250

**TREE ASSESSMENT/ PRESERVATION
CONSULTANT:** Urban Forestry Service, Inc.
15119 McLean Road
Mount Vernon, WA 98273

**THIRD PARTY REVIEW -GEOTECHNICAL
ENGINEER:** GeoEngineers, Inc.
J. Robert Gordon, PE
600 Dupont Street
Bellingham, WA 98225

**THIRD PARTY REVIEW
-STORMWATER:** Gray & Osborne, Inc.
3710 168th Street NE, Building "B", Suite 210
Arlington, WA 98223

**STAFF REPORT
PREPARED BY:** Kevin Cricchio, AICP, ISA, WPIT
Senior Planner
City of Anacortes
904 6th Street
Anacortes, WA 98221

SUBJECT PROPOSAL: The subject proposal includes a Conditional Use Permit to permit the construction of 9-duplexes (18 dwelling-units total) on the subject property. Additionally, preliminary approval of a 9-lot short plat of the subject property is sought with a stormwater

vault to be located on lot #3. This project is also subject to SEPA Environmental Review.

CUT & FILL: Cut 7,500 CY
Export 3,778 CY
Fill: onsite material 4,222 CY, Import 1,402 CY, Total fill 5,624 CY

PREVIOUS ZONING: Commercial Marine (CM) Zoning District

EXISTING ZONING: Marine Mixed Use (MMU)

SURROUNDING ZONING & LAND USES:

Direction:	Zoning:	Present Land-Use:
North:	CM & R2 Zoning Districts	Vacant land, Parking Lot, Charlies' Restaurant.
South:	R2 Zoning District	Unopened right-of-way & Single-family residences
East:	MMU & R2 Zoning Districts	State Route Twenty (SR20)
West:	R2 Zoning District	Unopened right-of-way & Single-family residences

FINDINGS OF FACT:

I. PROJECT CHRONOLOGY, GENERAL BACKGROUND, & VESTING:

1. A pre-application conference is required for Conditional Use Permit applications per AMC Table 19.20.030-1.
2. Accordingly, a pre-application conference meeting was held on **November 15, 2016 (PRE-2016-0035)**. The pre-application conference was to discuss constructing approximately ten (10) duplexes [twenty (20) dwelling units] onsite.
3. Additionally, a neighborhood meeting is required for Conditional Use Permit applications prior to application submittal per AMC Table 19.20.030-1.
4. Accordingly, a neighborhood meeting was conducted at **6:00 PM on November 15, 2017** in the Senior Center regarding the construction of 20 dwelling units in a paired or clustered format. The neighborhood meeting notice was posted on the project site, published in the Anacortes American newspaper, and mailed to neighboring landowners within 300 feet of the subject property as is required by AMC 19.20.120(D).
5. On **May 7, 2018, PCED received the applicant's Conditional Use Permit and Preliminary Short Plat applications**. The applicant decreased the twenty (20) dwelling units originally proposed [in a paired and clustered format] to nine (9) duplexes [eighteen (18) dwelling units] total.

6. Following a review of the application material submitted, the subject application was **deemed incomplete on June 12, 2018.**
7. Following resubmittal of revised application material, the subject applications were **deemed complete on July 6, 2018.**
8. When the subject applications were deemed complete [back in 2018], the underlying zoning district was Commercial Marine (CM). Effective August 5, 2019, however the underlying zoning district changed to Marine Mixed Use (MMU) when Ordinance #3040 was adopted by council. This is a **vested application** however and the former rules and regulations for the Commercial Marine Zoning District apply.

II. **NOTICE OF APPLICATION (NOA), NOTICE OF HEARING (NOH), & PROCESSING:**

1. A "Notice of Application" was published in the Anacortes American newspaper on July 6, 2018 with a comment period that ended on August 7, 2018. This notice was also posted onsite in two (2) different locations; mailed to neighboring landowners within 300' of the subject properties; and posted on the city's website, at the local USPS office, in the library, and at city hall.
2. Then on August 1, 2018, a "Revised Notice of Application" was published in the Anacortes American newspaper, which extended the comment period to August 10, 2018. This revised notice was also posted onsite in two (2) different locations; mailed to neighboring landowners within 300' of the subject properties; and posted on the city's website, at the local USPS office, in the library, and at city hall.
3. On **August 14, 2018**, former city planner, Kait Nelson **stopped the 120-day-clock until we received requested information.** Following Kait's departure from the city (January 4, 2019), Kevin Cricchio, Senior Planner took over the management of this project.
4. On January 29, 2019, the applicant was emailed as to what additional information and revisions were needed for the city to begin processing the subject application.
5. On February 7, 2019, a meeting was conducted with the applicant, the applicant's engineer/surveyor, the applicant's geotechnical engineer, the city's third party reviewer GeoEngineers, and city staff.
6. On May 17, 2019 and June 7, 2019, the applicant provided the city with additional material and revisions for review and consideration.
7. On June 10, 2019, the applicant was emailed again stating that **effective June 12, 2019, the 120-day-clock was hereby started again.**
8. On June 12, 2019, a new "**Revised Notice of Application & Hearing Using Optional SEPA DNS**" was published in the Anacortes American newspaper. A new 21-day comment was required as previous notices did not include that the application also involved preliminary short plat approval in addition to a Conditional Use Permit.

9. The new comment period ended at 5:00 PM on July 3, 2019 but comments have been accepted until the close of the Pre-Decision Open-Record Public Hearing.
10. This new "Revised Notice of Application & Hearing Using Optional SEPA DNS" was also posted onsite in two (2) different locations; mailed to neighboring landowners within 300' of the subject properties; mailed to parties of record who had already commented on the application; and posted on the city's website, at the local USPS office, in the library, and at city hall. Agencies and departments of jurisdiction were also solicited for comment.
11. Because the Planning Commission's July 24, 2019, Pre-Decision Open Record was continued to August 14, 2019, Planning Department staff issued a "Notice of Continuance" in accordance with state law and posted this on city hall's doors. Additionally, a "Revised Notice of Hearing" was published in the Anacortes American newspaper on August 7, 2019; posted onsite in two (2) different locations; mailed to neighboring landowners within 300' of the subject properties; mailed to parties of record; and posted on the city's website, at the local USPS office, in the library, and at city hall.
12. Per AMC Table 19.20.030-1, Conditional Use Permits are considered a Type 4 type of review while short plats are considered a Type 2 type of review. Type 4 land use permits require a 21-day comment period while Type 2 permits require a 14-day comment period. Per the applicant's wishes, both the Conditional Use Permit and Short Plat applications were processed via consolidated review per AMC 19.20.040. Therefore, there was only one twenty-one (21) day comment period.
13. Ordinarily Conditional Use Permits go before the Planning Commission for a recommendation followed by City Council for a decision on the matter while short plat applications are decided by the Planning Director only. However because of this consolidated review and processing, both the Conditional Use Permit and Short Plat application will go before the Planning Commission for a recommendation on the matter followed by City Council for a decision.

III. CRITICAL AREAS:

Wetlands:

According to a letter dated September 18, 2017, prepared by Advanced Environmental Solutions, no wetland or wildlife habitat are either located on the subject property or within 300 feet to it. The nearest wetland and/or buffer is located to the north toward Ship Harbor that is bisected by Ferry Terminal Road and existing development.

Threatened & Endangered Species:

No federal threatened or endangered species were determined to be located on the subject property. Additionally, both Planning Department staff and the applicant's consultant [Advanced Environmental Solutions] determined that there are no

designated Washington State Department of Fish and Wildlife (WDFW) Priority Habitat(s) or Species (PHS) located on the subject property or within 300' of it. Lastly, WDFW was solicited for comment and no comment was received.

Additionally, according to the Advanced Environmental Solution' report, evidence of pileated wood pecker foraging was observed on several large sized snags and other large woody debris of various ages and sizes. The pileated woodpecker is listed as an early warning bird on the city's vulnerable species in forested areas. Additionally, it listed as a WA State candidate for listing as endangered, threatened, or sensitive. Accordingly condition of approval #28 is recommended hereafter to be added to the findings of fact regarding the recommended preservation of wood debris and snags in open space areas when feasible.

Geologically Hazardous Areas:

One or more steep slopes are located along the north /northeastern portion of the subject property. These slopes meet the definition of a landslide hazard area per AMC 17.70.190(B)(9) as they are greater than forty (40) percent or steeper and have a vertical relief of ten or more feet.

AMC 17.70.260(A)(1), requires that the minimum buffer from the landslide hazard area to be fifty (50) feet. This buffer however can be reduced to ten (10) feet when a qualified professional demonstrates to the Planning Director's satisfaction that the reduction will adequately protect the proposed development, adjacent developments and uses, and the subject critical area. The project geotechnical engineer [Edison Engineering] recommends a twenty-five (25)-foot buffer from the top of bank.

The City of Anacortes third party review consultant -GeoEngineers reviewed the applicant's geotechnical report/ analysis and concurred with the proposed buffer reduction of 25 feet from top of bank. The city's third party review consultant further stated that patios and decks could go within this buffer. This twenty-five foot buffer has been conditioned below accordingly.

IV. CULTURAL RESOURCE ASSESSMENT:

Fullscope Northwest LLC prepared a Cultural Resource Assessment dated April 5, 2019. Following an Archaeological Assessment of the project site, no cultural resources were observed within the project area.

V. TREE ASSESSMENT/PRESERVATION PLAN:

According to the Tree Assessment Plan, there are 51 surveyed trees and an estimated 64 trees that were not surveyed onsite. All of these trees are slated for removal.

The required tree unit credits for replanting is calculated by determining the net area of a project site; subtracting the total public and private road right-of-way area from the gross site area. The net area is then divided by 1,000 to determine the total Tree Unit Credits required either by retaining trees onsite and/or replanting.

Accordingly, the project's gross site area is 102,712 square feet and the public and private road right-of-way is 6,070 square feet. The net area is 96,642 square feet. This corresponds to 96.642 tree unit credits. As conditioned below, **ninety-seven (97) trees (96.642 tree unit credits rounded up) will need to be replanted.**

VI. TRAFFIC IMPACT ANALYSIS:

A level two (2) traffic impact analysis was prepared by the DN Traffic Consultants, Inc. of Preston, Washington dated July 31, 2017. According to the report, 10 PM peak hours will result from this project. The mitigation fee of \$900 per PM peak hour trip for multifamily is \$900 per PM peak hour trip resulting in a traffic impact fee of \$9,000.

The Public Works Department recently reviewed the submitted Traffic Impact Analysis. Because the report was written in 2017, old rates for impact fees were used. Based of the new rate, the total impact fee for 10 peak hour trips would be $10 \times \$2,730.77 = \$27,307.70$ owing to the city. The subject MDNS has been conditioned below accordingly.

Please note, that condition of approval number 22(T) below (and as stated above) which is part of an issued SEPA MDNS, requires that the applicant pay \$27,307.70 traffic impact fee prior to final short plat or building permit application approval. This fee however varies based on the current traffic impact fee in place at time of building permit issuance. So, condition #23 below has been added hereto to modify condition number 22(T).

VII. STATE ENVIRONMENTAL POLICY ACT:

The subject proposal required SEPA environmental review. A SEPA Mitigated Determination of Non-Significance (MDNS) was **issued on July 16, 2019**. See the conditions of approval hereafter that reflect the respective mitigation measures.

VIII. PUBLIC COMMENT:

Any public comment received can be been found in **Exhibit # 04**.

IX. AGENCY & DEPARTMENT COMMENT:

Comments received from both agencies and departments of jurisdiction can be found in **Exhibit # 05**.

X. ZONING ORDINANCE/CODE:

1. Although the subject property currently lies in the Marine Mixed Use Zoning District, the subject applications [CUP & 9-Lot Short Plat] are vested to the old underlying zoning district –Commercial Marine (CM).
2. Per AMC 17.24.010, the Commercial Marine (CM) Zoning District is “established in recognition of the unique and irreplaceable nature of certain marine sites within Anacortes, and creates a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, and other commercial enterprises where orientation to navigable waterways and tourism trade is of prime importance. Uses in this district are intended to serve the needs of marine oriented and tourist activity, and not to create large scale commercial centers providing basic goods and services to the entire community.”
3. Multi-family units in the Commercial Marine Zoning District require a Conditional Use Permit per AMC 17.21.040(B).
4. Per AMC 17.06.285, a multi-family dwelling means “development on single-ownership lot consisting of two or more dwelling units. Commonly used terms are duplex which contains two dwelling units, triplex which contains three, and fourplex which contains four. A structure containing more than four connected dwelling units is commonly called an apartment building or complex.”
5. The applicant proposes constructing nine (9) duplexes on nine (9) lots that are part of the preliminary short plat (part of this subject applications).
6. Per AMC 17.21.050, there is no minimum lot size requirement. According to Sheet 1 of 3 of the preliminary short plat, proposed lots therein will range in size from 6,254 square feet to 20,414 square feet.
7. Per AMC 17.21.060, there is no minimum setback from property lines, except ten (10) feet when the property line adjoins a different zone, which has required property line setbacks. There is however a twenty (20) foot setback from right-of-way. It appears that the applicant has met this requirement.
8. According to AMC 17.21.070, the maximum permitted density in the CM Zone is twenty-eight (28) units per gross acre for residential developments. According to Sheet 1 of 3 of the preliminary short plat map, the gross site area is 3.361 acres. Based on this land area the allowed density is ninety four (94) units [28 units X 3.361 gross acres]. The proposed development however is only for eighteen (18) dwelling units consisting of 9 duplexes.
9. According to AMC 17.21.080, the maximum permitted land coverage in the CM Zoning District is fifty (50) percent. According to Sheet C4 of the applicants submittal, between 19.6 to 49.8 percent is proposed.
10. Per AMC 17.21.090, the maximum permitted building height in the CM Zone is thirty-five (35) feet. As conditioned below, this maximum height requirement will

be reviewed for at time of building permit application submittal by Planning and Building Department staff.

11. Per AMC 17.46.020, two (2) off-street parking spaces are required for single-family residences. Duplexes however are considered a multi-family dwelling” per se per AMC 17.06.285. Multifamily uses range in required parking from 1.2 off-street parking spaces to 1.8 based on the number of bedrooms within. Each of the nine (9) proposed duplexes will meet the off-street parking requirement as each has a garage and driveway adequate to park two (2) or more vehicles off-street.
12. Anacortes Municipal Code Chapter 17.05 regulates concurrency regarding public facilities and services being available concurrent to the impacts of development.

STAFF ANALYSIS:

The applicant has met this requirement as all required improvements (i.e., potable water, sanitary sewer, paved streets, curb, gutter, sidewalk, pathway, etc.) will be required to be in place concurrent to development and prior to both final short plat approval and building permit issuance. The City of Anacortes’ PCED & PWD will verify that all conditions of approval have been met.

The proposed development will not cause the level of service (LOS) to decline below adopted level of service standards for an affected facility.

With regard to traffic, according to the Traffic Impact Analysis submitted by the applicant, the development will result in 10 PM peak hour trips. These added trips are negligible with their impact to the adopted LOS on Ferry Terminal Road per page 11 of the Traffic Impact Analysis.

13. According AMC 17.21.040(B), Conditional Uses in the Commercial Marine Zoning District must meet the following:

“Multifamily units provided that it can be demonstrated that the uses will not weaken the district’s or marine-oriented purpose, nor diminish the marine values inherent in the district such as physical and visual access to waterways and shoreline –multifamily units that are part of a mixed use development incorporating commercial marine uses are preferred.”

STAFF ANALYSIS:

The proposed nine (9) duplex development and associated nine (9) lot short plat will not weaken the CM Zoning District’s or marine oriented purpose. Single-family residences largely surround the subject properties to the south and west thereof. Additionally the proposed development will not diminish the marine values in the CM Zone such as physical and visual access to the waterways and shoreline. All new construction will be required to meet the maximum permitted height for the underlying CM zone as conditioned hereafter. Furthermore, the subject property

does not abut the shoreline and thus will not prevent physical access to the waterways and shorelines.

14. Per **AMC § 19.36.040**, in order to grant a Conditional Use Permit (CUP), the decision maker must find that the use would be consistent with the following criteria as follows:

- A) The use would comply with any specific requirements for the conditional use specified elsewhere in this code.

STAFF ANALYSIS:

As stated above, the proposed nine (9) duplexes on nine (9) short platted lots would meet the Commercial Marine (CM) development regulations /standards including but not limited to maximum permitted density, minimum lot size, maximum permitted land coverage, minimum setbacks, and maximum permitted height.

- B) Access to this site is appropriate considering the anticipated volume of traffic resulting from the use.

STAFF ANALYSIS:

Adequate access to each of the nine duplexes /lots within the nine (9) lot short plat will occur via a newly constructed public and private road that provides ingress and egress off Ferry Terminal Road within the development.

- C) Off-street parking and loading facilities are adequate in terms of location, amount, and design to service the use.

STAFF ANALYSIS:

Duplexes are considered a multifamily dwelling per AMC 17.06.285. Required parking for multifamily uses range from 1.2 off-street parking spaces to 1.8 based on the number of bedrooms within. Adequate off-street parking will be provided as each duplex has a garage and driveway for two (2) or more parking spaces.

- D) The amount and location of open-space and the provision of screening is such that buffering of incompatible uses is achieved.

STAFF ANALYSIS:

To the west and south of the subject property, lies the R2 Zone. Accordingly, screening of this contiguous R2 Zone is required per AMC 17.41.040. Accordingly, a minimum screening width of plantings shall be four (4) feet wide. The screen shall extend along the entire western and southern property lines. The screen shall consist of evergreen trees planted at a maximum of fifteen (15) feet on center. Up to twenty-five (25) percent of these evergreen trees may be composed of deciduous

trees. Medium-sized shrubs (three to five feet maturity height) and groundcover plants shall be added at a density to cover eighty-five percent of the ground surfacing and horizontal separation within two years. Accordingly, this has been conditioned below.

- E) The location and intensity of outdoor lighting is such that it does not cast light on adjacent, adjoining, or neighboring properties.

STAFF ANALYSIS:

As conditioned below, outdoor lighting will be down-shielded thus preventing glare and light trespass.

- F) Hours and manner of operation of the propose use, including anticipated noise generation, are not inconsistent with the adjacent or nearby uses.

STAFF ANALYSIS:

If the Conditional Use Permit is approved, nine (9) duplexes will be permitted to be constructed on the nine (9) short platted lots. The proposed use will be consistent with adjacent uses as the site has single-family residences located to the south and west of the subject property. As conditioned below, construction hours are limited to 8:00 AM to 5:00 PM, Monday thru Saturday excluding national holidays observed by the City of Anacortes. No work outside of these hours is permitted.

- G) Public facilities and utilities are capable of adequately serving the proposed use.

STAFF ANALYSIS:

All public facilities (i.e., curb, gutter, sidewalk, etc.) and utilities (i.e., potable water, sanitary sewer, and stormwater) either abut the subject property or as conditioned below will be required to be in place prior to final short plat approval.

- H) The physical conditions of the site, including size, shape, topography, and drainage, are suitable for the proposed development.

STAFF ANALYSIS:

The construction of any duplexes onsite will be reviewed for conformance with city adopted stormwater regulations per AMC Chapter 19.76. Additionally, a stormwater vault will be constructed on proposed lot #3. Although the project site is relatively steep in areas, it does not preclude residential development per the submitted geotechnical report that underwent third party review.

- I) Any other factors deemed relevant to the decision maker.

STAFF ANALYSIS:

No additional factors were determined to be relevant by the decision maker.

15. According to AMC 16.08.030(B), if the administrator finds that the proposed 9-lot short plat is consistent with the Comprehensive Plan; SEPA requirements, and zoning requirements for the district, and that there is adequate provision for drainage, sewage disposal, water supply and access for each lot, that requirements of this title are met, and the short plat would not land-lock other parcels he or she shall approve the application.

STAFF ANALYSIS:

Based on the above analysis, and as conditioned, the short subdivision application is consistent with the plans, documents, and criteria outlined in AMC § 16.08.030(B).

16. RCW § 58.17.060 provides the following criteria for approval of a subdivision:
- A. Appropriate provisions are made for the public health, safety, and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and schoolgrounds and all other relevant facts, including sidewalks and other planning features that will assure safe walking conditions for students who only walk to and from school;
 - B. The public use and interest will be served by the platting of such subdivision.

STAFF ANALYSIS:

It serves the public interest to develop the property with 9 duplexes and a 9-lot short plat in conformance with those land use and zoning standards. The standards of the City's Subdivision Ordinance are further City standards for what meets the public use and interest in the City; the proposed short plat conforms to all these standards. Additionally, the proposed short plat meets the minimum requirements of the Anacortes Municipal Code, which are designated as the official standards for public health, safety and general welfare.

17. The subject proposal is consistent with the above development regulations and the proposed land use is permitted in the underlying zoning district.

XI. CONCLUSIONS OF LAW:

- 1. The public notice requirements for the Conditional-Use Permit and Short Plat applications have been complied with.
- 2. The project is consistent with the general purposes of the City's Comprehensive Plan, the city's planning standards and specifications of the zoning ordinance, and other ordinances applicable to the proposal.
- 3. The Planning Commission bases its Findings of Fact, Conclusions of Law &

Recommendation on the entire record, including all testimony and exhibits. Any finding, which would be deemed a Conclusion of Law, and any Conclusion of Law, which should be deemed a finding is hereby adopted as such.

XII. STAFF RECOMMENDATION:

The Department of Planning, Community, and Economic Development recommends that the Planning Commission make a recommendation of approval to City Council regarding the subject Conditional Use Permit & Preliminary 9-Lot Short Plat subject to staff's suggested conditions of approval as listed below.

XIII. RECOMMENDATION:

Based on the foregoing information and analysis, the application material submitted by the applicant, and the City regulatory authority to implement the policies, standards, and the regulations of the Anacortes Municipal Code (AMC), the Planning Commission **recommends approval** to City Council concerning the subject Conditional Use Permit & Preliminary 9-Lot Short Plat requests subject to staff's suggested conditions of approval as listed below.

XIV. CONDITIONS OF APPROVAL:

1. The applicant shall be responsible for reimbursement to the City for the full cost of posting, mailing and publication associated with the neighborhood meeting notice, notice of application & hearing, revised notice of application & hearing, revised notice of hearing, and notice of decision for this proposal. Payment shall be made prior to final short plat submittal.
2. The applicant shall be responsible for reimbursement to the City for the full cost of third party review associated with this development including but not limited to geotechnical and stormwater review. Payment shall be made prior to final short plat submittal.
3. The scope of this project shall not exceed that as set out in the conditional use permit application (including attachments), and in accordance with the determinations made and conditions imposed.
4. A building permit shall be secured before any construction activities begin onsite.
5. Any proposed exterior lighting shall be down-shielded thus preventing light trespass and impacts to the adjacent neighborhood.
6. Pursuant to RCW 58.17.140(3), a final short plat meeting all of these requirements of this chapter shall be submitted to the City of Anacortes Planning Department for approval within five (5) years from the date of preliminary approval listed below. Notwithstanding, the preliminary short plat approval becomes null and void.
7. The Planning Department will review the final short plat submittal for conformance with the conditions herein. No additional hearings will be required.

8. Any stormwater facility improvements shall be completed prior to grading, per the Department of Ecology's current stormwater manual and City standards.
9. A maintenance plan for stormwater facilities must be approved and recorded, either prior to or concurrently with final plat approval, per AMC 19.76.060(E).
10. Land contained within a short subdivision may not be further divided in any manner within a period of five (5) years from date of approval without filing a standard plat.
11. Before final short plat submittal or approval, the land surveyor shall place the respective property corners of the subject property.
12. Any frontage improvements required shall be constructed per the Public Works Department approval, prior to final short plat approval. The applicant shall provide the cost of improvements, per the Public Works Department, prior to final short plat.
13. If any garbage dumpsters are proposed, the applicant is responsible for following the city's dumpster pad specifications. If any garbage dumpsters are used, dumpsters shall be screened by constructing a wood enclosure(s) around them surrounded by landscaping.
14. Grading shall not adversely impact adjacent properties.
15. Provide a Traffic Control Plan (Current MUTCD Manual) prior to any construction taking place in the public right-of-way for approval by the City of Anacortes' Public Works Department.
16. Mailbox locations shall be reviewed and approved by the City of Anacortes Public Works Department and the U.S. Postal Service.
17. Preliminary short plat approval authorizes the applicant to proceed with application for necessary permits to construct required improvements and to prepare construction drawings in accordance with the determinations made and conditions imposed.
18. All utilities shall be placed underground.
19. The applicant shall show at time of building permit application submittal how they are under the maximum permitted building height of thirty-five (35) feet as measured from average original grade.
20. The applicant shall submit a sign permit application if a sign advertising the development /subdivision is proposed.
21. Development shall comply with the Public Works Department including but not limited to:
 - A. A clearing and grading plan consistent with City requirements shall be submitted by the applicant for review and approval by the City of Anacortes

Planning\Building and Public Works Departments prior to any construction activities taking place on or off-site.

- B. A Water Quantity and Water Quality Control Plan consistent with AMC 19.76 shall be submitted by the applicant for review and approval by the Planning\Building and Public Works Departments prior to any construction activities taking place on or off-site.
- C. Construction activities may require an NPDES Construction Storm Water Discharge Permit issued by the Department of Ecology prior to any construction activities taking place on or off-site.
- D. Prior to any clearing\fill\grade work beginning, construction civil plans consistent with the City of Anacortes Engineering Development Standards, including but not limited to, Clearing and Grading Plan, Erosion Control Plan, Site utility\Infrastructure improvements Plan, Roadway Improvements Plan, Signage Plan, Street Lighting Plan and other plans and\or information required by the City Planning\Building and Public Works Departments shall be submitted for review and approval.
- E. Engineering and Inspection fees in the amount of \$500.00, plus 2% of the total estimated construction cost shall be due upon civil plan approval. No construction activity is allowed until the construction plans are approved, all fees have been paid and a preconstruction conference held.
- F. Prior to the final plat approval, all infrastructure improvements shall be completed as required by the City of Anacortes Public Works Director and a 2-year Maintenance Bond in place. The 2-year Maintenance Bond is 10% of the actual construction cost.
- G. Project has the ability to record a Latecomer Agreement on properties that have a direct benefit from the improvements.
- H. 20-foot minimum width Waterline Easement is required and shall be dedicated to the City of Anacortes.
- I. Fire Hydrants are to be located as approved by the City of Anacortes Fire Chief. Fire flows shall be addressed in a manner acceptable to the Fire Chief and the City of Anacortes Public Works Department.
- J. Water main will need to be extended to the most furthest boundary of the property and designed to allow for future extension by others.
- K. Street lighting shall be required at each intersection of Park Avenue (Ferry Terminal Road and Ridge Way). Street lighting shall be energy efficient and shall limit glare and\or emission of light downward to the street and front yard areas. Street lighting will be installed per PSE Schedule 52, Option "B". Lighting fixtures and design shall be approved by the Public Works Director. Shields may be necessary to reduce impacts to adjacent properties.

- L. Sanitation, recycling and compost collection will be at curb side on Park Avenue and on Ridge Way.
- M. Recommend changing the Street Name from Park Avenue to Pacific Avenue.
- N. Access to the private driveway from Park Avenue and Ridge Way shall be a Type 1 Driveway Entrance.
- O. Internal private driveway shall be required to provide for:
 - I. A minimum of 20-feet of paved asphalt with a thickened edge on one side to control sheet flow runoff.
 - II. Pedestrian facilities adjacent to the 20-foot paved asphalt roadway
 - III. Maximum grade of 12%.
 - IV. Appropriate signage, shall be installed at Park Avenue and Ridge Way to identify ingress and egress locations.
 - V. The road shall be constructed to meet City requirements and maintained by the property owners of which it serves.
- P. Park Avenue (Public Right-of-Way), along the frontage of this project is required to provide for:
 - i. Signed "No Outlet".
 - ii. Maximum grade of 12%.
 - iii. Cement Concrete Traffic Curb and Gutter with a 5-foot minimum sidewalk and driveway approaches on the north side with thickened edge along the south side.
 - iv. Maximum 2% cross-slope
 - v. These improvements would extend westerly on Park Avenue, into Pacific Avenue to incorporate a Hammer Head Turnaround Around. Which will have thickened edge along all sides.
- Q. Ridge Way (Public Right-of-Way), along the frontage of this project is required to provide for:
 - i. Signed "No Outlet".
 - ii. Maximum grade of 12%.
 - iii. Cement Concrete Traffic Curb and Gutter with a 5-foot minimum sidewalk and driveway approaches on the east side with thickened edge along the west side.
- R. Trail:
 - i. A public access easement is required for use of the proposed trail. This trail will be owned and maintained by the Homeowners Association.

- ii. The Trail within Ridge Way (Public Right-of-Way) can be considered a Non-motorized Bike and Pedstrian Path, requiring a minimum width of 10-feet. The trail shall be paved and be built to Public Works Department /engineering specifications/ standards.
- S. Ferry Terminal Road:
 - i. Sidewalk, curb and gutter shall extend from Park Avenue to the intersection of Sunset Avenue\Oakes Avenue. (Development Review Meeting Memo by Public Works, dated November 28, 2016).
- T. The Permanent Storm Water Facility shall be required to record a Drainage BMP Facility Maintenance Covenant.
- U. All storm facilities internal to the project shall be considered private. All Storm facilities external within the Public Right-of-Way shall be considered Public. All Water Quality and Quantity shall be private and the responsibility of the Homeowners Association.
- V. Adjacent properties shall be protected from any storm water discharge from this project.
- W. No properties shall have a direct discharge runoff onto City Streets. Provisions shall be made to collect runoff and direct it to the storm conveyance system.
- X. The Sanitary Sewer main will need to be extended to the most furthest boundary of the property and designed to allow for future extension by others.
- Y. Individual units will be required to pump the sanitary sewer to the Public Sewer at Ridge Way and Park Avenue. These individual sewer lines are considered private and shall use locating tape for all non-metallic pipe.
- Z. The individual private shut off valve locations have not been determined and will be worked out at the acceptance of the Construction Civil Plans.
- ZZ. All Sanitary Sewer structures shall have vehicular access, including but not limited to: 1) A 12-foot minimum width access road with an approved all-weather surface asphalt road, or other approved Low Impact Development Best Management Practice design, 2) Meeting the minimum structural requirements for Access Road approved by the City of Anacortes.
- 22. Development shall comply with the Mitigated Determination of Non-Significance (MDNS -issued on July 16, 2019) as follows:
 - A. Erosion control, dust control, and best management practices shall be employed during construction /development activities as required by both the Building and Public Works Departments (SEPA MDNS Mitigation Measure #1).
 - B. Track out of mud and debris on to Ferry Terminal Road is prohibited. The applicant shall sweep the street as needed to prevent track out (SEPA MDNS Mitigation Measure #2).

- C. Prior to work beginning, the applicant/landowner shall obtain all required local, state, and federal permits (SEPA MDNS Mitigation Measure #3)
- D. Prior to grade and fill permit approval, orange construction fencing shall be installed at the project boundary's clearing limits and property lines (SEPA MDNS Mitigation Measure #4).
- E. Work hours for the development /construction activities onsite are limited to 8:00 AM to 5:00 PM, Monday thru Saturday excluding national holidays observed by the City of Anacortes. No work outside of these hours is permitted (SEPA MDNS Mitigation Measure #5).
- F. Prior to any construction activities (grading, cut, fill, etc.) taking place onsite, the applicant shall secure a Forest Practice Permit with the Washington State Department of Natural Resources. A copy of this approved permit shall be given to the City of Anacortes Planning Department for review and approval prior to any construction activities (grading, cut, fill, etc.) taking place onsite (SEPA MDNS Mitigation Measure #6).
- G. Development shall comply with the approved Stormwater Drainage analysis reviewed and accepted by the City of Anacortes Public Works Department. Best management practices shall be employed and in use at all times during construction activities [grading, cut, fill, construction, etc.] (SEPA MDNS Mitigation Measure #7).
- H. A twenty-five (25) foot non-disturbance and building setback buffer as measured from the top of bank shall be shown on the final short plat. Except as noted below, all development shall be outside of this 25-foot buffer. Decks, patios, and utilities however may be located within this 25-foot buffer per GeoEngineers third party review of applicant's geotechnical analysis (SEPA MDNS Mitigation Measure #8).
- I. Utilities such as stormwater located within the 25-foot buffer shall be made of high-density polyethylene pipe with fused joints per GeoEngineers third party review of applicant's geotechnical analysis (SEPA MDNS Mitigation Measure #9).
- J. Said buffer shall be placed into a Native Growth Protection Easement (NGPE). The NGPE shall be labeled as such and shown on the final short plat (SEPA MDNS Mitigation Measure #10).
- K. Before final short plat submittal or approval is given, the applicant shall install a split rail fence at the edge of the top of bank/slope demarcating the beginning of the NGPE. Critical area signage shall be placed on the fence as approved by the Planning Department (SEPA MDNS Mitigation Measure #11).
- L. Following proposed tree removal onsite within the Native Growth Protection Easement (NGPE) and subsequent replanting of it [with native vegetation], vegetation or tree removal, topping, or trimming therein is strictly prohibited

unless approved first by the City of Anacortes Planning & Parks Departments. The individual lot owner or homeowner association would need to submit an ISA certified arborist's report that states a tree is dead, diseased, dying, and/or a hazard to an adjacent property/use to the City of Anacortes' Planning Department and Parks and Recreation Department for review and approval. Stumps and their root-balls shall remain in place for those trees that are permitted to be removed in the NGPE by the City of Anacortes. This condition shall be shown on the face of the final short plat. (SEPA MDNS Mitigation Measure #12).

- M. A homeowner's association shall be established and be responsible for the maintenance of all common areas, landscape areas, and the Native Growth Protection Easement. A note to this effect shall be shown on the face of the final short plat. (SEPA MDNS Mitigation Measure #13).
- N. Before final short plat submittal or approval is given, the applicant shall plant ninety-seven (97) trees onsite. The applicant shall submit a landscape plan with their final short plat submittal that identifies how they meet this requirement. All trees planted shall be a minimum of 1.5" caliber while shrubs shall be two-gallons and groundcover one-gallon in size. Native vegetation is preferred (SEPA MDNS Mitigation Measure #14).
- O. On the landscape plan, planting areas along street frontages shall be a minimum of ten (10) feet wide. Trees shall be planted at an average of thirty (30) feet apart in said planting areas with groundcover and shrubs used liberally. Fifteen (15) percent of the gross site area shall be landscaped (SEPA MDNS Mitigation Measure #15).
- P. To the west and south of the subject property, lies the R2 Zone. Accordingly, screening of this contiguous R2 Zone is required per AMC 17.41.040. Accordingly, a minimum screening width of plantings shall be four (4) feet wide. The screen shall extend along the entire western and southern property lines. The screen shall consist of evergreen trees planted at a maximum of fifteen (15) feet on center. Up to twenty-five (25) percent of these evergreen trees may be composed of deciduous trees. Medium-sized shrubs (three to five feet maturity height) and groundcover plants shall be added at a density to cover eighty-five (85) percent of the ground surfacing and horizontal separation within two years (SEPA MDNS Mitigation Measure #16).
- Q. Before final short plat approval is given, the applicant shall also submit an irrigation plan that identifies how each of the 97 trees, planting/ landscape areas, and screening will be watered during the dry months of the year (SEPA MDNS Mitigation Measure #17).
- R. At time of building permit submittal, a landscape plan shall be submitted that shows how AMC Chapter 17.46 is being met along with the respective conditions above (SEPA MDNS Mitigation Measure #18).

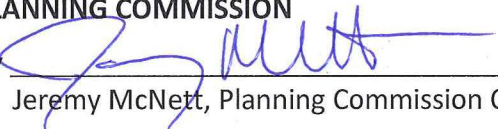
- S. If any artifacts or human remains are found upon excavation, the Samish Indian Nation; the Swinomish Indian Tribal Community; the City of Anacortes' Department of Planning, Community, & Economic Development; the City of Anacortes' Police Department; and the State of Washington's Department of Archaeology and Historic Preservation (DAHP) shall be immediately notified and all work in the immediate area cease. Pursuant to RCW § 27.53.060 it is unlawful to destroy any historic or prehistoric archaeological resources. RCW 27.44 and § 27.53.060 require that a person obtain a permit from the Washington State Department of Archaeology and Historic Preservations before excavating, removing, or altering Native American human remains or archaeological resources in Washington (SEPA MDNS Mitigation Measure #19).
 - T. Prior to either final short plat or building permit application approval, the applicant shall pay the City of Anacortes a traffic impact fee of \$27,307.70 [10 peak hour trips X \$2,730.77 impact fee = \$27,307.70 owing] (SEPA MDNS Mitigation Measure #20).
23. The lots in this short subdivision are subject to applicable water, sewer, and stormwater general facility and hookup fees and transportation, fire, and park impact fees. These fees are payable at levels in effect at the time of building permit issuance and may differ from those fee levels currently in effect. In other words, the \$27,307.70 traffic impact fee noted above may change/ increase.
24. Development shall comply with the requirements of the Fire Marshall including but not limited to:
- A. A twenty foot (20) clear width for fire apparatus must be maintained.
 - B. Required fire lanes must be clearly marked by approved method.
 - C. A thirty- foot (30) minimum inside turning radius must be maintained.
 - D. Additional fire hydrants will be required based on IFC Appendix B and C – 2015 edition.
 - E. Residential fire sprinklers may be required for some or all units based upon building construction type, fire area, available fire flow, and/or access around structures. The need for sprinklers will be determined at time of building permit submittal.
25. Development shall comply with the requirements of the Washington State Department of Transportation (WSDOT) including but not limited to:
- A. Access should be located as far up the hill as possible and within sight distance standards for the posted speed.
 - B. Any plantings or items placed in right of way be held in compliance with clear zone standards.

26. Preliminary short plat approval authorizes the applicant to proceed with application for necessary permits to construct required improvements and to prepare construction drawings in accordance with the determinations made and conditions imposed. The scope of this permit is not to exceed that as set out in the short plat application and preliminary short plat map.
27. Nothing in the permit/approval shall excuse the applicant, owner, lessee, agent, successor or assigns from full compliance with any other federal, state, or local statutes, ordinances or regulations applicable to this project. In particular, no clearing, grading, filling, construction or other physical alteration of the site may be undertaken prior to the issuance of the necessary permits for such activities.
28. Prior to any construction plan approval (i.e., clearing, grading, import, export, construction activities, etc.) onsite being permitted by the City of Anacortes, the applicant/ landowner shall submit to the City of Anacortes Planning & Parks Departments for review and approval a revised landscape plan that shows how Advanced Environmental Solutions' recommendations as found in the reconnaissance-level critical area report are being met with regard to the preservation of large sized snags and woody debris onsite designated for use by native fauna including but not limited to the pileated woodpecker. Preserved snags and woody debris shall be located in open space areas. The landscape designer who revises said landscape plan shall work with the applicant's Tree Assessment/ Preservation Consultant to determine what trees and snags onsite would make the best candidate for preservation without creating any hazards to people, property, or improvements. A report from the applicant's tree consultant detailing the decision making process shall accompany the revised landscape plan that is submitted to the city for review and approval.

These Findings of Fact, Conclusions of Law, and Recommendation were adopted by the City of Anacortes' Planning Commission on **August 14, 2019**.

**CITY OF ANACORTES, WASHINGTON
PLANNING COMMISSION**

By


Jeremy McNett, Planning Commission Chair

EXHIBITS:

EXHIBIT NUMBER:	NAME OF EXHIBIT:
Exhibit #01	Master Permit Application, Narrative, SEPA Checklist, CUP Criteria of Approval, Reconnaissance Critical Area Letter, Geotechnical Report & Addendum, Traffic Impact Analysis, Cultural Resource Report, & Tree Assessment
Exhibit #02	GIS Map & Assessor's Info
Exhibit #03	Notice of Application; Revised Notice of Application; Neighborhood Meeting Notice, Revised Notice of Application & Hearing Using Optional SEPA DNS, Notice of Continuance, Revised Notice of Hearing
Exhibit #04	Public Comments Received
Exhibit #05	Agency & Department Comments Received
Exhibit #06	Third Party Review –Geotechnical Review
Exhibit #07	Anacortes Municipal Code Chapter 17.21, Commercial Marine
Exhibit #08	Issued SEPA MDNS
Exhibit #09	Site Photos
Exhibit #10	Site Plan, Landscape Plan, Preliminary Short Plat Maps, Architectural Rendering of Development

EXHIBIT #01:

**MASTER PERMIT APPLICATION, NARRATIVE, SEPA
CHECKLIST, CUP CRITERIA OF APPROVAL,
RECONNAISSANCE CRITICAL AREA LETTER,
GEOTECHNICAL REPORT & ADDENDUM, TRAFFIC
IMPACT ANALYSIS, CULTURAL RESOURCE REPORT,
& TREE ASSESSMENT**



SEMRAU ENGINEERING & SURVEYING, P.L.L.C.

January 3, 2017

Kait Nelson, Associate Planner
Steve Lange, Project Manager
Anacortes Planning, Community, & Economic Development Dept.
904 6th Street
PO Box 547
Anacortes, WA 98221-0547

**Subject: Access Feasibility for
Calwest Inc., Allan Schroeder
10 Duplexes Proposed
Parcels P58123, P58124, Pre-2016-0035**

Dear Mr. Lange:

Following is my response to Item Number 3 in your letter to Allan Schroeder, November 28, 2016. "3. Access to the development is required to be from Sunset Avenue, unless a report is provided from a Civil Engineer's showing that as infeasible."

The purpose of this letter is to show in fact that the access to Sunset Avenue is infeasible. Access to the project onto Ferry Terminal Road (Option 1, October 6, 2014 letter from Steve Lange, copy attached) as proposed by Mr. Schroeder is the only feasible access for the proposed development. Mr. Schroeder would like for the City to review and concur with my findings below before he proceeds with any further work on this project.

This infeasibility will be limited to the topographic constraints within the existing right-of-way and will not include at this time the Level II Traffic Impact Analysis.

Option 1 – Ferry Terminal Road – This is a very reasonable access location for the proposed development. The east to west roadways, that serve the driveways accessing the housing units, will follow the contour and will be at moderate slope. The only close to 12% slope portion will be the westerly connector in the Ridge Way ROW connecting the two roadways together. This steep section of roadway will not have any driveways accessing housing units. The housing units will overcome the grade change through daylight basements, one story below the driveway or entry level. This is a very feasible and reasonable approach to building on the steeper slopes.

Option 2 – Ridge Way – A profile has been plotted from the City aerial survey data for this alignment from Sunset Ave to the Ridge Way intersection with Park Ave. Current right of way is not open and is crossed by a couple of private driveways. The existing ground slope is up to 28%. A maximum 12% roadway slope up to Park Ave has been plotted to intersect a 12% roadway slope down to the north. According to the ASSHTO geometric design standards the minimum length for crest vertical curves is typically determined by stopping sight distance. An algebraic difference in grades of 24% is greater than any listed on the ASSHTO design tables. Using a design speed of 25 mph and stopping distance of 150 feet calculates a minimum sag

curve length of 406' as has been plotted on the attached profile. This type of solution for a through street is not feasible. It places the roadway surface from 17 to 21 feet below the garages of the adjoining lots.

To ignore the sight distance and still building a street at the maximum grade of 12% to the intersection would still result in cuts of more than 11 feet to the existing garages. This is neither reasonable nor feasible.

Option 3 – Harrison Ave – As indicated above the Ridge Way road would be approaching the intersection with Harrison coming down at a slope of 12%. At this intersection the roadway would need to make a 90 bend and continue up at 12% while cutting into a natural slope of 16%. A sag curve with an algebraic difference of 24% does not work in this location, especially at a 90 degree bend.

All the parcels adjoining this initial steep section are owned by WSDOT; P58969, P58972, P58966, and P 58968. If it was intended or feasible to build this roadway it should have been built by when WSDOT built the new parking lots at the top of the hill. Instead, they built a much longer roadway across the slope to the north.

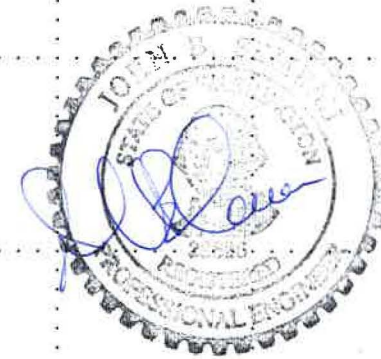
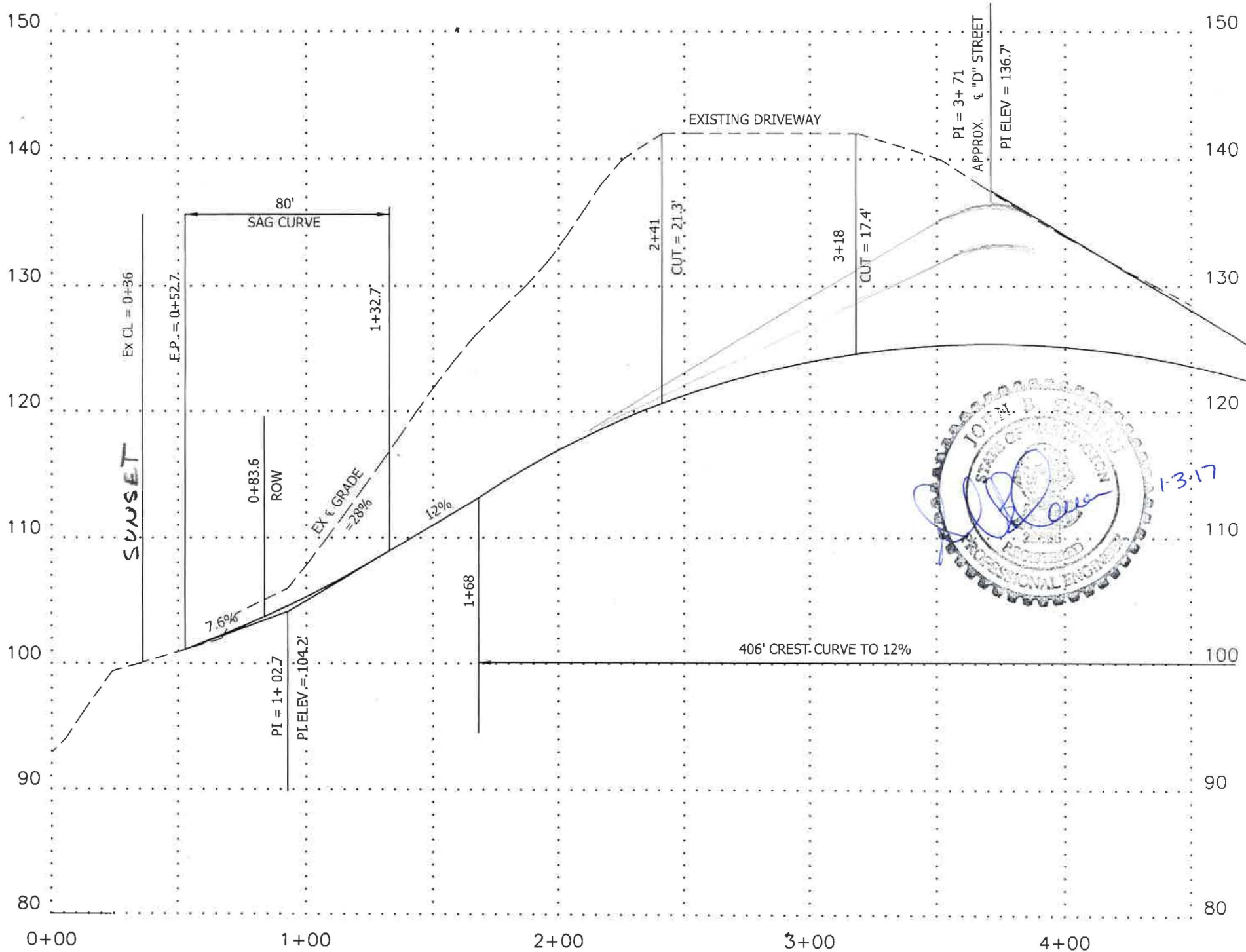
The only feasible access for this proposed project is Option 1, access onto Ferry Terminal Road.

Semrau Engineering & Surveying, PLLC



John B. Semrau, PE & PLS
john@semrau.com
360-424-9566
360-424-6222 Fax





RIDGE WAY PROFILE

1-3-17
SSAS

- Provide a Large Parcel Storm Water Plan for land disturbance greater than 5,000 SF.
- Provide an Erosion Control Plan.

Traffic:

- The proposed project will be required to provide a Level II Traffic Impact Analysis. The requirements can be found in the 2011 EDS Standards, Chapter 3 – Streets, Section STR- 30 – Traffic Impact Analysis Guidelines.
- Street lighting will required.
- Signage to meet the MUTCD Standard.
 - ST-4 Installation, per WSDOT Standard Plan G-24.50-02.
- Street Name signage requirements see Chapter 3 – Streets, Section STR - 24 Signs.

Street: (Ferry Terminal Road) – Option 1

- City of Anacortes is waiting for the response from the Washington State Department of Transportation regarding any ingress\egress requirements from Ferry Terminal Road. These comments will be forwarded as soon as they are submitted to the City of Anacortes Engineering Department.

Street: (External – Ridge Way) – Option 2

- Per AMC 16.32, the Residential Access Right-of-Way Width is 50-feet.
- Existing Right-of-Way varies between 58-feet to 60-feet due to Section Line and abutting subdivisions.
- Section 16.32, Residential Access requires a 32-foot road, curb, gutter and 5-foot sidewalk with parking on both sides. This is from Sunset Avenue to the north side of Harrison Avenue extended.
- Ingress\egress to the project would be from Parkside Avenue, as well as Harrison Avenue.

Street: (External – Harrison Avenue) – Option 3

- Per AMC 16.32, the Residential Access Right-of-Way Width is 50-feet.
- Existing Right-of-Way varies between 50-feet to 100-feet due to various Right-of-Way vacations within the Ship Harbor subdivision.
- Section 16.32, Residential Access requires a 32-foot road, curb, gutter and 5-foot sidewalk (South side), 8-foot sidewalk (North side) with parking on both sides. This is from Shannon Point Road, easterly to the project.
- Ingress\egress to the project would be from Parkside Avenue, as well as Harrison Avenue.





Anacortes Planning, Community, & Economic Development Dept.

Permit Center

P.O. Box 547, Anacortes, WA 98221-0547

Don Measamer, *Director of Planning, Community and Economic Development*

PH (360) 293-1901

FAX (360) 293-1938

November 28, 2016

Allan Schroeder

Calwest Inc.

4819 Portalis Way

Anacortes, WA 98221

RE: 10 Duplexes Proposed, Parcel # P58123, P58124; PRE-2016-0035

A pre-application conference/ DRG Meeting was held November 15, 2016, regarding a proposal to build 10 duplexes on a lot using a conditional use permit. The meeting resulted in the following comments:

Department of Planning, Community, & Economic Development

1. This property is located within the Commercial Marine (CM) Zoning District, which allows multifamily units as a conditional use, provided that it can be demonstrated that the uses will not weaken the district's tourist or marine-oriented purpose, nor diminish the marine values inherent in the district such as physical and visual access to waterways and shoreline. Multifamily units that are part of a mixed-use development incorporating commercial marine uses are preferred. Up to twenty-eight (28) units per gross acre are allowed in a residential development. Conditional use permits require hearings before both Planning Commission and City Council. A hard copy of the Conditional Use Permit checklist was provided at the meeting.
2. Maximum land coverage by buildings shall be fifty (50) percent according to AMC 17.21. Please refer to this section for other additional zoning restrictions.
3. Access to the development is required to be from Sunset Avenue, unless a report is provided from a Civil Engineer's showing that as infeasible.
4. Based on the pre-application submittal, it appears that the following supporting application materials will be required at conditional use permit submission in addition to those items listed in the application requirements for initial staff review:

- a. Project narrative detailing proposal; including detailed responses demonstrating consistency with CUP criteria in AMC 17.10.100 A&B.
- b. Landscape plan consistent with AMC 17.41.
- c. Tree preservation plan consistent with AMC 16.50.
- d. Large Parcel stormwater plan consistent with AMC 13.36. Updates to the City's stormwater provisions will be effective January 1st, 2017 and would impact this proposal if the complete application is submitted on or after 1/1/2017.
- e. Civil engineer report, showing location of existing sewer line.
- f. A Level II Traffic Impact Analysis for access off both Sunset Avenue and Ferry Terminal Road, unless a Civil Engineer's report shows that access off of sunset is infeasible. The reports shall take into consideration a Roundabout at the intersection of Edwards Way and Oakes Avenue.
- g. Reconnaissance level review of critical areas. Reports shall be written that categorize, delineate, and map said critical area(s) and associated buffers pursuant to AMC 17.70. Wetland critical area reports shall be prepared by a Professional Wetland Scientist while geologically hazardous area reports shall be prepared by a Washington State licensed engineer or geologist with experience analyzing geologic, hydrologic, groundwater flow, and preparing reports for the relevant type of hazard.
- h. Parking plan, showing conformance with AMC 17.46.
- i. Preliminary grading plan, showing existing and proposed contours, and cross sections at various locations across the site.
- j. SEPA checklist
- k. Geotechnical report, including recommendations for stormwater management
- l. Typical cross sections showing existing ground and building elevations, and height of existing and proposed structures.

5. Attached forms:

- a. Miscellaneous fees and land use fees. Some of these fees may or may not be applicable to this project.

Public Works Department

Public Work comments are attached. If you have any other questions, please contact Steve Lange at 360-293-1920.

Water Department

There are no comments at this time. If you have any questions, contact Terry Nemeth at 360-293-1921 for requirements from the Water Department.

Fire Department

There are no comments at this time. The plan will be reevaluated at time of Conditional Use Permit submittal and building permit submittals. Please contact Jack Kennedy at 360-293-1932 for questions.

Sanitation Department

1. There are no comments at this time. Please contact Matt Koegel at 360-293-1921 for any questions for the Sanitation Department.

These comments are preliminary in nature and subject to change based on more detailed information. If you have any questions, please feel free to contact me at 360-299-1969 or by email at kaitlynn@cityofanacortes.org.

Best regards,

Kait Nelson

Associate Planner



PLANNING, COMMUNITY, & ECONOMIC DEVELOPMENT DEPARTMENT

MASTER PERMIT APPLICATION

Mailing Address: P.O. Box 547, Anacortes, WA 98221

Office Location: 904 6th Street, Anacortes WA 98821

Phone: (360) 299-1984, Fax: (360) 293-1938

PERMITS REQUESTED FROM THE CITY OF ANACORTES:

☐ Accessory Dwelling Unit (ADU)	☐ Annexation Request	☐ Administrative Interpretation
☐ Administrative Conditional Use Permit	☐ Binding Site Plan (Preliminary)	☐ Binding Site Plan (Final)
☐ Boundary Line Adjustment (BLA)	☐ Clearing Permit	☐ Code (AMC) Amendment
☐ Comprehensive Plan Amendment	☒ Conditional Use Permit (CUP)	☐ Cottage Housing
☐ Essential Public Facility	☐ Extension of Time for Approval	☐ Floodplain Development Permit
☐ Grade and Fill Permit	☐ Home Occupation Permit	☐ Lot Certification
☐ Manufactured Home Subdivision	☐ Minor Permit Revision	☐ Plat (Preliminary)
☐ Plat (Final)	☐ Plat Amendment /Modification	☐ Reasonable Use Exception
☐ Rezone Request	☐ SEPA Environmental Review	☐ Shoreline Exemption
☐ Shoreline Substantial Development Permit	☐ Shoreline Conditional Use Permit	☐ Shoreline Variance
☐ Short Plat /Subdivision (Preliminary)	☐ Short Plat /Subdivision (Final)	☐ Special Use Permit
☐ Stormwater Management Manual Adjustments & Exceptions	☐ Variance (Level 1)	☐ Variance (Level 2)

PROJECT & SITE INFORMATION:

SITE ADDRESS: No site address		PROJECT NAME: TBD	
PARCEL NUMBER(S): 58123 and 58124		SECTION, TOWNSHIP, & RANGE See Below	
LOT SQUARE FOOTAGE & ACREAGE: 2.26 acres - net 96,642		PROJECT VALUATION: N/A	
LEGAL DESCRIPTION: See Below		PRESENT ZONING: Commercial Marine	
PRESENT USE OF PROPERTY: Vacant land		CUT & FILL (CY) PROPOSED: TBD	
PRE-APPLICATION CONFERENCE REQUIRED: ☒ Yes ☐ No DRG meeting held on 11/15/2016		WATER SOURCE: ☒ City of Anacortes ☐ Private Well ☐ Community Well	
SEWAGE DISPOSAL: ☒ City of Anacortes ☐ Septic Tank		ROAD ACCESS: ☐ City Road ☒ State Highway ☐ Private Road	
CRITICAL AREAS WITHIN 300 FEET: ☒ Yes No		WATER BODIES WITHIN 200 FEET: ☐ Yes ☒ No	
FLOODPLAIN: Flood Zone: N/A FIRM Panel # Date of Panel:			
LOT COVERAGE AREA CALCULATIONS: Existing Square Footage: Zero Proposed Square Footage: 41,125 Buildings only			
IMPERVIOUS SURFACE AREA CALCULATIONS: Existing Impervious Square Footage: Zero New Impervious Surface: 20,583 Roads and sidewalks			

PROPERTY OWNER INFORMATION: ☐ Multiple owners attached	
NAME: Calwest Inc.	MAILING ADDRESS: 4819 Portalis Way
CITY, STATE, ZIP: Anacortes, WA 98221	PHONE #: 360 202-6145
FAX #: N/A	EMAIL ADDRESS: Al@portalishomes.com
APPLICANT INFORMATION: ☒ Same as property owner	
NAME:	MAILING ADDRESS:
CITY, STATE, ZIP:	PHONE #:
FAX #:	EMAIL ADDRESS:
CONTACT PERSON: ☒ Same as property owner ☐ Same as applicant	
NAME: Allan Schroeder	MAILING ADDRESS: 4819 Portalis Way
CITY, STATE, ZIP: Anacortes, WA 98221	PHONE #: 360 202-6145
FAX #: N/A	EMAIL ADDRESS: al@portalishomes.com
DESCRIPTION OF SUBJECT PROPOSAL:	
PROPOSED WORK: Site development and construction of nine (9) duplexes (18 residential units). <u>Legal Description</u> THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1939, RECORDED JUNE 15, 1939, UNDER AUDITOR'S FILE NOS. 381810 AND 381814, RECORDS OF SKAGIT COUNTY, WASHINGTON. TRACT 23 THROUGH 30, INCLUSIVE, PLAT OF NORMAN & WOOD'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OF SKAGIT COUNTY, WASHINGTON.	

NOTES:

- ☒ I am the property owner and I grant permission to city staff to enter the project site to verify presence or absence of critical areas and to perform inspections of the work proposed by this application; or
- ☐ Attached is a letter of authorization stating that I have the consent of the property owner to submit the subject application on their behalf. Additionally, the property owner has granted permission to city staff to enter the project site in order to verify the presence or absence of critical areas and to perform inspections of work proposed by this application.
- ☐ A notarized affidavit (see below) is required to be completed by all persons having an ownership interest in the subject property and the applicant, if different from the property owner(s). If the signatory is not listed as the owner in the title report, or if the signatory is signing on behalf of an entity, documentation authorizing the signatory to sign the affidavit on behalf of the individual or entity shall provided.

SIGNATURE REQUIRED:

I certify that the information, statements, answers above regarding the subject application(s) are true and correct to the best of my knowledge and belief.

Signature: 

Title: President

Print Name: Allan Schroeder

Company: Calwest Inc.

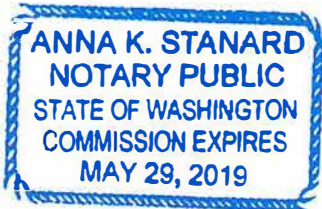
Date: November 22, 2017 amended 9/10/2019

STATE OF WASHINGTON)
) ss
CITY OF ANACORTES

I (we) Allan Schroeder, President of Calwest Inc., being duly sworn, depose and say that I am (we are) the **OWNER(s)** of the property involved in this application, and that I (we) have familiarized myself (ourselves) with the rules and regulations with respect to preparing and filing this application and that the statements and information submitted herewith are in all respects true and correct to the best of my (out) knowledge and belief.

Signed: 
Owner

Subscribed and sworn to before me this 21 day of November, 2017.




Notary Public in and for the State of Washington
residing at Stanwood

STATE OF WASHINGTON)
) ss
CITY OF ANACORTES

I (we) _____, being duly sworn, depose and say that I am (we are) the **APPLICANT(s)** for this application, and that I (we) have familiarized myself (ourselves) with the rules and regulations with respect to preparing and filing this application and that the statements and information submitted herewith are in all respects true and correct to the best of my (out) knowledge and belief.

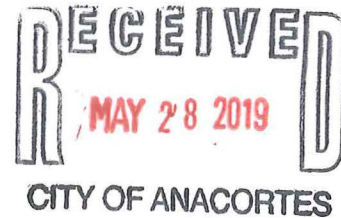
Signed: _____
Applicant

Subscribed and sworn to before me this _____ day of _____, 20____.

Notary Public in and for the State of Washington
residing at _____

CALWEST Inc.

**4819 Portalis Way
Anacortes, WA 98221**



May 8, 2019

**Proposed 9 Lot Short Plat and 18 Unit Multi-family Development
Skagit County Parcels 58123 and 58124
Ferry Terminal Road, Anacortes, WA, 98221**

Development Overview

Calwest Inc., incorporated in the State of Washington and owned by Allan Schroeder, is planning an 18-unit multi-family residential condominium community (**9 duplexes**) on the subject site. The proposed development, (currently unnamed) is located south and upland from the WSDOT ferry terminal and the former Charlies Restaurant and west of and adjacent to Ferry Terminal Road.

This Application proposes that the 2.26-acre site, currently zoned Commercial Marine (to be rezoned to Mixed Marine Use), be re-platted into 9 lots. (See the Site Plan attached). The site will be accessed from Ferry Terminal Road to its south boundary onto Park Avenue (unimproved) and border Ridge Way Street (also unimproved) on the site's west side. Ten and one-half feet (10.5') of the site's south border will be dedicated to the City to broaden Park Avenue from 30 to 40.5 feet. Park Ave along with a portion of Ridge Way is proposed to be improved as part of the site development under a Conditional Use Permit (CUP).

Considering that this Short Plat Application will be reviewed and processed concurrently with the CUP, all the submittal requirements of the Preliminary Short Plat are included with, and form part of, the CUP application.

The site's underlying Commercial Marine (CM) Zoning District permits multi-family uses with an approved Conditional Use Permit. AMC 17.21.040 states *"Multifamily units provided that it can be demonstrated that the uses will not weaken the district's tourist or marine-oriented purpose, nor diminish the marine values inherent in the district such as physical and visual access to waterways and shoreline—multifamily units that are part of a mixed-use development incorporating commercial marine uses are preferred."* The Applicant's response is as follows:

- for the past 8 to 10 years, as evidenced by the area's two failed / deteriorating restaurants and ferry parking as the area's primary land use, there has not been any serious interest in commercial or marine development of this property or the adjoining lands. However, on February 28, 2018 the Charlies Restaurant site changed ownership and it is our understanding the new owners – Salish Sea Marketplace LLC – have been formulating redevelopment plans for that site.

Proposed 9 Lot Short Plat and 18 Unit Multi-Family Development
Skagit County Parcels 58123 and 58124
Ferry Terminal Road, Anacortes, WA 98221

- The proposed development, due to its location and sloping terrain, will not impair or impede physical or visual access to waterways and shorelines and accordingly will not diminish marine values in the district. The Applicant believes the development could enhance values and possibly prompt future marine related development in the area. A restaurant / pub would be a welcome addition in the area.
- The site's sloping terrain does not lend itself well to commercial development. Its highest and best use is multifamily units.
- Applicant believes the development, with its expansive windows, decks, contemporary exterior elevations / architecture and professional landscaping, will create a dramatic visual impression for visitors arriving or departing the island by ferry.
- A separate letter addressing **Criteria for Approval – AMC 17.21.040 and AMC 19.36.040** is submitted with this Application.

A brief history is as follows:

- A Pre-Application Conference was held on November 15, 2016 regarding a proposal to apply for a Conditional Use Permit to build **10 duplexes**. Based on the written comments from Planning and Public Works the Applicant proceeded with the engineering and other studies required (1) as part of the Applicant's due diligence prior to committing to purchase the site and (2) for purposes of the requirements of the CUP application.
- Calwest Inc. acquired the property on September 1, 2017.
- A Neighborhood Meeting was held on November 15, 2017 at the Anacortes Senior Center. The proposal presented at the time was to build 10 duplexes (20 units).
- On May 16, 2018 an application was submitted for a CUP.
- On June 22, 2018 requested revisions to the Application were received by the Anacortes PCED Department.
- The Application was resubmitted and **deemed complete on July 6, 2018** confirmed by letter dated July 25, 2018 (copy attached).
- A Notice of Application was published in the Anacortes American on July 25, 2018. The comment period was to August 10, 2018 at 5:00 p.m.

Proposed 9 Lot Short Plat and 18 Unit Multi-Family Development
Skagit County Parcels 58123 and 58124
Ferry Terminal Road, Anacortes, WA 98221

- Notices were mailed to property owners within 300 feet of the subject property and to those participants in the neighborhood meeting who requested to be a party of record. Further, notices were posted on site.
- On August 14, 2018 City Planning requested further information including a short plat plan and application to be reviewed and processed concurrently with the CUP pursuant to AMC 19.20.060. A detailed response was submitted on August 31, 2018. (see attached) with revised site plans submitted on November 16, 2018.
- On September 4, 2018 the short plat fee was paid by the Applicant.
- On Monday, January 28, 2019 a meeting was held with various City staff and the Applicant, the Applicant's civil engineer and geotechnical engineer. Several items in the original submittal were noted by Planning for clarification, study and resubmittal including the short plat plan, an archeological study and a more detailed landscape and irrigation plan.
- On February 7, 2019 a further meeting was held by City staff, the Applicant and his representatives and the city's geotechnical consultant. Due to encroachment into the 50-foot buffer of a geotechnically hazardous slope, the Applicant agreed to reduce the 20-unit development from 20 units to 18 units. (9 duplexes vs. 10 duplexes).
- On April 15, 2019, based on additional information submitted by the Applicant's geotechnical engineer, the City's third party geotech reviewer submitted a letter to City Planning concluding that "the factors of safety achieved are reasonable at the margins of the structures" for the proposed reduced buffer from 50' to 25'. Accordingly, the Applicant's site plans were updated to reflect the 25' buffer and the 18 residential units.
- As part of the revised submittal, the short plat was changed to 9 lots from the 6 lots originally proposed.

As mentioned above, the Applicant believes this project will be a catalyst to spur further transformation of the adjacent underutilized properties to generate economic and public benefit. Anacortes residents and ferry travelers recall the vibrancy of the former Charlies and Billy Ray's restaurants, and more recent homeowners on the west end, and most would be supportive of a revival of those or similar amenities for their enjoyment and convenience.

The Concept

While the development is not intended to be age restricted, the Applicant believes that with the Anacortes's expanding seniors' population and the influx of retirees from other parts of the country, many older adults want, and need, a home and community that allows them to age in place. Accordingly, the focus of this maintenance free community will be to design the units towards those that might have mobility needs from aging or

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other health issues. All units will be accessible by level, no-step entrances and most will offer full main-floor living that will allow the owners to live within a safe, connected and digital lifestyle for years to come.

Due to site conditions, all the units will have daylight basements and the narrower designs (lots 7, 8 and 9) may have lofts for master bedrooms. The designs will allow for optional elevators and / or stair lifts for maximum accessibility to all levels of the home. Of course, the additional basement space will be convenient for guests, other family members or live-in caregivers.

Plan Details

Villa Details:

- 18 condominium / duplex villa units – see attached preliminary renderings.
- all the homes will be level-entry / main-floor living with daylight basements and possibly lofts on the narrower units.
- Spacious decks / patios / expansive windows
- Two car garages with 20' driveways and ample parking.
- Two (2) or more distinct floor plans.
- Modern / contemporary architecture and exterior finishes – site and unit renderings are a representation only and are subject to change.

Estimated Heights & Preliminary Elevations

Attached are renderings of the **preliminary** elevations and heights of the proposed condominium units. They are as follows:

1. Single level duplexes with daylight basements - front and rear views (2 pages).
2. Single level duplexes with side elevations and estimated heights (1 page).
3. Two story duplexes with daylight basements - front and rear views (2 pages).
4. Single level duplex with side elevation and estimated heights (1 page)

The elevations and heights are subject to change but will be within the 35-foot maximum allowed height in the CM zone. Sheet C9 of the engineering plans submitted shows cross-sections of the proposed units at two locations on the site.

Phasing Plan & Buildout

Time Line and Phasing - as always, the market will determine the speed with which the project can be completed.

The applicant will offer at least 2 different unit designs of which each will initially be built on spec for sale and/or model home purposes. We anticipate that spec units will continue to be built in advance of sales until sell out.

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The first single level units will be built at or near the entrance to the site and the first two story units at or towards the southwest portion of the site.

The project will be an "expandable" condominium whereby lots and units will be added to the condominium as they are completed. The lots are shown on the short plat / replat submitted in conjunction with this CUP application.

Preliminary CC&R's

The condominium will be established in accordance with the recently enacted Washington Uniform Common Interest Ownership Act and will be managed by a licensed property management company.

The Covenants, Conditions and Restrictions (CC&R's) will be similar to the Portalis CC&R's. Some of the restrictions will likely include the following:

- The units shall be restricted to residential uses and home offices.
- The units shall not be used, decorated or adorned inconsistent with the rules of the Association as adopted from time to time.
- No sign shall be displayed to public view on or from any unit.
- Except for usual household pets, no animals, livestock or poultry shall be kept of bred in or about any unit. No pets shall unreasonably interfere with the reasonable use and enjoyment of any other unit. Pets shall always be physically restrained, and pet excrement shall be immediately picked up by the owner of the pet and properly and sanitarily disposed of.
- No part of the common elements shall be obstructed, impeded or otherwise used for keeping things by any person except as otherwise permitted by the Association.
- All leases or rental agreements made for any unit shall be in writing and shall be leased for a period of not less than six months.
- No person shall engage in any activity or shall allow any condition in the condominium which activity or condition shall unreasonably interfere with or disturb the quiet use and peaceful enjoyment of any unit, any part of the common elements or the immediate neighborhood.
- No part of the common elements shall be used for any unlawful purpose.
- Vehicle parking shall be restricted to owners and guest vehicles that are used for daily use. No recreational vehicles, campers, motorhomes, business vans/vehicles, etc. will be allowed to park on the site except for loading / unloading.

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Size:

- The two parcels comprise a total of 2.26 acres (2.21 acres net of ROW dedication) exclusive of City of Anacortes street right of way.

Zoning:

The subject property is bound on the south and west sides by City right-of-way (Park Ave and Ridgeway respectively, both unimproved) and on the east side by State Highway 20 Spur (Ferry Terminal Road). The site is in the CM zone. The allowed density in the CM zone is 28 units per gross acre which includes the net area of the site plus ½ of the abutting streets right-of-way (ROW). The calculation for the gross area is as follows:

CITY / STATE ROW	ROW LENGTH	ROW WIDT H	1/2 ROW	SQUARE FOOTAG E
Park Ave - 60' section	185'	60'	30'	5,550
Park Ave - 30' section	280'	30'	15'	4,200
Ridgeway	265'	60'	30'	7,950
Ferry Terminal Rd	430'	120'	60'	25,800
	1/2 of Abutting ROW - TOTAL SQUARE FT.			43,500
Add	1/2 Street Dedication (6205' / 2)			3,102
Add	Net site area - SQ FT (AFTER DEDICATION)			96,507
TOTAL GROSS AREA - SQ FT				143,109
GROSS ACRES (43,560 SQ FT PER ACRE)				3.285
ALLOWED DENSITY (28 UNITS / GROSS ACRE)			Units	92
PROPOSED DENSITY			Units	18
CONCLUSION - THE MAXIMUM DENSITY HAS NOT BEEN EXCEEDED				

Proposed 9 Lot Short Plat and 18 Unit Multi-Family Development
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Access and Streets:

- The site will be accessed from a dedicated entry at Ferry Terminal Road and Park Avenue (unimproved) constructed to current street code and safety standards.
- 24' city perimeter streets (Park Ave and Ridgeway) with 5' sidewalk on interior side.
- A 20' wide private lane with 5' sidewalk.
- Retaining wall along a portion of Park Ave to separate and protect adjoining properties.
- Due to a previous vacation of half of the ROW on Park Ave, the developer will dedicate to the City a strip of land 10.5 feet wide along Park Ave to accommodate construction of the street, sidewalk and retaining wall.
- The public and private "No Exit" loop roads will discourage though traffic.
- The streets will comply with Fire Department requirements with respect to grade, width, fire hydrants, and accessibility.
- Sidewalk and landscaping along the site's Ferry Terminal Road frontage.

Storm:

- Storm water management will comprise of a retention vault for quality filtration and quantity release.
- The covered storm water vault will feature a public landscaped garden deck. The exposed vault wall will be architecturally faced and softened with landscaping and signage along Ferry Terminal Road exposure.
- A comprehensive **Storm Water Analysis** has been prepared by the applicant's professional engineers and peer reviewed by the City's outside consultants.

Sewer:

- The plans propose individual macerator (grinder) pumps within each dwelling connected to a low head force main sewer line terminating at a manhole at the crest on Park Ave. A gravity main would extend from the manhole west along Park Ave to the alley of Block 16 and terminating at Sunset. Another option might be to locate the gravity main on south Park Ave towards Sunset Avenue.

Water:

- The water main on Ferry Terminal Road will be the source for the site's water supply.

Landscaping and Views:

- Professional / generous street, entry and common area landscaping.
- Perimeter pedestrian trail connecting to Ferry Terminal Road.
- Minimal or no view impairment for neighboring homeowners. Most views will be enhanced.

Proposed 9 Lot Short Plat and 18 Unit Multi-Family Development
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Other:

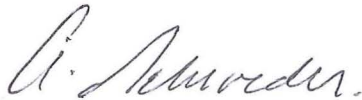
In addition to the above, the applicant has engaged professional consultants to provide the following reports:

- Access Feasibility
- Critical Area Report(s)
- Geotechnical Report(s)
- Traffic Impact Analysis
- Tree Preservation Plan
- Landscape and Irrigation Plans
- Archeological Report

Further a Neighborhood meeting was held on November 15th, 2017.

Thank you for your consideration of this application.

Kind regards

A handwritten signature in cursive script, appearing to read "A. Schroeder".

Allan Schroeder

President, Calwest Inc.

May 17, 2019

Kevin Cricchio

Further to our meeting yesterday regarding the submission of the CUP and Short Plat material per your emails of 1-29-19 and 2-7-19 please see our responses below.

RE: Summary of Meeting, Ferry Terminal Road; 20 Unit Development; CUP, 6-Lot Short Plat, & SEPA Review; CUP-2018-0002

Hi Al. Just to summarize the meeting we just had today regarding your Ferry Terminal Road project. The following points were made:

1. The proposed 20-unit development will be decreased by two units to 18. New civil plans/drawings will be needed to reflect this change. Additionally, new plans associated with the proposed short plat will also be needed (also discussed in the 1-29-19 email below).

Revised civil plans and short plat plans are submitted herewith.

2. The revised project will need to also include a revised narrative & SEPA checklist.

Revised project narrative and SEPA are included herein.

3. The geologically hazardous slope requires a 50-foot buffer from the top of bank per AMC 17.70.260(A)(1). Any reduction or deviation to this buffer will require that your geotechnical consultant address AMC 17.70.260(1)(b). If you propose to reduce the required buffer, your consultant's written discussion and analysis on this matter will need to be reviewed and approved by the city's geotechnical consultant.

Calwest has previously submitted its geotechnical consultant's discussion and analysis regarding the hazardous slope and the City's geotechnical consultant has reviewed and approved it.

4. As discussed below, the revised project will require re-noticing and a new comment period. A cultural resource survey meeting WA State DAHP requirements may be needed. You may wish to be proactive and seek this now from a qualified professional /archaeologist or wait to definitively determine if this will be required.

A Cultural Resource Survey is attached hereto.

5. As a result of your decrease in the number of proposed dwelling units, the proposed stormwater vault will be moved further away from the WSDOT ROW. No setback from property lines /ROWS is required however for stormwater facilities per AMC 19.76.060.

The Stormwater Vault has been relocated. See the civil plans attached.

6. A revised grading plan is needed that clearly shows existing & proposed contours /elevations. Additionally, please add additional cross sections of existing and proposed contours /elevations and how you are addressing average building elevation per AMC 17.060.390.

See Sheet 5 (Grading Plan) and Sheet 9 (Cross Sections) of the civil plans attached.

Please note, that in addition to the items above, there are also additional revisions requested per my 1-29-19 email noted below. All this information needs to be resubmitted, reviewed, and deemed copacetic by city staff before we can continue processing your application. When resubmitting, please submit as a whole and not in piecemeal. Please provide us with **3 copies of all full sized plan sheets and one reduced at 11" X 17"**. Additionally please respond in writing as to how each of the items above (& below) are being met. Lastly, please provide an electronic copy of all items resubmitted /revised either on a flash drive or CD. Please note, that the 120-day clock remains stopped as noted below. If you have any questions, please let me know. Thank you Al.

Kevin Cricchio, AICP, ISA, WPIT | Senior Planner | Certified Arborist
Planning, Community & Economic Development Dept.
City of Anacortes | P.O. Box 547 | 904 6th Street | Anacortes, WA 98221
360.293.1937 (work) | kevinc@cityofanacortes.org | www.cityofanacortes.org

My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56.

From: Cricchio, Kevin

Sent: Tuesday, January 29, 2019 9:16 AM

To: 'al@portalishomes.com' <al@portalishomes.com>; 'John Semrau' <john@semrau.com>; 'Robert Bailey' <edisonengin@gmail.com>

Cc: Lange, Steve <stevel@cityofanacortes.org>; Measamer, Don <don@cityofanacortes.org>; Frisinger, Rob <robf@cityofanacortes.org>; Kennedy, Jack <jackk@cityofanacortes.org>; Nemeth, Terry <nemetht@cityofanacortes.org>; Lunsford, Jonn <Jonnl@cityofanacortes.org>

Subject: Ferry Terminal Road; 20 Unit Development; CUP, 6-Lot Short Plat, & SEPA Review; CUP-2018-0002

1-29-19

RE: Ferry Terminal Road; 20 Unit Development; CUP, 6-Lot Short Plat, & SEPA Review; CUP-2018-0002

Hi Al. We met yesterday afternoon regarding your proposed development. To summarize the meeting some additional information is needed. The additional information /revisions needed are as follows:

1. You confirmed verbally that you would like both your proposed conditional use permit and 6 lot short plat to be reviewed and processed concurrently per AMC 19.20.060. This means that both the CUP and the short plat go before the Planning Commission for a recommendation on the matter followed by City Council for a decision on the matter.

Agreed.

2. I sent you an email on 1-25-19 stating that your projects [CUP, short plat, & SEPA] 120-day clock was stopped pending receipt, review, and approval of items requested. Please note however that this was already done per Kait's August 14, 2018 letter to you. The 120-day clock for project review & processing remains stopped to this day pending city receipt, review, and approval of the items listed hereafter and to be discussed in the February 7, 2019 meeting to be had.

Noted.

3. A 6 –lot short plat is proposed. All short plats must include the items listed on the short plat checklist which can be found here. Additionally, the short plat map must also include a dedication statement, owner signature and notary block per pages 4-6 of this checklist. The short plat map needs to be drawn to scale, with dimensions and be shown verbatim to said checklist.

We are submitting for a 9-lot short plat. The items listed in the short plat checklist are included with the CUP submission and the dedication statement, signature and notarization is on the short plat map.

4. Please note, following preliminary short plat approval by city council, you will have 5 years to put in all required improvements and comply with all conditions of approval before applying for final short plat approval. Final short plat submittal and city approval is required before building permits can be issued.

Noted.

5. We need 3 large copies of the most current plans. The plans need to show all existing & proposed right of ways /dedications, proposed structures, proposed lot lines, distances listed from proposed structures, setbacks from lot lines, critical areas/ buffers/ and setbacks.

Noted and submitted herewith.

6. Your grading plan map must show both existing + proposed elevations.

Noted and submitted.

7. Average original elevation needs to be shown on architectural elevations and how you are complying with the maximum permitted height in the underlying CM Zone. What is proposed square footages for each unit?

See Sheet 9 of the civil plans.

We are currently planning two distinct models. Lots 1, 2, 4, 5 and 6 will be wider (56') than the units on lots 6, 7 and 9 (51').

The lower levels (daylight basements) of the units will 4 feet narrower than the upper levels which will be cantilevered by 2 feet over the side foundation walls of the lower units.

The wider units will be approx 1000 sq ft on the lower level and 1200 sq ft on the main level. The narrower units will be approximately 100 sq ft smaller on each level and will likely have a 600+/- sq ft loft.

8. The geotechnical setback/buffer needs to be shown both on the subject short plat map + development plans and how you are complying with this requirement. Additional geotechnical items may be required based on this upcoming February 7, 2019 meeting with city staff.

See response above.

9. On the short plat map, show the location of the proposed stormwater vault on lot #3.

Done.

10. Both your short plat map and development drawings /plans need to include zoning & density calculation which includes: Underlying Zone, Net Acreage, Gross Acreage, Zone's Maximum Density, Density Calculation, & Lots /Dwelling Units Proposed.

That information was not included on the plans however the information below is included in the Project Narrative. Hopefully that will suffice.

Zoning:

The subject property is bound on the south and west sides by City right-of-way (Park Ave and Ridgeway respectively, both unimproved) and on the east side by State Highway 20 Spur (Ferry Terminal Road). The site is in the CM zone. The allowed density in the CM zone is 28 units per gross acre which includes the net area of the site plus ½ of the abutting streets right-of-way (ROW). The calculation for the gross area is as follows:

CITY / STATE ROW	ROW LENGTH	ROW WIDTH	1/2 ROW	SQUARE FOOTAGE
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Add	1/2 Street Dedication (6205' / 2)			3,102
Add	Net site area - SQ FT (AFTER DEDICATION)			96,507
TOTAL GROSS AREA - SQ FT				143,109
GROSS ACRES (43,560 SQ FT PER ACRE)				3.285
ALLOWED DENSITY (28 UNITS / GROSS ACRE)				Units 92

CONCLUSION - THE MAXIMUM DENSITY HAS NOT BEEN EXCEEDED

11. According to your tree preservation plan, all existing trees will be removed. Therefore, per AMC Chapter 16.50 one tree unit credit is required for each 1,000 SQ of land area. Please show how you are complying with on our landscape plan. Each tree planted must be a minimum of 1.5" measured at DBH at time of planting. How is this being met?

See the Landscape Plan submitted herewith.

12. On your development plans, clearly show existing & proposed lots lines (based on proposed 6-lot short plat), the location of proposed buildings, and how setbacks are being met.

See Sheet 4 of the civil plans submitted herewith.

13. The landscape plan needs to show a minimum of a 10-foot-wide planting area along all street frontages. Trees shall be planted at 30 feet apart with ground cover and shrubs used liberally. This needs to be graphically shown on your plans. Fifteen (15) percent of the gross site needs to be landscaped and shown on the landscape plan. Landscaping in the city right-of-way is addressed in AMC 17.41.020(H), *"In addition to the planting area required in subsection D of this section, landscaping of excess (unused) street and alley rights-of-way and/or stormwater detention facilities is encouraged. Up to fifty percent of the on-site landscaping requirement can be satisfied by landscaping excess street right-of-way or detention facilities, including open stormwater conveyance swales, if landscaped and maintained. Excess right-of-way is defined as the area of an undeveloped alley or street right-of-way, or the area between the property line and the street pavement, whether or not it contains a sidewalk."* How are these items being met? Additionally, the landscape plan also needs to include proposed shrubs, ground cover, etc. –not just trees.

See the Landscape plan submitted herewith.

14. The landscape plan needs to identify and show the proposed landscape screen to the adjacent R2 Zone located to the south and west. How are you complying with AMC 17.41.040 regarding said screening?

See the Landscape plan submitted herewith.

15. What type of irrigation of landscaping is proposed? Show this on the landscape plan.

See the Landscape plan submitted herewith.

16. In the underlying Commercial Marine (CM) Zoning District, multi-family uses are permitted with an approved Conditional Use Permit. AMC 17.21.040 states, "Multifamily units provided that it can be demonstrated that the uses will not weaken the district's tourist or marine-oriented purpose, nor diminish the marine values inherent in the district such as physical and visual

access to waterways and shoreline—multifamily units that are part of a mixed-use development incorporating commercial marine uses are preferred.” How is this being met?

See Item 2 – Criteria for Approval – on the Thumb Drive included with this submission.

17. Once these items above (and discussed in February 7, 2019) meetings are satisfied, the associated 120-shot clock for development review and processing will start again. Staff will inform you of this either in an email or a letter.

Noted.

18. Once the 120-clock begins again, a “Revised Notice of Application & SEPA Optional DNS” will need to be issued [published, posted onsite, and mailed to neighboring landowners located within 300’ of the subject parcels] to include your proposed 6 lot short plat. This most likely will include a new 21-day comment period associated with the subject CUP, short plat, & SEPA review.

Noted.

19. Please note that the city is currently undergoing a major code rewrite to the municipal code (zoning, etc.). Your subject conditional use permit will not vest you to the current /existing code. The only way to vest you to current /existing code before proposed changes will/may go into effect is by submitting complete building permit applications before the proposed code goes into effect. We anticipate city council to adopt the new code sometime in March of 2019.

Noted. Clearly completed building permit applications won’t be submitted prior to the new code comes into effect.

20. In the CM Zone, conformance with basic design standards per AMC 17.21.110 is required. How are you going to comply with this? Show graphically and in writing.

We would like further clarification on this item. Our application was originally submitted in May 2018 and deemed complete on July 6, 2018. The basic site (streets / sidewalks) design has not materially changed from the current submission. The proposed design and elevations were included as part of the presentation during the Neighborhood Meeting held on November 15, 2017 and, although not finalized, have not changed either. Would we be grandfathered to the code prior to the adoption of the AMC 17.21.110?

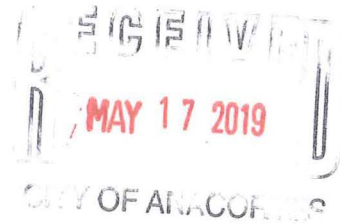
When submitting revisions for the items listed above, please provide us with **3 copies of all full-sized plan sheets and one reduced at 11” X 17”**. Additionally, please respond in writing as to how each of the items above are being met. Lastly, please provide an electronic copy of all items resubmitted /revised either on a flash drive or CD. If you have any questions, please let me know. Thank you, Al.,

Submitted herewith are:

- **3 full-sized copies of the plan sheets**
- **2 sets reduced at 11”x17”**
- **A Thumb Drive of our complete submission.**
- **Cultural Resources Report – 3 copies**
- **SEPA Environmental Checklist – 3 Copies**
- **Project Narrative – 3 copies**

CALWEST Inc.

**4819 Portalis Way
Anacortes, WA 98221**



May 8, 2019

Proposed 9 Lot Short Plat and 18 Unit Multi-family Development Skagit County Parcels 58123 and 58124 Ferry Terminal Road, Anacortes, WA, 98221

Development Overview

Calwest Inc., incorporated in the State of Washington and owned by Allan Schroeder, is planning an 18-unit multi-family residential condominium community (**9 duplexes**) on the subject site. The proposed development, (currently unnamed) is located south and upland from the WSDOT ferry terminal and the former Charlies Restaurant and west of and adjacent to Ferry Terminal Road.

This Application proposes that the 2.26-acre site, currently zoned Commercial Marine (to be rezoned to Mixed Marine Use), be re-platted into 9 lots. (See the Site Plan attached). The site will be accessed from Ferry Terminal Road to its south boundary onto Park Avenue (unimproved) and border Ridge Way Street (also unimproved) on the site's west side. Ten and one-half feet (10.5') of the site's south border will be dedicated to the City to broaden Park Avenue from 30 to 40.5 feet. Park Ave along with a portion of Ridge Way is proposed to be improved as part of the site development under a Conditional Use Permit (CUP).

Considering that this Short Plat Application will be reviewed and processed concurrently with the CUP, all the submittal requirements of the Preliminary Short Plat are included with, and form part of, the CUP application.

The site's underlying Commercial Marine (CM) Zoning District permits multi-family uses with an approved Conditional Use Permit. AMC 17.21.040 states *"Multifamily units provided that it can be demonstrated that the uses will not weaken the district's tourist or marine-oriented purpose, nor diminish the marine values inherent in the district such as physical and visual access to waterways and shoreline —multifamily units that are part of a mixed-use development incorporating commercial marine uses are preferred."* The Applicant's response is as follows:

- for the past 8 to 10 years, as evidenced by the area's two failed / deteriorating restaurants and ferry parking as the area's primary land use, there has not been any serious interest in commercial or marine development of this property or the adjoining lands. However, on February 28, 2018 the Charlies Restaurant site changed ownership and it is our understanding the new owners – Salish Sea Marketplace LLC – have been formulating redevelopment plans for that site.

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- The proposed development, due to its location and sloping terrain, will not impair or impede physical or visual access to waterways and shorelines and accordingly will not diminish marine values in the district. The Applicant believes the development could enhance values and possibly prompt future marine related development in the area. A restaurant / pub would be a welcome addition in the area.
- The site's sloping terrain does not lend itself well to commercial development. Its highest and best use is multifamily units.
- Applicant believes the development, with its expansive windows, decks, contemporary exterior elevations / architecture and professional landscaping, will create a dramatic visual impression for visitors arriving or departing the island by ferry.
- A separate letter addressing **Criteria for Approval – AMC 17.21.040 and AMC 19.36.040** is submitted with this Application.

A brief history is as follows:

- A Pre-Application Conference was held on November 15, 2016 regarding a proposal to apply for a Conditional Use Permit to build **10 duplexes**. Based on the written comments from Planning and Public Works the Applicant proceeded with the engineering and other studies required (1) as part of the Applicant's due diligence prior to committing to purchase the site and (2) for purposes of the requirements of the CUP application.
- Calwest Inc. acquired the property on September 1, 2017.
- A Neighborhood Meeting was held on November 15, 2017 at the Anacortes Senior Center. The proposal presented at the time was to build 10 duplexes (20 units).
- On May 16, 2018 an application was submitted for a CUP.
- On June 22, 2018 requested revisions to the Application were received by the Anacortes PCED Department.
- The resubmittal was **deemed complete on July 6, 2018** confirmed by letter dated July 25, 2018 (copy attached).
- A Notice of Application was published in the Anacortes American on July 25, 2018. The comment period was to August 10, 2018 at 5:00 p.m.

Proposed 9 Lot Short Plat and 18 Unit Multi-Family Development
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- Notices were mailed to property owners within 300 feet of the subject property and to those participants in the neighborhood meeting who requested to be a party of record. Further, notices were posted on site.
- On August 14, 2018 City Planning requested further information. A detailed response was submitted on August 31, 2018. (see attached) with revised site plans submitted on November 16, 2018.
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- On April 15, 2019, based on additional information submitted by the Applicant's geotechnical engineer, the City's third party geotech reviewer submitted a letter to City Planning concluding that "the factors of safety achieved are reasonable at the margins of the structures" for the proposed reduced buffer from 50' to 25'. Accordingly, the Applicant's site plans were updated to reflect the 25' buffer and the 18 residential units.
- As part of the revised submittal, the short plat was changed to 9 lots from the 6 lots originally proposed.

As mentioned above, the Applicant believes this project will be a catalyst to spur further transformation of the adjacent underutilized properties to generate economic and public benefit. Anacortes residents and ferry travelers recall the vibrancy of the former Charlies and Billy Ray's restaurants, and more recent homeowners on the west end, and most would be supportive of a revival of those or similar amenities for their enjoyment and convenience.

The Concept

While the development is not intended to be age restricted, the Applicant believes that with the Anacortes's expanding seniors' population and the influx of retirees from other parts of the country, many older adults want, and need, a home and community that allows them to age in place. Accordingly, the focus of this maintenance free community will be to design the units towards those that might have mobility needs from aging or other health issues. All units will be accessible by level, no-step entrances and most will

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offer full main-floor living that will allow them to live within a safe, connected and digital lifestyle for years to come.

Due to site conditions, all the units will have daylight basements and the narrower designs (lots 7, 8 and 9) may have lofts. The designs will allow for optional elevators and / or stair lifts for maximum accessibility to all levels of the home. Of course, the additional space will be convenient for guests, other family members or live-in caregivers.

Plan Details

Villa Details:

- 18 condominium / duplex villa units – see attached preliminary renderings.
- all the homes will be level-entry / main-floor living with daylight basements and possibly lofts on the narrower units.
- Spacious decks / patios / expansive windows
- Two car garages with 20' driveways and ample parking.
- Two (2) or more distinct floor plans.
- Modern / contemporary architecture and exterior finishes – site and unit renderings are a representation only and are subject to change.

Estimated Heights & Preliminary Elevations

Attached are renderings of the **preliminary** elevations and heights of the proposed condominium units. They are as follows:

1. Single level duplexes with daylight basements - front and rear views (2 pages).
2. Single level duplexes with side elevations and estimated heights (1 page).
3. Two story duplexes with daylight basements - front and rear views (2 pages).
4. Single level duplex with side elevation and estimated heights (1 page)

The elevations and heights are subject to change but will be within the 35-foot maximum allowed height in the CM zone. Sheet C9 of the engineering plans submitted shows cross-sections of the proposed units at two locations on the site.

Phasing Plan & Buildout

Time Line and Phasing - as always, the market will determine the speed with which the project can be completed.

The applicant will offer at least 2 different unit designs of which each will initially be built on spec for sale and/or model home purposes. We anticipate that spec units will continue to be built in advance of sales until sell out.

The first single level units will be built at or near the entrance to the site and the first two story units at or towards the southwest portion of the site.

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The project will be an "expandable" condominium whereby lots and units will be added to the condominium as they are completed. The lots are shown on the short plat / replat submitted in conjunction with this CUP application.

Preliminary CC&R's

The condominium will be established in accordance with the recently enacted Washington Uniform Common Interest Ownership Act and will be managed by a licensed property management company.

The Covenants, Conditions and Restrictions (CC&R's) will be similar to the Portalis CC&R's. Some of the restrictions will likely include the following:

- The units shall be restricted to residential uses and home offices.
- The units shall not be used, decorated or adorned inconsistent with the rules of the Association as adopted from time to time.
- No sign shall be displayed to public view on or from any unit.
- Except for usual household pets, no animals, livestock or poultry shall be kept of bred in or about any unit. No pets shall unreasonably interfere with the reasonable use and enjoyment of any other unit. Pets shall always be physically restrained, and pet excrement shall be immediately picked up by the owner of the pet and properly and sanitarily disposed of.
- No part of the common elements shall be obstructed, impeded or otherwise used for keeping things by any person except as otherwise permitted by the Association.
- All leases or rental agreements made for any unit shall be in writing and shall be leased for a period of not less than six months.
- No person shall engage in any activity or shall allow any condition in the condominium which activity or condition shall unreasonably interfere with or disturb the quiet use and peaceful enjoyment of any unit, any part of the common elements or the immediate neighborhood.
- No part of the common elements shall be used for any unlawful purpose.
- Vehicle parking shall be restricted to owners and guest vehicles that are used for daily use. No recreational vehicles, campers, motorhomes, business vans/vehicles, etc. will be allowed to park on the site except for loading / unloading.

Size:

- The two parcels comprise a total of 2.26 acres (2.21 acres net of ROW dedication) exclusive of City of Anacortes street right of way.

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Zoning:

The subject property is bound on the south and west sides by City right-of-way (Park Ave and Ridgeway respectively, both unimproved) and on the east side by State Highway 20 Spur (Ferry Terminal Road). The site is in the CM zone. The allowed density in the CM zone is 28 units per gross acre which includes the net area of the site plus 1/2 of the abutting streets right-of-way (ROW). The calculation for the gross area is as follows:

CITY / STATE ROW	ROW LENGTH	ROW WIDT H	1/2 ROW	SQUARE FOOTAG E
Park Ave - 60' section	185'	60'	30'	5,550
Park Ave - 30' section	280'	30'	15'	4,200
Ridgeway	265'	60'	30'	7,950
Ferry Terminal Rd	430'	120'	60'	25,800
	1/2 of Abutting ROW - TOTAL SQUARE FT.			43,500
Add	1/2 Street Dedication (6205' / 2)			3,102
Add	Net site area - SQ FT (AFTER DEDICATION)			96,507
TOTAL GROSS AREA - SQ FT				143,109
GROSS ACRES (43,560 SQ FT PER ACRE)				3.285
ALLOWED DENSITY (28 UNITS / GROSS ACRE)			Units	92
PROPOSED DENSITY			Units	18
CONCLUSION - THE MAXIMUM DENSITY HAS NOT BEEN EXCEEDED				

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Access and Streets:

- The site will be accessed from a dedicated entry at Ferry Terminal Road and Park Avenue (unimproved) constructed to current street code and safety standards.
- 24' city perimeter streets (Park Ave and Ridgeway) with 5' sidewalk on interior side.
- A 20' wide private lane with 5' sidewalk.
- Retaining wall along a portion of Park Ave to separate and protect adjoining properties.
- Due to a previous vacation of half of the ROW on Park Ave, the developer will dedicate to the City a strip of land 10.5 feet wide along Park Ave to accommodate construction of the street, sidewalk and retaining wall.
- The public and private "No Exit" loop roads will discourage through traffic.
- The streets will comply with Fire Department requirements with respect to grade, width, fire hydrants, and accessibility.
- Sidewalk and landscaping along the site's Ferry Terminal Road frontage.

Storm:

- Storm water management will comprise of a retention vault for quality filtration and quantity release.
- The covered storm water vault will feature a public landscaped garden deck. The exposed vault wall will be architecturally faced and softened with landscaping and signage along Ferry Terminal Road exposure.
- A comprehensive **Storm Water Analysis** has been prepared by the applicant's professional engineers and peer reviewed by the City's outside consultants.

Sewer:

- The plans propose individual macerator (grinder) pumps within each dwelling connected to a low head force main sewer line terminating at a manhole at the crest on Park Ave. A gravity main would extend from the manhole west along Park Ave to the alley of Block 16 and terminating at Sunset. Another option might be to locate the gravity main on south Park Ave towards Sunset Avenue.

Water:

- The water main on Ferry Terminal Road will be the source for the site's water supply.

Landscaping and Views:

- Professional / generous street, entry and common area landscaping.
- Perimeter pedestrian trail connecting to Ferry Terminal Road.
- Minimal or no view impairment for neighboring homeowners. Most views will be enhanced.

Other:

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In addition to the above, the applicant has engaged professional consultants to provide the following reports:

- Access Feasibility
- Critical Area Report
- Geotechnical Report
- Traffic Impact Analysis
- Tree Preservation Plan
- Landscape and Irrigation Plans
- Archeological Report

Further a Neighborhood meeting was held on November 15th, 2017.

Thank you for your consideration of this application.

Kind regards

A handwritten signature in cursive script, appearing to read "A. Schroeder".

Allan Schroeder

President, Calwest Inc.



MAY 17 2019



LAND USE

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants: [\[help\]](#)

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

The checklist questions apply to all parts of your proposal, even if you plan to do them over a period of time or on different parcels of land. Attach any additional information that will help describe your proposal or its environmental effects. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Use of checklist for nonproject proposals: [\[help\]](#)

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. BACKGROUND [\[help\]](#)

1. Name of proposed project, if applicable: [\[help\]](#)

Brentwood (TBD - Preliminary only)

2. Name of applicant: [\[help\]](#)

Calwest Inc., Incorporated in the State of Washington

3. Address and phone number of applicant and contact person: [\[help\]](#)

4819 Portalis Way, Anacortes, WA 98221 (360) 202-6145 - Allan Schroeder, President
al@portalishomes.com.,

4. Date checklist prepared: [\[help\]](#)

November 22, 2017, Revised on May 7, 2019

5. Agency requesting checklist: [\[help\]](#)

City of Anacortes

6. Proposed timing or schedule (including phasing, if applicable): [\[help\]](#)

2019 if feasible - no phasing. Construction will progress in an orderly manner, likely commencing at east end of Park Avenue and progressing westward.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. [\[help\]](#) No

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. [\[help\]](#)

See attached Schedule A.

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. [\[help\]](#) No.

10. List any government approvals or permits that will be needed for your proposal, if known. [\[help\]](#)

City of Anacortes permits - CUP, Preliminary plat, Final plat, Clearing and Grading, Short Plat, NPDES Construction Stormwater Permit, Access Permit - WSDOT, Forest Practices and Conversion Permit - Washington Dept. of Natural Resources

11. Give brief, complete description of your proposal, including the proposed uses and the size of the project and site. There are several questions later in this checklist that ask you to describe certain aspects of your proposal. You do not need to repeat those answers on this page. (Lead agencies may modify this form to include additional specific information on project description.) [\[help\]](#)

Residential condominium development of 18 units comprised of nine (9) duplexes on 2.22 acres in CM zone. Forest Practice Conversion of 2.36 acres.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of the project, including a street address, if any, and section, township and

range, if known. If a proposal would occur over a range of area, provide the range or boundaries of the site(s). Provide a legal description, site plan, vicinity map, and topographic map, if reasonably available. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist. [\[help\]](#)

No site address. Skagit County Parcels P58123 and P58124. Section 22, Township 35 North, Range 1 E, WM

B. ENVIRONMENTAL ELEMENTS [\[help\]](#)

- a. ^{Earth} 1. General description of the site [\[help\]](#)
(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____
Sloping 12 - 15% south to north.
- b. What is the steepest slope on the site (approximate percent slope)? [\[help\]](#) 50%- 60% on north boundary for which a 25' buffer is proposed which according to the geotechnical engineer, is adequate.
- c. What general types of soils are found on the site (for example, clay, sand, gravel, peat, muck)? If you know the classification of agricultural soils, specify them and note any agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils. [\[help\]](#) Mostly sand and gravel, some glacial till, topsoil is brown sandy loam
- d. ^{No} Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe
- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill. [\[help\]](#)
Clear and grub - 102,712 SF, Site grading & cut to fill 4500 CY, Excavation export - 3300 CY (no import anticipated), Gravel road base - 8" 1450 Ton, Top course 4" - 780 Ton.
- f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. [\[help\]](#)
Erosion and runoff protection will be implemented.
- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? [\[help\]](#)
36% impervious coverage by buildings and 40% impervious coverage when including the detention vault.
60% total impervious coverage.
- h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: [\[help\]](#)

Implement a Storm Water Pollution Prevention Plan supervised and documented daily by a Certified Erosion & Sediment Control Supervisor. See the Erosion Control Plan (Sheet C-3) of the Engineering Plans submitted with this Application.
Avoidance - Including but not limited to, sand bag check dams, silt fencing, temporary sediment pond, spill rock on access driveways, catch basin silt socks as required, mulching, plastic covers, hydro seeding when construction is substantially complete, moistening exposed earth to prevent dust erosion.

2. Air

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known. [\[help\]](#)

Dust and equipment noise during site construction. Some asphalt odor during street paving. General construction noise during construction of residences.

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. [\[help\]](#) None Known.

c. Proposed measures to reduce or control emissions or other impacts to air, if any: [\[help\]](#)

Watering or moistening disturbed, dusty soil, recycling solid waste.

3. Water

a. Surface Water: [\[help\]](#)

1) Is there any surface water body on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds, wetlands)? If yes, describe type and provide names. If appropriate, state what stream or river it flows into. [\[help\]](#)

None on or in immediate vicinity. Site is tributary to Ship Harbor and Guemes Channel. Ship Harbor is a Category 1 wetland.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans. [\[help\]](#) No

3) Estimate the amount of fill and dredge material that would be placed in or removed from surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material. [\[help\]](#) N/A

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No.

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan.

[\[help\]](#)

No.

6) Does the proposal involve any discharges of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge. [\[help\]](#)

No.

b. Ground Water:

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known. [\[help\]](#)

No.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve. [\[help\]](#)

None.

c. Water runoff (including stormwater):

- 1) Describe the source of runoff (including storm water) and method of collection and disposal, if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe. [\[help\]](#)

All roof and street runoff will be directed to the Water Quality and Detention Vault.

- 2) Could waste materials enter ground or surface waters? If so, generally describe. [\[help\]](#)

No.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

No.

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:

BMP T10.20 wetvaults, Landscaping and Conventional Water Quality and Detention Vault.

4. Plants [\[help\]](#)

- a. Check the types of vegetation found on the site: [\[help\]](#)

☒ deciduous tree: alder, maple, aspen, other

☒ evergreen tree: fir, cedar, pine, other

☒ shrubs

☒ grass

☐ pasture

☐ crop or grain

☐ Orchards, vineyards or other permanent crops.

☐ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other

_____ water plants: water lily, eelgrass, milfoil, other
_____ other types of vegetation

- b. What kind and amount of vegetation will be removed or altered? [\[help\]](#)

The area will be substantially cleared and re-landscaped after site work and condominium units are completed.

- c. List threatened and endangered species known to be on or near the site. [\[help\]](#)

None

- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: [\[help\]](#)

Lawns, planting beds, street trees, irrigation, etc.

- e. List all noxious weeds and invasive species known to be on or near the site.

Blackberry, English ivy

5. Animals

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site. Examples include: [\[help\]](#)

birds: hawk, heron, eagle, songbirds, other: songbirds

mammals: deer, bear, elk, beaver, other: deer

fish: bass, salmon, trout, herring, shellfish, other: None

- b. List any threatened and endangered species known to be on or near the site. [\[help\]](#)

None

- c. Is the site part of a migration route? If so, explain. [\[help\]](#)

No.

- d. Proposed measures to preserve or enhance wildlife, if any: [\[help\]](#)

None

- e. List any invasive animal species known to be on or near the site.

None.

6. Energy and natural resources

- a. What kinds of energy (electric, natural gas, oil, wood stove, solar) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, etc. [\[help\]](#)

Electric and natural gas for appliances. Possible solar ready construction for the planned residential units.

- b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. [\[help\]](#)

No.

- c. What kinds of energy conservation features are included in the plans of this proposal?

List other proposed measures to reduce or control energy impacts, if any: [\[help\]](#)

Considering solar-ready construction, charging stations for electric vehicles, "smart-home" technology, mini-split heating and cooling. Considering other construction methods, to reduce waste and increase energy efficiency.

7. Environmental health

- a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste, that could occur as a result of this proposal? If so, describe. [\[help\]](#) No

- 1) Describe any known or possible contamination at the site from present or past uses.

None.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

None.

- 4) Describe special emergency services that might be required.

None.

- 5) Proposed measures to reduce or control environmental health hazards, if any:

Dust and erosion controls as required.

b. Noise

- 1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? [\[help\]](#)

None.

- 2) What types and levels of noise would be created by or associated with the project on a short-term or a long-term basis (for example: traffic, construction, operation, other)? Indicate what hours noise would come from the site. [\[help\]](#)

Site work and related noise from machinery and home construction activity.

- 3) Proposed measures to reduce or control noise impacts, if any: [\[help\]](#)

Restrict construction activity to working hours allowed by law.

8. Land and shoreline use

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe. [\[help\]](#)

The site is currently vacant. Residential homes directly to the south. The site fronts Ferry Terminal Rd to the east, Vacant R2 lots to the west and vacant land / parking lot to the north. The proposal will not affect the land use of the adjacent properties.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. No.

How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to non-farm or non-forest use? [\[help\]](#) None.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how: No.

- c. Describe any structures on the site. [\[help\]](#)

None

- d. Will any structures be demolished? If so, what? [\[help\]](#)

N/A

- e. What is the current zoning classification of the site? [\[help\]](#)

Commercial Marine

- f. What is the current comprehensive plan designation of the site? [\[help\]](#)

Mixed Marine Use

- g. If applicable, what is the current shoreline master program designation of the site? [\[help\]](#)

N/A.

- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. [\[help\]](#) A portion of the site (north-east corner) has a steep slope.

- i. Approximately how many people would reside or work in the completed project? [\[help\]](#)

Approximately 45 people would reside in the completed community based on 2.5 people per dwelling.

- j. Approximately how many people would the completed project displace? [\[help\]](#)

None.

- k. Proposed measures to avoid or reduce displacement impacts, if any: [\[help\]](#)

N/A

- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: [\[help\]](#)

Residential use is conditionally allowed in the CM zone.

- m. Proposed measures to ensure the proposal is compatible with nearby agricultural and forest lands of long-term commercial significance, if any:

N/A

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. [\[help\]](#)

Eighteen (18) units. Middle income housing.

- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. [\[help\]](#)

None

- c. Proposed measures to reduce or control housing impacts, if any: [\[help\]](#)

None.

10. Aesthetics

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed? [\[help\]](#)

Most units will likely be one story structures with a daylight basement. Some with second stories or lofts - maximum height not to exceed 35 feet. Exterior building material will be a cement board product, stucco, metal, wood / shake accents, cultured stone, metal or asphalt roofing.

- b. What views in the immediate vicinity would be altered or obstructed? [\[help\]](#)

Perhaps some **partial** view obstruction for one or two southerly neighbors. Most views will be enhanced.

Proposed measures to reduce or control aesthetic impacts, if any: [\[help\]](#)

The community will be master planned to ensure cohesive architecture, amenities, landscaping, and maintenance.

11. Light and glare

- a. What type of light or glare will the proposal produce? What time of day would it mainly occur? [\[help\]](#)

None.

- b. Could light or glare from the finished project be a safety hazard or interfere with views? [\[help\]](#)

No.

- c. What existing off-site sources of light or glare may affect your proposal? [\[help\]](#)

None.

- d. Proposed measures to reduce or control light and glare impacts, if any: [\[help\]](#)

None.

12. Recreation

- a. What designated and informal recreational opportunities are in the immediate vicinity? [\[help\]](#)

Perimeter trail will connect the site to Ferry Terminal Road and future amenities. Pedestrian and garden deck over the storm water vault.

- b. Would the proposed project displace any existing recreational uses? If so, describe. [\[help\]](#) **No.**

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: [\[help\]](#) None required.

13. Historic and cultural preservation

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers located on or near the site? If so, specifically describe. [\[help\]](#) There are no buildings or structures on the site.

There are no buildings, structures or sites identified on the WIZZARD at the DAHP web site in the vicinity of the project.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation?

This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources. [\[help\]](#) A Historic and Cultural Resource Assessment / Study has been performed by professional archaeologists engaged by the Applicant.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc. [\[help\]](#)

A Cultural Resource Assessment was performed with a report dated April 5, 2019. The findings were that no cultural resources would be affected by this project.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Should archaeological materials (e.g. bones, shell, stone tools, beads, ceramics, old bottles, hearths, etc.) or human remains be observed during project activities, all work in the immediate vicinity will stop. The State Department of Archaeology and Historic Preservation (360-586-3065), the County/City planning office, the affected Tribe(s) and the county coroner (if applicable) will be contacted immediately in order to help assess the situation and determine how to preserve the resource(s). Compliance with all applicable laws pertaining to archaeological resources (RCW 27.53, 27.44 and WAC 25-48) is required. Failure to comply with this requirement could constitute a Class C Felony.

14. Transportation

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any. [\[help\]](#)

The site will be accessed from Ferry Terminal Road via a new entrance built to current road design and safety standards approved by the City of Anacortes and WSDOT.

- 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? [\[help\]](#) No. The nearest transit stop is at the WSDOT ferry terminal.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? [\[help\]](#)

Each home would have 2-car garages and a 20 foot wide driveway for off-street parking. No parking spaces are eliminated. Approximately four parking spaces are planned for street parking on Park Avenue.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private). [\[help\]](#)

No.

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. [\[help\]](#) No.

f. How many vehicular trips per day would be generated by the completed project or proposal?

If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and non-passenger vehicles). What data or transportation models were used to make these estimates? [\[help\]](#)

Only 18 residential units are proposed. However, pursuant to the Traffic Impact Analysis dated July 2017, 20 residential units were estimated to generate 116 daily trips - 9 AM and 10 PM peak hour trips in the 2020 horizon year.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe. No.

h. Proposed measures to reduce or control transportation impacts, if any: [\[help\]](#) N/A

15. Public services

a. Would the project result in an increased need for public services (for example: fire protection, police protection, public transit, health care, schools, other)? If so, generally describe. [\[help\]](#)

Not likely.

b. Proposed measures to reduce or control direct impacts on public services, if any. [\[help\]](#)

N/A

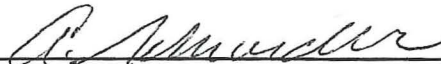
16. Utilities

a. Circle utilities currently available at the site: [\[help\]](#)
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other Electricity, natural gas, water, refuse service, telephone. Anticipate fiber optic / cable.b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed. [\[help\]](#)

All utilities required for the site are accessible nearby. Anticipate adding fiber optic.

C. SIGNATURE [\[HELP\]](#)

I certify (or declare) under penalty of perjury under laws of the State of Washington that the above answers are true and complete to the best of my knowledge. I understand that the lead agency is relying on them to make a decision.

Signature: 

Name of signee Allan Schroeder

Position and Agency/Organization President, Calwest Inc.

Submitted on June 21, 2018, re-submitted on November 20, 2018 and on May 7, 2019.

CALWEST Inc.

**4819 Portalis Way
Anacortes, WA 98221**

May 6, 2019

City of Anacortes
Planning, Community and Economic Development
904 6th Street
Anacortes, WA 98221

Attention: Don Measamer, Planning Director

Re: Proposed 18 Unit Condominium Project at P58123 and P58124, Anacortes, WA

Criteria for Approval – AMC 17.21.040 and AMC 19.36.040

The Applicant, Calwest Inc., is proposing to develop Parcels 58123 and 58124 on Ferry Terminal Rd. south of the former Charlies Restaurant. The proposal is to build 18 residential units in a paired (duplex) format.

The Applicant, by addressing the items below, will show that the proposed site use would be consistent with the criteria for AMC 17.21.040 and AMC19.36.040:

AMC 17.21.040 - *Conditional uses in a CM district shall be as follows: - B. Multifamily units provided that it can be demonstrated that the uses will not weaken the district's tourist or marine-oriented purpose, nor diminish the marine values inherent in the district such as physical and visual access to waterways and shoreline—multifamily units that are part of a mixed-use development incorporating commercial marine uses are preferred;*

The site, located west of Ferry Terminal Road, is relatively steep and not well suited for marine or tourist-oriented uses. It is best suited for multi-family development. The proposed development with its sloping terrain will not impair physical or visual access to waterways and shorelines and accordingly will not diminish marine values of adjoining properties in the district. The Applicant believes the development could be a catalyst for future marine related development in the area and create a dramatic first impression of Anacortes for visitors arriving or departing the island by ferry. Incorporating commercial marine uses is not appropriate for a primarily residential development and is best left for the adjoining properties zoned CM.

Criteria for Approval – AMC 19.36.040
June 20, 2018 and Updated May 2019

AMC 19.36.040

1. The use would comply with any specific requirements for the conditional use specified elsewhere in this code;

- The site is 2.26 acres zoned Commercial Marine. The number of proposed residential units is approximately 8 per net acre whereas the zoning allows for a maximum of 28 per gross acre. The proposed impervious site coverage by buildings is 36%, less than the maximum 50% allowed in the CM zone. Building heights will not exceed 35 feet.

2. Access to the site is appropriate considering the anticipated volume of traffic resulting from the use;

- A new entrance to the site from Ferry Terminal Road will be constructed to City and WSDOT design and safety standards. An independent professional Traffic Study (for 20 units vs the 18 proposed) has been prepared to confirm that access to the site is appropriate considering the anticipated low volume of traffic generated by the proposed project.

3. Off-street parking and loading facilities are adequate in terms of location, amount, and design to service the use;

- We propose the residential units to have two interior parking spaces and each unit will have two exterior (driveway) parking spaces. There will be a minimum of 4 additional parking spaces on Park Avenue.

4. The amount and location of open space and the provision of screening is such that buffering of incompatible uses is achieved;

- The proposed residences are **not incompatible** with the surrounding uses however retaining walls and street landscaping will provide enough buffering from adjoining properties and Ferry Terminal Rd.

5. The location and intensity of outdoor lighting is such that it does not cast light on adjacent, adjoining, or neighboring properties;

- Outdoor lighting will consist of unit entrance lights and streetlights that are shielded from neighboring homes.

6. Hours and manner of operation of the proposed use, including anticipated noise generation, are not inconsistent with the adjacent or nearby uses;

- Residential uses only.

Criteria for Approval – AMC 19.36.040
June 20, 2018 and Updated May 2019

7. Public facilities and utilities are capable of adequately serving the proposed use;

- Public utilities will be installed specifically for the intended uses.

8. The physical conditions of the site, including size, shape, topography, and drainage, are suitable for the proposed development;

- The site is sloping and its use, in the Applicant's opinion, is significantly restricted to residential use as proposed. The proposed duplexes will be level entry – main floor living with daylight basements with exterior decks on the main and lower levels. The lower level decks will most likely be elevated above ground level due to the slope of the surrounding terrain.
Pursuant to a detailed Storm Water Plan, substantially all storm water runoff will be directed to a detention vault.

9. Any other factors deemed relevant to the decision maker. (Ord. 2992 § 1 (Att. A), 2016)

- The land is zoned Commercial Marine, but as evidenced by the area's two failed / deteriorating restaurants which have been closed for the last 10 or so years and by the current use as ferry parking, there has not been, to our knowledge, any serious interest in commercial or marine development of this site or the adjoining properties. Perhaps this is due to location, site terrain or to other economic factors, but nevertheless the Applicant believes this multifamily project may be a catalyst to spur further commercial investment in the adjacent underutilized properties.
- The former Charlies restaurant site was recently purchased by Salish Sea Marketplace LLC, the owners of which have expressed verbal support for this project.

I trust this information adequately addresses the criteria for approval in AMC 17.21.040 and AMC19.36.040.

Regards

Allan Schroeder
President
Calwest Inc.

From: al@portalishomes.com
To: [Cricchio, Kevin](#)
Cc: ["John Semrau"](#); [Ronald Ridgway](#)
Subject: Cut and Fill
Date: Saturday, June 8, 2019 12:04:53 PM

Kevin

Semrau Engineering has calculated the cut and fill and it is estimated as follows:

Cut	7500 cu yd
Export	3778
Fill:	
On-site material -	4222
Import	<u>1402</u>
Total fill	<u>5624</u> cu yd

Allan Schroeder
Portalis LLC
(360) 202-6145
al@portalishomes.com

Advanced Environmental Solutions

1550A EAST COLLEGE WAY, MOUNT VERNON, WA (360) 202-6839

September 18, 2017

Mr. Allan Schroeder, President
Calwest, Inc.
4819 Portalis Way
Anacortes, Washington 98221

Submitted via email: Al@portalishomes.com

Dear Allan,

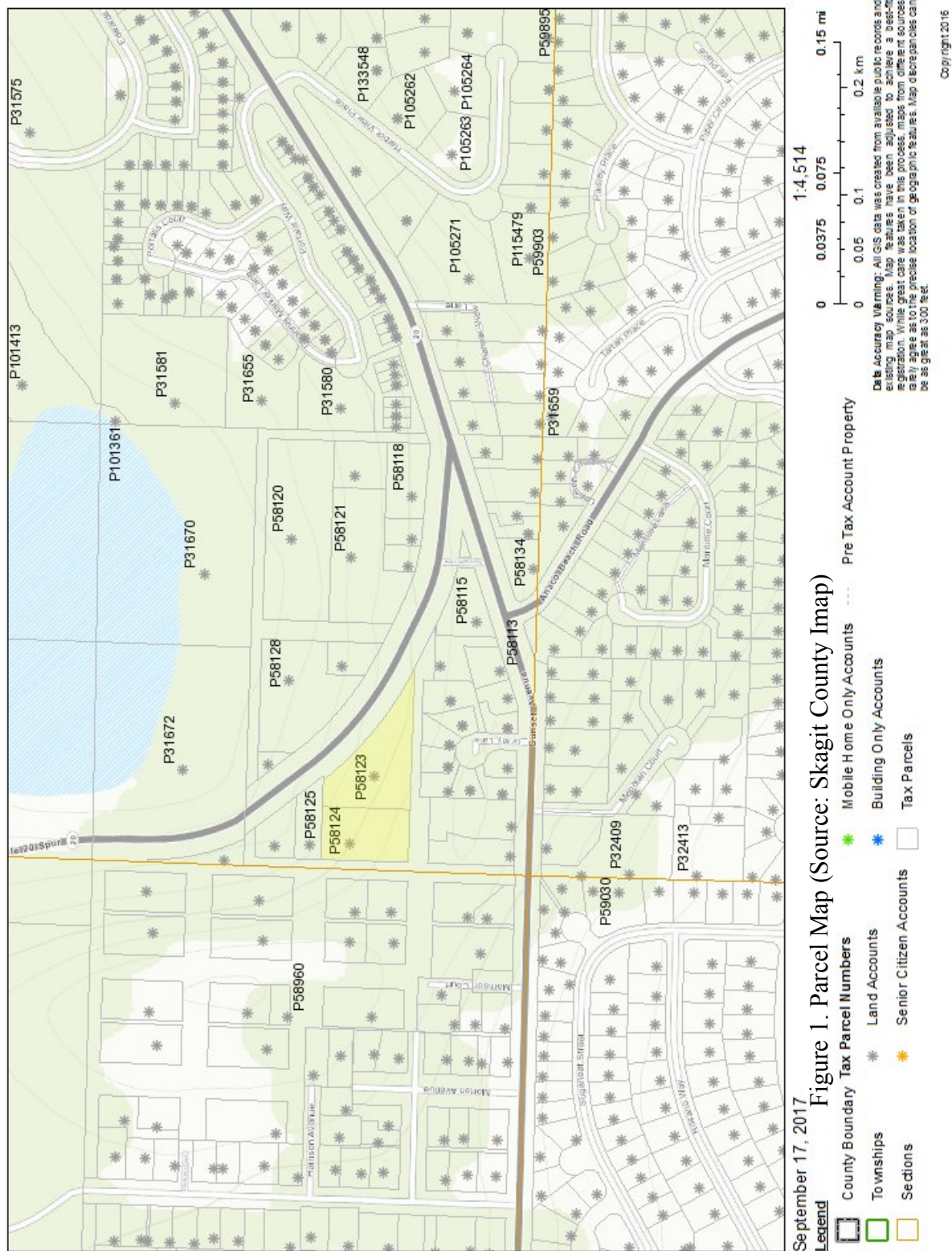
This letter summarizes the results of a reconnaissance-level critical areas (wetlands, fish and wildlife habitat) site assessment conducted by Advanced Environmental Solutions (AES) on two adjacent undeveloped commercial land parcels, P58123 (1.27 acres) and P58124 (0.99 acre), located to the west of Highway 20 Spur near the entrance to the Washington State Ferry Terminal in Anacortes (Figure 1). The parcels are situated in southwest ¼ of the southwest ¼ of Section 22 in Township 35 North, Range 01 East, W.M.

Charlie's former pub restaurant is adjacent to the north. The Washington State Department of Transportation (WSDOT) owns adjacent parcels to the west, developed as a parking lot to service the ferry (Figure 2). Existing single-family residential development is present along the southern boundary of Parcel P58124.

AES completed a site visit on July 21, 2017 in order to document the existing environmental conditions on the subject two parcels and the general vicinity within 300-feet, as required by the City of Anacortes (City) for Critical Areas permit review (Section 17.70 of City of Anacortes Municipal Code). Documenting photographs and data regarding the existing vegetation, soils, hydrology and applicable wildlife habitat, as recorded by AES, are provided in the following sections of this letter.

The property is accessed via a gravel driveway from the Highway 20 Spur that ascends upslope to a relatively flat open terrace currently used as an unpaved parking lot. Signage for a natural gas utility pipeline is present to the north of the driveway entrance. An unimproved Road Right of Way (ROW) for Park Avenue bounds the southern property lines on both parcels. An unimproved ROW for Ridge Way bounds the western property line on Parcel P58124. Informal pedestrian trails linking the residential, commercial and ferry parking lot areas with the Spur road were observed throughout the site.

With the exception of the previously cleared unpaved parking area at the upslope terminus of the driveway, the subject parcels support upland forest and scrub-shrub habitats. Native mixed deciduous and coniferous trees, shrubs and ground cover plants, typical of relatively mature second-





Legend

- County Boundary
- City Names
- Road Labels
- Hydro Labels
- Regional Labels
- 100 foot contours
- 500 foot contours

Figure 2. Aerial Map (Source: Skagit County Imap)

Data Accuracy Warning: All GIS data was created from available public records and existing map sources. Map features have been adjusted to achieve a best-fit registration. While great care was taken in this process, maps from different sources rarely agree as to the precise location of geographic features. Map discrepancies can be as great as 300 feet.

Copyright 2016

growth-aged forest in the Pacific Northwest region, dominate the site's upland forest vegetation (Figure 2). Representative canopy species present include big-leaf maple (*Acer macrophyllum*), red alder (*Alnus rubra*), bitter cherry (*Prunus emarginata*), Douglas fir (*Pseudotsuga menziesii*), grand fir (*Abies grandis*), western red cedar (*Thuja plicata*) and western hemlock (*Tsuga heterophylla*). Many of the existing mature trees on the subject parcels and adjacent areas have diameters-at-breast-height (dbh) measuring twenty-four inches or greater. The older trees have irregularities in branch and/or leader configurations that are often preferred for refuge and foraging by a variety of wildlife species.

Native shrub species noted in the forest on the subject parcels and within the general vicinity include: salal (*Gautheria shallon*), western salmonberry (*Rubus spectabilis*), red elderberry (*Sambucus racemosa*) and ocean spray (*Holodiscus discolor*). Non-native and invasive Himalayan blackberry (*Rubus armenicus*) is present along the cleared edges of the forest and roads. Representative ground cover plants present include trailing blackberry (*Rubus ursinus*), stinging nettle (*Urtica dioica*), western sword fern (*Polystichum munitum*) and dull Oregon grape (*Mahonia nervosa*). Non-native and invasive English ivy (*Hedera helix*) is present on many of the larger trees within the forest, especially along the site's northern and southern edges.

At the time of the AES site visit, portions of the forest vegetation on the subject property had recently been cleared by heavy equipment. The clearing activity appeared to have been limited to smaller trees and shrubs with the intention to provide access and execution of a geotechnical investigation. Minor grading and marked soil pits were observed (Photos 3 -5).

The *Soil Survey of Skagit County Area, Washington* identifies moderately deep, moderately well drained Laconner very gravelly loamy sand (Soil Unit #85, 86) as mapped on the subject property and within its immediate vicinity (U.S. Department of Agriculture (USDA) Soil Conservation Service (SCS) 1989). These soil units are located on hills and terraces with 0 to 8 percent slopes and 8 to 15 percent slopes, respectively.

Typically the ground surface is covered with a mat of needles, leaves and twigs less than 1 inch thick. The surface layer, where mixed to a depth of 6 inches, is dark brown very gravelly loamy sand. The subsoil is dark brown and dark yellowish brown very loamy sand 13 inches thick. The upper 13 inches of the substratum is dark grayish brown very gravelly sand and the lower 6 inches is light olive brown very gravelly loamy sand. The next 17 inches is grayish brown dense glacial till that crushes to very gravelly fine sand. Below this to a depth of 60 inches or more is light olive brown very gravelly loam sand. Depth to dense glacial till ranges from 25 to 40 inches.

Permeability of the Laconner soil is rapid above the dense glacial till and very slow through the till. Available water capacity is low to very low. Runoff is slow, and the hazard of water erosion is slight. A perched water table fluctuates between depth of 24 and 36 inches from November to April.

The exposed soils within the project area consisted of friable sandy loams. Soils within the vicinity of the parking area however were compacted.

No jurisdictional wetlands or riparian drainages were identified by AES to be directly present on the subject parcels. No additional wetland or natural drainage areas that have not been previously mapped were observed to be present within the 300-foot vicinity project area.

The National Wetlands Inventory (NWI) does not document any mapped wetlands on the subject parcels (USFWS, 2017). The parcels slope down-gradient to the northeast towards Ship Harbor and its associated emergent/scrub-shrub wetland located approximately 500-feet to the north of the Highway 20 Spur road. A Palustrine Forested/Scrub-scrub (PFO/PSS) wetland and Lake Shannon are mapped off-site on the NWI at distances greater than 0.3 mile and 0.4 mile to the west and north, respectively from the subject property. No evidence of any direct surface water connections between the subject parcels and any of the mapped NWI wetlands off-site was observed to be present. Due to the site topography, the subject parcels do not contribute hydrology into the drainage basin associated with the off-site mapped NWI wetland located to the west of the ridge.

The Washington Department of Natural Resources (WDNR) Water Typing maps do not indicate any streams or natural drainages as being present on the subject parcels nor within the immediate vicinity (WDNR, 2017). The parcels are not situated within the floodplain (FEMA, 2017). Roadside ditches with culvert conveyances direct stormwater flows under existing driveways along the Spur Road. No fish habitat is directly associated with the ditched roadside stormwater conveyances. Washington Department of Fish and Wildlife (WDFW) SalmonScape mapping does not identify any drainages with documented salmon or trout species within the vicinity of the property (WDFW, 2017).

City of Anacortes regulated wetland buffers are not considered to encroach on the subject parcels. Any City of Anacortes regulated wetland buffers associated with the mapped off-site NWI wetlands are bisected by existing roadways and development. The Spur Road intercepts the wetland buffer associated with Ship Harbor wetland to the north of the subject property. All habitat associated with the subject parcels is related to upland conditions which do not directly serve any wetland or wetland buffer functions. Although the forested parcels provide habitat for passerine birds and small mammals, including deer, the fragmentation created by surrounding roadways and development limits the ability for habitat refuge functions to be served at the highest levels.

No federally endangered, threatened or sensitive animal or plant species were observed on the subject parcels nor within the immediate vicinity during the AES site visit. No documented Washington State priority wildlife or native rare plant species associated with terrestrial habitats are documented on the subject property (WDNR, 2017).

Although suitable trees are present, no bald eagle (*Haliaeetus leucocephalus*) nests were observed to be present on the subject parcels or within the immediate vicinity (300-feet). Bald eagles are present year-round and use shoreline trees to perch and roost.

Evidence of pileated woodpecker (*Dryocopus pileatus*) foraging was observed on several large sized snags and other existing large woody debris of various ages and sizes present throughout the site (Photo 8). The pileated woodpecker is listed as an Early Warning Bird on the City's Vulnerable Species in forest areas (Appendix D, Critical Areas Ordinance). The pileated woodpecker is a Washington State Candidate species for listing as Endangered, Threatened or Sensitive.



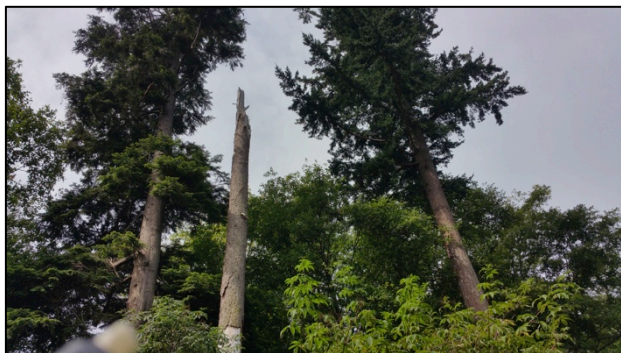
Photos 1 and 2. Access driveway and open grass and gravel parking area.



Photos 3-5. Recent clearing and grading by heavy equipment has occurred on-site. A geotechnical investigation had been conducted.



Photo 6. Adjacent upslope single-family residential development on southern hill crest.



Photos 7 and 8. Upland forest habitat with mature trees, snags and large woody debris is present. Evidence of pileated wood pecker foraging is present on tree trunks.

Crows and passerine birds, such as American robin, wrens, chickadees, and sparrows are common to the area. Black tail deer, coyote and other small mammals, including voles, squirrels, skunk and raccoon are likely to be present in the general area. These species are often acclimated to disturbances associated with residential development but will most likely utilize neighboring undeveloped areas for foraging and shelter when available.

RECOMMENDATIONS & DISCLOSURE

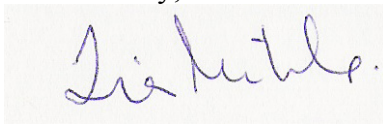
Proposed development on the subject property will result in removal of second-growth aged mixed deciduous and coniferous upland forest. The City's Tree Preservation Ordinance (Section 16.50) will be applicable. It is recommended that any large-size trees that may be cut on the site be preserved for placement as large woody debris in the open space areas that will not be utilized for pedestrian pathways. Existing snags should also be preserved, as feasible, or intentionally created as alternative habitat features to replace removed live trees.

The reduction of infiltration functions and increased stormwater run-off on the subject parcels will be proportional to the area of built surfaces introduced through a development action. Best Management Practices (BMPs), as outlined in the Washington Department of Ecology's *Stormwater Management Manual*, shall be implemented at the project site to reduce potential erosion and sedimentation of downslope aquatic areas related to stormwater run-off (Ecology, 2012).

The findings and conclusions documented in this letter have been prepared in a manner consistent with established scientific methods. Conclusions and recommendations presented are professional opinions based on the existing environmental conditions at the time of the site investigation and interpretation of information currently available. It should be noted that critical area boundaries are dynamic elements that vary with changes in climate, vegetation and up-slope modifications. No guarantees are given that the determinations provided by AES will concur with those performed by regulatory agencies or other qualified professionals. City of Anacortes (City) regulated geological hazardous and aquifer recharge areas are not addressed in this assessment.

Should you have any questions regarding this letter or need additional information, please contact me directly at (360) 202-6839 or via email at tmirabile5@gmail.com.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tina Mirabile", is placed over a light gray rectangular background.

Tina Mirabile, PWS
Principal, Advanced Environmental Solutions

Attachments:

References

REFERENCES

- City of Anacortes Municipal Code. Title 17 Zoning, Chapter 17.70 Critical Areas Regulations. Anacortes, Washington.
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EDISON ENGINEERING
14952 Washington St.
Anacortes WA 98221

March 14, 2019

Calwest Inc.
4819 Portalis Way
Anacortes WA 98221

Geotechnical Engineering – Proposal to Build in a Steep Slopes Area

Norman and Wood's SP Lots (23-30)
Property Numbers: P58123 and P58124

Dear Mr. Schroeder;

Edison Engineering presents this geotechnical assessment of an erosion and landslide area and plans for building on part of this site. Under performance standards (17.70.260.1.A), the City of Anacortes Municipal Code (AMC) calls for a minimum buffer equal to the height of the slope or 50 feet, whichever is greater. The code also states that the buffer may be reduced to ten feet when a qualified individual demonstrates to the planning director that the reduction will adequately protect the proposed development, adjacent developments and uses, and the subject critical area.

Steep slopes are areas with a slope of forty percent (2.5H: 1V) or steeper and with a vertical relief of ten feet or more. We have identified two steep slopes on the site. The first was caused by construction of an offsite parking lot at the north end, the hill is 21 feet tall, and its slope is $33^{\circ}41'$ (66.6 percent). The second slope is at the existing entrance road combined with a portion of the slope above S.R. 20. It is 12 feet high and at its steepest is $39^{\circ}13'$ (81.6 percent) (Critical Area Plan, attached). Through a careful analysis of the contours, the size of the critical slopes on the end nearest the storm vault has been reduced from that indicated in our earlier report.

Erosion unlikely to happen at the steep slope area. The soil is Laconner very gravelly loam (Soil Types 85 and 86) on zero to 15 percent slopes. There is not a great deal of silt or clay in this soil only 5- to 15-percent passes the 200 sieve. There is a small quantity of Dystric Xerochrepts (Soil Type 46) at the southeast corner of the site. Roof and street drains will remove 36 percent of the rainfall that lands on site and transmit it to the storm vault; accordingly, the surface water discharge is reduced to 64 percent from predevelopment conditions. Glacial till which is an almost impervious layer, is nearly 20 feet below the surface at the hazardous areas. Accordingly, erosion is unlikely to occur unless a pipe breaks.

Ten test pits were excavated at the site and the numbers TP-1, TP-3, TP-8, and TP-10 are identified on the Critical Area Plan and the Test Pit logs are included at the end of this document. Glacial till was encountered in TP-10 at 4.8 feet below the surface. Based on the shallow depth of the till, we suspect that this location was just below the beach at one time. The swash of the water winnowed the fine grains out of the soil and left sand and gravel, water carried away the fines. We completed a boring at 92.5 feet and extended it 31.5 feet below the ground just above the parking lot slope and the location is indicated in the Critical Area Plan. Glacial till was encountered at about 20 feet or 72.5 feet elevation that means that 'infiltration is not an option because the till is 2.5 feet above the parking lot surface at 70 feet.

Currently most of the 50-foot buffer area is the existing road and parking lot located above the steep slopes. We are requesting a buffer reduction from 50 to 25 feet overall and slightly less than 25 feet in two places. Referring to the Critical Area Plan, the buffer on the west deck of Lot 2 is 18.0 feet where the cross-section A-A' hits its corner. The 10-foot lower deck as shown would be elevated above finished

grade and cantilevered by 4 feet and accordingly the buffer would be extended to 22 feet to the deck supports. The east lower deck of Lot 2 is within 22.0 feet and cross section C-C' is at the corner. It would also be elevated above finished grade and with a 4-foot cantilever, the deck piers would be 1 foot outside of the 25-foot buffer. The building on Lot 2 is entirely outside of the proposed 25-foot buffer. All factors of safety are greater than 1.5 for static and 1.2 for dynamic with an added acceleration of 0.129g. The storm drain will be routed between the building and the tops of the slopes and the east-west trail will lie to the north of the storm drain.

2. Alterations: Alterations for a landslide area and/or buffer may only occur for activities for which a hazard analysis has been submitted and certifies that;

- a. The development will not increase surface water discharge or sedimentation to adjacent properties beyond predevelopment conditions.
- b. The development will not decrease the slope stability on adjacent properties.
- c. Such alterations will not adversely affect other critical areas.

Answer:

- a. This proposed buffer will not cause an increase in water discharge or sedimentation to the adjacent properties. The rain catchment or impervious area is 36 percent of the site. Runoff from this area is routed to a storm vault and it will be released to the drain on Highway 20. Accordingly, the surface water discharge is reduced to 64 percent from predevelopment conditions.
- b. The proposed buffer will not cause a decrease in slope stability for the adjacent properties because the distance from the foundations to the slope is enough according to GSlope it is within the safety factor and there will be no landslide.
- c. The proposed buffer will not affect any other critical areas. By capturing the rain, sending it to the storm vault and then releasing it to a drain at predevelopment conditions, it may result in less water in the parking lot below the steep slopes.

3. Design Standards: Development and land clearing within an erosion or landslide hazard area and/or buffer shall be designed to meet the following basic requirements unless it can be demonstrated that an alternative design that deviates from one or more of these standards provides greater long-term slope stability while meeting all other provisions of this title. The requirement for long-term slope stability shall exclude designs that require regular and periodic maintenance to maintain their level of function. The basic development design standards are:

- a. The proposed development shall not decrease the factor of safety for landslide occurrences below the limits of 1.5 for static and 1.2 for dynamic conditions. Analysis of dynamic conditions shall be based on a minimum horizontal acceleration as established by the current version of the Uniform Building Code,
- b. Structures and improvements shall be clustered to avoid geologically hazardous areas.
- c. Structures and improvements shall minimize alterations to the natural contour of the slope, and foundations shall be tiered where possible to conform to existing topography.
- d. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation.
- e. The proposed development shall not result in greater risk or a need for increased buffers on neighboring properties.
- f. The use of retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes.
- g. Development shall be designed to minimize impervious lot coverage.

Answer:

- a. The placement of the buildings and storm vault within the buffer exceeds 1.5 for static and 1.2 for dynamic conditions. Attached, are the GSlope factor of safety graphics.
- b. The buildings are clustered to avoid the steep slopes and the proposed buffers. One of the duplex buildings was eliminated from the original plan.
- c. No buildings, drains or trails will alter the natural contour of the slope.
- d. Placement of the structures will preserve the critical portion of the site and its landform and vegetation.
- e. The proposed 25-foot buffer is adequate; it provides a good factor of safety, there will be no landslide or erosion onto the neighboring properties.
- f. The buffer at the parking lot cannot be re-graded because the parking lot is largely off-site. Further there is no need to regrade either of the slopes.
- g. Developments are roads, driveways, sidewalks and duplex buildings, and the driveways are at the minimum 20-foot length.

4. Vegetation Retention: Unless otherwise provided or as part of an approved alteration, removal of vegetation from an erosion or landslide hazard area or related buffer shall be prohibited.

Answer: As discussed in the meeting on February 7, 2019, we will be required to plant trees on this land in return for building in the buffer. Most of the 50-foot buffer area is grassed parking lot and gravel covered access road. Outside of the critical area where there are many trees. There are two big-leaf maples (*Acer macrophyllum*) in the buffer near the storm vault and there are shrubs to the southwest of the offsite parking lot and its slope. They are salmonberry (*Rubus spectabilis*) and red elderberry (*Sambucus racemosa*).

5. Seasonal Restriction: Clearing shall be allowed only from May 1st to October 1st of each year provided that the city may extend or shorten the dry season on a case-by-case basis depending on actual weather conditions;

Answer: We acknowledge that the period for clearing land is from May 1 through October 1 and that the city may extend or shorten the period depending on actual weather conditions.

6. Utility lines and pipes: Utility lines and pipes shall be permitted in erosion and landslide areas only when the applicant demonstrates that no other practical alternative is available. The line or pipe shall be located aboveground and properly anchored and/or designed so that it will continue to function in the event of an underlying slide. Stormwater conveyance shall be allowed only through a high-density polyethylene pipe with fuse-welded joints, or similar product that is technically equal or superior.

Answer: The trail and storm pipe planned for the site are outside of the critical area but within the buffer above the top of the slope. We agree with using a properly anchored high-density polyethylene pipe with fuse-welded joints, although our preference is to have it located below ground so that it is not a hazard to pedestrians on the trail or susceptible to vandalization.

The south-north pipe from the storm vault to the joint has a factor of safety of over 1.5 for static and 1.2 for dynamic analysis. The east-west pipe (A-A') has 1.385 for static, 1.061 for dynamic and the trail (E-E') has 1.294 for static and 1.006 for dynamic analysis. These will not fail during a trembler of 1.129g.

7. Point Discharges: Point discharges from surface water facilities and roof drains onto or upstream from an erosion or landslide hazard area shall be prohibited except as follows:

- a. Conveyed via continuous storm pipe downslope to a point where there are no erosion hazards areas downstream from the discharge,
- b. Discharged at flow durations matching predeveloped conditions, with adequate energy dissipation, into existing channels that previously conveyed stormwater runoff in the predeveloped state,
- c. Dispersed discharge upslope of the steep slope onto a low-gradient undisturbed buffer demonstrated to be adequate to infiltrate all surface and stormwater runoff, and where it can be demonstrated that such discharge will not increase the saturation of the slope.

Answers:

- a. There will be point discharges from surface water facilities upstream from the erosion or landslide hazard area however; they will be conveyed downslope from the storm vault by a pipe.
- b. The discharge flow will match predevelopment conditions with adequate energy dissipation into the storm drain at Highway 20.
- c. The discharge will not be released onto a low gradient buffer because there is a non-pervious glacial till layer at the bottom of this slope. Rather, the water will be transmitted to the Highway 20 drain line.

8. Subdivisions: The division of land in landslide hazard areas and associated buffers is subject to the following:

- a. Land that is located wholly within a landslide hazard area or its buffer may not be subdivided. Land that is located partially within a landslide hazard area or its buffer may be divided provided that each resulting lot has enough buildable area outside of, and will not affect, the landslide hazard or its buffer,
- b. Access roads and utilities may be permitted within the landslide hazard area and associated buffers if the city determines that no other feasible alternative exists.

Answers: We are planning a buffer reduction and the land will be stable according to GSlope analysis. There is sufficient buildable area on Lot 2 and Lot 3 outside the proposed buffer. Access roads (trail) and utilities (storm drain) will be within the buffer because that is the only place they can be.

9. Prohibited Development: On-site sewage disposal systems, including drain fields, shall be prohibited within erosion and landslide hazard areas and related buffers.

Answer: There will be no sewage disposal on site.

Static and Dynamic Slope Stability Analyses

The peak ground acceleration was 0.25748g, which was divided in half or 0.129g because we are on soil. The weight of the foundation was added to the Henrys point in the stability analysis. The weight of the sand was 125 pcf, cohesion of 25 psf, and angle of repose (ϕ) is 34 degrees. The glacial till is 135 pcf, cohesion of 500 psf, and ϕ of 36 degrees. We completed analysis of the buffer, trying to get at the storm vault and the buildings that were beyond the buffer. They were above the minimum of 1.5 for static and 1.2 for dynamic.

We performed slope stability and analyzed to get the factors of safety for static and dynamic for the decks, building, storm vault, buffers, pipes, and the road (22 Slope Stability Factor of Safety graphics). We performed stability tests on both slopes for the decks, the only building pieces inside the buffer and they were valid for a factor of safety of 1.5 in static and 1.2 in dynamic. We have the main building

March 14, 2019

Geotech Engineering: Proposal to Build in a Steep Slope Area (Calwest, Inc.)

foundation stabilities and they were also valid, we did the buffer on D-D' to get at the Storm Vault and it was valid.

The analysis for the pipe south of the trail and west of the highway were valid, but the pipe and the trail to the south of the offsite parking lot were not ideal. That pipe (A-A') has 1.385 for static, 1.061 for dynamic analysis and the road (E-E') has 1.294 for static and 1.006 for dynamic analysis. The road and pipe will not fail during a trembler of 1.129g.

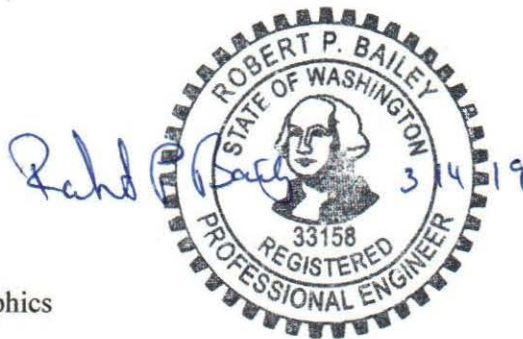
We appreciate the opportunity to provide our geotechnical services. Should you have any questions or require further information, please contact Bob Bailey in our office at (360) 766-4414.

Sincerely

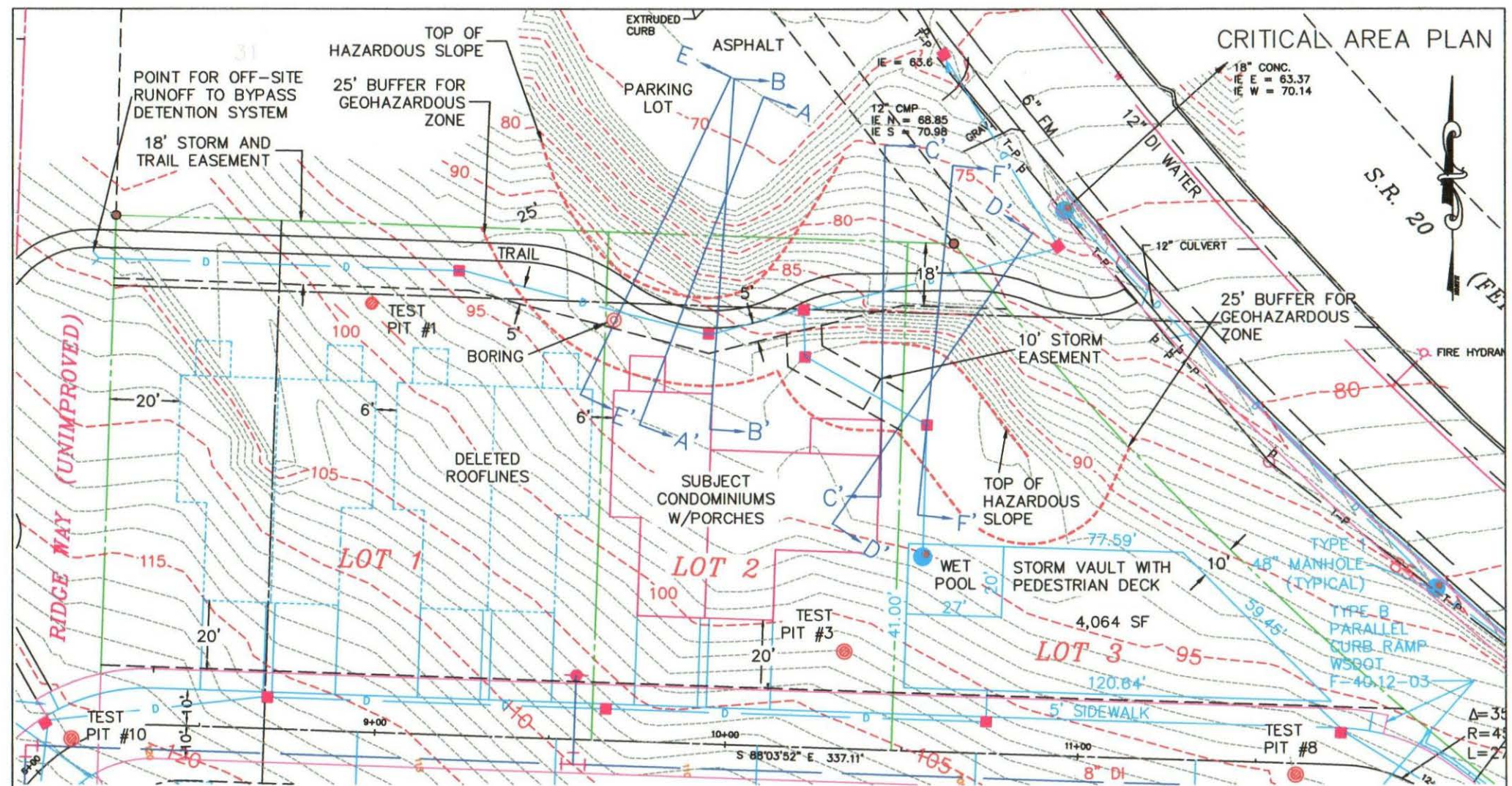
EDISON ENGINEERING

Robert P. Bailey

Robert P. Bailey, M.S.C.E., P.E.
Geotechnical Engineer



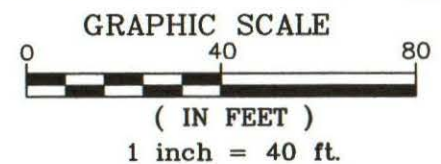
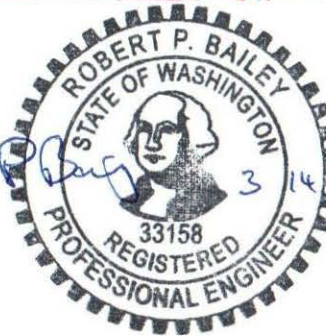
Attached: Critical Area Plan
22 Slope Stability Factor of Safety graphics
Test Pit Logs
Unified Soils Classification System Key
Boring B-1



Cross Sections for Slope Stability Analysis

- A-A' West porch foundation and pipe.
- B-B' West main foundation.
- C-C' East porch foundation and the pipe.
- D-D' East main foundation and the pipe.
- E-E' Trail and buffer.
- F-F' Pipe.

Owners: Calwest Inc.
 Address: Ferry Road Condos
 Parcel: P58123 & P58124
 Permit: Anacortes Permitting
 Preparer: Edison Engineering
 Date: June, 2018
 Revision: March, 2019



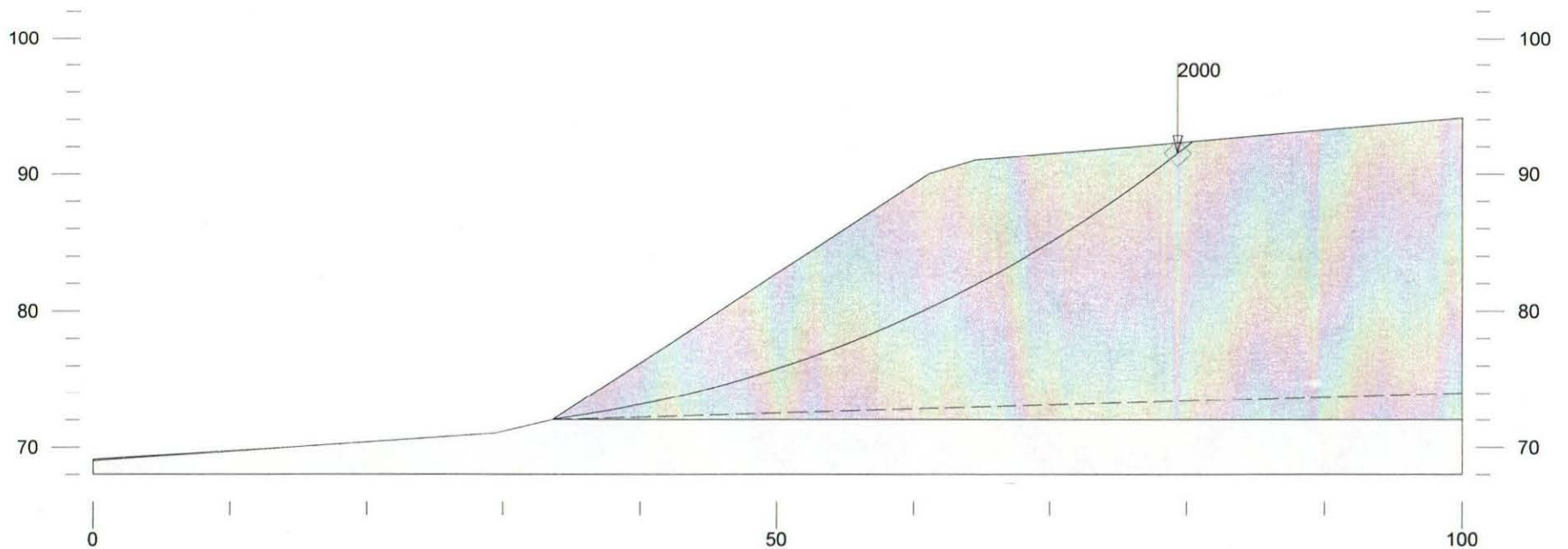
This drawing was a survey
 it has been added to and
 is approximate.
NOT A SURVEY

	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

West Porch Static

Edison Engineering - Anacortes, WA
2190009 Calwest
A-A' West Porch Foundation
3/8/19
Static Analysis
Henry point one foot below ground

A-A' F=1.607



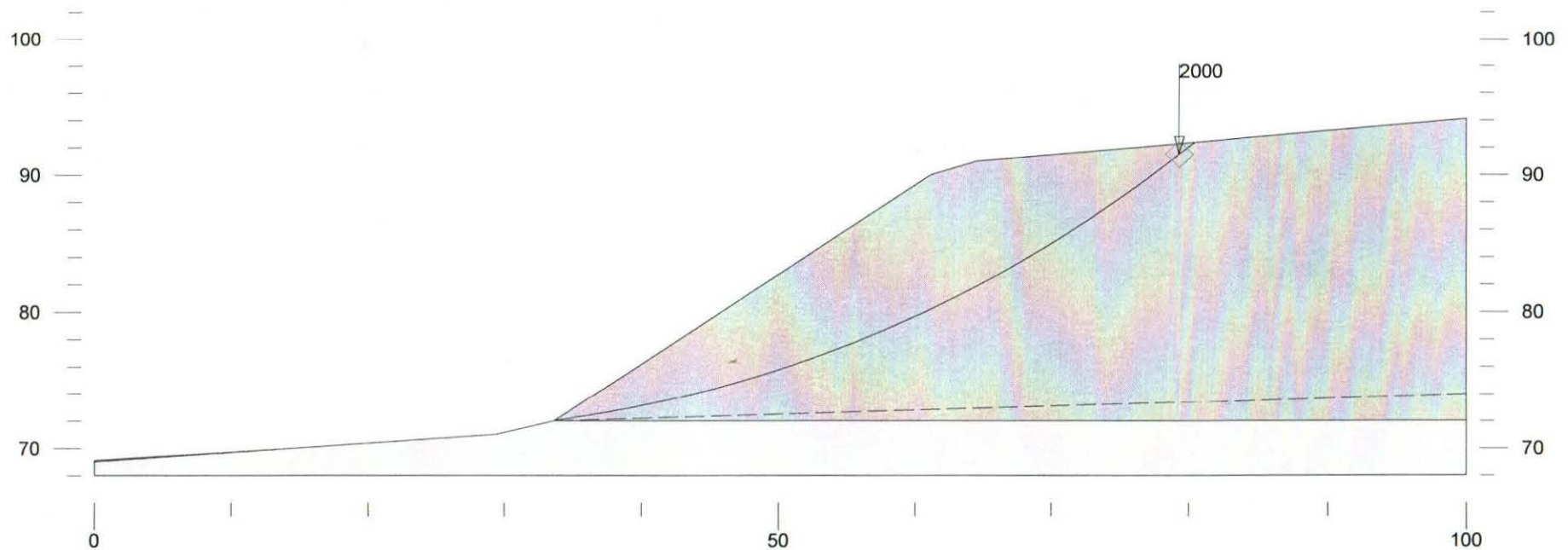
	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA
2190009 Calwest
West Porch Foundation
3/8/19
Dynamic Analysis
Henry point one foot below ground

West Porch Dynamic

AA $F = 1.214$

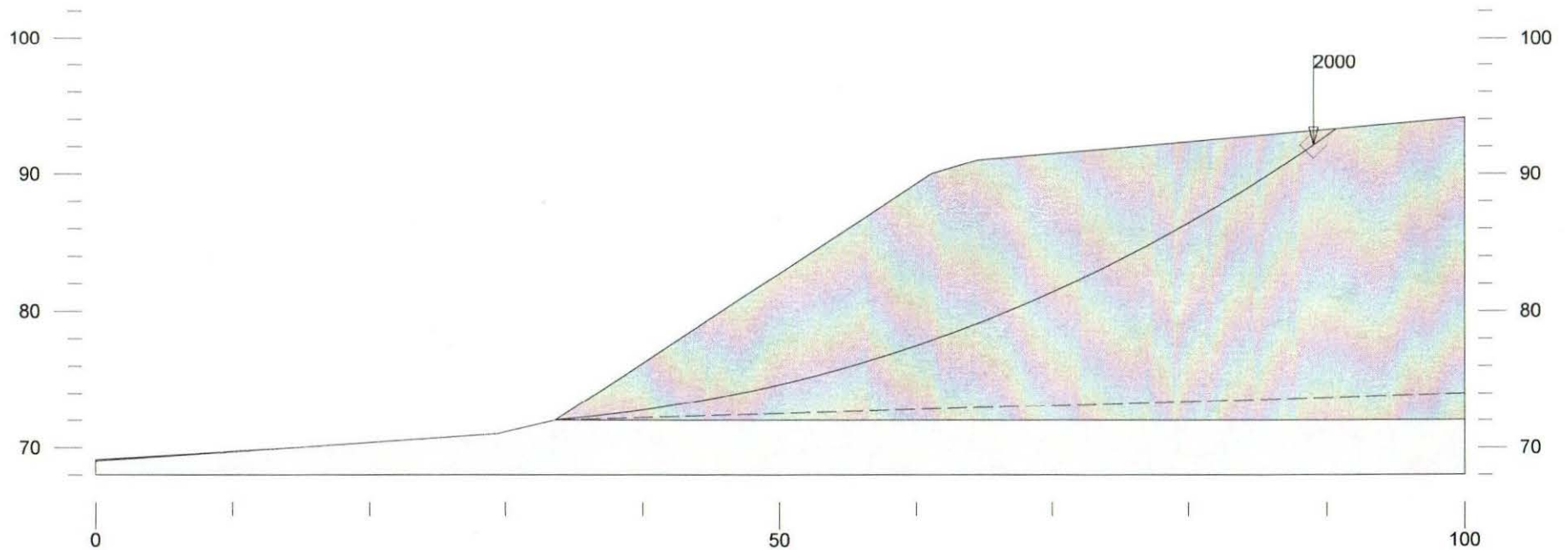


	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Edison Engineering - Anacortes, WA
 219009 Calwest
 B-B' Main Foundation
 3/8/19
 Static Analysis
 Henry point one foot below ground

West main Foundation
 STATIC

B-B' F = 1.929



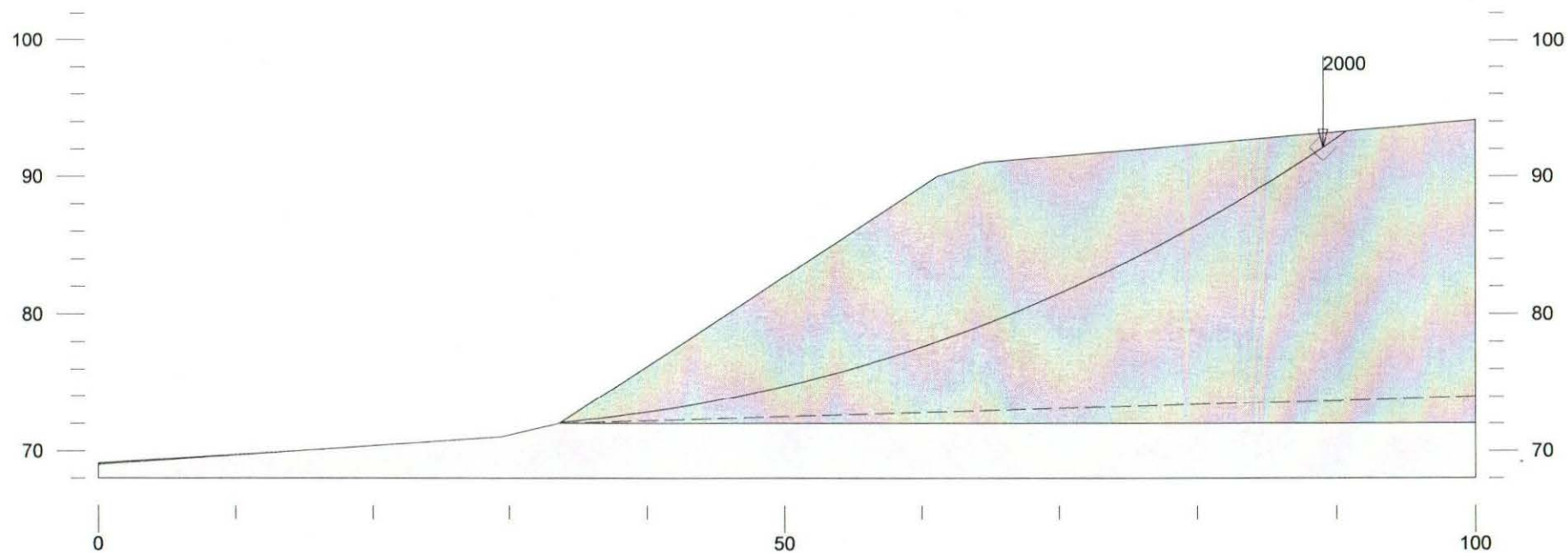
	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA
2190009 Calwest
B-B' Main Foundation
3/8/19
Dynamic Analysis
Henry point one foot below ground

West MAIN Foundation ~~Static~~
Dynamic

B-B' F = 1.394

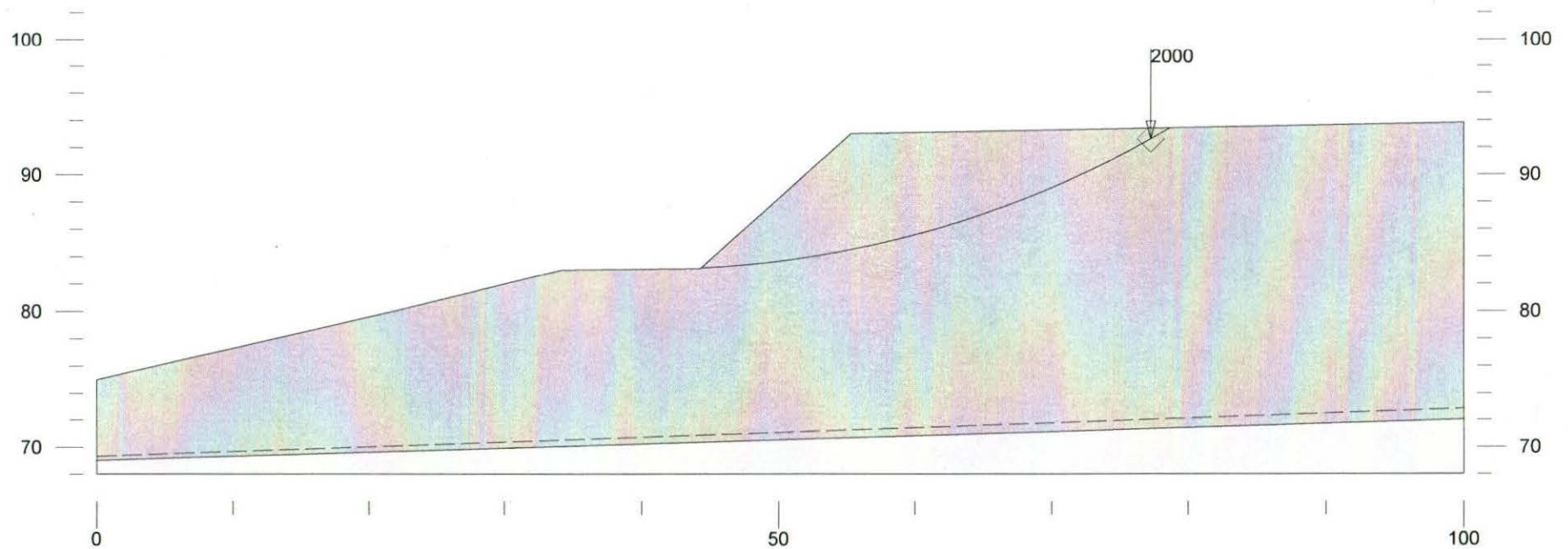


	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Edison Engineering - Anacortes, WA
 219009 Calwest
 C-C' East Porch
 3/8/19
 Static Analysis
 Henrys point one foot below ground

EAST Porch
 STATIC

C-C' F = 2.475



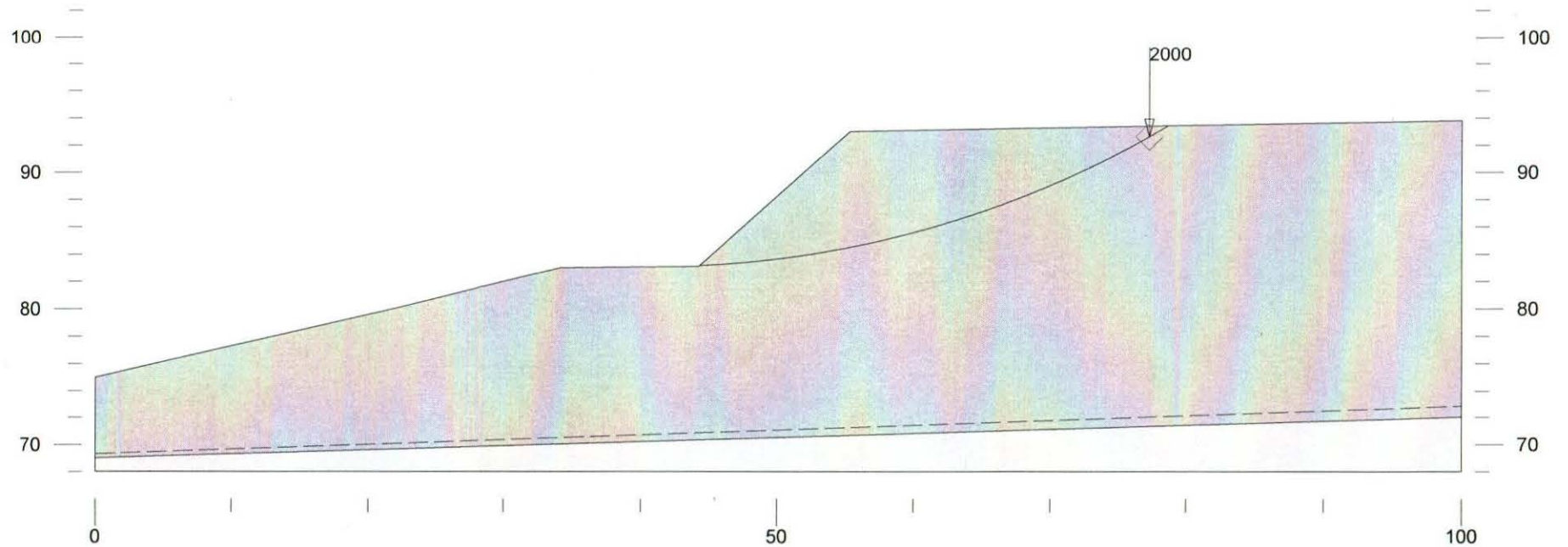
	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA
219009 Calwest
C-C' East Porch
3/8/19
Dynamic Analysis
Herys point one foot below ground

EAST Porch
Dynamic

C-C' F = 1.730

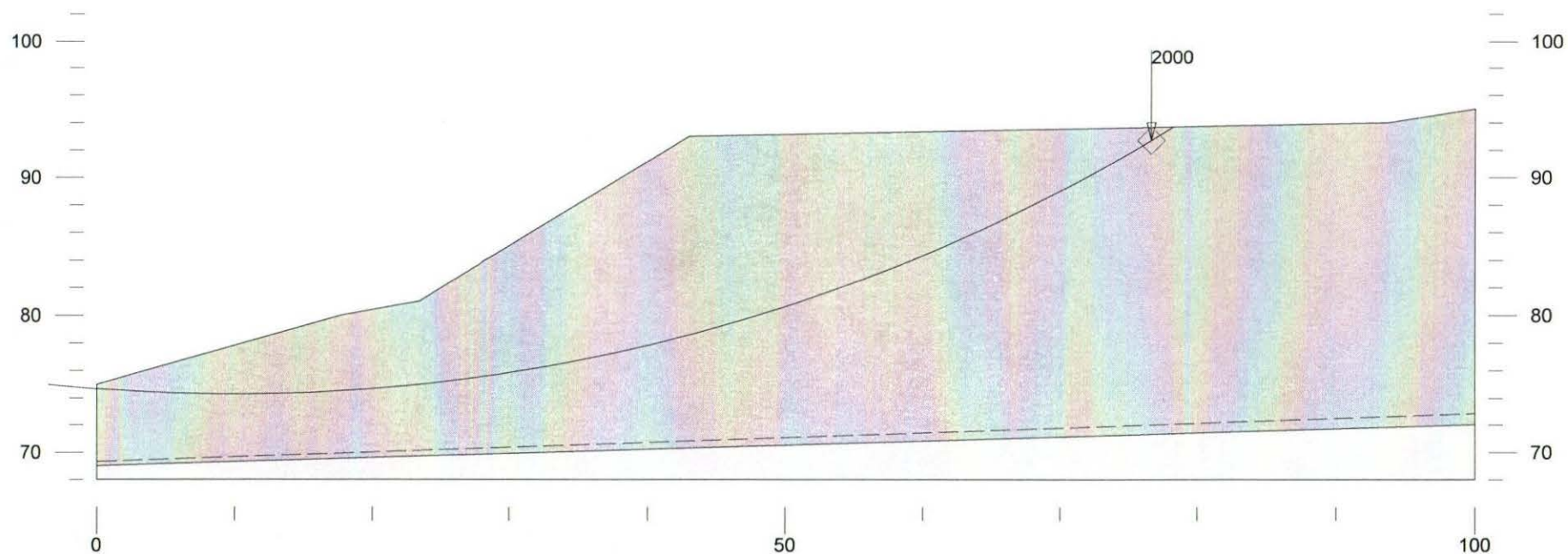


	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Edison Engineering - Anacortes, WA
 219009 Calwest
 D-D' Main Foundation East
 3/8/19
 Static Analysis
 Herys point one foot below ground

EAST MAIN Building Foundation
 STATIC

D-D' F = 2.714



	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA

219009 Calwest

D-D' Main Foundation East

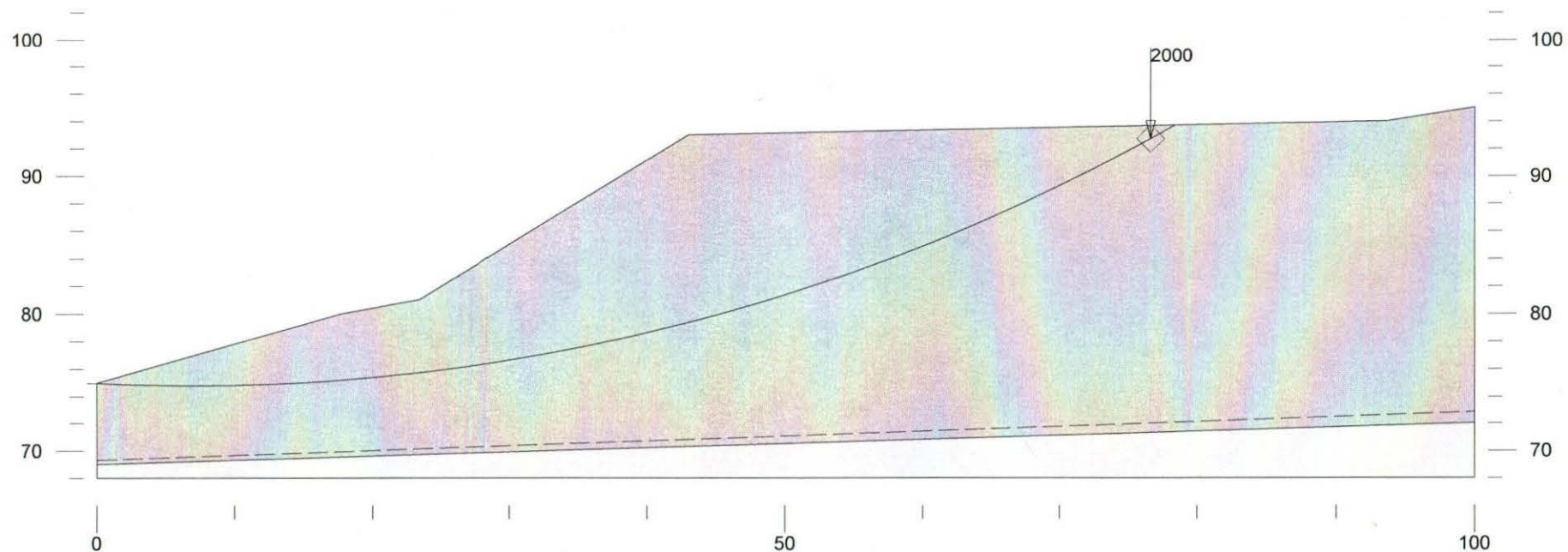
3/8/19

Dynamic Analysis

Herys point one foot below ground

EAST MAIN Building Foundation
Dynamic

D-D' F = 1.80G



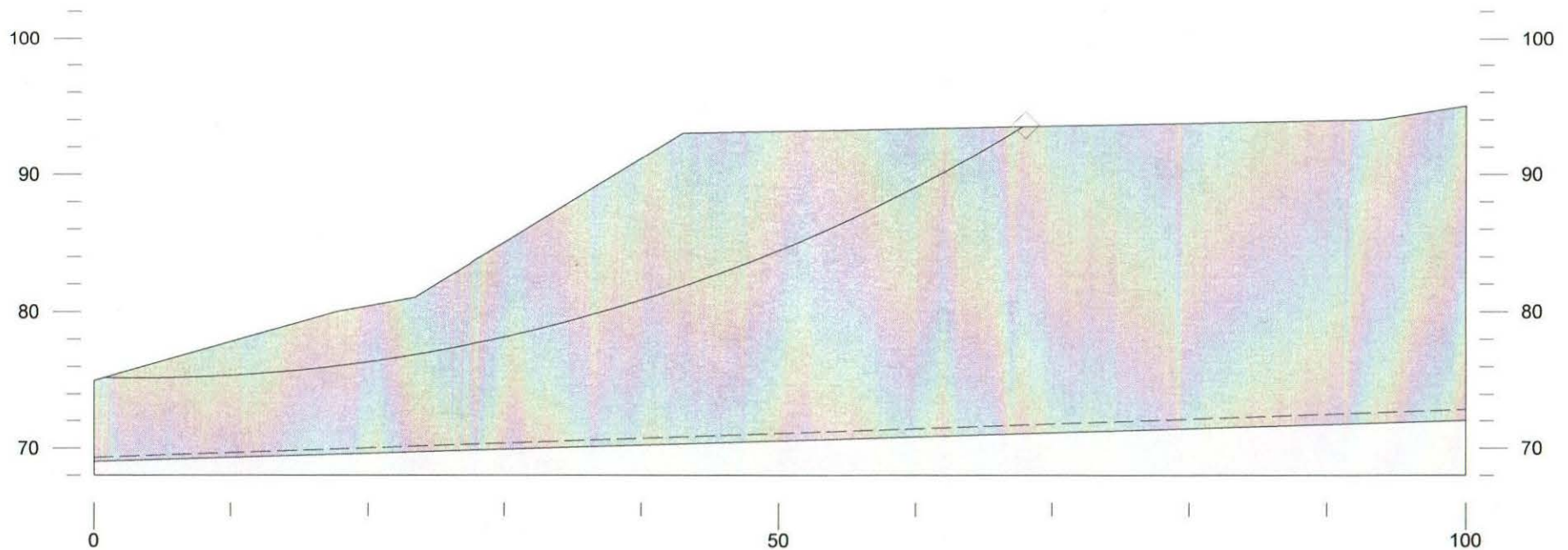
	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Edison Engineering - Anacortes, WA
 219009 Calwest
 Buffer on the east slope at its worst point
 3/8/19
 Static Analysis
 Herys point one foot below ground

Attempts to indicate Storm Vault
 This is the buffer at its worst
 STATIC

Buffer @ DD

$$F = 2.405$$



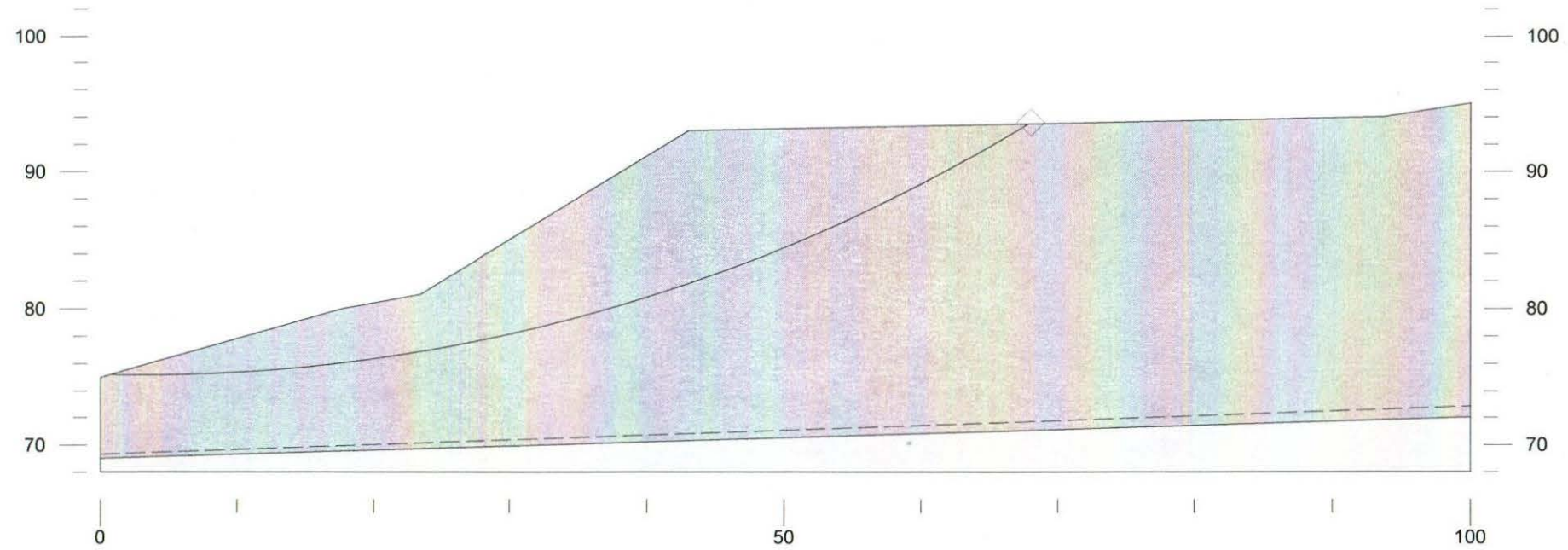
	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA
 219009 Calwest
 Buffer on the east slope at its worst point
 3/8/19
 Dynamic Analysis
 Herys point one foot below ground

Attempts to show Storm Uolt
 Dynamic

Buffer @ DD
 $F = 1.642$

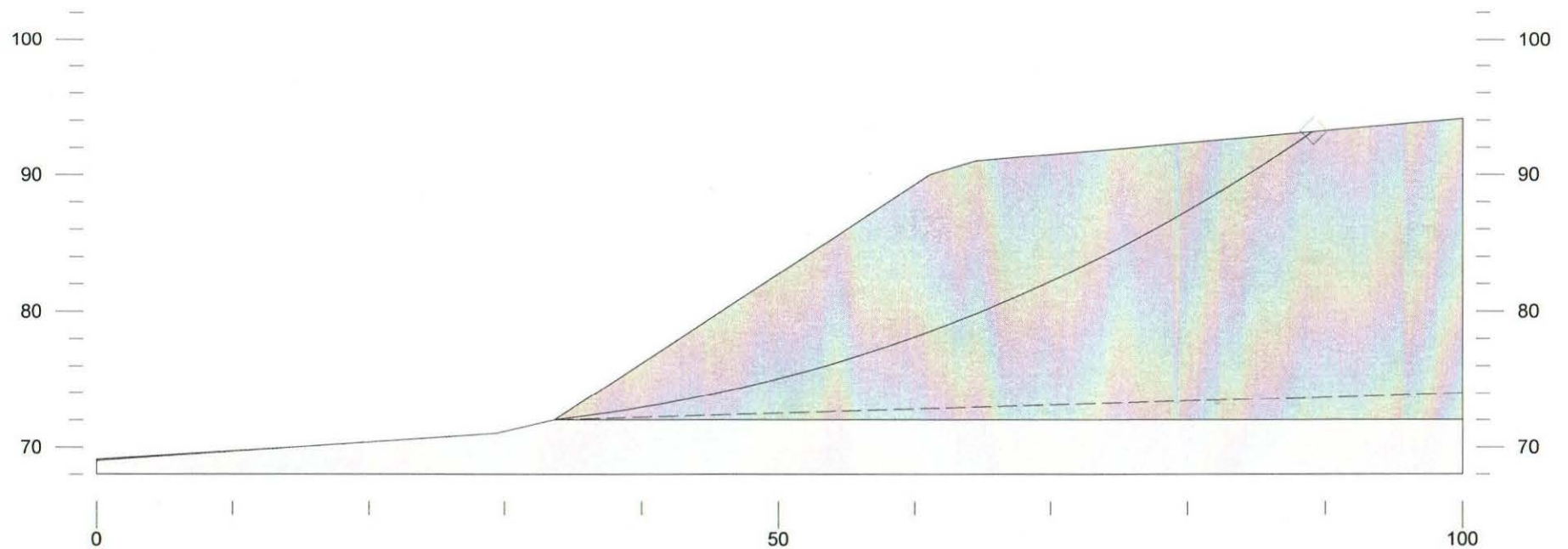


	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Edison Engineering - Anacortes, WA
 219009 Calwest
 E-E' Buffer
 3/9/19
 Static Analysis
 Henry point on ground

Indicates that Buildings beyond the Buffer Are Safe
 STATIC

E-E' Buffer $F = 1.920$



	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA

219009 Calwest

E-E' Buffer

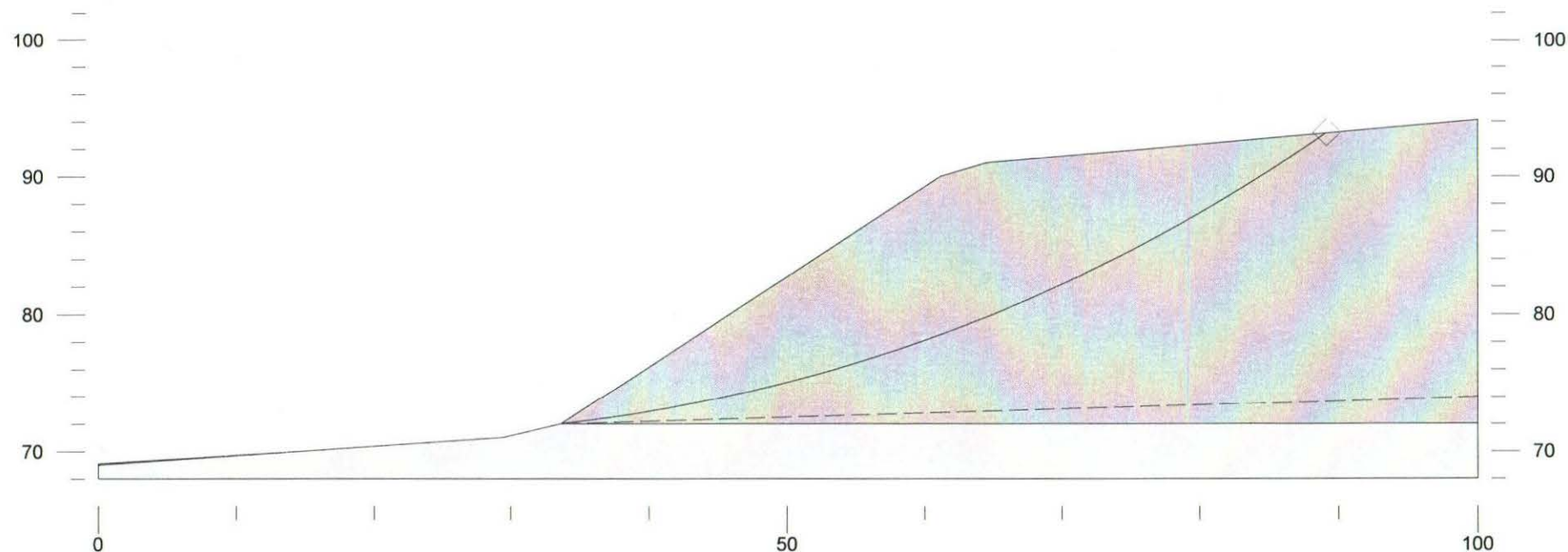
3/9/19

Dynamic Analysis

Henry point on ground

Indicates that buildings beyond the Buffer Are Safe
Dynamic

E-E' Buffer $F = 1.379$



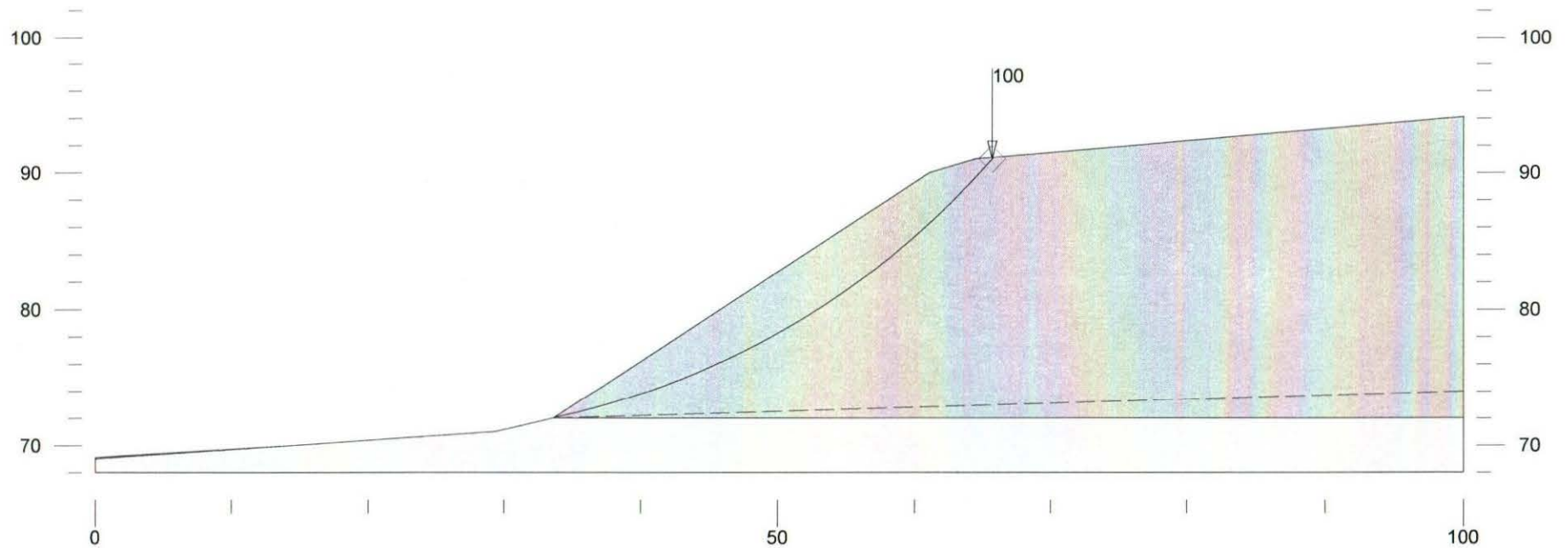
Edison Engineering - Anacortes, WA
 219009 Calwest
 E-E' Trail
 3/8/19
 Static Analysis
 Henry point on ground

	Gamma	C	Phi	Piezo
	pcf	psf	deg	Surf.
Sand	125	25	34	1
Till	135	500	36	0

$F = 1.294$

Trail @ E-E' static

E-E' $F = 1.294$



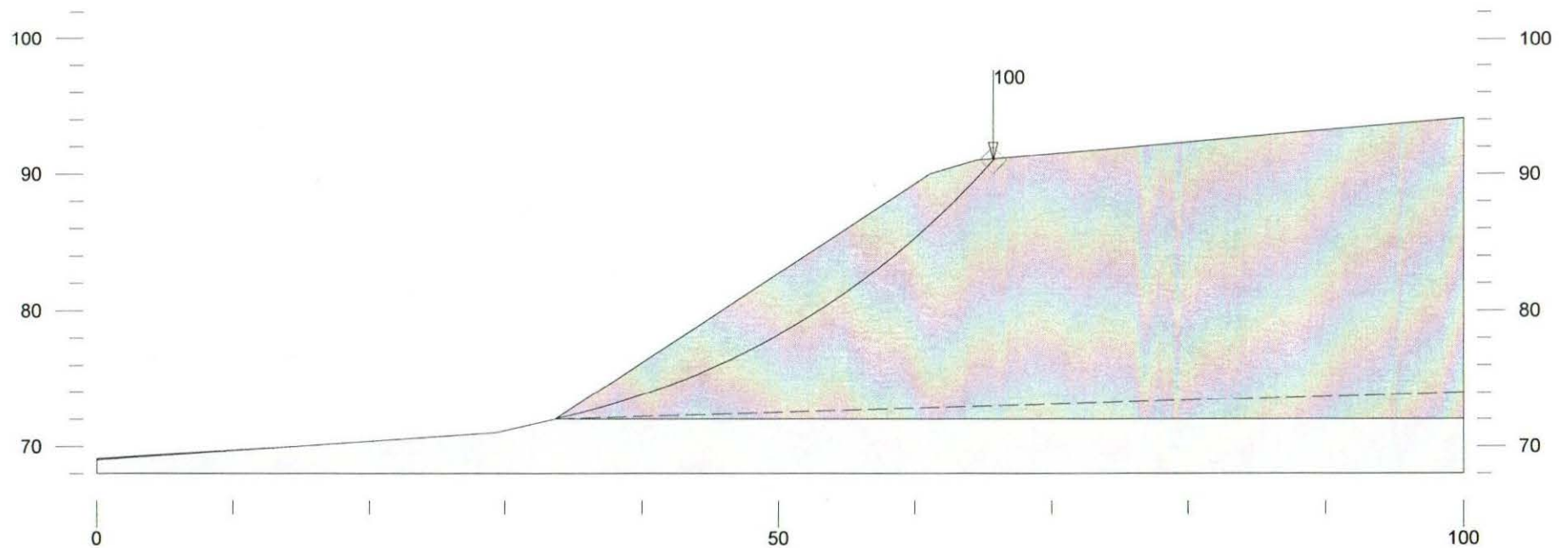
Edison Engineering - Anacortes, WA
 219009 Calwest
 E-E' Trail
 3/8/19
 Dynamic Analysis
 Henry point on ground

	Gamma	C	Phi	Piezo
	pcf	psf	deg	Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129 $F = 1.006$

Trail Dynamic

E-E $F = 1.006$



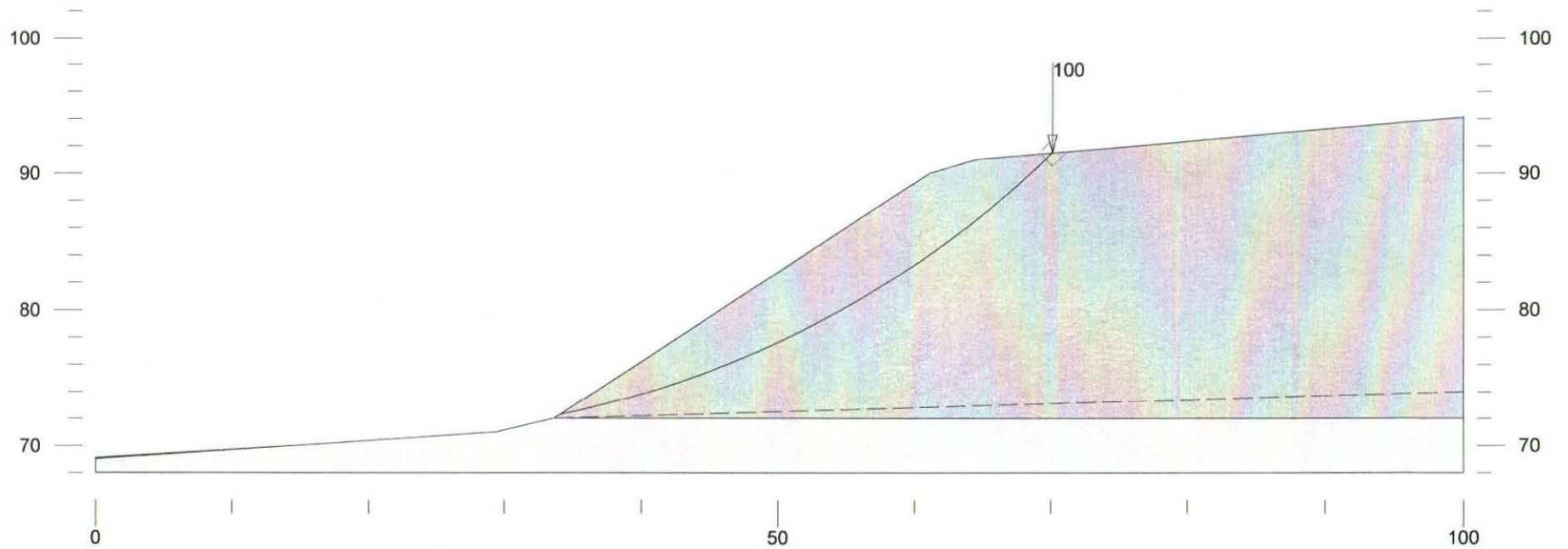
F = 1.385

	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Edison Engineering - Anacortes, WA
2190009 Calwest
A-A' Pipe
3/9/19
Static Analysis
Henry point on ground

Pipe on A-A'
Static

F = 1.385



X
F = 1.061

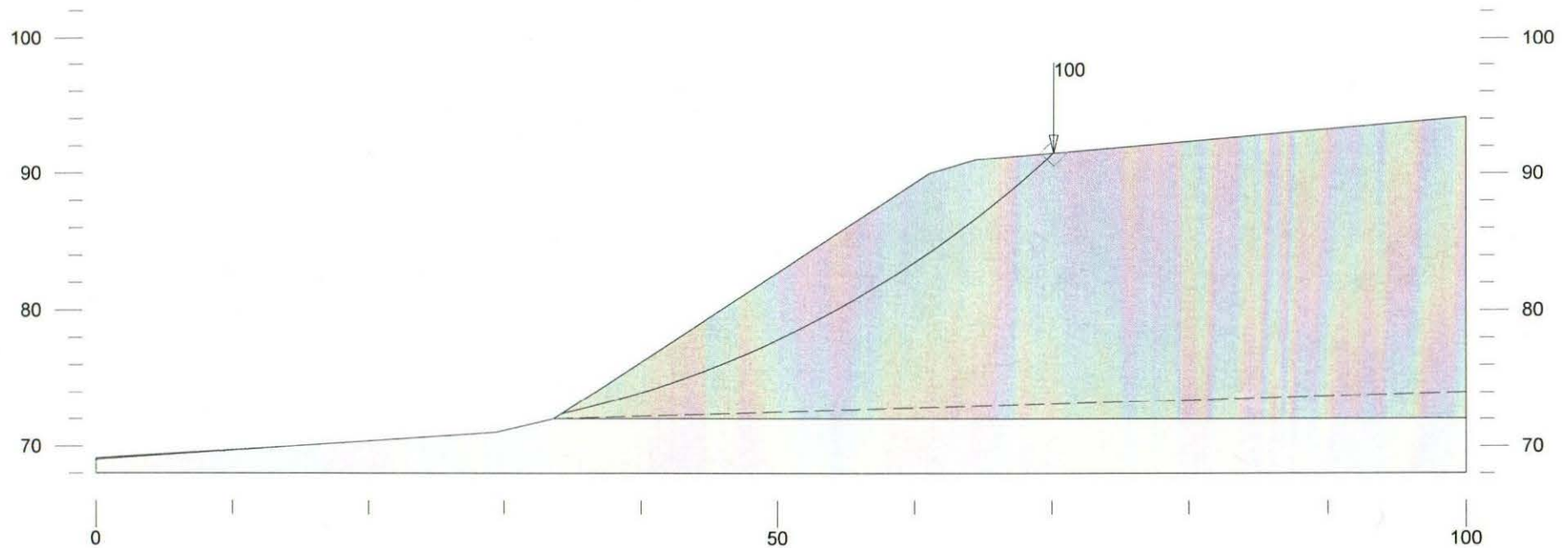
	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA
2190009 Calwest
A-A' Pipe
3/9/19
Dynamic Analysis
Henry point on ground

Pipe on A-A'
Dynamic

F = 1.061

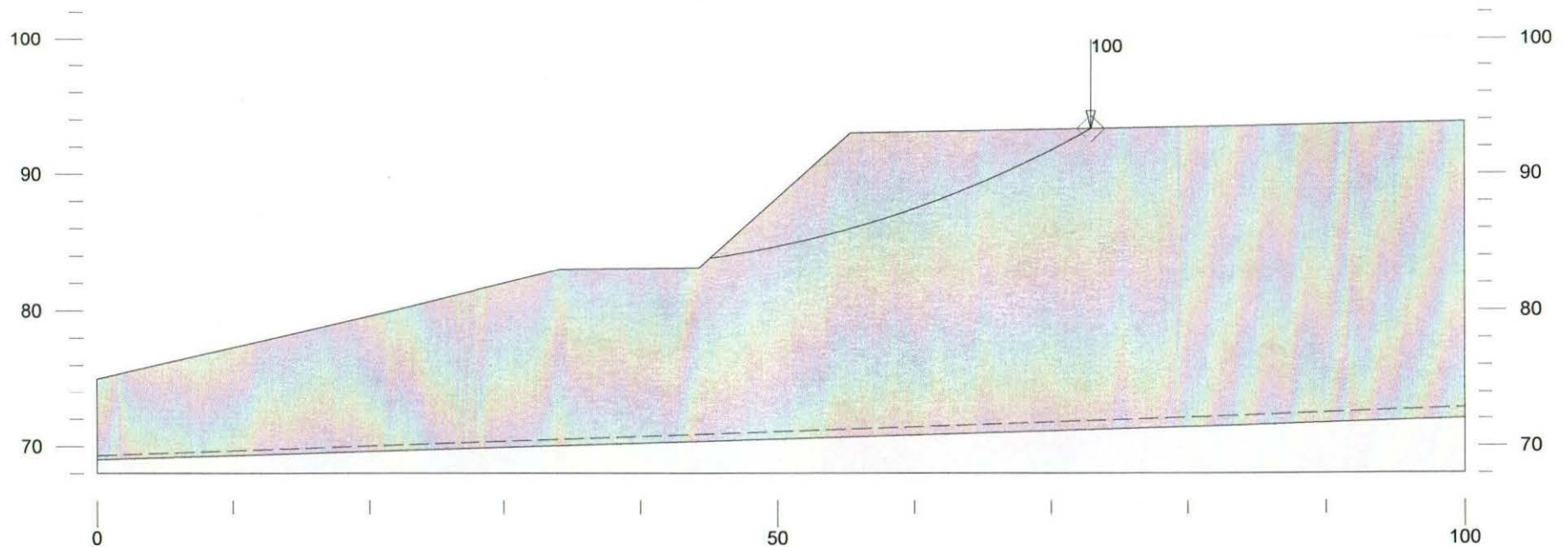


	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Edison Engineering - Anacortes, WA
 219009 Calwest
 C-C' Pipe
 3/8/19
 Static Analysis
 Henrys point at ground

Pipe @ C-C'
 STATIC

C-C' F = 2.277



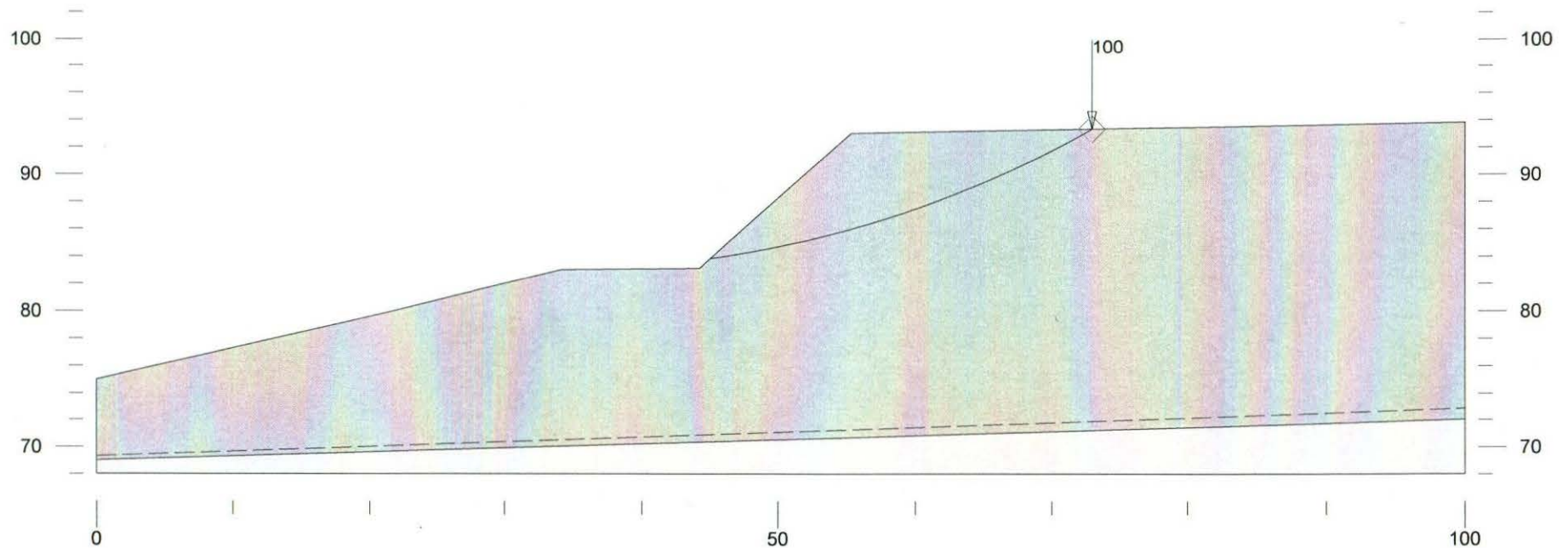
	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA
219009 Calwest
C-C' Pipe
3/9/19
Dynamic Analysis
Henrys point at ground

Pipe @ C-C'
Dynamic

C-C' F = 1.586

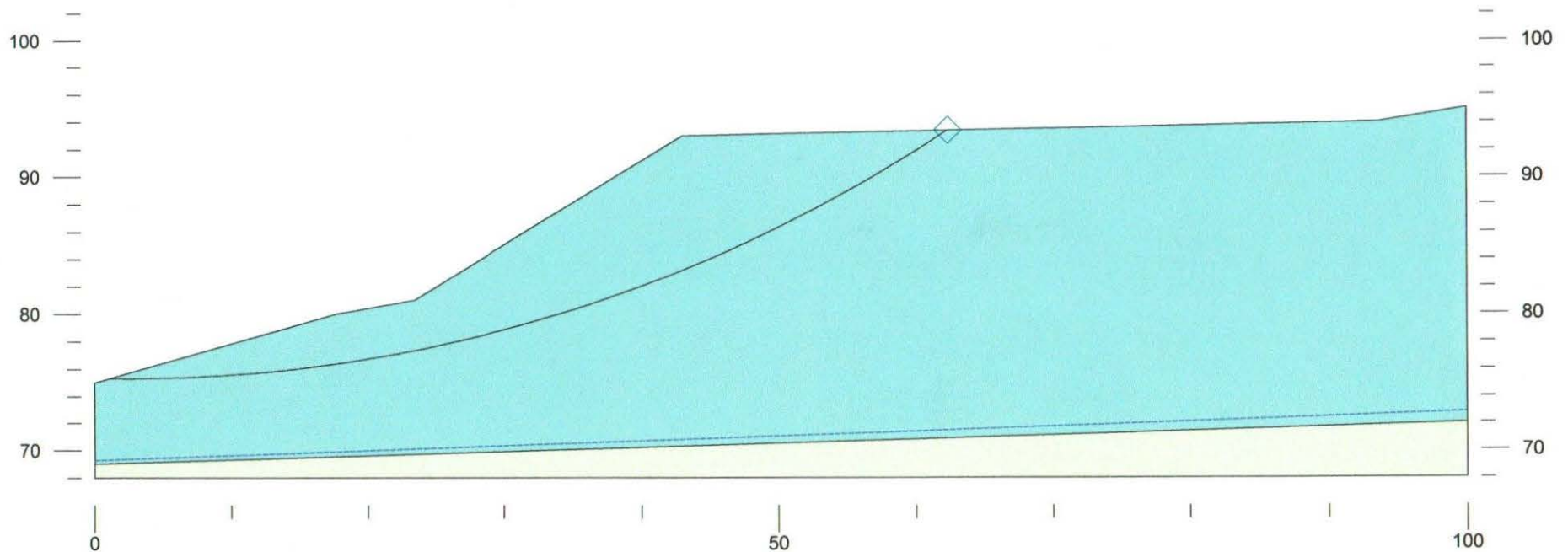


	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Edison Engineering - Anacortes, WA
 219009 Calwest
 D-D' Pipe
 3/8/19
 Static Analysis
 Herys point at ground

STATIC

D-D' Pipe F = 2.208



	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA
219009 Calwest

D-D' Pipe

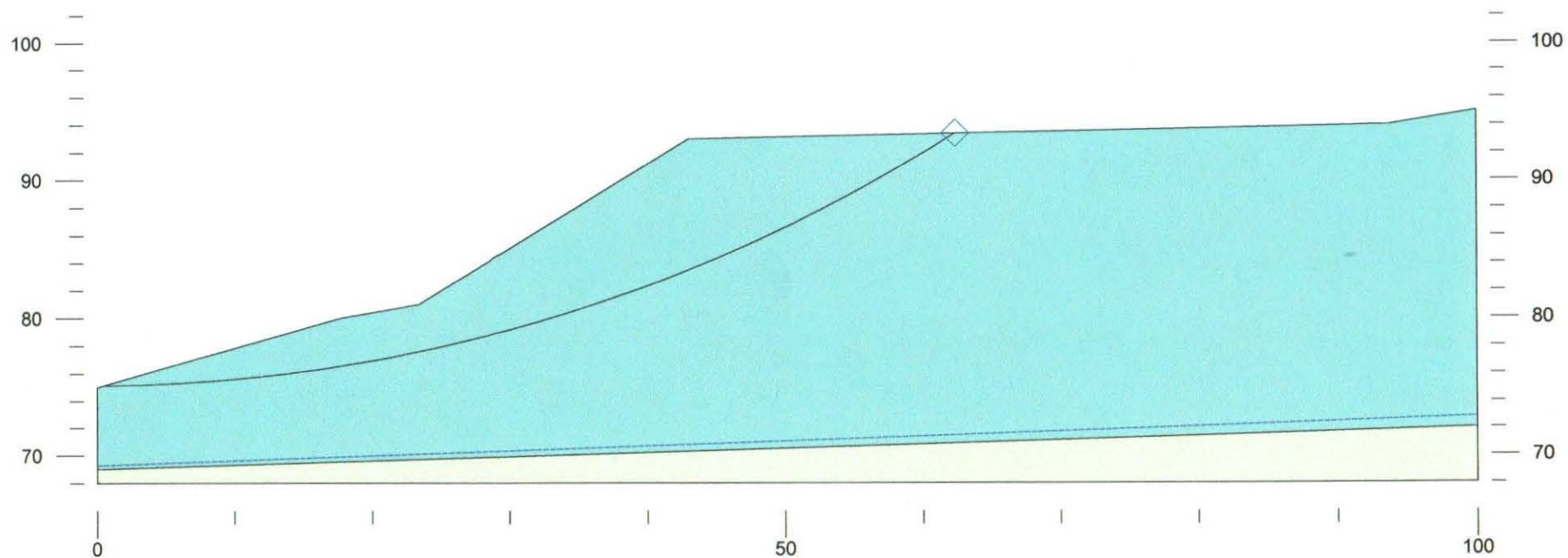
3/8/19

Dynamic Analysis

Herys point at ground

Pipe along D-D'
Dynamic
D-D' Pipe

$$F = 1.544$$



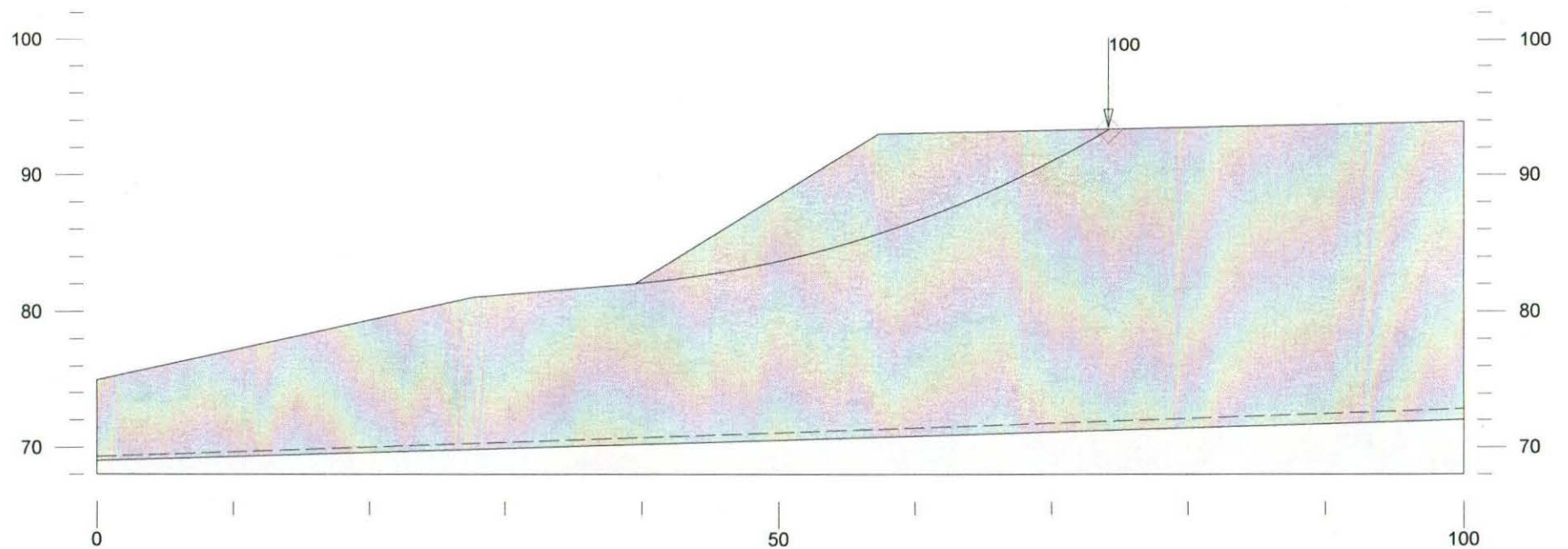
	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Edison Engineering - Anacortes, WA
 219009 Calwest
 FF' PIPE
 3/9/19
 Dynamic Analysis
 Henys point on ground

Pipe Dynamic

F-F' Pipe F=1.588

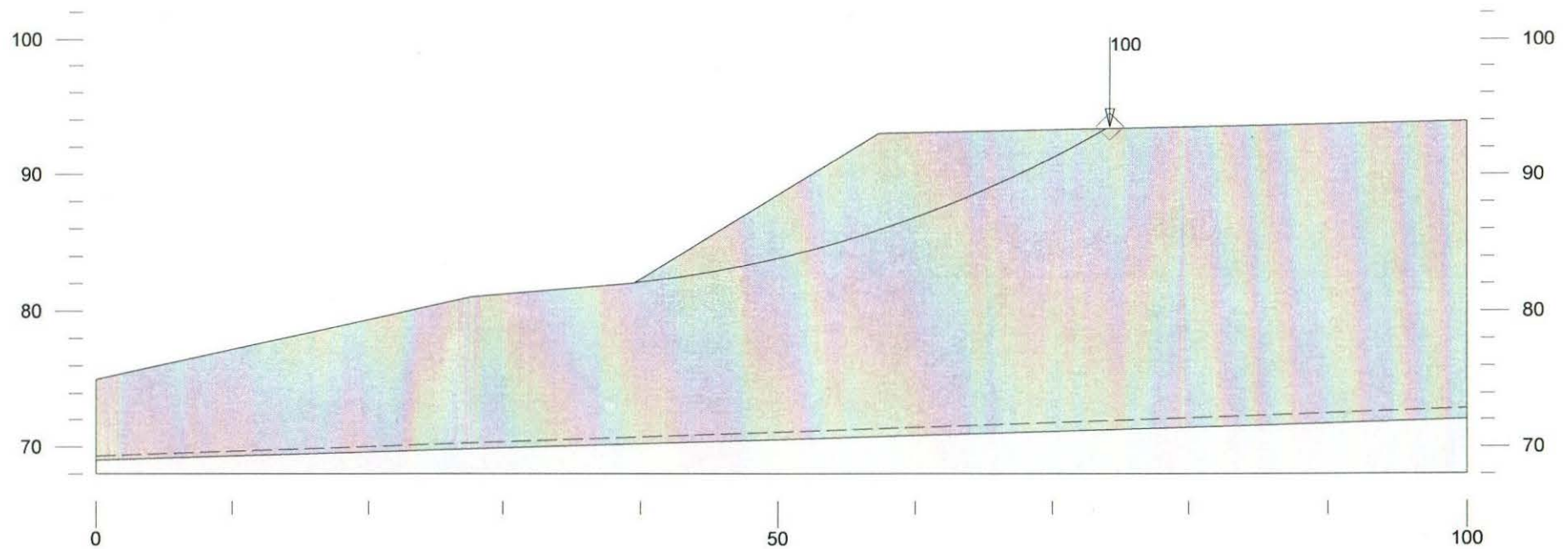


	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Edison Engineering - Anacortes, WA
 219009 Calwest
 FF' PIPE
 3/9/19
 Static Analysis
 Henys point on ground

Pipe Static

F-F' Pipe $F = 2.269$



August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) / Blows
TP-1	0.0 – 0.4	OL-SM	Brown organic-rich sand (Topsoil), (soft, dry)		
	0.4 - 1.6	SM	Yellow brown well graded Sand with gravel (medium dense, dry, root layer to 1.6 ft.)	1-1 / 1.5 ft 1.4 %	1 – 1.1/20
	1.6 - 3.4	SP	Dark brown poorly graded Sand with gravel (dry)	1-2 / 3.2 4.5 %	
	3.4 - 6.75	SW-SM	Brown well-graded Sand with silt and gravel, (dry)	1-3 / 6.0 3.6 %	
	6.75 - 7.8	SP	Brown poorly-graded Sand with gravel, (dry)	1-4 / 7.5 3.9 %	
Notes: Test pit completed to 7.8 feet on July 17, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-2	0.0 - 0.75	OL-SM	Brown organic-rich sand (Topsoil), (soft, dry)		
	0.75 - 3.25	SP	Yellow brown poorly graded Sand with gravel, (medium dense, dry, root layer to 1.5 ft.,)	2-1 / 3.0 ft 4.8 %	1.2 - 1.1/20
	3.25 – 3.5	SM	Brown silty Sand, (Till, very stiff, moist)		
Notes: Test pit completed to 3.5 feet on July 17, 2017. We believe all sand and gravel were Emergent Beach deposits with the exception of Till. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-3	0.0 – 0.4	OL-SM	Brown organic-rich Sand with gravel (Topsoil), (soft, dry)		
	0.4 – 2.25	SP	Yellow brown poorly graded Sand, (medium dense, dry, root layer to 1.75 ft.)	3-1 / 1.5 ft 5.4 %	1.2 - 1.1/20
	2.25 - 7.0	SP	Brown poorly graded Sand, (medium dense, moist)	3-2 / 3.2 ft 2.4 %	
Notes: Test pit completed to 7.0 feet on July 17, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-4	0.0 – 0.4	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.4 - 2.45	SP	Yellow brown poorly graded Sand with gravel (medium dense, dry, root layer to 2.0 ft.)	4-1 / 1.2 ft 2.7 %	1.25 - 1.35/20
	2.45 - 7.0	SP	Brown poorly graded Sand (dry)	4-2 / 3.3 ft 2.8 %	
	7.0 - 8.5	SP	Brown poorly graded Sand with gravel (dry)	4-3 / 7.5 ft 1.5 %	
Notes: Test pit completed to 8.5 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-5	0.0 - 0.95	OL-SM	Brown organic-rich Sand with gravel (Topsoil), (soft, dry)		
	0.95 - 2.6	SP	Yellow brown poorly graded Sand with gravel (medium dense, dry, root layer to 2.5 ft.)	5-1 / 1.5 ft 0.5 %	1.25 - 1.35/20
	2.6 - 3.75	SP	Brown poorly graded Sand (dry)	5-2 / 3.0 ft 3.75 %	
	3.75 - 6.0	GP	Brown poorly graded Gravel with sand (dry)	5-3 / 4.4 ft 3.3 %	
Notes: Test pit completed to 6.0 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-6	0.0 - 0.85	OL-SM	Brown organic-rich Sand with gravel (Topsoil), (soft, dry)		
	0.85 - 2.5	SP	Yellow brown poorly graded Sand with gravel (medium dense, dry, root layer to 1.6 ft.)	6-1 / 1.6 ft 2.3 %	1.6- 1.5/20
	2.5 - 5.5	SP	Brown poorly graded Sand (dry)		
	5.5 - 7.25	SP-SM	Brown poorly graded Sand with silt and gravel (dry)	6-2 / 6.5 ft 4.9 %	
	7.25 - 9.0	GP	Dark brown poorly graded Gravel with sand (dry)	6-3 / 8.5 ft 3.7 %	
Notes: Test pit completed to 9.0 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-7	0.0 - 0.55	OL-SM	Brown organic-rich Sand with gravel (Topsoil), (soft, dry)		
	0.55 - 1.5	GP	Yellow brown poorly graded Gravel with sand (medium dense, dry, root layer to 1.8 ft.)	7-1 / 0.75 ft 2.5 %	1.2- 1.1/20
	1.5 - 4.3	SP	Brown poorly graded Sand with gravel (dry, some mottling to 2.5 feet)	7-2 / 2.0 ft 2.4 %	
	4.3 - 4.8	SM	Brown silty Sand (Till, very stiff, moist, just a section of till)	7-3 / 4.4 ft 12.3 %	
	4.8 - 8.2	SP	Brown poorly graded Sand (dry)		
Notes: Test pit completed to 8.2 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

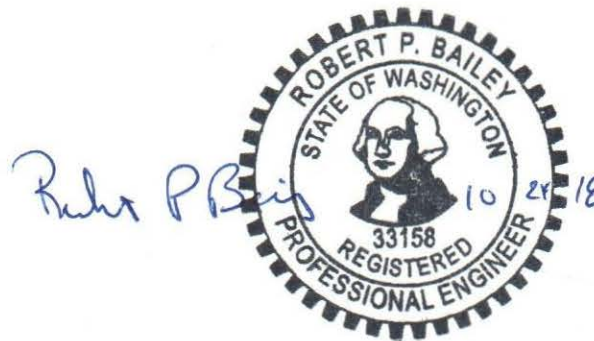
Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-8	0.0 - 0.25	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.25 - 0.75	SP	Yellow brown poorly graded Sand (medium dense, dry)	8-1 / 0.35 ft 8.1 %	0.75 - 1.8/20
	.075 - 2.2	SW	Brown well graded Sand with gravel (medium dense, dry, root layer to 1.9 ft)	8-2 / 2.0 ft 4.8 %	1.5 - 1.6/20
	2.2 - 4.5	SP	Brown poorly graded Sand with gravel (dry)	8-3 / 3.25 ft 2.1 %	
	4.5 - 7.0	SP	Brown poorly graded Sand (dry)	8-4 / 6.5 ft 5.7 %	
Notes: Test pit completed to 7.0 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-9	0.0 – 0.25	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)	9-1 / 0.75 ft 4.6 %	
	0.25 - 3.0	GP	Yellow brown poorly graded Sand (medium dense, dry, root layer to 2.1 feet)	9-2 / 2.0 ft 2.7 %	1.9 - 1.0/20 3.0 - 0.75/20
	3.0 – 6.5	SW	Brown well graded Sand with gravel (dry)	9-3 / 3.2 ft 1.8 %	
	6.5 – 7.0	SM	Dark brown silty Sand (Till, hard, dry)	9-4 / 6.6 ft 11.9 %	
Notes: Test pit completed to 7.0 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits with the exception of Till. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-10	0.0 - 0.5	OL-SM	Dark brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.5 – 2.2	SW	Yellow brown well graded Sand with gravel (medium dense, dry, root layer to 2.1 feet)	10-1 / 1.2 ft	1.6 - 1.0/20
	2.2 – 4.8	GP	Brown gap graded Gravel with sand and boulders (dry)	10-2 / 2.2 ft 3.1 %	
	4.8 – 5.2	SM	Red and brown silty Sand (Till, hard, dry, mottled)	10-3 / 4.8 ft 9.9 %	
Notes: Test pit completed to 5.2 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits with the exception of Till. No ground water observed. Test pit loosely backfilled upon completion.					



UNIFIED SOIL CLASSIFICATION SYSTEM (USCS)

MAJOR DIVISIONS			LETTER SYMBOL	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS MORE THAN 50% OF MATERIAL IS <u>LARGER</u> THAN NO. 200 SIEVE SIZE	GRAVEL AND GRAVELLY SOILS MORE THAN 50% OF COARSE FRACTION <u>RETAINED</u> ON NO. 4 SIEVE	CLEAN GRAVELS (LITTLE OR NO FINES) <5%	GW	WELL-GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES
			GP	POORLY-GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES
		GRAVELS WITH FINES (APPRECIABLE AMOUNT OF FINES) <12%	GM	SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES
			GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES
	SAND AND SANDY SOILS MORE THAN 50% OF COARSE FRACTION <u>PASSING</u> NO. 4 SIEVE	CLEAN SANDS (LITTLE OR NO FINES) <5%	SW	WELL-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
			SP	POORLY-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
		SANDS WITH FINES (APPRECIABLE AMOUNT OF FINES) <12%	SM	SILTY SANDS, SAND-SILT MIXTURES
			SC	CLAYEY SANDS, SAND-CLAY MIXTURES
FINE GRAINED SOILS MORE THAN 50% OF MATERIAL IS <u>SMALLER</u> THAN NO. 200 SIEVE SIZE	SILTS AND CLAYS LIQUID LIMIT <u>LESS</u> THAN 50		ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY
			CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS
			OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY
	SILTS AND CLAYS LIQUID LIMIT <u>GREATER</u> THAN 50		MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SAND OR SILTY SOILS
			CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS
			OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS
HIGHLY ORGANIC SOILS			PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

FILE: PERIFERALS\DRAWING\GEOTECH\USCSKEY

JOB NO.: n/a
DESIGNED BY: rpb
DRAWN BY: rpb
CHECKED BY: rpg

**EDISON
ENGINEERING**

14952 Washington St
Anacortes WA 98211

(360) 202-4884
Edisoneng@cs.com

KEY TO SOILS

UNITED SOIL CLASSIFICATION SYSTEM

DATE: n/a SCALE: H: n/a V: n/a

Soil Description		USCS Soil Classification	SPT D&M	1	2	5	10	20	50	100	Sample Number	Lab Work
0	sand with rocks, road base											
	poorly graded sand with some rocks	SP									3,3,3	m = 5.83%
	poorly graded sand with some rocks	SP									10,11,12	m = 2.92%
10	poorly graded sand	SP									8,6,7	m = 6.81%
	Gets cobbly											
	sand with silt and rocks	SM									15,25,33	m = 4.76%
20	Till up in borings											
	Till silty sand with gravel	SM									50/6"	m = 3.97%
	Till silty sand with gravel	SM									26,50/3"	m = 6.15%
30	Till silty sand with gravel	SM									50/5"	
	END BORING AT 31.5 FEET											
40												
50												

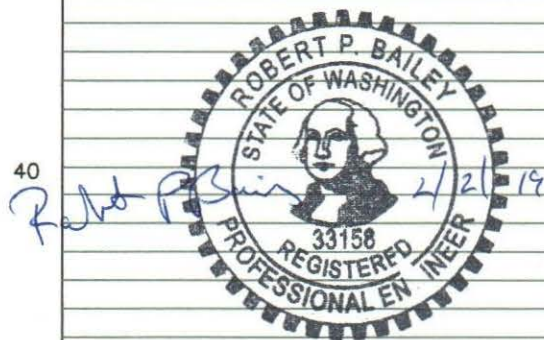
Robert P. Bailey

33158

2/21/19

REGISTERED PROFESSIONAL ENGINEER

STATE OF WASHINGTON



LOGGED BY: RPB DATE DRILLED: 10/9/18
DRILLER: EDI HOLE DIAMETER: 11"
DRILLING METHOD: HOLLOW STEM HOLE DEPTH: SEE LOG

Soils classified visually using the Unified Soils Classification System. Please see USCS Key to Boring Logs for descriptions.

JOB NO.: 217034

DESIGNED BY: RPB

DRAWN BY: RPB

CHECKED BY: RPB

EDISON

ENGINEERING

14952 WASHINGTON ST.
ANACORTES WA. 98221
360 202-4884
EDISONENGINE@
GMAIL.COM

BORING LOG
CALWEST PROPERTY
ANACORTES, WASHINGTON

DATE: 10/9/18

SCALE: H: N/A

V: N/A

EDISON ENGINEERING
14952 Washington St.
Anacortes WA 98221

October 24, 2018

Calwest Inc.
4819 Portalis Way
Anacortes WA 98221

Geotechnical Engineering – Response to Peer Review

Norman and Wood's SP Lots (23-30)
Property Numbers: P58123 and P58124

Dear Mr. Schroeder;

Edison Engineering presents this peer review document of our Geotechnical Engineering and our addenda regarding steep slopes of the Calwest 20-unit Multi Family dwelling to be located along Highway 20 Spur near the ferry terminal in Anacortes.

These statements are offered for the reviewing party. We originally provided 16 sieve analyses but they did not make it to the reviewing party. In the Geotechnical Report of the Norman & Woods Short Plat, we believe that the sand above the till is Emergence Beach deposits and we have resubmitted the Test Pit logs affirming that, and on Test Pit TP-2, it was till at the bottom, we neglected to say that. The rest of the comments dealt with infiltration.

No ground water was encountered but 64 percent of the water from the site will be removed. We do not think seasonally perched ground water will occur because of the slope and porosity of the sand. It must have been ancient mottling or redoximorphic markings on the soil. The geotechnical report does not provide conclusions regarding the suitability of infiltration. We completed a boring at about 92.5 feet of elevation and we encountered glacial till (brought up a sample) at 20 feet (72.5 feet). There cannot be infiltration because the till is above the parking lot at 70 feet.

On the slope, the subsurface land is sand and gravel to about 20 feet (Emergent Beach deposit) and then we encountered till. The slope of the entire site is fairly steep so water cannot lay underneath the slope for any length of time. The majority of the hill ends to the northeast of the boring. The buildings and roads would remove 64 percent of the water that falls on site to either the storm vault or the ditch for the five northwest buildings on the site. The ditch is on State Route 20.

In this case steep slopes are any areas with a slope of forty percent (2.5H: 1V) or steeper and with a vertical relief of ten or more feet. We have identified two steep slopes on the site caused by construction of the parking lot (A'-A) at the north end and the existing entrance road to the east (B'-B, Critical Area Plan).

Steep slopes are the question here. If someone created them, we should be able to get rid of them by burying the footings or regrading the slopes. We buried the footings so they were no longer above the 40 percent grade. If the soil surface layer is above 40 percent, it may fall during seismic events but that is not going to affect either the building or the adjacent property.

We did static and dynamic slope stability analysis on both slopes and they were valid for a factor of safety of 1.5 in static and 1.2 in dynamic. We had a peak ground acceleration of 0.25748 g, which we

divided in half or 0.129 g because we are on soil. We added the weight of the foundation minus the number of feet that the foundation buried times the weight of the soil. We left the weight alone as we buried the foundation further. On schematics for B'-B, we reduced the vertical scale by 25 feet due to my error but that is not a concern, simply add 25 to a number to tell where it is on the vertical scale. The weight of the Sand was 125 pcf, cohesion of 25 psf, and phi is 34 degrees. The Till is 135 pcf, cohesion of 500 psf, and psi of 36 degrees.

The A'-A was good for the static (1.5) and dynamic (1.2) parameters on the parking lot. We have 1.890 static and 1.451 on dynamic factors of safety. On the road in to the area (B'-B), the dynamic was low so we lowered the foundation by 1.1 foot and we got 1.247 and the static was 1.611. The reason for that was the unusual dynamic coefficient of safety of 1.2 instead of the typical 1.1.

We know there have been landslides in the area before. If an earthquake were to occur of the magnitude stated (0.257 g), one would probably lose the bluffs of the hillsides and trees would topple. The buildings, if properly constructed, would remain. If the slope in the area of B'-B were to be lowered it may keep debris from falling on the road and trail into the site from SR 20.

Item 17.70.230.C.4 calls for a no disturbance buffer and minimum building setback. If the buildings were set on the soil surface, we would call for that buffer. However since the buildings are set below 40 percent from the bottom of the slope. The buffer is immaterial because we do not have a critical slope. The 2012 International Building Code indicates if the foundations are lowered to have H/3 that is sufficient. Anacortes requires H/2.5. We do not think there should be a setback if foundations are lowered so there no critical slope.

For mitigation of long-term impacts, after the buildings are built, there will be steep slopes to the north. They will not matter because the buildings will be stable. Maintain the soil for the buildings that are in the buffer for the parking lot because they hide lower elements of the buildings and it does not matter for slope stability because the soil near the buildings is not at critical slope. Remove the soil that is at the steep grade on the entrance road, it will lessen the steepness. The area must be replanted with Douglas-fir (*Pseudotsuga menziesii*) or grand fir (*Abies grandis*). However, on the storm vault, keep the soils that are at its edge because the soils will hide the vault from the State Route 20 and these soils are not critical steep. Foundations on the storm vault will be 83 feet, which is very near the lowest elevation that makes up the steep slope in that area.

In performance standards (17.70.260.1.a), the City call for a minimum buffer equal to the height of the slope or 50 feet, whichever is greater. That is too much buffer for a 13-foot slope that is at a grade of 34.6 degrees (69 percent). They call for a buffer reduction to a minimum of 10-feet but even that is no good for the building area that is adjacent to the driveway slope. Setting the slope to be less than 40 percent does away with the steep slopes.

In section 2, under alterations for a landslide area and /or buffer may only occur for activities for which a hazard analysis has been submitted and certifies that;

- a. The development will not increase surface water discharge or sedimentation to adjacent properties beyond predevelopment conditions.
- b. The development will not decrease the slope stability on adjacent properties.
- c. Such alterations will not adversely affect other critical areas.

This development will not cause an increase in water discharge or sedimentation to the adjacent properties because it will remove 64 percent of the precipitation that lands on site. It will not cause a

October 24, 2018

Geotech Engineering: Response to Peer Review (Calwest, Inc.)

decrease in slope stability for adjacent properties because we only wish to sink the footings down to 40 percent gradient from the bottom of the slope and lower the slope on the eastern side (B'-B). The plans for the steep slopes will not affect any other critical area because they will put most of the water into the storm vault and release it slowly.

Design standards (section 3) states that development and land clearing within erosion, landslide, or their buffers have to meet the following basic requirements unless it can be demonstrated that an alternative design can provide greater long-term stability of the slopes, while meeting other provisions of this title.

- a. The proposed development shall not decrease the factor of safety for landslide occurrences below the limits of 1.5 for static and 1.2 for dynamic conditions.
- b. Structures and improvements shall be clustered to avoid geologically hazardous areas.
- c. Structures and improvements shall minimize alterations to the natural contour of the slope, and foundations shall be tiered where possible to conform to existing topography.
- d. Structures and improvements shall be located to preserve the most critical portion of the site and its natural landforms and vegetation.
- e. The proposed development shall not result in greater risk or a need for increased buffers on neighboring properties.
- f. The use of retaining walls that allow the maintenance of existing natural slope area is preferred over graded artificial slopes.
- g. Development shall be designed to minimize impervious lot coverage.

The design of the structures within the critical areas with the foundations below the 40 percent grade mark are above the factor of safety in both static and dynamic for landslide occurrences. The structures are already clustered to the fullest extent. On c and d, regrading the slope in B'-B makes it more natural there were not supposed to be steep slopes in the area. The site cannot be re grades on A'-A because it is mostly off site. In e, regrading the slope makes it more natural and there will be no need to have a buffer on the next property to the north. Also in e, there will not be any need for the increased buffers to the north at the site of A'-A. On f, the slopes are unnatural so they should be regraded. On g, the development is already minimized.

On the last statement of Design Standards, we think it is okay to regrade the slope since we are showing that it is positive. If we regrade the northeastern slope from the road to the to the 94 foot elevation along B'-B except in the storm vault area it would make the slopes 10.19 degrees or 17.9 percent that makes it not a critical slope. We propose to do that and shall have the surveyors create a plan of action.

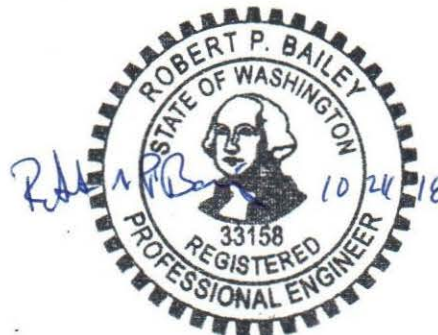
We appreciate the opportunity to provide our geotechnical services. Should you have any questions or require further information, please contact Bob Bailey in our office at (360) 766-4414.

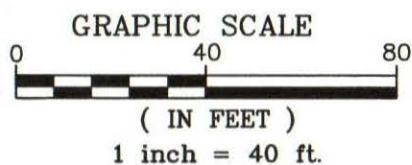
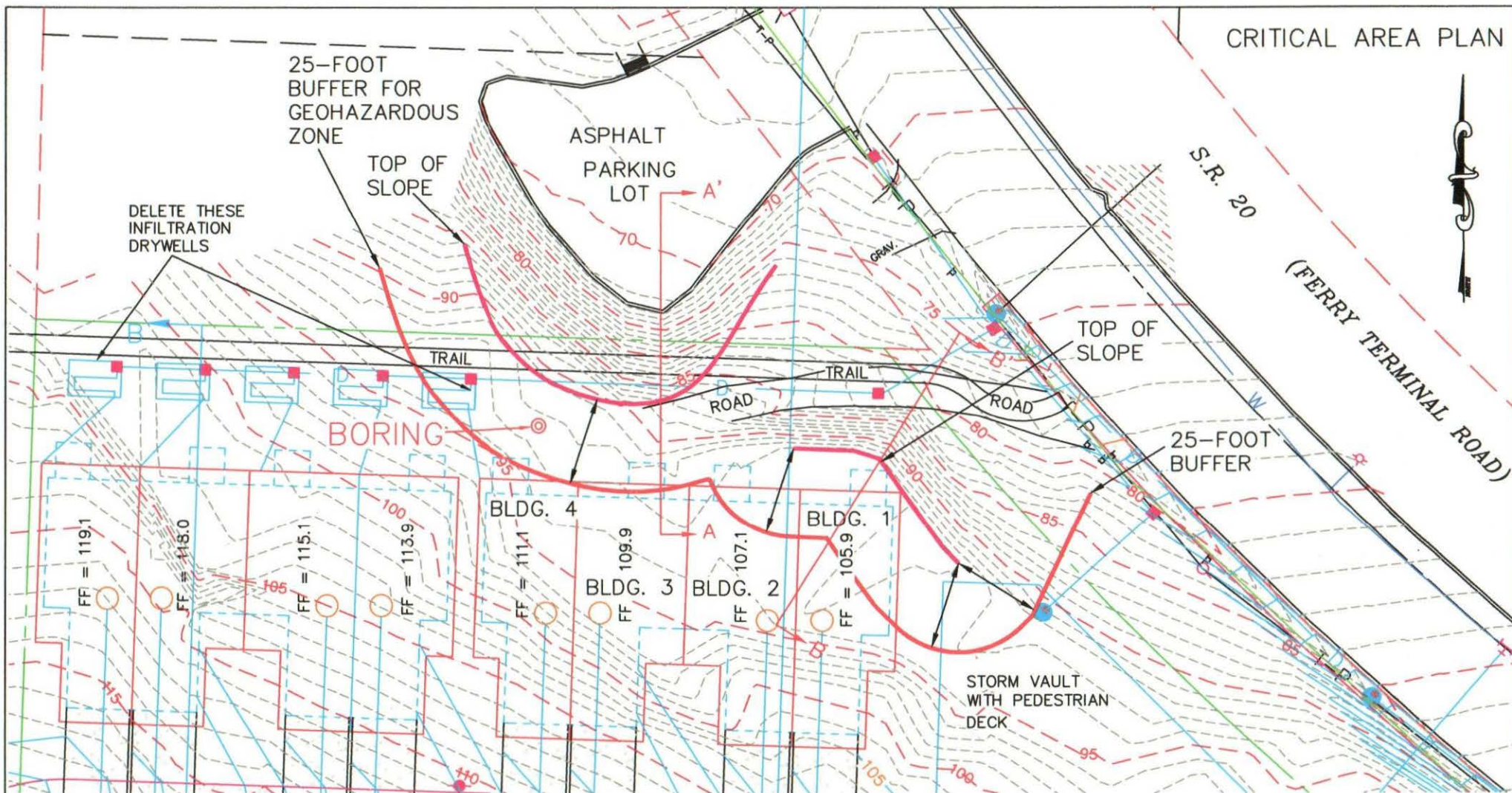
Sincerely

EDISON ENGINEERING



Robert P. Bailey, M.S.C.E., P.E.
Geotechnical Engineer



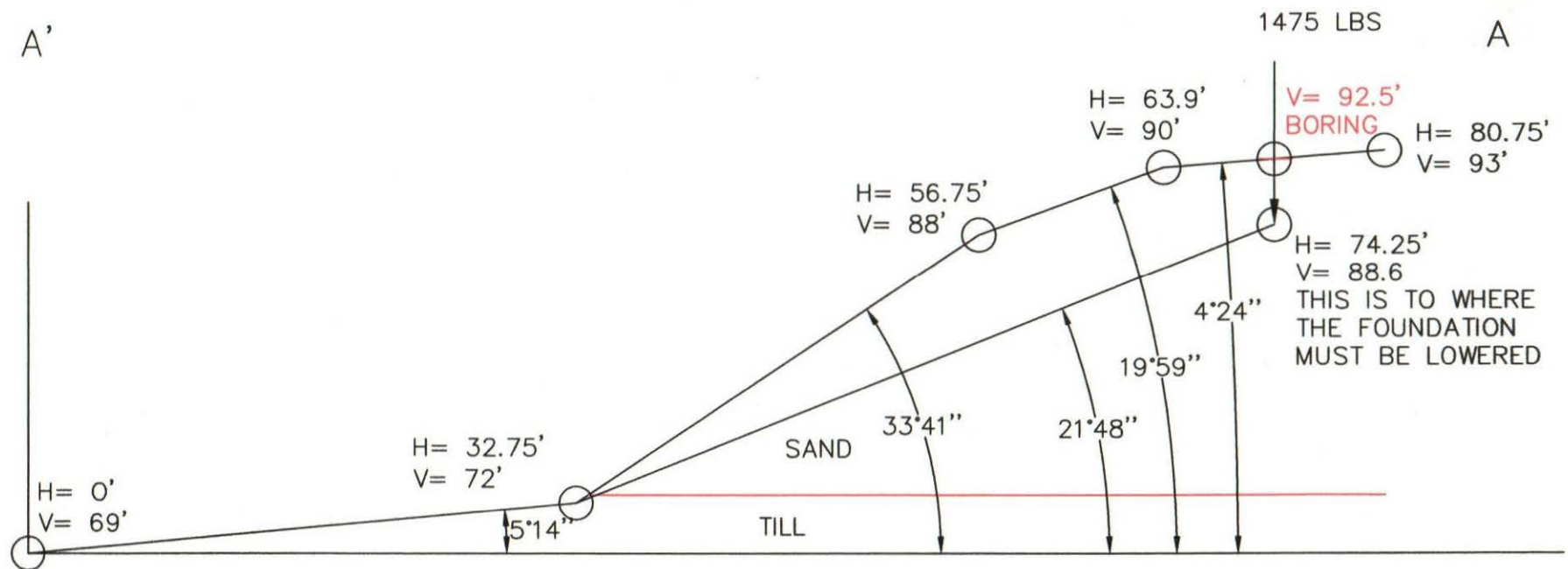


Owners: Calwest Inc.
 Address: Ferry Road Condos
 Parcel: P58123 & P58124
 Permit: Anacortes Permitting
 Preparer: Edison Engineering
 Date: June, 2018
 Revision: October, 2008



This drawing was a survey it has been added to and is approximate.
NOT A SURVEY

SCHEMATICS A'-A



	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0

Western Geotechnical - Ferndale, WA

217039B

Calwest

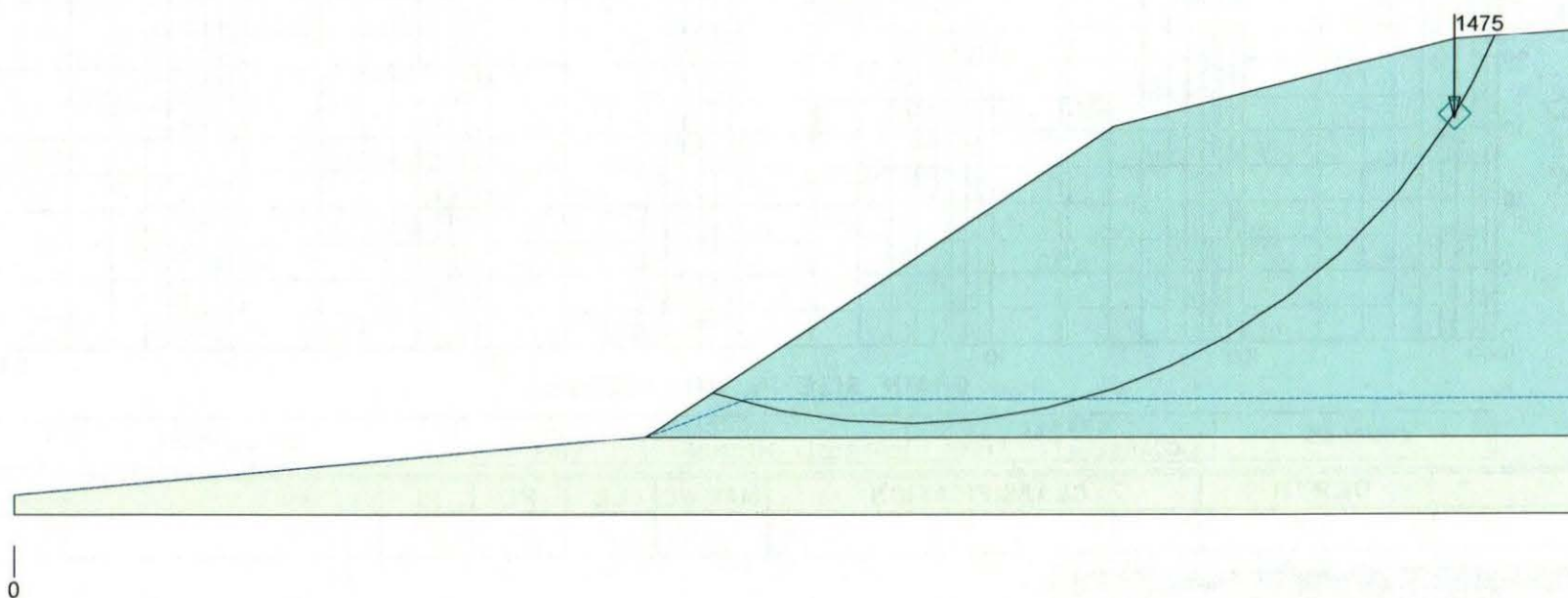
10/15/18

Anacortes, WA - Section A-A

Static Analyses



 $F = 1.890$



	Gamma	C	Phi	Piezo
	pcf	psf	deg	Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Western Geotechnical - Ferndale, WA

217039B

Calwest

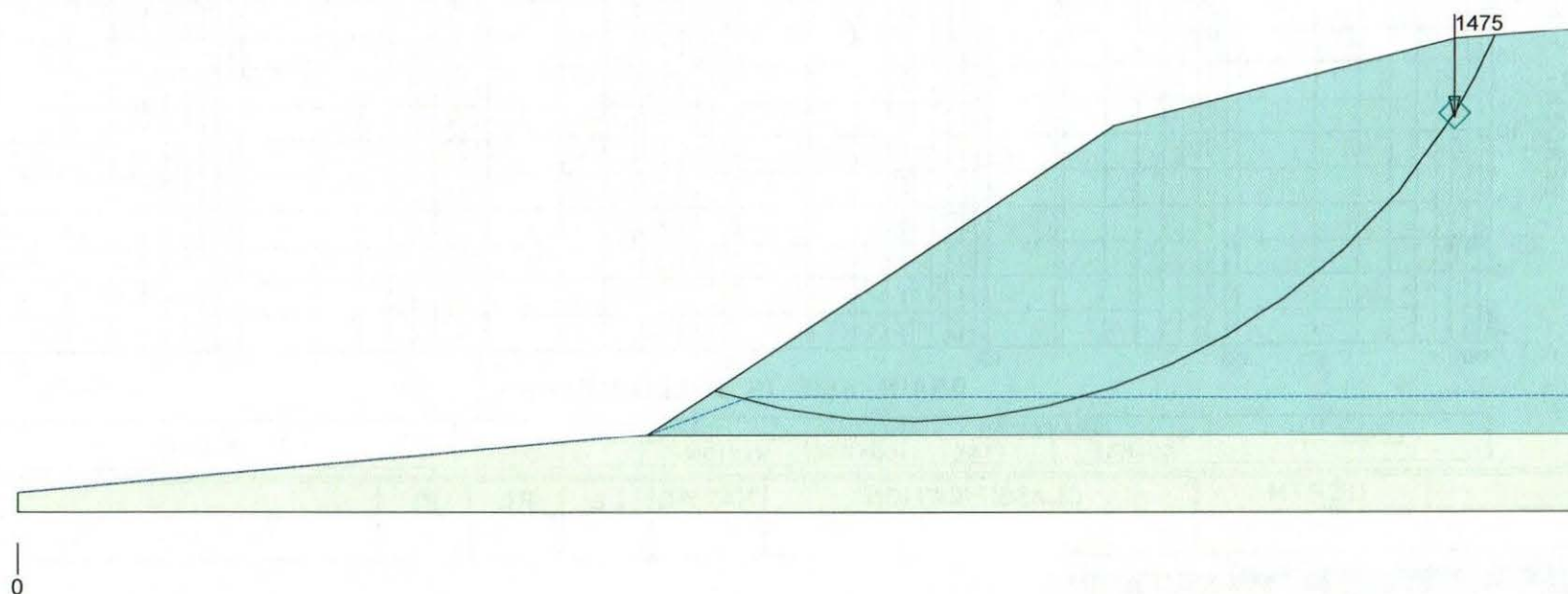
10/15/18

Anacortes, WA - Section A'-A

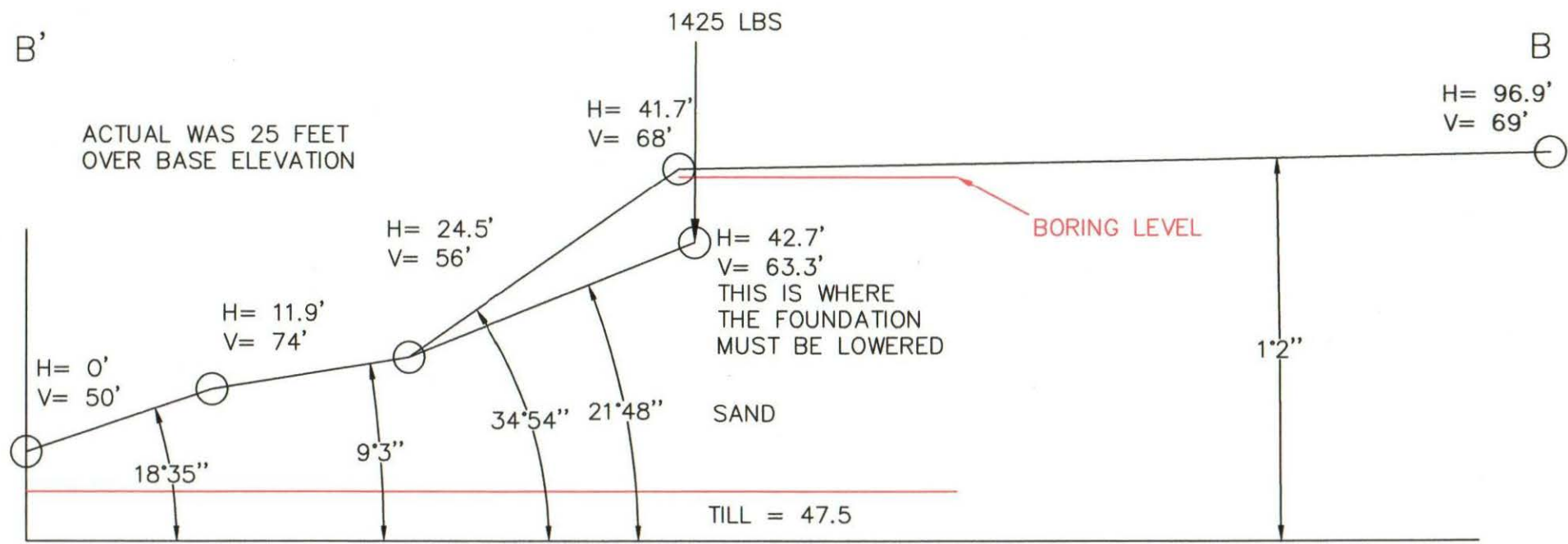
Dynamic Analyses



 $F = 1.451$



SCHEMATICS B'-B



	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	50	34	1
Till	135	500	36	0

Western Geotechnical - Ferndale, WA

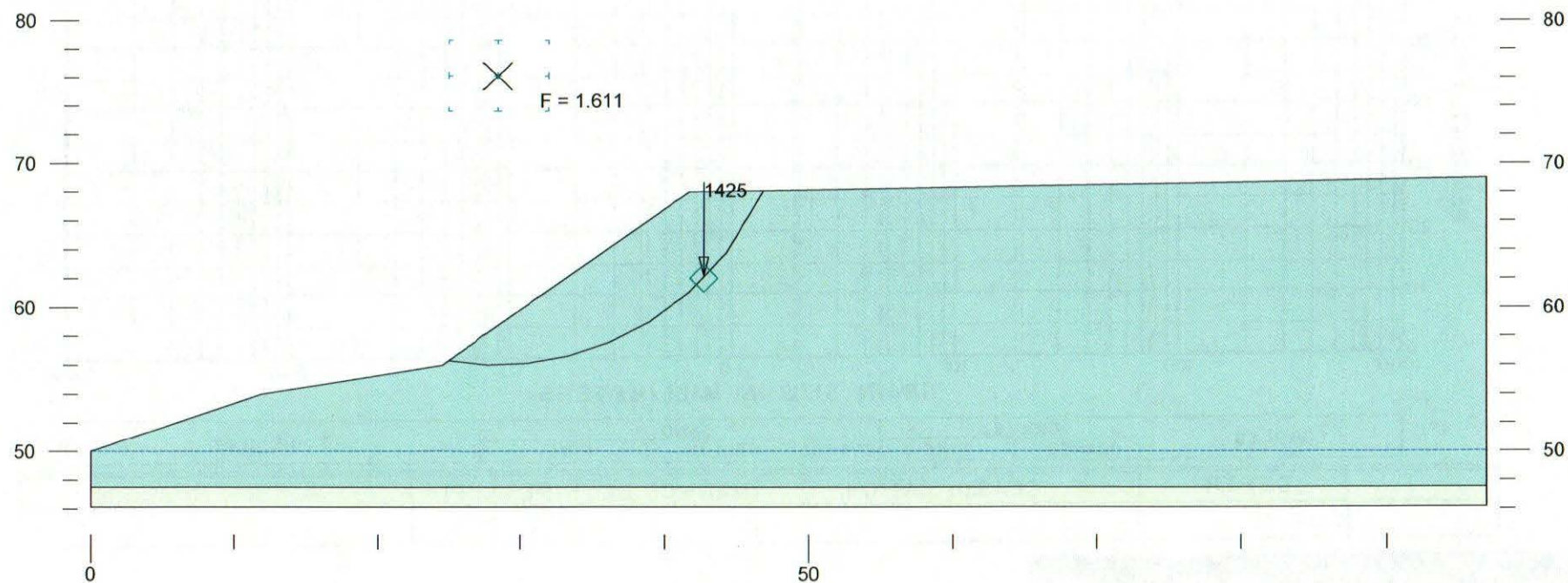
217039

Calwest

10/15/18

Anacortes, WA - Section B-B

Static Analyses



	Gamma	C	Phi	Piezo
	pcf	psf	deg	Surf.
Sand	125	50	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

Western Geotechnical - Ferndale, WA

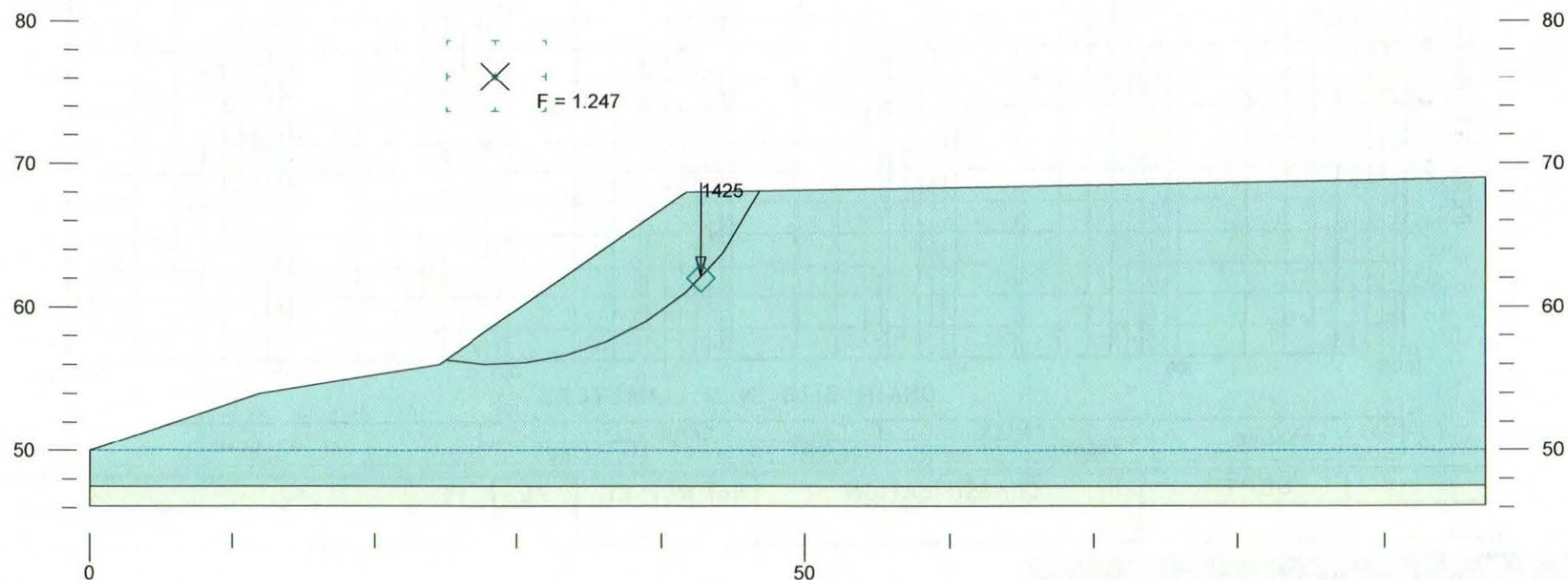
217039

Calwest

10/15/18

Anacortes, WA - Section ~~B-B~~

Dymanic Analyses



August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) / Blows
TP-1	0.0 – 0.4	OL-SM	Brown organic-rich sand (Topsoil), (soft, dry)		
	0.4 - 1.6	SM	Yellow brown well graded Sand with gravel (medium dense, dry, root layer to 1.6 ft.)	1-1 / 1.5 ft 1.4 %	1 – 1.1/20
	1.6 - 3.4	SP	Dark brown poorly graded Sand with gravel (dry)	1-2 / 3.2 4.5 %	
	3.4 - 6.75	SW-SM	Brown well-graded Sand with silt and gravel, (dry)	1-3 / 6.0 3.6 %	
	6.75 - 7.8	SP	Brown poorly-graded Sand with gravel, (dry)	1-4 / 7.5 3.9 %	
Notes: Test pit completed to 7.8 feet on July 17, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-2	0.0 - 0.75	OL-SM	Brown organic-rich sand (Topsoil), (soft, dry)		
	0.75 - 3.25	SP	Yellow brown poorly graded Sand with gravel, (medium dense, dry, root layer to 1.5 ft.,)	2-1 / 3.0 ft 4.8 %	1.2 - 1.1/20
	3.25 – 3.5	SM	Brown silty Sand, (Till, very stiff, moist)		
Notes: Test pit completed to 3.5 feet on July 17, 2017. We believe all sand and gravel were Emergent Beach deposits with the exception of Till. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-3	0.0 – 0.4	OL-SM	Brown organic-rich Sand with gravel (Topsoil), (soft, dry)		
	0.4 – 2.25	SP	Yellow brown poorly graded Sand, (medium dense, dry, root layer to 1.75 ft.)	3-1 / 1.5 ft 5.4 %	1.2 - 1.1/20
	2.25 - 7.0	SP	Brown poorly graded Sand, (medium dense, moist)	3-2 / 3.2 ft 2.4 %	
Notes: Test pit completed to 7.0 feet on July 17, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-4	0.0 – 0.4	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.4 - 2.45	SP	Yellow brown poorly graded Sand with gravel (medium dense, dry, root layer to 2.0 ft.)	4-1 / 1.2 ft 2.7 %	1.25 - 1.35/20
	2.45 - 7.0	SP	Brown poorly graded Sand (dry)	4-2 / 3.3 ft 2.8 %	
	7.0 - 8.5	SP	Brown poorly graded Sand with gravel (dry)	4-3 / 7.5 ft 1.5 %	
Notes: Test pit completed to 8.5 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-5	0.0 - 0.95	OL-SM	Brown organic-rich Sand with gravel (Topsoil), (soft, dry)		
	0.95 - 2.6	SP	Yellow brown poorly graded Sand with gravel (medium dense, dry, root layer to 2.5 ft.)	5-1 / 1.5 ft 0.5 %	1.25 - 1.35/20
	2.6 - 3.75	SP	Brown poorly graded Sand (dry)	5-2 / 3.0 ft 3.75 %	
	3.75 - 6.0	GP	Brown poorly graded Gravel with sand (dry)	5-3 / 4.4 ft 3.3 %	
Notes: Test pit completed to 6.0 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-6	0.0 - 0.85	OL-SM	Brown organic-rich Sand with gravel (Topsoil), (soft, dry)		
	0.85 - 2.5	SP	Yellow brown poorly graded Sand with gravel (medium dense, dry, root layer to 1.6 ft.)	6-1 / 1.6 ft 2.3 %	1.6- 1.5/20
	2.5 - 5.5	SP	Brown poorly graded Sand (dry)		
	5.5 - 7.25	SP-SM	Brown poorly graded Sand with silt and gravel (dry)	6-2 / 6.5 ft 4.9 %	
	7.25 - 9.0	GP	Dark brown poorly graded Gravel with sand (dry)	6-3 / 8.5 ft 3.7 %	
Notes: Test pit completed to 9.0 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-7	0.0 - 0.55	OL-SM	Brown organic-rich Sand with gravel (Topsoil), (soft, dry)		
	0.55 - 1.5	GP	Yellow brown poorly graded Gravel with sand (medium dense, dry, root layer to 1.8 ft.)	7-1 / 0.75 ft 2.5 %	1.2- 1.1/20
	1.5 - 4.3	SP	Brown poorly graded Sand with gravel (dry, some mottling to 2.5 feet)	7-2 / 2.0 ft 2.4 %	
	4.3 - 4.8	SM	Brown silty Sand (Till, very stiff, moist, just a section of till)	7-3 / 4.4 ft 12.3 %	
	4.8 - 8.2	SP	Brown poorly graded Sand (dry)		
Notes: Test pit completed to 8.2 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

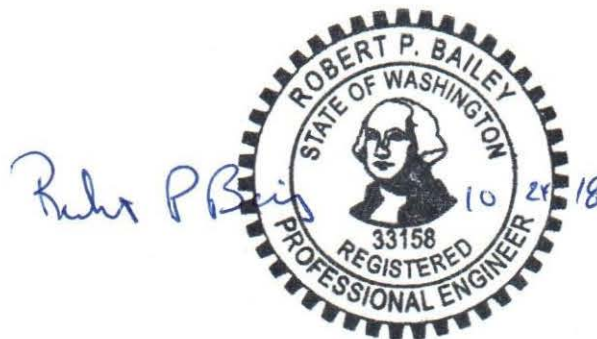
Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-8	0.0 - 0.25	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.25 - 0.75	SP	Yellow brown poorly graded Sand (medium dense, dry)	8-1 / 0.35 ft 8.1 %	0.75 - 1.8/20
	.075 - 2.2	SW	Brown well graded Sand with gravel (medium dense, dry, root layer to 1.9 ft)	8-2 / 2.0 ft 4.8 %	1.5 - 1.6/20
	2.2 - 4.5	SP	Brown poorly graded Sand with gravel (dry)	8-3 / 3.25 ft 2.1 %	
	4.5 - 7.0	SP	Brown poorly graded Sand (dry)	8-4 / 6.5 ft 5.7 %	
Notes: Test pit completed to 7.0 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-9	0.0 – 0.25	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)	9-1 / 0.75 ft 4.6 %	
	0.25 - 3.0	GP	Yellow brown poorly graded Sand (medium dense, dry, root layer to 2.1 feet)	9-2 / 2.0 ft 2.7 %	1.9 - 1.0/20 3.0 - 0.75/20
	3.0 – 6.5	SW	Brown well graded Sand with gravel (dry)	9-3 / 3.2 ft 1.8 %	
	6.5 – 7.0	SM	Dark brown silty Sand (Till, hard, dry)	9-4 / 6.6 ft 11.9 %	
Notes: Test pit completed to 7.0 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits with the exception of Till. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-10	0.0 - 0.5	OL-SM	Dark brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.5 – 2.2	SW	Yellow brown well graded Sand with gravel (medium dense, dry, root layer to 2.1 feet)	10-1 / 1.2 ft	1.6 - 1.0/20
	2.2 – 4.8	GP	Brown gap graded Gravel with sand and boulders (dry)	10-2 / 2.2 ft 3.1 %	
	4.8 – 5.2	SM	Red and brown silty Sand (Till, hard, dry, mottled)	10-3 / 4.8 ft 9.9 %	
Notes: Test pit completed to 5.2 feet on July 20, 2017. We believe all sand and gravel were Emergent Beach deposits with the exception of Till. No ground water observed. Test pit loosely backfilled upon completion.					



Project: Schroeder Lab QC
 Project #: 17B067-01
 Client: Portalis Homes
 Source: TP-1 @ 6' - 1/3
 Sample#: B17-0774

TP-1
 6'

Date Received: 25-Jul-17
 Sampled By: Other
 Date Tested: 31-Jul-17
 Tested By: A. Eifrig

ASTM D-2487 Unified Soils Classification System
 SW-SM, Well-graded Sand with Silt and Gravel
 Sample Color:
 brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
 No Specs

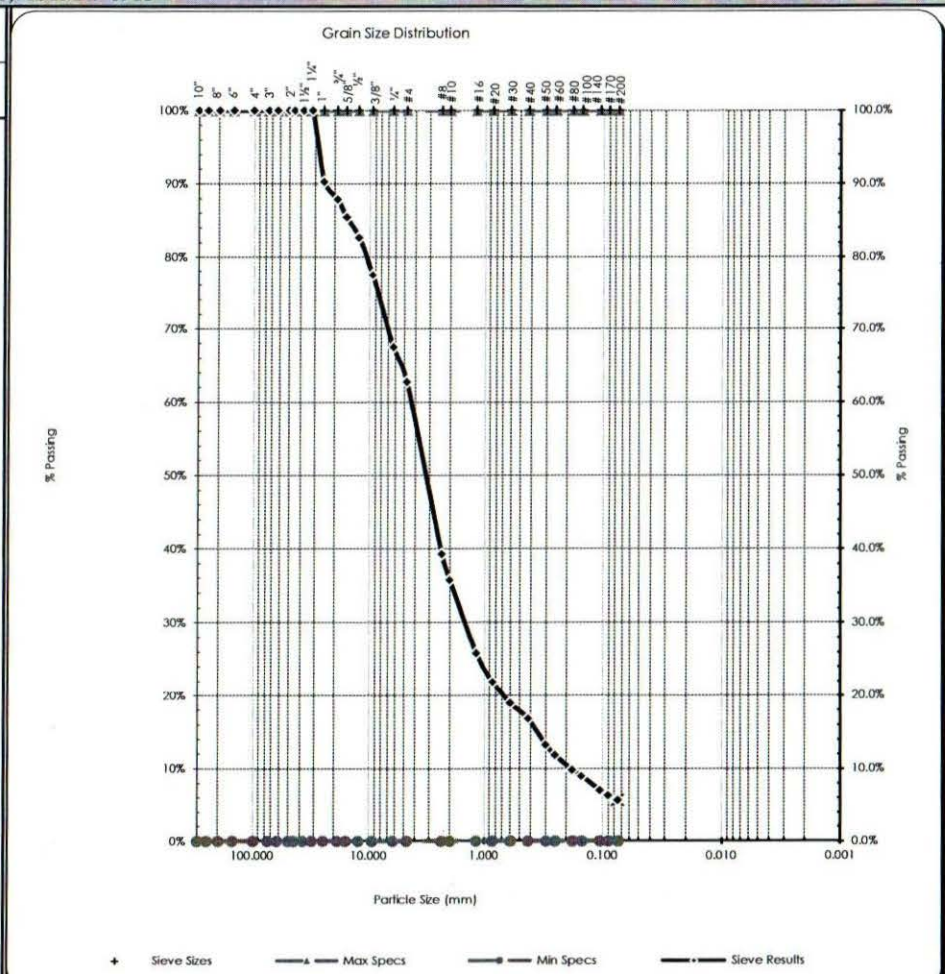
Sample Meets Specs ? N/A

D₍₅₎ = 0.066 mm % Gravel = 37.3%
 D₍₁₀₎ = 0.186 mm % Sand = 57.1%
 D₍₁₅₎ = 0.362 mm % Silt & Clay = 5.6%
 D₍₃₀₎ = 1.522 mm Liquid Limit = n/a
 D₍₅₀₎ = 3.452 mm Plasticity Index = n/a
 D₍₆₀₎ = 4.471 mm Sand Equivalent = n/a
 D₍₉₀₎ = 24.255 mm Fracture %, 1 Face = n/a
 Dust Ratio = 1/3 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, C_c = 2.78
 Coeff. of Uniformity, C_u = 23.98
 Fineness Modulus = 4.66
 Plastic Limit = n/a
 Moisture %, as sampled = 3.6%
 Req'd Sand Equivalent =
 Req'd Fracture %, 1 Face =
 Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	90%	90%	100.0%	0.0%
3/4"	19.00	88%	88%	100.0%	0.0%
5/8"	16.00		85%	100.0%	0.0%
1/2"	12.50	83%	83%	100.0%	0.0%
3/8"	9.50	77%	77%	100.0%	0.0%
1/4"	6.30		68%	100.0%	0.0%
#4	4.75	63%	63%	100.0%	0.0%
#8	2.36		39%	100.0%	0.0%
#10	2.00	36%	36%	100.0%	0.0%
#16	1.18		26%	100.0%	0.0%
#20	0.850		22%	100.0%	0.0%
#30	0.600		19%	100.0%	0.0%
#40	0.425	17%	17%	100.0%	0.0%
#50	0.300		13%	100.0%	0.0%
#60	0.250		12%	100.0%	0.0%
#80	0.180		10%	100.0%	0.0%
#100	0.150	9%	9%	100.0%	0.0%
#140	0.106		7%	100.0%	0.0%
#170	0.090		6%	100.0%	0.0%
#200	0.075	5.6%	5.6%	100.0%	0.0%



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Project: Schroeder Lab QC
 Project #: 17B067-01
 Client: Portalis Homes
 Source: TP-1 @ 7.5' - 1/4
 Sample#: B17-0775

TP-1
 7.5'

Date Received: 25-Jul-17
 Sampled By: Other
 Date Tested: 1-Aug-17
 Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
 SP, Poorly graded Sand with Gravel
 Sample Color:
 brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
 No Specs

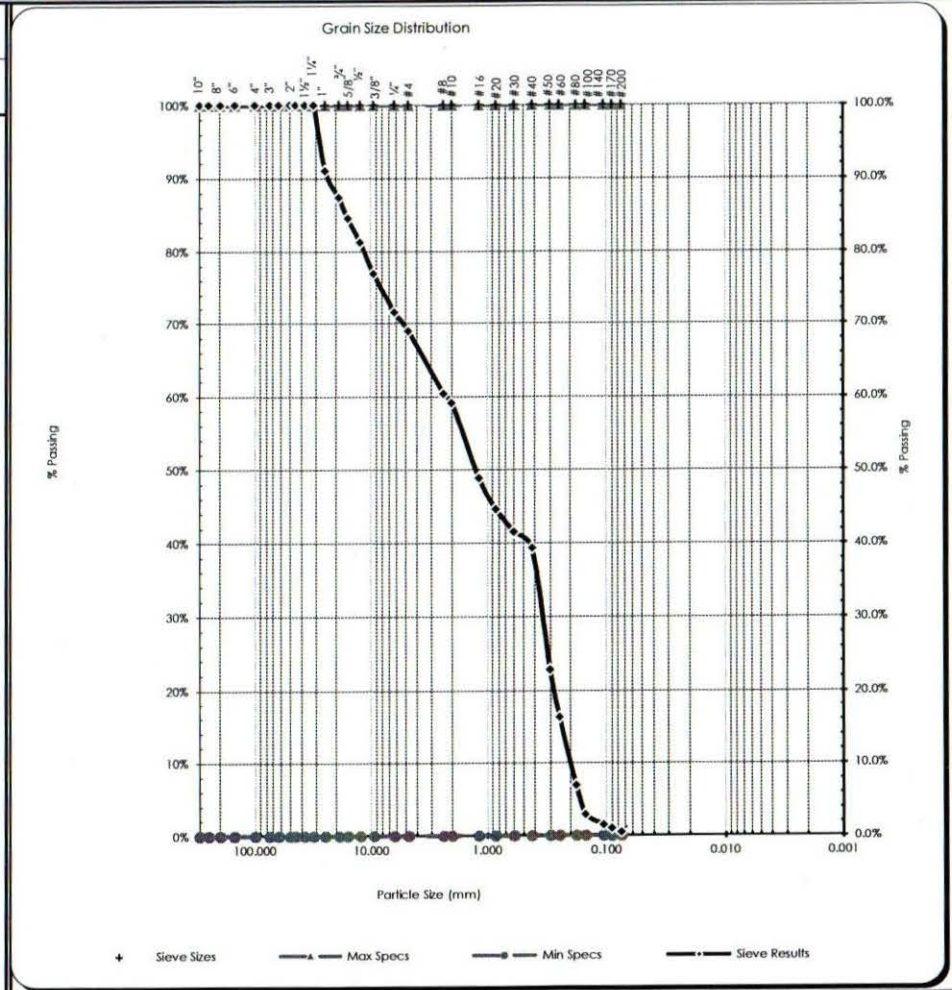
Sample Meets Specs ? N/A

$D_{(5)} = 0.165$ mm % Gravel = 31.0%
 $D_{(10)} = 0.203$ mm % Sand = 68.4%
 $D_{(15)} = 0.241$ mm % Silt & Clay = 0.5%
 $D_{(30)} = 0.354$ mm Liquid Limit = n/a
 $D_{(50)} = 1.273$ mm Plasticity Index = n/a
 $D_{(60)} = 2.244$ mm Sand Equivalent = n/a
 $D_{(90)} = 23.287$ mm Fracture %, 1 Face = n/a
 Dust Ratio = 1/72 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 0.28$
 Coeff. of Uniformity, $C_u = 11.04$
 Fineness Modulus = 3.90
 Plastic Limit = n/a
 Moisture %, as sampled = 4.0%
 Req'd Sand Equivalent =
 Req'd Fracture %, 1 Face =
 Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	91%	91%	100.0%	0.0%
3/4"	19.00	87%	87%	100.0%	0.0%
5/8"	16.00		85%	100.0%	0.0%
1/2"	12.50	81%	81%	100.0%	0.0%
3/8"	9.50	77%	77%	100.0%	0.0%
1/4"	6.30		72%	100.0%	0.0%
#4	4.75	69%	69%	100.0%	0.0%
#8	2.36		60%	100.0%	0.0%
#10	2.00	59%	59%	100.0%	0.0%
#16	1.18		49%	100.0%	0.0%
#20	0.850		45%	100.0%	0.0%
#30	0.600		42%	100.0%	0.0%
#40	0.425	39%	39%	100.0%	0.0%
#50	0.300		23%	100.0%	0.0%
#60	0.250		16%	100.0%	0.0%
#80	0.180		7%	100.0%	0.0%
#100	0.150	3%	3%	100.0%	0.0%
#140	0.106		2%	100.0%	0.0%
#170	0.090		1%	100.0%	0.0%
#200	0.075	0.5%	0.5%	100.0%	0.0%



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Project: Schroeder Lab QC
 Project #: 17B067-01
 Client: Portalis Homes
 Source: TP-3 @ 3' - 3/2
 Sample#: B17-0776

TP-3
 3'

Date Received: 25-Jul-17
 Sampled By: Other
 Date Tested: 1-Aug-17
 Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
 SP, Poorly graded Sand
 Sample Color:
 brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications

No Specs

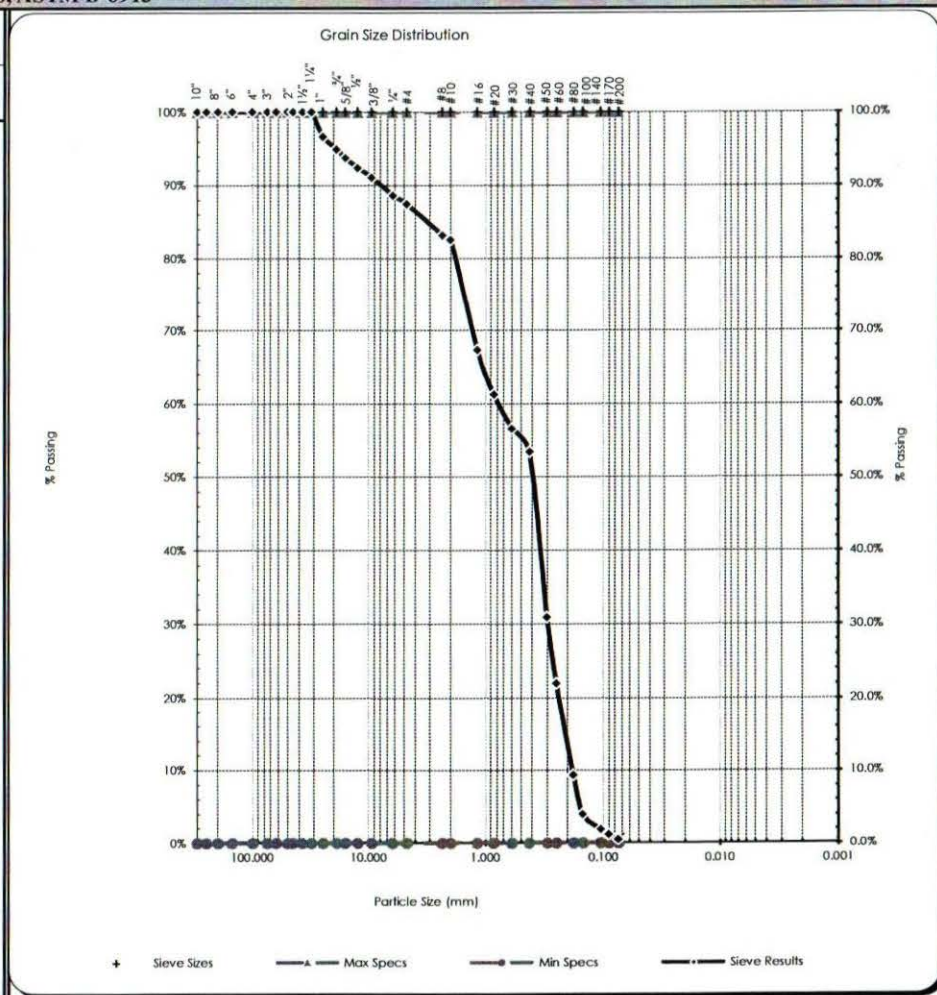
Sample Meets Specs ? N/A

$D_{(5)} = 0.156$ mm % Gravel = 12.5%
 $D_{(10)} = 0.184$ mm % Sand = 87.0%
 $D_{(15)} = 0.211$ mm % Silt & Clay = 0.5%
 $D_{(30)} = 0.295$ mm Liquid Limit = n/a
 $D_{(50)} = 0.406$ mm Plasticity Index = n/a
 $D_{(60)} = 0.783$ mm Sand Equivalent = n/a
 $D_{(90)} = 8.081$ mm Fracture %, 1 Face = n/a
 Dust Ratio = 0 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 0.60$
 Coeff. of Uniformity, $C_u = 4.26$
 Fineness Modulus = 2.85
 Plastic Limit = n/a
 Moisture %, as sampled = 2.1%
 Req'd Sand Equivalent =
 Req'd Fracture %, 1 Face =
 Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	97%	97%	100.0%	0.0%
3/4"	19.00	95%	95%	100.0%	0.0%
5/8"	16.00		94%	100.0%	0.0%
1/2"	12.50	92%	92%	100.0%	0.0%
3/8"	9.50	91%	91%	100.0%	0.0%
1/4"	6.30		89%	100.0%	0.0%
#4	4.75	87%	87%	100.0%	0.0%
#8	2.36		83%	100.0%	0.0%
#10	2.00	83%	83%	100.0%	0.0%
#16	1.18		67%	100.0%	0.0%
#20	0.850		61%	100.0%	0.0%
#30	0.600		57%	100.0%	0.0%
#40	0.425	53%	53%	100.0%	0.0%
#50	0.300		31%	100.0%	0.0%
#60	0.250		22%	100.0%	0.0%
#80	0.180		9%	100.0%	0.0%
#100	0.150	4%	4%	100.0%	0.0%
#140	0.106		2%	100.0%	0.0%
#170	0.090		1%	100.0%	0.0%
#200	0.075	0.5%	0.5%	100.0%	0.0%



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Comments:

Project: Schroeder Lab QC
 Project #: 17B067-01
 Client: Portalis Homes
 Source: TP-4 @ 3.3' - 4/2
 Sample#: B17-0777

TP-4
 3.3'

Date Received: 25-Jul-17
 Sampled By: Other
 Date Tested: 1-Aug-16
 Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
 SP, Poorly graded Sand
 Sample Color:
 brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

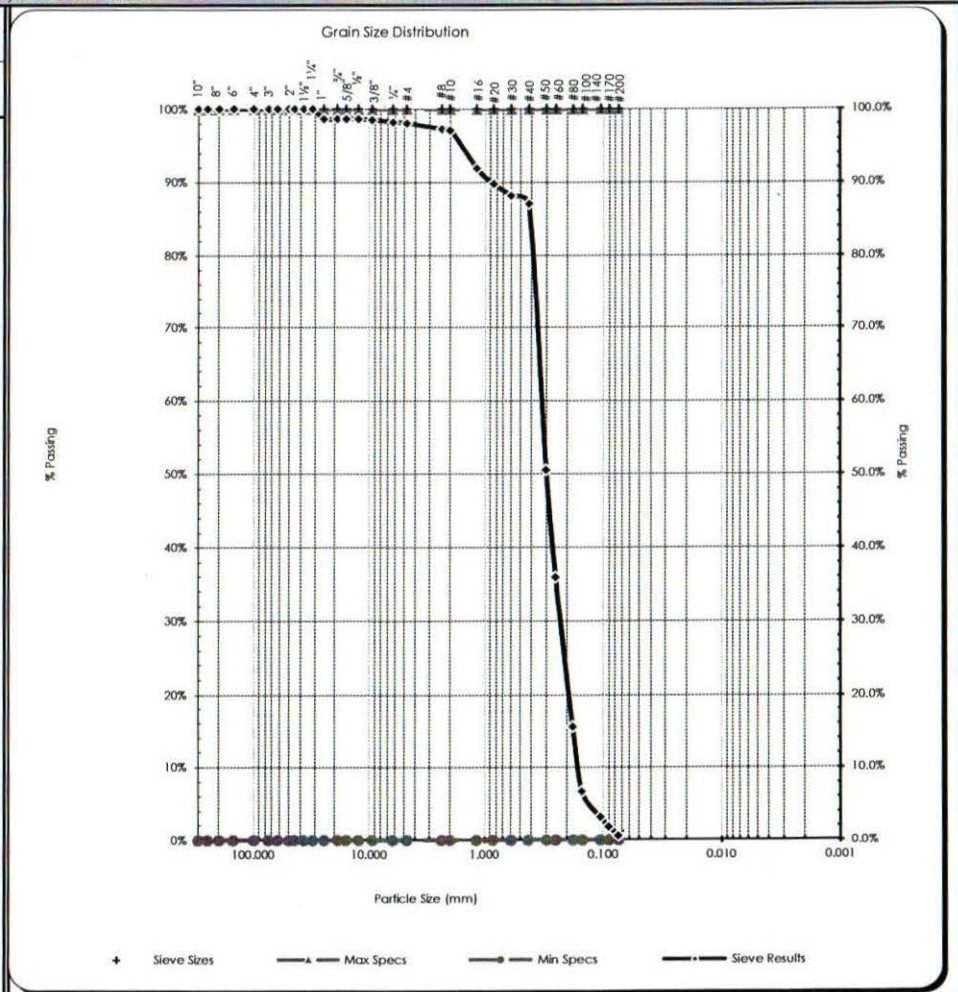
Specifications
 No Specs

Sample Meets Specs ? N/A

$D_{(5)} = 0.129$ mm % Gravel = 1.9% Coeff. of Curvature, $C_c = 0.98$
 $D_{(10)} = 0.161$ mm % Sand = 97.5% Coeff. of Uniformity, $C_u = 2.06$
 $D_{(15)} = 0.178$ mm % Silt & Clay = 0.6% Fineness Modulus = 1.70
 $D_{(30)} = 0.230$ mm Liquid Limit = n/a Plastic Limit = n/a
 $D_{(50)} = 0.298$ mm Plasticity Index = n/a Moisture %, as sampled = 3.1%
 $D_{(60)} = 0.332$ mm Sand Equivalent = n/a Req'd Sand Equivalent =
 $D_{(90)} = 0.884$ mm Fracture %, 1 Face = n/a Req'd Fracture %, 1 Face =
 Dust Ratio = 0 Fracture %, 2+ Faces = n/a Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	99%	99%	100.0%	0.0%
3/4"	19.00	99%	99%	100.0%	0.0%
5/8"	16.00		99%	100.0%	0.0%
1/2"	12.50	99%	99%	100.0%	0.0%
3/8"	9.50	99%	99%	100.0%	0.0%
1/4"	6.30		98%	100.0%	0.0%
#4	4.75	98%	98%	100.0%	0.0%
#8	2.36		97%	100.0%	0.0%
#10	2.00	97%	97%	100.0%	0.0%
#16	1.18		92%	100.0%	0.0%
#20	0.850		90%	100.0%	0.0%
#30	0.600		88%	100.0%	0.0%
#40	0.425	87%	87%	100.0%	0.0%
#50	0.300		51%	100.0%	0.0%
#60	0.250		36%	100.0%	0.0%
#80	0.180		15%	100.0%	0.0%
#100	0.150	7%	7%	100.0%	0.0%
#140	0.106		3%	100.0%	0.0%
#170	0.090		2%	100.0%	0.0%
#200	0.075	0.6%	0.6%	100.0%	0.0%



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Comments:

Project: Schroeder Lab QC
 Project #: 17B067-01
 Client: Portalis Homes
 Source: TP-4 @ 7.5'-8' - 4/3+ 4/4
 Sample#: B17-0778

TP-4
 7.5'

Date Received: 25-Jul-17
 Sampled By: Other
 Date Tested: 1-Aug-17
 Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
 SP, Poorly graded Sand with Gravel
 Sample Color:
 brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

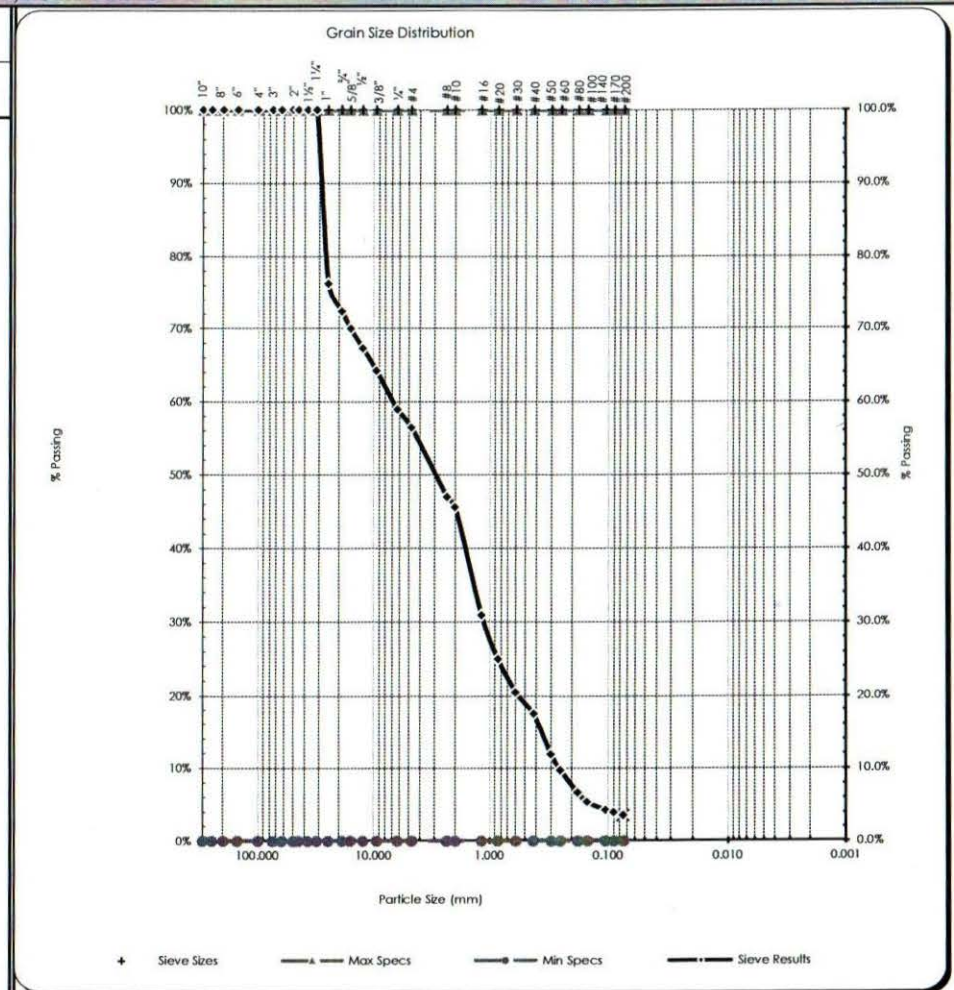
Specifications
 No Specs

Sample Meets Specs ? N/A

$D_{(5)} = 0.136$ mm % Gravel = 43.6% Coeff. of Curvature, $C_c = 0.72$
 $D_{(10)} = 0.257$ mm % Sand = 52.8% Coeff. of Uniformity, $C_u = 27.05$
 $D_{(15)} = 0.371$ mm % Silt & Clay = 3.6% Fineness Modulus = 4.91
 $D_{(30)} = 1.130$ mm Liquid Limit = n/a Plastic Limit = n/a
 $D_{(50)} = 3.121$ mm Plasticity Index = n/a Moisture %, as sampled = 2.4%
 $D_{(60)} = 6.943$ mm Sand Equivalent = n/a Req'd Sand Equivalent =
 $D_{(90)} = 28.761$ mm Fracture %, 1 Face = n/a Req'd Fracture %, 1 Face =
 Dust Ratio = 8/39 Fracture %, 2+ Faces = n/a Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	76%	76%	100.0%	0.0%
3/4"	19.00	72%	72%	100.0%	0.0%
5/8"	16.00		70%	100.0%	0.0%
1/2"	12.50	67%	67%	100.0%	0.0%
3/8"	9.50	64%	64%	100.0%	0.0%
1/4"	6.30		59%	100.0%	0.0%
#4	4.75	56%	56%	100.0%	0.0%
#8	2.36		47%	100.0%	0.0%
#10	2.00	46%	46%	100.0%	0.0%
#16	1.18		31%	100.0%	0.0%
#20	0.850		25%	100.0%	0.0%
#30	0.600		20%	100.0%	0.0%
#40	0.425	17%	17%	100.0%	0.0%
#50	0.300		12%	100.0%	0.0%
#60	0.250		10%	100.0%	0.0%
#80	0.180		7%	100.0%	0.0%
#100	0.150	5%	5%	100.0%	0.0%
#140	0.106		4%	100.0%	0.0%
#170	0.090		4%	100.0%	0.0%
#200	0.075	3.6%	3.6%	100.0%	0.0%



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Comments:

Project: Schroeder Lab QC
Project #: 17B067-01
Client: Portalis Homes
Source: TP-5 @ 4.4' - 5/3
Sample#: B17-0779

TP-5
4.4'

Date Received: 25-Jul-17
Sampled By: Other
Date Tested: 1-Aug-17
Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
GP, Poorly graded Gravel with Sand
Sample Color:
brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
No Specs

Sample Meets Specs ? N/A

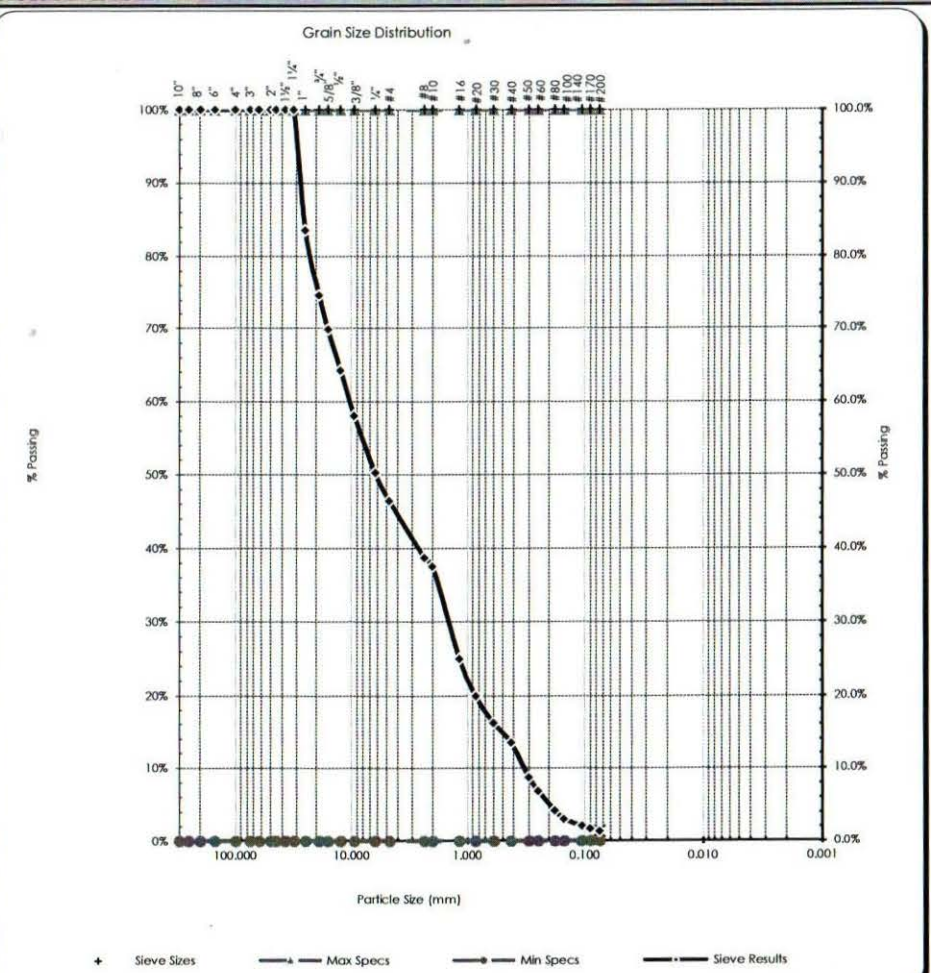
$D_{(5)} = 0.202$ mm % Gravel = 53.6%
 $D_{(10)} = 0.334$ mm % Sand = 45.1%
 $D_{(15)} = 0.526$ mm % Silt & Clay = 1.4%
 $D_{(30)} = 1.507$ mm Liquid Limit = n/a
 $D_{(50)} = 6.203$ mm Plasticity Index = n/a
 $D_{(60)} = 10.430$ mm Sand Equivalent = n/a
 $D_{(90)} = 27.550$ mm Fracture %, 1 Face = n/a
Dust Ratio = 5/49 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 0.65$
Coeff. of Uniformity, $C_u = 31.26$
Fineness Modulus = 5.29
Plastic Limit = n/a
Moisture %, as sampled = 2.5%
Req'd Sand Equivalent =
Req'd Fracture %, 1 Face =
Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	84%	84%	100.0%	0.0%
3/4"	19.00	75%	75%	100.0%	0.0%
5/8"	16.00	70%	70%	100.0%	0.0%
1/2"	12.50	64%	64%	100.0%	0.0%
3/8"	9.50	58%	58%	100.0%	0.0%
1/4"	6.30	50%	50%	100.0%	0.0%
#4	4.75	46%	46%	100.0%	0.0%
#8	2.36	39%	39%	100.0%	0.0%
#10	2.00	38%	38%	100.0%	0.0%
#16	1.18	25%	25%	100.0%	0.0%
#20	0.850	20%	20%	100.0%	0.0%
#30	0.600	16%	16%	100.0%	0.0%
#40	0.425	13%	13%	100.0%	0.0%
#50	0.300	9%	9%	100.0%	0.0%
#60	0.250	7%	7%	100.0%	0.0%
#80	0.180	4%	4%	100.0%	0.0%
#100	0.150	3%	3%	100.0%	0.0%
#140	0.106		2%	100.0%	0.0%
#170	0.090		2%	100.0%	0.0%
#200	0.075	1.4%	1.4%	100.0%	0.0%

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Comments:

Project: Schroeder Lab QC
 Project #: 17B067-01
 Client: Portalis Homes
 Source: TP-6 @ 1.6' - 6/1
 Sample#: B17-0780

TP-6
 1.6'

Date Received: 25-Jul-17
 Sampled By: Other
 Date Tested: 1-Aug-17
 Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
 SP, Poorly graded Sand with Gravel
 Sample Color: brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
 No Specs

Sample Meets Specs ? N/A

$D_{(5)} = 0.105$ mm % Gravel = 33.1%
 $D_{(10)} = 0.169$ mm % Sand = 64.0%
 $D_{(15)} = 0.219$ mm % Silt & Clay = 2.9%
 $D_{(30)} = 0.371$ mm Liquid Limit = n/a
 $D_{(50)} = 1.877$ mm Plasticity Index = n/a
 $D_{(60)} = 3.534$ mm Sand Equivalent = n/a
 $D_{(90)} = 13.720$ mm Fracture %, 1 Face = n/a

Coeff. of Curvature, $C_c = 0.23$
 Coeff. of Uniformity, $C_u = 20.97$
 Fineness Modulus = 3.91
 Plastic Limit = n/a
 Moisture %, as sampled = 2.4%
 Req'd Sand Equivalent =
 Req'd Fracture %, 1 Face =
 Req'd Fracture %, 2+ Faces =

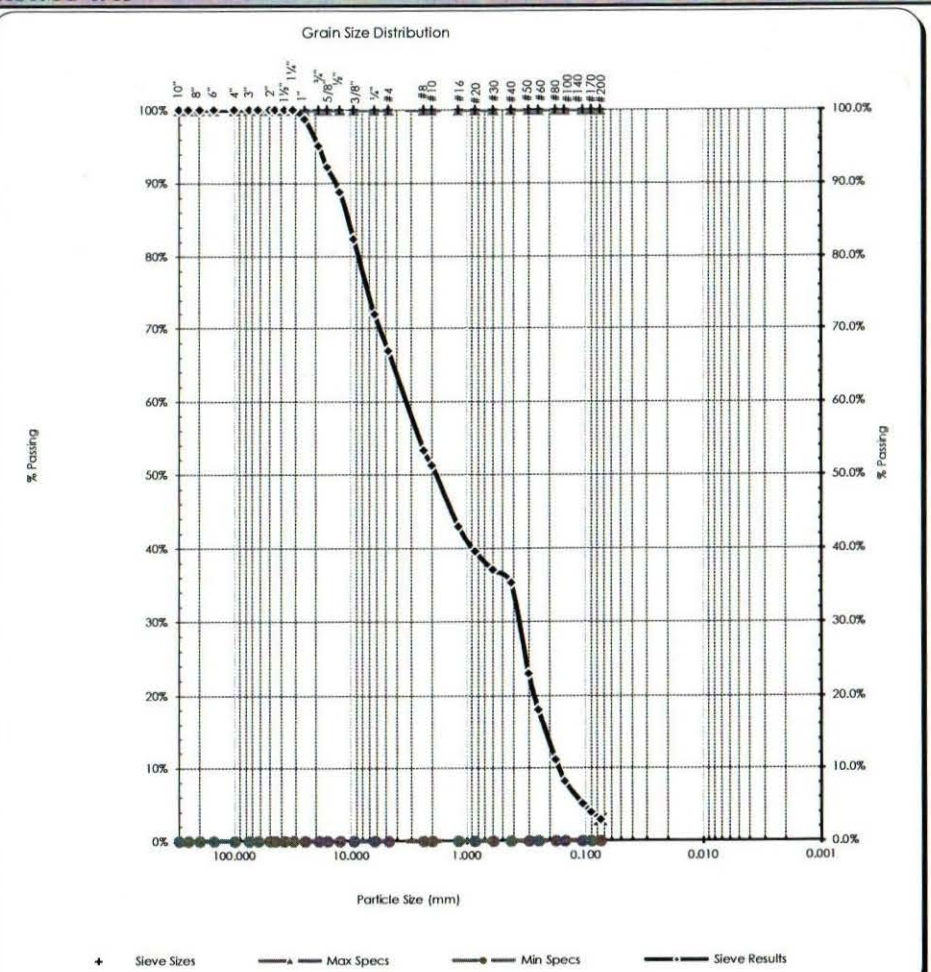
Dust Ratio = 1/12

Fracture %, 2+ Faces = n/a

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	99%	99%	100.0%	0.0%
3/4"	19.00	95%	95%	100.0%	0.0%
5/8"	16.00		92%	100.0%	0.0%
1/2"	12.50	89%	89%	100.0%	0.0%
3/8"	9.50	82%	82%	100.0%	0.0%
1/4"	6.30		72%	100.0%	0.0%
#4	4.75	67%	67%	100.0%	0.0%
#8	2.36		53%	100.0%	0.0%
#10	2.00	51%	51%	100.0%	0.0%
#16	1.18		43%	100.0%	0.0%
#20	0.850		40%	100.0%	0.0%
#30	0.600		37%	100.0%	0.0%
#40	0.425	35%	35%	100.0%	0.0%
#50	0.300		23%	100.0%	0.0%
#60	0.250		18%	100.0%	0.0%
#80	0.180		11%	100.0%	0.0%
#100	0.150	8%	8%	100.0%	0.0%
#140	0.106		5%	100.0%	0.0%
#170	0.090		4%	100.0%	0.0%
#200	0.075	2.9%	2.9%	100.0%	0.0%

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Comments:

Project: Schroeder Lab QC
Project #: 17B067-01
Client: Portalis Homes
Source: TP-6 @ 6.5' - 6/2
Sample#: B17-0781

TP-6
6.5'

Date Received: 25-Jul-17
Sampled By: Other
Date Tested: 1-Aug-17
Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
SP-SM, Poorly graded Sand with Silt and Gravel
Sample Color:
brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
No Specs

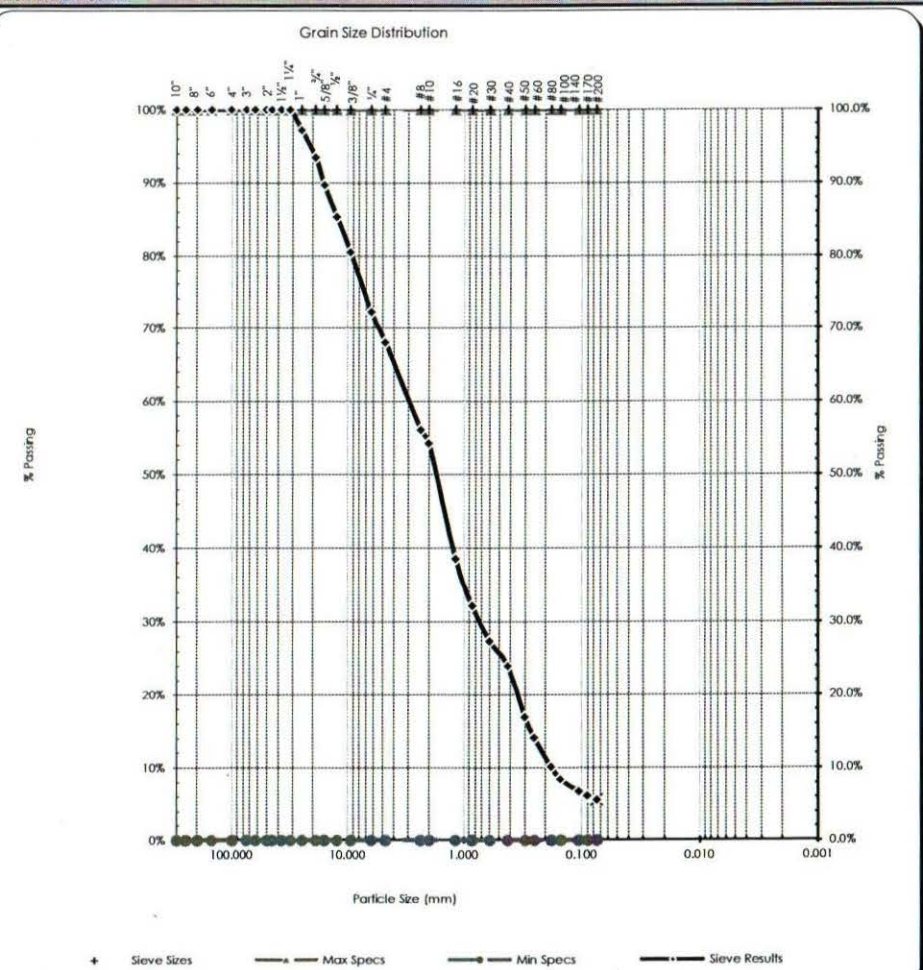
Sample Meets Specs ? N/A

$D_{(5)} = 0.067$ mm % Gravel = 31.9%
 $D_{(10)} = 0.178$ mm % Sand = 62.5%
 $D_{(15)} = 0.266$ mm % Silt & Clay = 5.6%
 $D_{(30)} = 0.737$ mm Liquid Limit = n/a
 $D_{(50)} = 1.778$ mm Plasticity Index = n/a
 $D_{(60)} = 3.143$ mm Sand Equivalent = n/a
 $D_{(90)} = 16.221$ mm Fracture %, 1 Face = n/a
Dust Ratio = 7/30 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 0.97$
Coeff. of Uniformity, $C_u = 17.63$
Fineness Modulus = 4.11
Plastic Limit = n/a
Moisture %, as sampled = 4.4%
Req'd Sand Equivalent =
Req'd Fracture %, 1 Face =
Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	97%	97%	100.0%	0.0%
3/4"	19.00	93%	93%	100.0%	0.0%
5/8"	16.00		90%	100.0%	0.0%
1/2"	12.50	85%	85%	100.0%	0.0%
3/8"	9.50	81%	81%	100.0%	0.0%
1/4"	6.30		72%	100.0%	0.0%
#4	4.75	68%	68%	100.0%	0.0%
#8	2.36		56%	100.0%	0.0%
#10	2.00	54%	54%	100.0%	0.0%
#16	1.18		39%	100.0%	0.0%
#20	0.850		32%	100.0%	0.0%
#30	0.600		27%	100.0%	0.0%
#40	0.425	24%	24%	100.0%	0.0%
#50	0.300		17%	100.0%	0.0%
#60	0.250		14%	100.0%	0.0%
#80	0.180		10%	100.0%	0.0%
#100	0.150	8%	8%	100.0%	0.0%
#140	0.106		7%	100.0%	0.0%
#170	0.090		6%	100.0%	0.0%
#200	0.075	5.6%	5.6%	100.0%	0.0%



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Project: Schroeder Lab QC
 Project #: 17B067-01
 Client: Portalis Homes
 Source: TP-6 @ 8.5' - 6/3
 Sample#: B17-0782

TP-6
 8.5'

Date Received: 25-Jul-17
 Sampled By: Other
 Date Tested: 1-Aug-17
 Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
 GP, Poorly graded Gravel with Sand
 Sample Color:
 brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
 No Specs

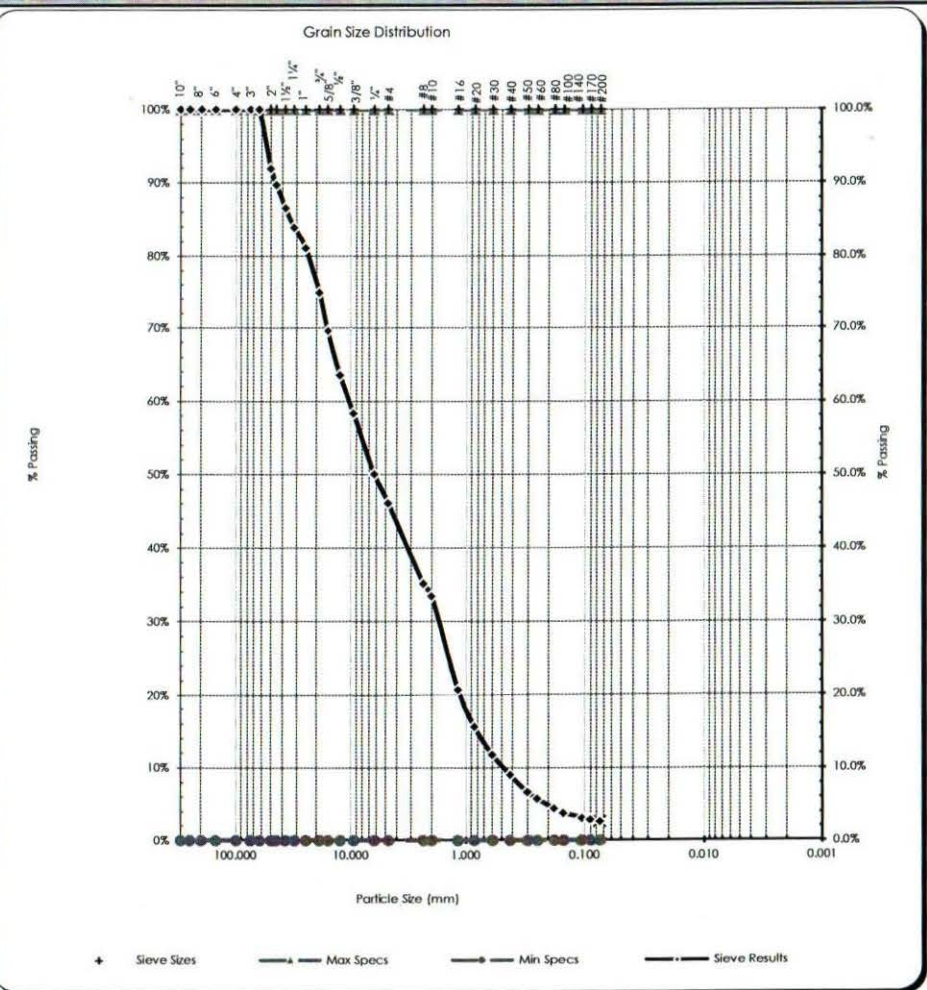
Sample Meets Specs ? N/A

$D_{(5)} = 0.213$ mm % Gravel = 53.9%
 $D_{(10)} = 0.489$ mm % Sand = 43.4%
 $D_{(15)} = 0.811$ mm % Silt & Clay = 2.6%
 $D_{(30)} = 1.777$ mm Liquid Limit = n/a
 $D_{(50)} = 6.279$ mm Plasticity Index = n/a
 $D_{(60)} = 10.489$ mm Sand Equivalent = n/a
 $D_{(90)} = 45.577$ mm Fracture %, 1 Face = n/a
 Dust Ratio = 12/41 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 0.62$
 Coeff. of Uniformity, $C_u = 21.44$
 Fineness Modulus = 5.51
 Plastic Limit = n/a
 Moisture %, as sampled = 3.6%
 Req'd Sand Equivalent =
 Req'd Fracture %, 1 Face =
 Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00	92%	92%	100.0%	0.0%
1.75"	45.00		90%	100.0%	0.0%
1.50"	37.50		86%	100.0%	0.0%
1.25"	31.50		84%	100.0%	0.0%
1.00"	25.00	81%	81%	100.0%	0.0%
3/4"	19.00	75%	75%	100.0%	0.0%
5/8"	16.00		70%	100.0%	0.0%
1/2"	12.50	64%	64%	100.0%	0.0%
3/8"	9.50	58%	58%	100.0%	0.0%
1/4"	6.30		50%	100.0%	0.0%
#4	4.75	46%	46%	100.0%	0.0%
#8	2.36		35%	100.0%	0.0%
#10	2.00	33%	33%	100.0%	0.0%
#16	1.18		21%	100.0%	0.0%
#20	0.850		16%	100.0%	0.0%
#30	0.600		12%	100.0%	0.0%
#40	0.425	9%	9%	100.0%	0.0%
#50	0.300		7%	100.0%	0.0%
#60	0.250		6%	100.0%	0.0%
#80	0.180		4%	100.0%	0.0%
#100	0.150	4%	4%	100.0%	0.0%
#140	0.106		3%	100.0%	0.0%
#170	0.090		3%	100.0%	0.0%
#200	0.075	2.6%	2.6%	100.0%	0.0%



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Project: Schroeder Lab QC
Project #: 17B067-01
Client: Portalis Homes
Source: TP-7 @ 2' - 7/2
Sample#: B17-0783

TP-7
2.0'

Date Received: 25-Jul-17
Sampled By: Other
Date Tested: 1-Aug-17
Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
SP, Poorly graded Sand with Gravel
Sample Color:
brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
No Specs

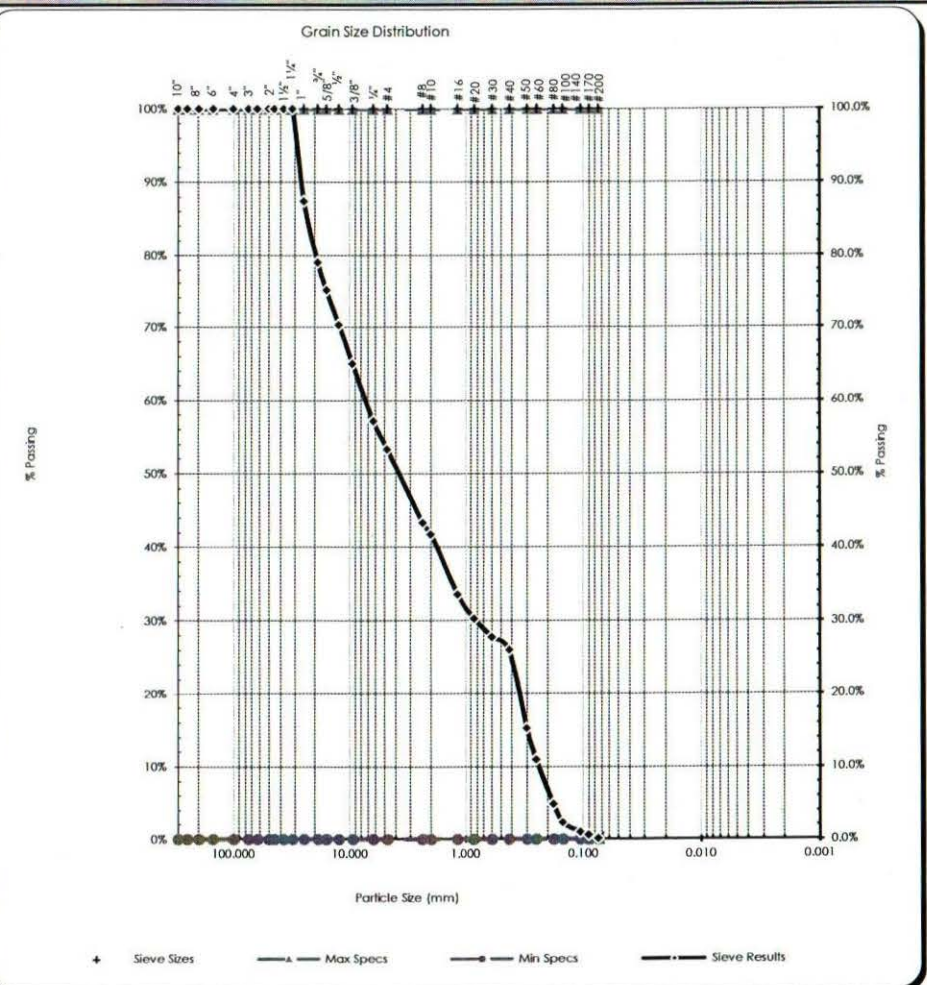
Sample Meets Specs ? N/A

$D_{(5)}$ = 0.181 mm % Gravel = 46.7%
 $D_{(10)}$ = 0.239 mm % Sand = 53.2%
 $D_{(15)}$ = 0.297 mm % Silt & Clay = 0.1%
 $D_{(30)}$ = 0.817 mm Liquid Limit = n/a
 $D_{(50)}$ = 3.959 mm Plasticity Index = n/a
 $D_{(60)}$ = 7.467 mm Sand Equivalent = n/a
 $D_{(90)}$ = 26.361 mm Fracture %, 1 Face = n/a
Dust Ratio = 0 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, C_c = 0.37
Coeff. of Uniformity, C_u = 31.23
Fineness Modulus = 4.80
Plastic Limit = n/a
Moisture %, as sampled = 2.3%
Req'd Sand Equivalent =
Req'd Fracture %, 1 Face =
Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	87%	87%	100.0%	0.0%
3/4"	19.00	79%	79%	100.0%	0.0%
5/8"	16.00		75%	100.0%	0.0%
1/2"	12.50	70%	70%	100.0%	0.0%
3/8"	9.50	65%	65%	100.0%	0.0%
1/4"	6.30		57%	100.0%	0.0%
#4	4.75	53%	53%	100.0%	0.0%
#8	2.36		43%	100.0%	0.0%
#10	2.00	42%	42%	100.0%	0.0%
#16	1.18		34%	100.0%	0.0%
#20	0.850		30%	100.0%	0.0%
#30	0.600		28%	100.0%	0.0%
#40	0.425	26%	26%	100.0%	0.0%
#50	0.300		15%	100.0%	0.0%
#60	0.250		11%	100.0%	0.0%
#80	0.180		5%	100.0%	0.0%
#100	0.150	2%	2%	100.0%	0.0%
#140	0.106		1%	100.0%	0.0%
#170	0.090		1%	100.0%	0.0%
#200	0.075	0.1%	0.1%	100.0%	0.0%



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Project: Schroeder Lab QC
Project #: 17B067-01
Client: Portalis Homes
Source: TP-8 @ 1.7' - 8/2
Sample#: B17-0784

TP-8
1.7'

Date Received: 25-Jul-17
Sampled By: Other
Date Tested: 1-Aug-17
Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
SW, Well-graded Sand with Gravel
Sample Color:
brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
No Specs

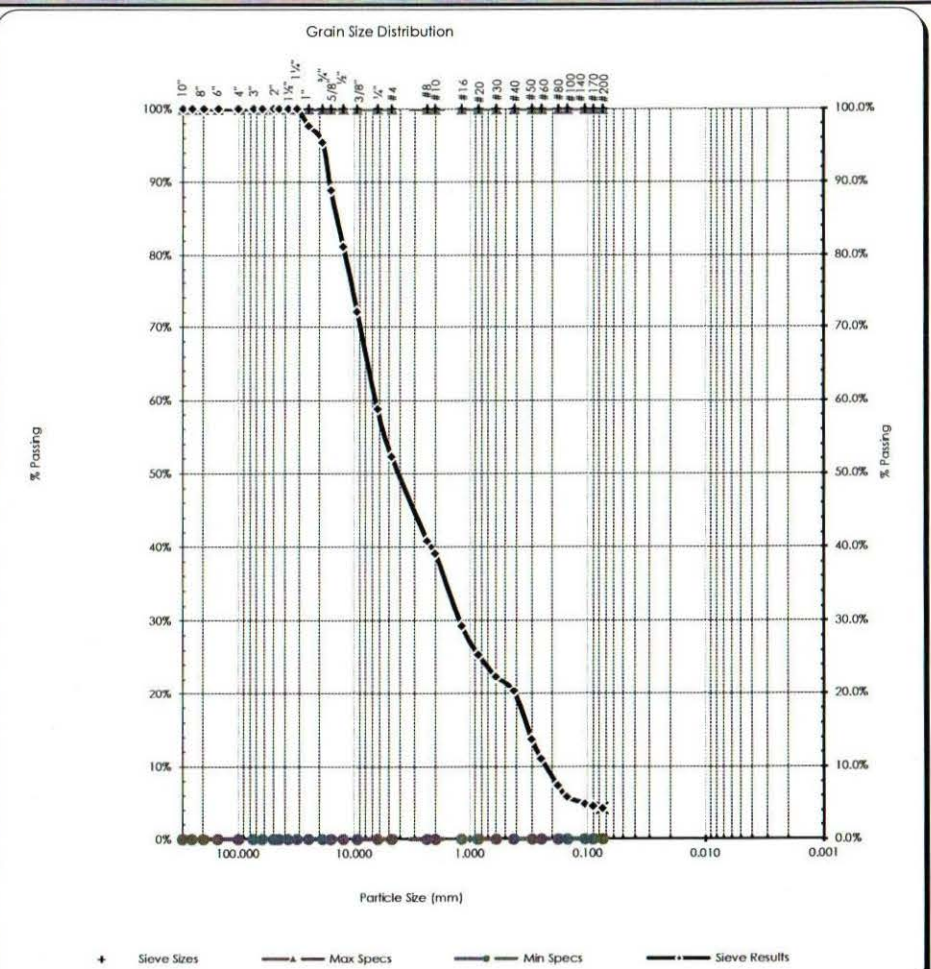
Sample Meets Specs ? N/A

$D_{(5)} = 0.111$ mm % Gravel = 47.7%
 $D_{(10)} = 0.230$ mm % Sand = 48.1%
 $D_{(15)} = 0.324$ mm % Silt & Clay = 4.2%
 $D_{(30)} = 1.236$ mm Liquid Limit = n/a
 $D_{(50)} = 4.269$ mm Plasticity Index = n/a
 $D_{(60)} = 6.598$ mm Sand Equivalent = n/a
 $D_{(90)} = 16.523$ mm Fracture %, 1 Face = n/a
Dust Ratio = 14/67 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 1.01$
Coeff. of Uniformity, $C_u = 28.74$
Fineness Modulus = 4.68
Plastic Limit = n/a
Moisture %, as sampled = 4.4%
Req'd Sand Equivalent =
Req'd Fracture %, 1 Face =
Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	98%	98%	100.0%	0.0%
3/4"	19.00	95%	95%	100.0%	0.0%
5/8"	16.00		89%	100.0%	0.0%
1/2"	12.50	81%	81%	100.0%	0.0%
3/8"	9.50	72%	72%	100.0%	0.0%
1/4"	6.30		59%	100.0%	0.0%
#4	4.75	52%	52%	100.0%	0.0%
#8	2.36		41%	100.0%	0.0%
#10	2.00	39%	39%	100.0%	0.0%
#16	1.18		29%	100.0%	0.0%
#20	0.850		25%	100.0%	0.0%
#30	0.600		22%	100.0%	0.0%
#40	0.425	20%	20%	100.0%	0.0%
#50	0.300		14%	100.0%	0.0%
#60	0.250		11%	100.0%	0.0%
#80	0.180		7%	100.0%	0.0%
#100	0.150	6%	6%	100.0%	0.0%
#140	0.106		5%	100.0%	0.0%
#170	0.090		5%	100.0%	0.0%
#200	0.075	4.2%	4.2%	100.0%	0.0%



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Project: Schroeder Lab QC
 Project #: 17B067-01
 Client: Portalis Homes
 Source: TP-8 @ 6.5' - 8/4
 Sample#: B17-0785

TP-8
 6.5'

Date Received: 25-Jul-17
 Sampled By: Other
 Date Tested: 1-Aug-17
 Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
 SP, Poorly graded Sand
 Sample Color: brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
 No Specs

Sample Meets Specs ? N/A

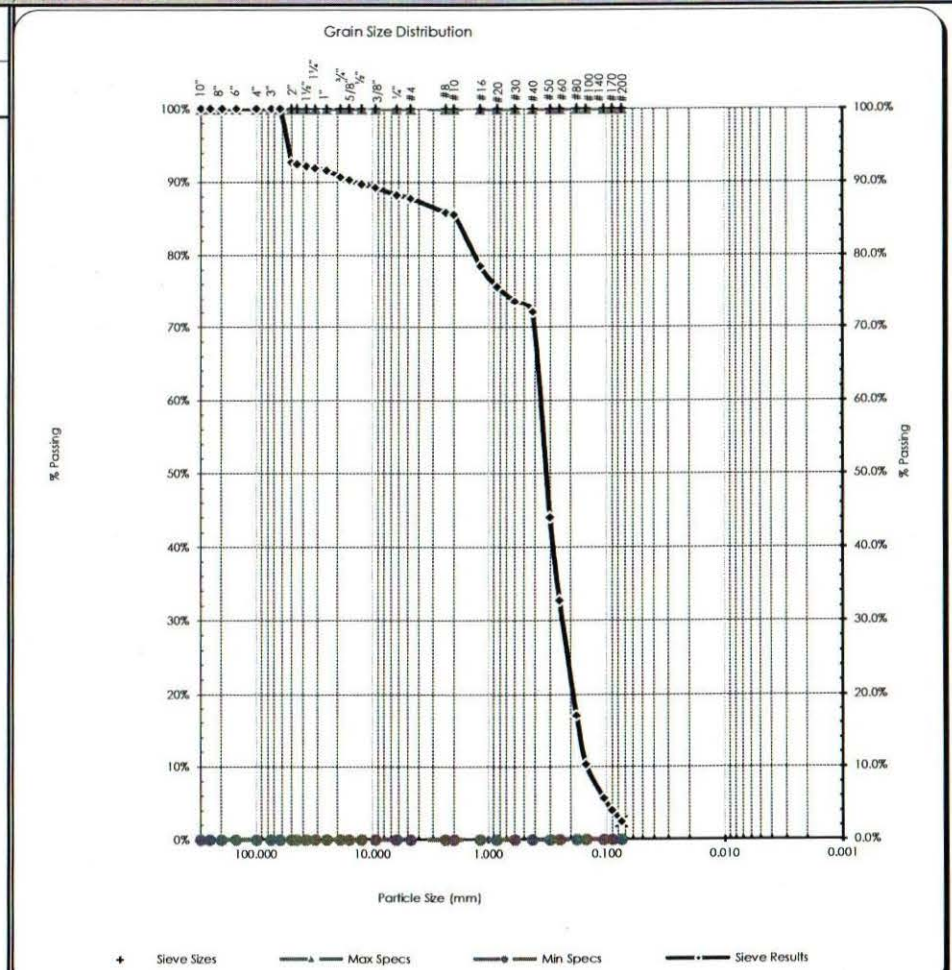
D₍₅₎ = 0.099 mm
 D₍₁₀₎ = 0.147 mm
 D₍₁₅₎ = 0.171 mm
 D₍₃₀₎ = 0.238 mm
 D₍₅₀₎ = 0.327 mm
 D₍₆₀₎ = 0.371 mm
 D₍₉₀₎ = 14.347 mm
 Dust Ratio = 2/59

% Gravel = 12.2%
 % Sand = 85.3%
 % Silt & Clay = 2.4%
 Liquid Limit = n/a
 Plasticity Index = n/a
 Sand Equivalent = n/a
 Fracture %, 1 Face = n/a
 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, C_c = 1.03
 Coeff. of Uniformity, C_u = 2.52
 Fineness Modulus = 2.47
 Plastic Limit = n/a
 Moisture %, as sampled = 6.1%
 Req'd Sand Equivalent =
 Req'd Fracture %, 1 Face =
 Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00	93%	93%	100.0%	0.0%
1.75"	45.00		92%	100.0%	0.0%
1.50"	37.50		92%	100.0%	0.0%
1.25"	31.50		92%	100.0%	0.0%
1.00"	25.00	92%	92%	100.0%	0.0%
3/4"	19.00	91%	91%	100.0%	0.0%
5/8"	16.00		90%	100.0%	0.0%
1/2"	12.50	90%	90%	100.0%	0.0%
3/8"	9.50	89%	89%	100.0%	0.0%
1/4"	6.30		88%	100.0%	0.0%
#4	4.75	88%	88%	100.0%	0.0%
#8	2.36		86%	100.0%	0.0%
#10	2.00	86%	86%	100.0%	0.0%
#16	1.18		79%	100.0%	0.0%
#20	0.850		76%	100.0%	0.0%
#30	0.600		74%	100.0%	0.0%
#40	0.425	72%	72%	100.0%	0.0%
#50	0.300		44%	100.0%	0.0%
#60	0.250		33%	100.0%	0.0%
#80	0.180		17%	100.0%	0.0%
#100	0.150	10%	10%	100.0%	0.0%
#140	0.106		6%	100.0%	0.0%
#170	0.090		4%	100.0%	0.0%
#200	0.075	2.4%	2.4%	100.0%	0.0%



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Comments:

Project: Schroeder Lab QC
Project #: 17B067-01
Client: Portalis Homes
Source: TP-9 @ 2' - 9/2
Sample#: B17-0786

TP-9
2.0'

Date Received: 25-Jul-17
Sampled By: Other
Date Tested: 1-Aug-17
Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
SP, Poorly graded Sand
Sample Color:
brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
No Specs

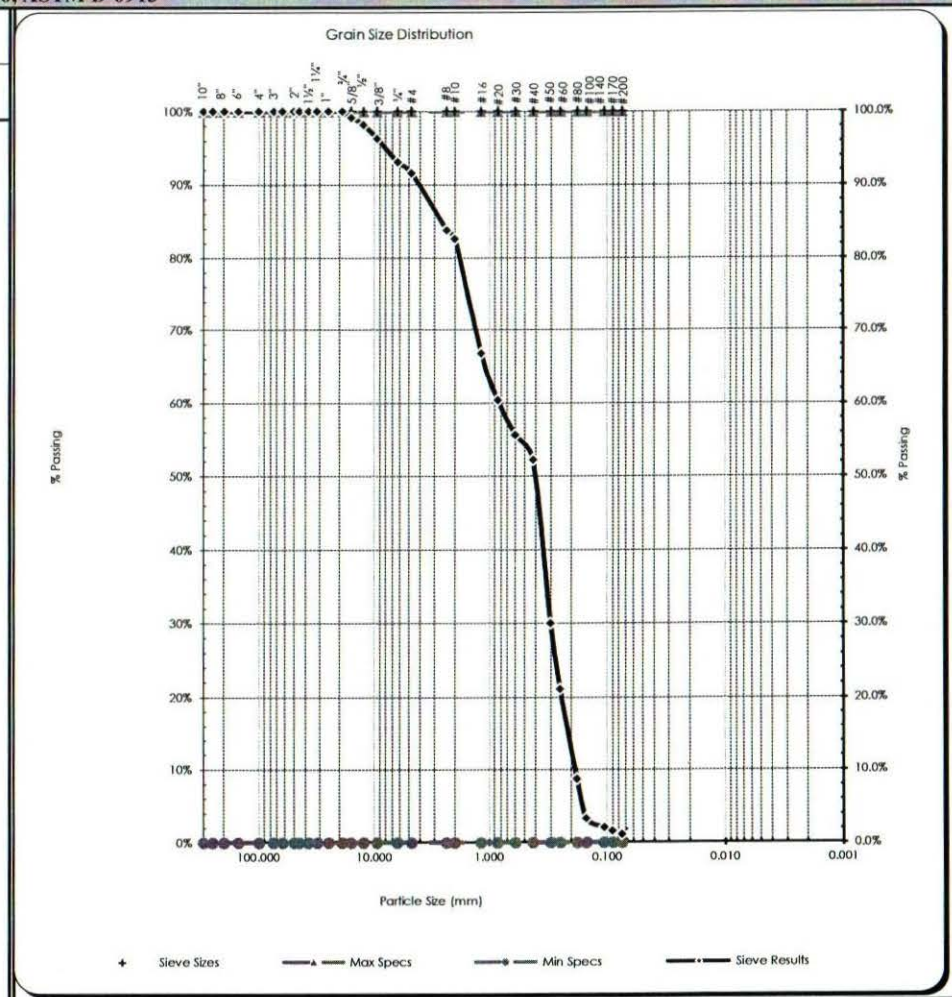
Sample Meets Specs ? N/A

$D_{(5)} = 0.159$ mm	% Gravel = 8.4%	Coeff. of Curvature, $C_c = 0.58$
$D_{(10)} = 0.187$ mm	% Sand = 90.4%	Coeff. of Uniformity, $C_u = 4.41$
$D_{(15)} = 0.216$ mm	% Silt & Clay = 1.1%	Fineness Modulus = 2.73
$D_{(30)} = 0.300$ mm	Liquid Limit = n/a	Plastic Limit = n/a
$D_{(50)} = 0.412$ mm	Plasticity Index = n/a	Moisture %, as sampled = 2.2%
$D_{(60)} = 0.827$ mm	Sand Equivalent = n/a	Req'd Sand Equivalent =
$D_{(90)} = 4.267$ mm	Fracture %, 1 Face = n/a	Req'd Fracture %, 1 Face =
Dust Ratio = 1/46	Fracture %, 2+ Faces = n/a	Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	100%	100%	100.0%	0.0%
3/4"	19.00	100%	100%	100.0%	0.0%
5/8"	16.00		99%	100.0%	0.0%
1/2"	12.50	98%	98%	100.0%	0.0%
3/8"	9.50	96%	96%	100.0%	0.0%
1/4"	6.30		93%	100.0%	0.0%
#4	4.75	92%	92%	100.0%	0.0%
#8	2.36		84%	100.0%	0.0%
#10	2.00	83%	83%	100.0%	0.0%
#16	1.18		67%	100.0%	0.0%
#20	0.850		60%	100.0%	0.0%
#30	0.600		56%	100.0%	0.0%
#40	0.425	52%	52%	100.0%	0.0%
#50	0.300		30%	100.0%	0.0%
#60	0.250		21%	100.0%	0.0%
#80	0.180		9%	100.0%	0.0%
#100	0.150	3%	3%	100.0%	0.0%
#140	0.106		2%	100.0%	0.0%
#170	0.090		2%	100.0%	0.0%
#200	0.075	1.1%	1.1%	100.0%	0.0%

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Comments:

Project: Schroeder Lab QC
Project #: 17B067-01
Client: Portalis Homes
Source: TP-9 @ 3.2' - 9/3
Sample#: B17-0787

TP-9
3.2'

Date Received: 25-Jul-17
Sampled By: Other
Date Tested: 1-Aug-17
Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
SW, Well-graded Sand with Gravel
Sample Color:
brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
No Specs

Sample Meets Specs ? N/A

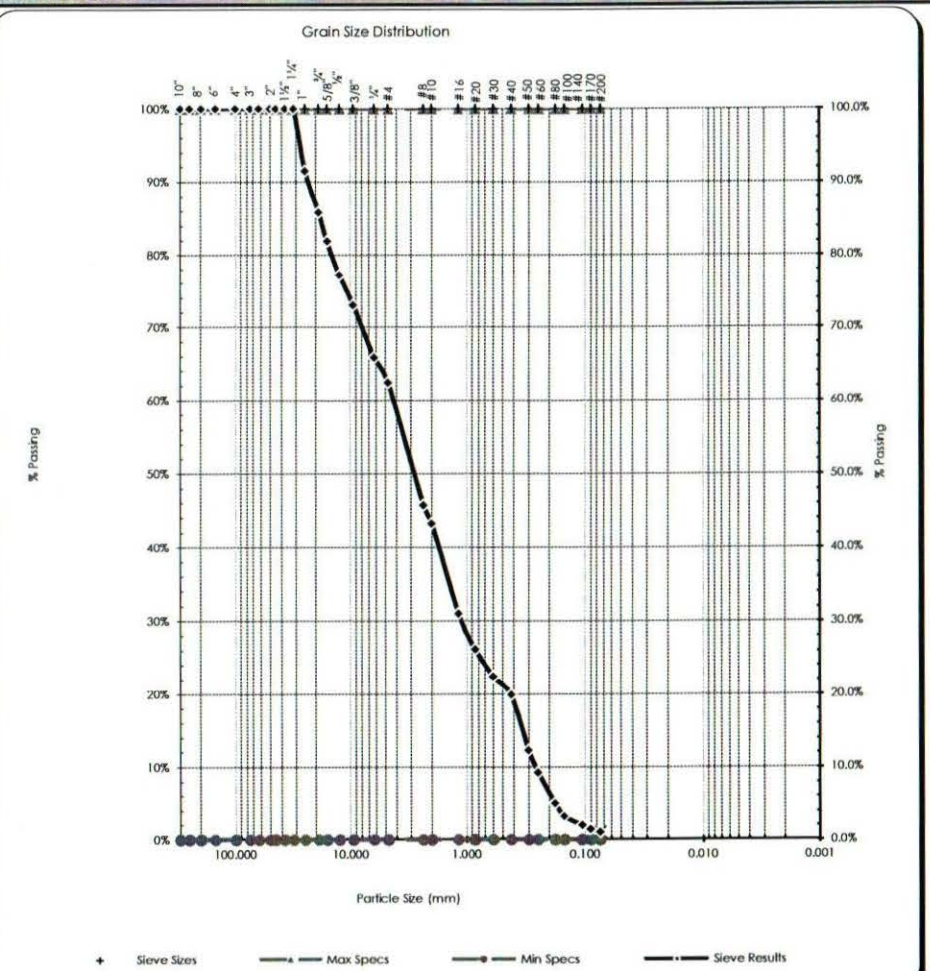
$D_{(5)} = 0.179$ mm % Gravel = 37.6%
 $D_{(10)} = 0.262$ mm % Sand = 61.4%
 $D_{(15)} = 0.345$ mm % Silt & Clay = 1.0%
 $D_{(30)} = 1.110$ mm Liquid Limit = n/a
 $D_{(50)} = 2.971$ mm Plasticity Index = n/a
 $D_{(60)} = 4.402$ mm Sand Equivalent = n/a
 $D_{(90)} = 23.369$ mm Fracture %, 1 Face = n/a
Dust Ratio = 1/19 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 1.07$
Coeff. of Uniformity, $C_u = 16.81$
Fineness Modulus = 4.64
Plastic Limit = n/a
Moisture %, as sampled = 1.7%
Req'd Sand Equivalent =
Req'd Fracture %, 1 Face =
Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	92%	92%	100.0%	0.0%
3/4"	19.00	86%	86%	100.0%	0.0%
5/8"	16.00		82%	100.0%	0.0%
1/2"	12.50	77%	77%	100.0%	0.0%
3/8"	9.50	73%	73%	100.0%	0.0%
1/4"	6.30		66%	100.0%	0.0%
#4	4.75	62%	62%	100.0%	0.0%
#8	2.36		46%	100.0%	0.0%
#10	2.00	43%	43%	100.0%	0.0%
#16	1.18		31%	100.0%	0.0%
#20	0.850		26%	100.0%	0.0%
#30	0.600		22%	100.0%	0.0%
#40	0.425	20%	20%	100.0%	0.0%
#50	0.300		12%	100.0%	0.0%
#60	0.250		9%	100.0%	0.0%
#80	0.180		5%	100.0%	0.0%
#100	0.150	3%	3%	100.0%	0.0%
#140	0.106		2%	100.0%	0.0%
#170	0.090		1%	100.0%	0.0%
#200	0.075	1.0%	1.0%	100.0%	0.0%

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Project: Schroeder Lab QC
Project #: 17B067-01
Client: Portalis Homes
Source: TP-9 @ 6.6' - 9/4
Sample#: B17-0788

TP-9
6.6'

Date Received: 25-Jul-17
Sampled By: Other
Date Tested: 31-Jul-17
Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
SM, Silty Sand
Sample Color:
brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

Specifications
No Specs

Sample Meets Specs ? N/A

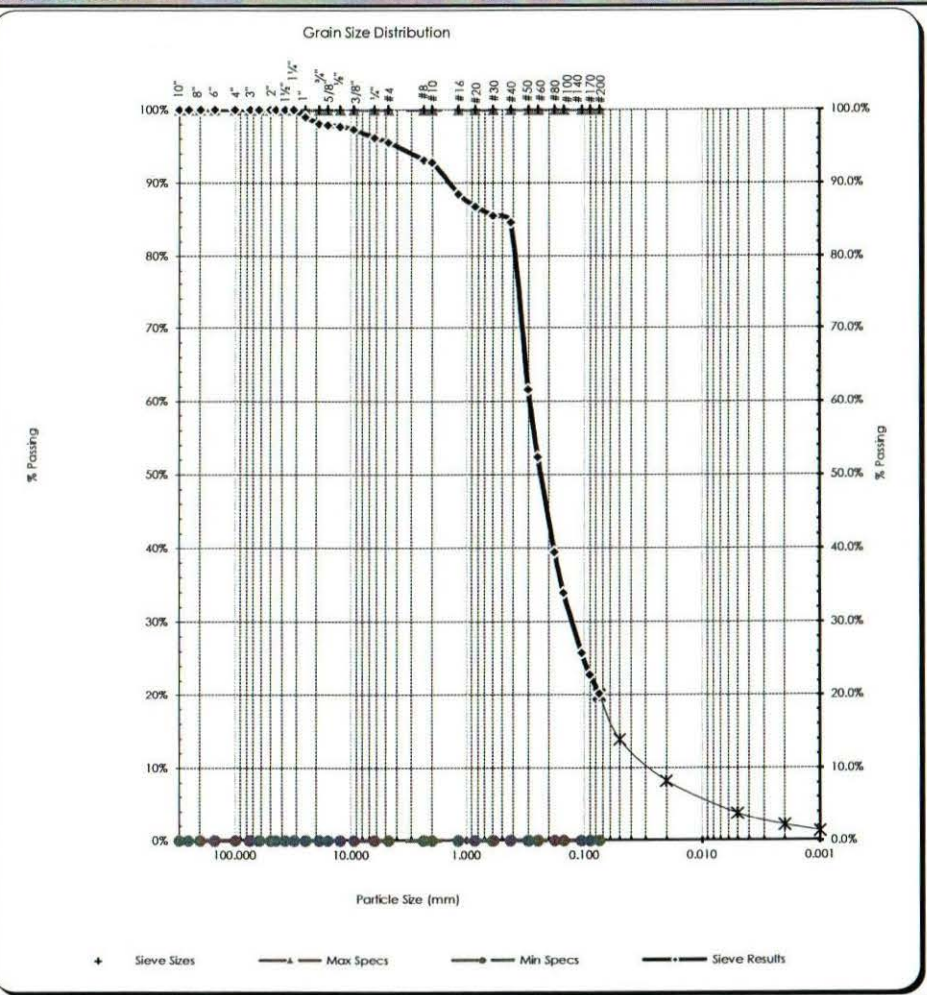
$D_{(5)} = 0.019$ mm % Gravel = 4.5%
 $D_{(10)} = 0.037$ mm % Sand = 75.4%
 $D_{(15)} = 0.056$ mm % Silt & Clay = 20.1%
 $D_{(30)} = 0.129$ mm Liquid Limit = n/a
 $D_{(50)} = 0.237$ mm Plasticity Index = n/a
 $D_{(60)} = 0.292$ mm Sand Equivalent = n/a
 $D_{(90)} = 1.469$ mm Fracture %, 1 Face = n/a
Dust Ratio = 19/80 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 1.52$
Coeff. of Uniformity, $C_u = 7.81$
Fineness Modulus = 1.47
Plastic Limit = n/a
Moisture %, as sampled = 2.7%
Req'd Sand Equivalent =
Req'd Fracture %, 1 Face =
Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00		100%	100.0%	0.0%
1.75"	45.00		100%	100.0%	0.0%
1.50"	37.50		100%	100.0%	0.0%
1.25"	31.50		100%	100.0%	0.0%
1.00"	25.00	99%	99%	100.0%	0.0%
3/4"	19.00	98%	98%	100.0%	0.0%
5/8"	16.00		98%	100.0%	0.0%
1/2"	12.50	98%	98%	100.0%	0.0%
3/8"	9.50	97%	97%	100.0%	0.0%
1/4"	6.30		96%	100.0%	0.0%
#4	4.75	96%	96%	100.0%	0.0%
#8	2.36		93%	100.0%	0.0%
#10	2.00	93%	93%	100.0%	0.0%
#16	1.18		89%	100.0%	0.0%
#20	0.850		87%	100.0%	0.0%
#30	0.600		85%	100.0%	0.0%
#40	0.425	85%	85%	100.0%	0.0%
#50	0.300		62%	100.0%	0.0%
#60	0.250		52%	100.0%	0.0%
#80	0.180		39%	100.0%	0.0%
#100	0.150		34%	100.0%	0.0%
#140	0.106		26%	100.0%	0.0%
#170	0.090		23%	100.0%	0.0%
#200	0.075	20.1%	20.1%	100.0%	0.0%

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TP-9 / 6.6'

Hydrometer Report

Project: Schroeder Lab QC Project #: 17B067-01 Client : Portalis Homes Source: TP-9 @ 6.6' - 9/4 Sample#: B17-0788		Date Received: 25-Jul-17 Sampled By: Other Date Tested: 31-Jul-17 Tested By: M. Carrillo		ASTM D 2487 Soils Classification SM, Silty Sand Sample Color brown																																																																																																				
ASTM D-422, HYDROMETER ANALYSIS				ASTM C-136																																																																																																				
Assumed Sp Gr : 2.70 Sample Weight: 100.07 grams Hydroscopic Moist.: 2.67% Adj. Sample Wgt : 97.47 grams		 Certificate #: 1366.01, 1366.02		Sieve Analysis Grain Size Distribution																																																																																																				
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Hydrometer Reading Minutes</th> <th>Corrected Reading</th> <th>Percent Passing</th> <th>Soils Particle Diameter</th> </tr> </thead> <tbody> <tr><td>2</td><td>11</td><td>10.4%</td><td>0.0362 mm</td></tr> <tr><td>5</td><td>9</td><td>8.5%</td><td>0.0231 mm</td></tr> <tr><td>15</td><td>8</td><td>7.5%</td><td>0.0134 mm</td></tr> <tr><td>30</td><td>6.5</td><td>6.1%</td><td>0.0096 mm</td></tr> <tr><td>60</td><td>5</td><td>4.7%</td><td>0.0068 mm</td></tr> <tr><td>250</td><td>3</td><td>2.8%</td><td>0.0034 mm</td></tr> <tr><td>1440</td><td>2</td><td>1.9%</td><td>0.0014 mm</td></tr> </tbody> </table>		Hydrometer Reading Minutes	Corrected Reading	Percent Passing	Soils Particle Diameter	2	11	10.4%	0.0362 mm	5	9	8.5%	0.0231 mm	15	8	7.5%	0.0134 mm	30	6.5	6.1%	0.0096 mm	60	5	4.7%	0.0068 mm	250	3	2.8%	0.0034 mm	1440	2	1.9%	0.0014 mm	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>Sieve Size</th> <th>Percent Passing</th> <th>Soils Particle Diameter</th> </tr> </thead> <tbody> <tr><td>3.0"</td><td>100%</td><td>75.000 mm</td></tr> <tr><td>2.0"</td><td>100%</td><td>50.000 mm</td></tr> <tr><td>1.5"</td><td>100%</td><td>37.500 mm</td></tr> <tr><td>1.25"</td><td>100%</td><td>31.500 mm</td></tr> <tr><td>1.0"</td><td>100%</td><td>25.000 mm</td></tr> <tr><td>3/4"</td><td>98%</td><td>19.000 mm</td></tr> <tr><td>5/8"</td><td>98%</td><td>16.000 mm</td></tr> <tr><td>1/2"</td><td>98%</td><td>12.500 mm</td></tr> <tr><td>3/8"</td><td>97%</td><td>9.500 mm</td></tr> <tr><td>1/4"</td><td>96%</td><td>6.300 mm</td></tr> <tr><td>#4</td><td>96%</td><td>4.750 mm</td></tr> <tr><td>#10</td><td>93%</td><td>2.000 mm</td></tr> <tr><td>#20</td><td>87%</td><td>0.850 mm</td></tr> <tr><td>#40</td><td>85%</td><td>0.425 mm</td></tr> <tr><td>#100</td><td>34%</td><td>0.150 mm</td></tr> <tr><td>#200</td><td>20.1%</td><td>0.075 mm</td></tr> <tr><td>Silts</td><td>19.8%</td><td>0.074 mm</td></tr> <tr><td></td><td>13.8%</td><td>0.050 mm</td></tr> <tr><td></td><td>8.2%</td><td>0.020 mm</td></tr> <tr><td>Clays</td><td>3.7%</td><td>0.005 mm</td></tr> <tr><td></td><td>2.2%</td><td>0.002 mm</td></tr> <tr><td>Colloids</td><td>1.3%</td><td>0.001 mm</td></tr> </tbody> </table>		Sieve Size	Percent Passing	Soils Particle Diameter	3.0"	100%	75.000 mm	2.0"	100%	50.000 mm	1.5"	100%	37.500 mm	1.25"	100%	31.500 mm	1.0"	100%	25.000 mm	3/4"	98%	19.000 mm	5/8"	98%	16.000 mm	1/2"	98%	12.500 mm	3/8"	97%	9.500 mm	1/4"	96%	6.300 mm	#4	96%	4.750 mm	#10	93%	2.000 mm	#20	87%	0.850 mm	#40	85%	0.425 mm	#100	34%	0.150 mm	#200	20.1%	0.075 mm	Silts	19.8%	0.074 mm		13.8%	0.050 mm		8.2%	0.020 mm	Clays	3.7%	0.005 mm		2.2%	0.002 mm	Colloids	1.3%	0.001 mm
Hydrometer Reading Minutes	Corrected Reading	Percent Passing	Soils Particle Diameter																																																																																																					
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% Gravel: 4.5% % Sand: 75.4% % Silt: 16.4% % Clay: 3.7%		Liquid Limit: n/a Plastic Limit: n/a Plasticity Index: n/a																																																																																																						
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Project: Schroeder Lab QC
 Project #: 17B067-01
 Client: Portalis Homes
 Source: TP-10 @ 4.8' - 10/3
 Sample#: B17-0789

TP-10
 4.8'

Date Received: 25-Jul-17
 Sampled By: Other
 Date Tested: 31-Jul-17
 Tested By: M. Carrillo

ASTM D-2487 Unified Soils Classification System
 SM, Silty Sand with Gravel
 Sample Color:
 brown



ASTM D-2216, ASTM D-2419, ASTM D-4318, ASTM D-5821

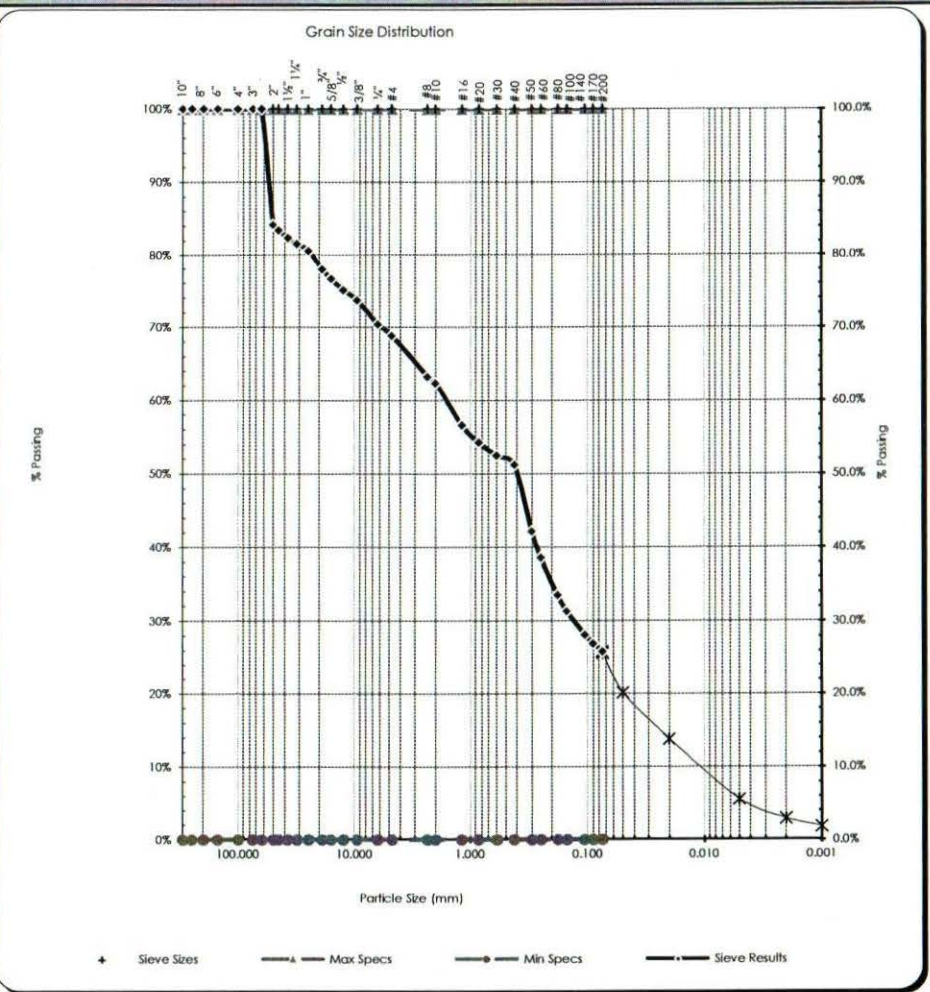
Specifications
 No Specs

Sample Meets Specs ? N/A

$D_{(5)} = 0.014$ mm % Gravel = 31.2% Coeff. of Curvature, $C_c = 0.36$
 $D_{(10)} = 0.029$ mm % Sand = 43.0% Coeff. of Uniformity, $C_u = 57.46$
 $D_{(15)} = 0.043$ mm % Silt & Clay = 25.9% Fineness Modulus = 3.50
 $D_{(30)} = 0.132$ mm Liquid Limit = n/a Plastic Limit = n/a
 $D_{(50)} = 0.408$ mm Plasticity Index = n/a Moisture %, as sampled = 1.6%
 $D_{(60)} = 1.666$ mm Sand Equivalent = n/a Req'd Sand Equivalent =
 $D_{(90)} = 54.798$ mm Fracture %, 1 Face = n/a Req'd Fracture %, 1 Face =
 Dust Ratio = 47/93 Fracture %, 2+ Faces = n/a Req'd Fracture %, 2+ Faces =

ASTM C-136, ASTM D-6913

Sieve Size		Actual Cumulative Percent Passing	Interpolated Cumulative Percent Passing	Specs Max	Specs Min
US	Metric				
12.00"	300.00		100%	100.0%	0.0%
10.00"	250.00		100%	100.0%	0.0%
8.00"	200.00		100%	100.0%	0.0%
6.00"	150.00		100%	100.0%	0.0%
4.00"	100.00		100%	100.0%	0.0%
3.00"	75.00		100%	100.0%	0.0%
2.50"	63.00		100%	100.0%	0.0%
2.00"	50.00	84%	84%	100.0%	0.0%
1.75"	45.00		83%	100.0%	0.0%
1.50"	37.50		82%	100.0%	0.0%
1.25"	31.50		82%	100.0%	0.0%
1.00"	25.00	81%	81%	100.0%	0.0%
3/4"	19.00	78%	78%	100.0%	0.0%
5/8"	16.00		77%	100.0%	0.0%
1/2"	12.50	75%	75%	100.0%	0.0%
3/8"	9.50	74%	74%	100.0%	0.0%
1/4"	6.30		70%	100.0%	0.0%
#4	4.75	69%	69%	100.0%	0.0%
#8	2.36		63%	100.0%	0.0%
#10	2.00	62%	62%	100.0%	0.0%
#16	1.18		57%	100.0%	0.0%
#20	0.850		54%	100.0%	0.0%
#30	0.600		52%	100.0%	0.0%
#40	0.425	51%	51%	100.0%	0.0%
#50	0.300		42%	100.0%	0.0%
#60	0.250		39%	100.0%	0.0%
#80	0.180		33%	100.0%	0.0%
#100	0.150		31%	100.0%	0.0%
#140	0.106		28%	100.0%	0.0%
#170	0.090		27%	100.0%	0.0%
#200	0.075	25.9%	25.9%	100.0%	0.0%



TP-10/4.8'

Hydrometer Report

Project: Schroeder Lab QC Project #: 17B067-01 Client : Portalis Homes Source: TP-10 @ 4.8' - 10/3 Sample#: B17-0789		Date Received: 25-Jul-17 Sampled By: Other Date Tested: 31-Jul-17 Tested By: M. Carrillo		ASTM D 2487 Soils Classification SM, Silty Sand with Gravel Sample Color brown																																																																																																												
ASTM D-422, HYDROMETER ANALYSIS				ASTM C-136																																																																																																												
Assumed Sp Gr : 2.70 Sample Weight: 50.24 grams Hydrosopic Moist.: 1.64% Adj. Sample Wgt : 49.43 grams		 Certificate #: 1366.01, 1366.02		Sieve Analysis Grain Size Distribution																																																																																																												
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		USCS Soil Classification		SPT D&M										Sample Number		Lab Work	
Soil Description				1	2	5	10	20	50	100							
0	sand with rocks, road base																
	poorly graded sand with some rocks	SP										3, 3, 3	m = 5.83%				
	poorly graded sand with some rocks	SP										10, 11, 12	m = 2.72%				
10	poorly graded sand	SP										8, 6, 7	m = 2.63%				
	Gets cobbly																
	sand with silt and rocks	SM										15, 25, 33	m = 8.31%				
20	Till up in borings																
	Till silty sand with gravel	SM										50/6"	m = 3.97%				
	Till silty sand with gravel	SM										26, 50/3"	m = 6.15%				
30	Till silty sand with gravel	SM										50/5"					
	END BORING AT 31.5 FEET																
40																	
50																	

LOGGED BY: RPB DATE DRILLED: 10/9/18
 DRILLER: EDI HOLE DIAMETER: 11"
 DRILLING METHOD: HOLLOW STEM HOLE DEPTH: SEE LOG

Soils classified visually using the Unified Soils Classification System. Please see USCS Key to Boring Logs for descriptions.

JOB NO.: 217034

DESIGNED BY: RPB

DRAWN BY: RPB

CHECKED BY: RPB

EDISON

ENGINEERING

14952 WASHINGTON ST.
 ANACORTES WA. 98221
 360 202-4884
 EDISONENGIN@GMAIL.COM

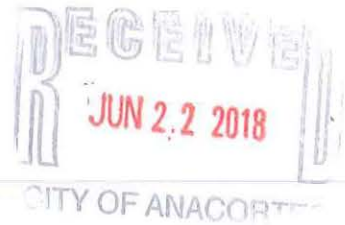
BORING LOG
 CALWEST PROPERTY
 ANACORTES, WASHINGTON

DATE: 10/9/18

SCALE: H: N/A

V: N/A

EDISON ENGINEERING
14952 Washington St.
Anacortes WA 98221



June 22, 2018

Calwest Inc.
4819 Portalis Way
Anacortes WA 98221

Report: **Geotechnical Engineering Services – Addenda regarding Steep Slopes**
Norman and Wood's SP Lots (23-30)
Property Numbers: P58123 and P58124

Dear Mr. Schroeder;

Edison Engineering presents this addendum regarding steep slopes for the Norman and Woods Short Plat property in Anacortes.

Steep slopes in this case are any areas with a slope of forty percent (2.5H: 1V) or steeper and with a vertical relief of ten or more feet.

We have identified two steep slopes on the site caused by construction of the existing entrance road and parking lot and at the north end. The road is 11-13 feet wide and graveled with small boulders lining the upward slope for stability with a log at the base. The slope down to the parking lot has good cover of trees and the soil is dense to very dense as confirmed by probe tests. (We pounded a 1/2-inch rebar with a 5-pound hammer we got 12 inches with 20 blows and up higher in the hill we got 8 inches / 20 blows.) The slope down to the road was dense to very dense at 3.5 feet.

These slopes affect four condominium units on the northeast corner as noted on the attached site plan. We recommend that, unless the footing elevations for these structures are sufficiently below an elevation so as not to exceed the maximum 40% grade, a buffer of 25 feet from the top of the slope should be adhered to.

June 22, 2018

Report: Geotech Engineering Services, Addenda regarding Steep Slopes (Calwest, Inc.)

Following is a table that calculates the maximum elevation of the bottom of the footings for the four condominium units within the 25-foot steep slope buffer so as not to exceed a 40% grade to the toe of the slope.

Building	Existing Elevation	<u>A</u> Bottom of Slope	<u>B</u> Distance	<u>C</u> Rise at 2.5H : 1V (40%) (B/2.5)	<u>E</u> Bottom of Footing NOT to Exceed (C+A)	Depth from Existing Footing Elevation
1	93	81	17.7	7.1	88.1	4.9
2	92.5	71	47.4	19.0	90.0	2.5
3	92	71	46.4	18.6	89.6	2.4
4	93	71	54.2	21.7	92.7	0.3

No other buildings are situated on critical slopes however one of the infiltration drywells to the north of those buildings is on critical slopes. The east drywell is located on ground at 93 feet and it is 43.5 feet from the 71-foot elevation. Divide that by 2.5 (17.4) and add it to the 71 feet and accordingly if the elevation for the footings is below 88.4 (a depth of 4.6 feet) it is not critical. The second drywell foundation is out of buffer zone. The east infiltration tank it may leak water because of that slope and we would suggest deleting it.

There is trail and drainage pipe along the north property line and they are going through the lowered soil of the parking lot below. If you curve the trail and pipe out of away from the hill, you can avoid erecting a retaining wall and cutting those trees.

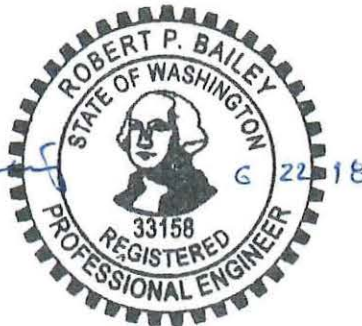
The storm vault is within the buffer and 5.25 feet away from a soil slope of 41.2 percent. However the storm vault has a bottom elevation of 89 feet, which is 5 feet lower than the crest of that hill it removes half of the hill so it not in a critical slope.

We appreciate the opportunity to provide our geotechnical services. Should you have any questions or require further information, please contact Bob Bailey in our office at (360) 766-4414.

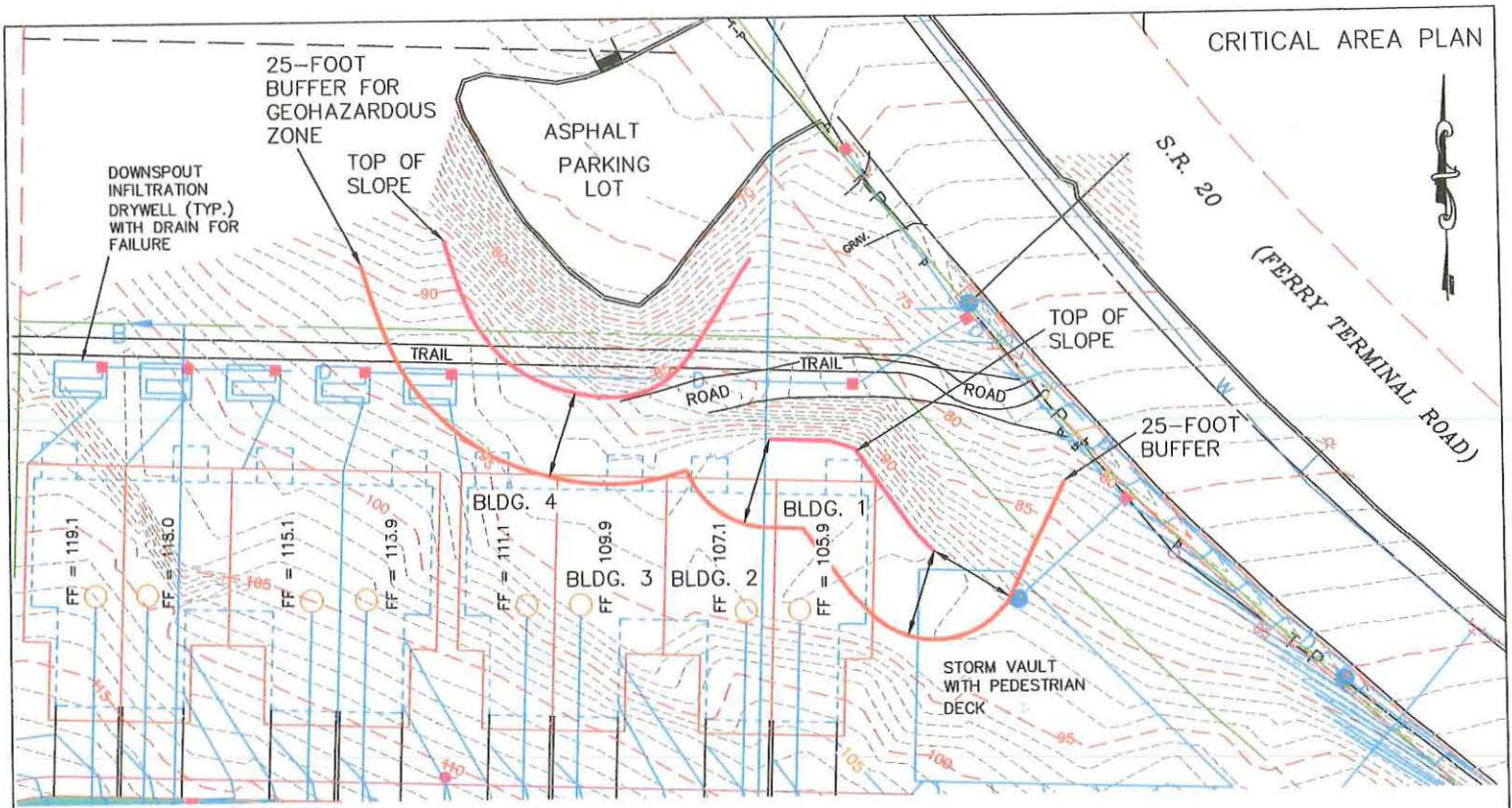
Sincerely

EDISON ENGINEERING

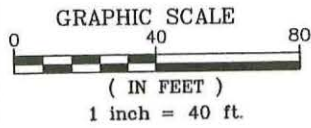
Robert P. Bailey



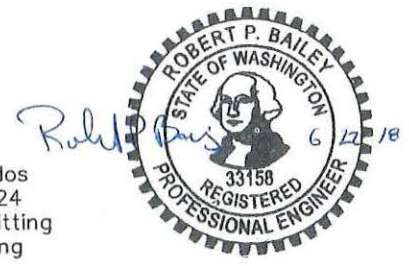
Robert P. Bailey, M.S.C.E., P.E.
Geotechnical Engineer



CRITICAL AREA PLAN



Owners: Calwest Inc.
 Address: Ferry Road Condos
 Parcel: P58123 & P58124
 Permit: Anacortes Permitting
 Preparer: Edison Engineering
 Date: June, 2018



This drawing was
 a survey it has
 been added to
 and is
 approximate.
NOT A SURVEY

GEOTECHNICAL ENGINEERING

NORMAN & WOODS SHORT PLAT

West of Spur 20 and North of Sunset Avenue
Anacortes, Washington

Prepared for

Allan Schroeder

Calwest, Inc.
4819 Portalis Way
Anacortes WA 98221

Prepared by:

EDISON ENGINEERING
14952 Washington St.
Anacortes WA 98221

(360) 202-4884

Report No:
217039

August 15, 2017

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APPENDICES

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Unified Soils Classification System Key
Compaction Equipment and Methods (2)
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EDISON ENGINEERING

14952 Washington St.

Anacortes WA 98221

August 15, 2017

Allan Schroeder

Calwest Inc.
4819 Portalis Way
Anacortes WA 98221

Report: Geotechnical Engineering Services
Norman and Wood's SP Lots (23-30)

Property Numbers: P58123 and P58124

Dear Mr. Schroeder;

Edison Engineering is pleased to present this geotechnical engineering report the 2.26 acre property in Anacortes.

INTRODUCTION

The location for the project is north of Sunset Avenue and the west side of Spur 20, as the road curves and makes its decent into the Ferry Dock.

The property will have a looped road. The first section of the road is south of the property, in one half of the road easement (Park Avenue), it then turns north at the west end of the property, also in the road easement (Ridge Way). The road turns east and splits the property nearly in half (north to south) as it heads to the east property line, it then south and joins the original section of the road. The road will surround 6 dwellings and the north section of the road is south of 4 properties (Site Plan).

PURPOSE AND SCOPE OF SERVICES

The purpose of this investigation was to obtain geotechnical and geological information on the soil and ground water conditions at the property. We accomplished these tasks in order to provide generalized site preparation recommendations and check for soil liquefaction. Our scope of engineering services consisted of completing the field exploration and providing this report describing general geotechnical recommendations for the proposed project.

Specifically, we did the following services:

1. Conduct site visits and place 10 machine excavated test pits (July 17 and July 20, 2017).
2. We hammered a 1/2-inch rebar down into the ground with a 5-pound hammer to get a sense the soil density.
3. The test pits were filled upon completion of the fieldwork.
4. Provide test pit logs as to thickness and depth of each soil unit encountered, based on the Unified Soil Classification System (USCS).
5. Provide analysis on whether the soil would be liquefiable or not.
6. Prepared the geotechnical soils report including a summary of work performed, a description of the general geologic conditions at the site and the subsurface conditions encountered in our exploration.

7. Provide conclusions and recommendations for the development of the property, including the following specific items:
 - Liquefaction Potential
 - Site preparation
 - Fill and Compaction
 - Foundation Support
 - Settlement Potential
 - Floor Slab Support
 - Drainage Considerations
 - Pavement Sections

Literature Review

Topographic information is provided by the Deception Pass Quadrangle (Topographic / Vicinity Map, attached), it indicates that the property is located to the east of a parking lot, north of a group of houses, and to the west of Spur 20. The property, at its southwest corner is 140 feet and the elevations change at 20 percent, for the first 200 feet. Below that its elevation changes at something less than 20 percent and its elevation at the northeast corner is just below 80 feet.

The Geologic Map of the Bellingham 1:100,000 Quadrangle, Washington, (Lapen, 2000), indicates that the subject property is underlain by Quaternary glacial till (Qgt) that was deposited directly by the Vashon-age ice sheet. It is a dense unit consisting of boulders to clay and locally contains interbeds of laminated silt and fine sand. Finer components (silt and clay) constitute a coherent to friable, moderately to highly compact matrix into which the coarser components (pebbles, cobbles, and boulders) are firmly embedded.

The layer locally contains interbeds of laminated silt and fine sand, and rarely interbedded gravel. The deposit is typically nonstratified, but subhorizontal layering and fissile structure are locally well developed. Unit thickness varies considerably, but typically ranges from a few meters to as much as 40 meters. The unit unconformably overlies the unit Qga or older bedrock units.

The Coastal Zone Atlas of Washington (CZA) indicates that the surface soils at the site consist of Quaternary Vashon till and advance outwash.

The till layer is described as a very compact, poorly sorted, non-stratified mixture of gravel, sand, silt, and clay with occasional boulders. It was deposited directly beneath the advancing glacial ice and atop the previously deposited advance glacial outwash. The till forms a protective cap against erosion by rainfall. It is considered stable in steep slopes unless the supporting material erodes from beneath it.

The advanced outwash consists of well sorted, well stratified sandy to pebble- to cobble-sized gravel. It was compacted in some instances by glacial till lying above it. It is considered stable in slopes the angle of repose varies between 32 and 35 percent. Springs are common near the base of this layer because of its permeability.

The Soil Survey of Skagit County, Washington (USDA Soil Conservation Service, 1989) maps Dystric Xerochrepts on 45- to 70-percent slopes (Soil Type 46) at the southeast portion of the site and Laconner very gravelly loamy sand on zero to 8-percent slopes (Soil Type 85) at the back of the properties and Laconner very gravelly loamy sand on 8- to 15-percent slopes (Soil Type 86) at the middle of the property.

Dystric Xerochrepts are moderately deep to very deep well drained soils that are found on escarpments. They formed in glacial till and colluvium derived from rocks of mixed mineralogy. Permeability of the Dystric Xerochrepts is moderate, runoff is medium and the hazard of water erosion is moderate. The

surface is dark brown gravelly loam 4 inches thick. The subsoil is dark brown and dark yellowish brown very gravelly sandy loam and very gravelly sandy loam 39 inches thick. The substratum to a depth of 60 inches or more is light olive brown very gravelly sandy loam. In some small areas, the soils have a clayey or sandy subsoil and substratum.

Laconner very gravelly loamy sand on zero to 8-percent slopes (Soil Type 85) is a moderately deep and moderately well drained soil that is found on hills and terraces and which formed glacial drift and an admixture of volcanic ash. Permeability of the Laconner soil is rapid above the dense glacial till and very slow through it. Runoff is slow, and the hazard of water erosion is slight. A perched water table fluctuates between 24 and 36 inches below ground surface from November to April.

Laconner very gravelly loamy sand on 8- to 15-percent slopes (Soil Type 86) is also a moderately deep and moderately well drained soil that is found on hills and terraces and which formed glacial drift and an admixture of volcanic ash. Permeability of the Laconner soil is rapid above the dense glacial till and very slow through it. Runoff is slow, and the hazard of water erosion is slight. A perched water table fluctuates between 24 and 36 inches below ground surface from November to April.

The horizons for the Laconner series are the same. The surface layer is dark brown very gravelly loamy sand about 6 inches. The subsoil is dark brown and dark yellowish brown very gravelly loamy sand about 13 inches thick. The upper 13 inches of the substratum is dark grayish brown very gravelly sand and the lower 6 inches is light olive brown very gravelly loamy sand. The next 17 inches is grayish brown, dense glacial till that crushes to a very gravelly sandy loam. Depth to glacial till ranges from 25 to 40 inches and in some areas the profile is more than 40 inches the glacial till.

Seismic Zone

The peak ground acceleration (PGA) for the bedrock at the site is 25.784 g, for an earthquake with a 10% probability of being exceeded in 50 years, according to the USGS National Seismic Hazard Mapping Project for the latitude and longitude at the site (Lat. = 48.500°, Lon. = -122.676°). We conducted the site investigation to a maximum depth of approximately 9 feet below the ground surface and did not contact bedrock. We recommend that Soil Type S_D be used when calculating horizontal and vertical accelerations at the site.

SITE CONDITIONS

The western portion of the property is forested but has trails and a parking lot in the north section, the eastern portion is shrub-scrub and forested. The property topography is from the site plan it lies between 134 and 78 feet. The high is at the southwest property corner and the southeast is 112 feet where the road makes the turn to go onto Spur 20. The northeast corner is the its just less than 80 feet and there is a place, about one 65 feet from the northeast corner where the property is 78 feet elevation, just above a parking lot. The northwest corner is 101 feet.

Surface Conditions

The proposed building site consists of a northeast-facing hillside. Surface soils consist of dry sand.

Subsurface Conditions

Exploration of subsurface soil conditions was accomplished by excavating ten test pits TP-1 to TP-10 (see Site Plan). We read the Bellingham Geologic Map and not the Coastal Zone Atlas, the Bellingham Geologic Map is a better source. We had been prepared for till and shallow test pits, but the glacial till (dense or very dense silty sand) was not there, or more specifically the till was deeper.

The soil type was determined in the field and at the shop by using the Classification of Soils for Engineering Purposes (ASTM D2487) and the Unified Soils Classification System (USCS). The descriptions are

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included in the test pit logs along with the USCS Chart explaining soil descriptions. The soil was tested for its consistency by inserting a 1/2-inch rebar into the soil and driving it with a 5-pound hammer. Moisture content was determined for 32 samples. More information is given on the soils at the Test Pit Logs and Sieve Analyses at the end of this report.

We excavated 10 test pits which had sand and gravel as deep as 9 feet. Only three of the test pits (TP-2, TP-9 and TP-10) had glacial till at the bottom of them, one test pit, TP-7, had a thin layer of glacial till at 4.3 feet but it was sand from there down to the bottom of the pit at 8.2 feet. Rather than go through the test pits here, there are 10 test pit logs at the end of this report. We believe the other test pits would have till beneath them if we were to excavate further.

We believe that the soil at this site is an Emergence (beach) deposits of the Everson Interstade from the Pleistocene Age. We believe that these deposits were formed by wave action as glaciomarine deposits emerged above sea level at the time of the Everson Interstade. The action of waves sorted the material and swash carried silts and clay materials to deeper water. The loose material consists of moderately to well-sorted gravel and sand with local boulders to fine to medium sand. Bedding is massive, laminated, or cross-stratified and locally fills channels cut into underlying deposits.

The deposits are typically reworked Everson glaciomarine drift, which is the underlying material. The unit unconformably overlies older deposits and usually lies beneath or grades upward into eolian deposits rich in organic matter. It also occurs as topographic benches interpreted as wave-cut terraces (strandlines). Color is variable and depends on mineral content and local iron-oxide staining. Thickness is from less than 1 to 7.5 meters.

Ground Water Conditions

Ground water was not encountered in any of the test pits. We did see some mottled soils in TP-7 to 2.5 feet but it ended and there was no way that water could be that high.

CONCLUSIONS AND RECOMMENDATIONS

General

We conclude, based on our geotechnical engineering investigation that the site is suitable for development of the type proposed. Access roads may be placed below the organic rich topsoil layer in these soils. They may be constructed on top of undisturbed sand or gravel soils that are medium dense. These roads should be below the root layer or the root layer should be excavated and more soil put there and properly compacted.

Our conclusions and recommendations assume that relatively light structures that are not particularly settlement sensitive will be constructed. If heavier structures are proposed in the future (i.e. continuous footings greater than 2-foot wide or column footings greater than 4-foot by 4-foot with bearing pressures above 2,000 psf), we should be informed so we can reevaluate our recommendations.

Liquefaction Potential

Liquefaction can occur during earthquakes from ground shaking of relatively loose, saturated cohesionless soils. The principal effects of liquefaction include temporary loss of bearing capacity resulting in differential settlements, lateral spreading, or sliding at sites on sloping ground. Liquefaction can occur to depths of 30 feet or more. Based on the density of soils encountered at the site, it is our opinion that the soils are not liquefiable under design earthquake events.

Site Preparation

All topsoil or other organic or soft material must be stripped away from areas to be occupied by the proposed residences, roadways, or areas to receive structural fill. Soil that was disturbed by removal of root

balls should have that soil replaced and properly compacted. Based on our test pit explorations, we estimate that the stripping depth will vary between approximately 0.25 to 0.95 feet (see Test Pit Logs). Note that there may be areas of deeper soft soil that we did not encounter in our test pit investigation, which may require removal. Following removal of the topsoil and weathered soil layers, any remaining soils that are soft or loose should be removed and replaced with compacted structural fill to the footing grade prior to placement of foundation forms. Large boulders may be found in this site. We did see that wheeled vehicles loosen the soil. All soils should be compacted.

The soils at the site should exhibit no significant shrinkage or swelling with seasonal changes of moisture content. The soils will soften and become disturbed by construction equipment when dry or wet. If earthwork operations are performed during the wet season (late October through early April), and you are down at the glacial till (silty sand) a granular material, or asphalt treated working surface may be required to prevent rutting or smearing of the soil. When roads or foundations are to be in the glacial till, excavate one foot below you targeted depth and replace with two lifts of the course soils at the site.

Fill and Compaction

Structural fill used to obtain final grade elevations for footings, earth supported floor slabs, and other structural improvements, such as pavements and sidewalks, must be properly placed and compacted. All fill soils should be placed and compacted on a horizontal subgrade surface. Fill should extend outside the footings a distance equal to the depth of the fill.

Most soils encountered on-site are suitable for structural fill. Fines content greater than 5 to 10 percent allows the soil to absorb large quantities of water, which adversely affects the energy and time required for compaction. Test Pits TP1 and TP6 are the only samples that had higher than 5 percent fines and they were only 5.6 percent fines, so with mixing they would be suitable for use as structural fill, only the till is unsuitable for use as a structural fill. Till was in test pits TP-2, TP-9 and TP-10. There was a section of till in TP-7 but sand and gravel above and below it.

Fill should be placed in maximum 6- to 10-inch loose lifts and be thoroughly compacted. Under building areas, all structural fill should be compacted to 95% of maximum dry density as determined by the ASTM D-1557 test procedure. Under pavement or sidewalk areas, the structural fill should be compacted to 92%, except for the upper 12 inches of subgrade, which should be compacted, to a minimum of 95% of maximum dry density. We recommend that compaction be tested after placement of each lift in the fill pad. The top of the compacted structural fill should extend outside all foundations and other structural improvements a minimum distance equal to the thickness of the fill.

Compaction behind retaining walls should be limited to 90 percent of modified Proctor density within 3 feet of the wall. Modified Proctor Density can be obtained on well-graded sands (with less than 10 percent fines) with a vibratory plate compactor. Other equipment, such as a hoepac, vibratory drum roller, or jumping jack may be utilized outside the 3-foot zone. The use of heavier compactors should be reviewed and observed by a geotechnical engineer.

It is important that plumbing and utility trenches be properly backfilled and compacted to minimize the possibility of localized loss of floor slab or pavement support. Backfill in trenches should meet the appropriate compaction criteria described above.

The soils are dry and they have very little fines for maintaining water so they will dry fast. Keep a sprayer truck there when compacting. A vibrating sheepsfoot, vibrating steel drum, rubber tired and a grid roller are all good on gravel and sand. A small vibrating plate or power tamper would be good for small areas. It takes

about 3 to 6 passes on property wetted soil to get compaction. There is a table at the end of this report called Compacting Equipment and Methods, it tells of compacting equipment and methods also the lift thickness and number of passes.

Foundation Support

All continuous and isolated column footings should have minimum widths of 18 and 24 inches, respectively. Footings should be founded a minimum of 18 inches below the lowest adjacent grade for frost protection. If bearing soil is disturbed during foundation excavation, the soil should be re-compacted.

Shallow footings supported on properly prepared subgrade may be proportioned using a net allowable bearing pressure of 2,000 psf. The term net allowable bearing pressure refers to the pressure that can be imposed on the soil at foundation level due to the total of all dead plus live loads exclusive of the weight of the footing or any backfill placed above the footing. Bearing capacities may be increased by one-third for transient wind or seismic loads.

Settlement Potential

Settlement of foundations depends on foundation size, depth, and bearing pressure, as well as the strength and compressibility characteristics of the underlying soil. For the footing loads and method of construction assumed for the proposed structures, we estimate the total settlement of foundations should be small (less than 1/2-inch), assuming an allowable contact pressure of 2,000 psf. and a typical consolidation coefficient for the soils encountered at the site. We estimate that the differential settlement will be approximately one-half of the total settlement over the major dimension of each building.

Floor Slab Support

Preparation of the building areas in a manner described in previous sections will provide an adequate base for floor slab support. We recommend that all earth-supported floor slabs be underlain by a capillary layer consisting of 4 inches of screened and washed 5/8" to 1" rock placed over a minimum of 6 inches of compacted structural fill. A vapor barrier should also be placed below the floor slab. The vapor barrier should be covered with a thin layer of clean sand to protect it during concrete placement and to aid in concrete curing. After the sand layer is placed, it should be maintained in a relatively dry condition.

In addition, the Portland Cement Association recommends, "... to prevent problems with floor covering materials caused by concrete, the following steps should be taken: (1) use low water-cement ratio concrete, (2) moisture-cure the slab for five to seven days, (3) allow the slab a two-month or more drying period, and (4) test the slab moisture condition before installing the floor covering" (Design and Control of Concrete Mixture", 13th ed.).

Lateral Earth Pressures

Lateral earth pressures that develop against subsurface walls and retaining walls will depend on the method of backfill placement, degree of compaction, backfill slope, type of backfill material, drainage provisions, and the degree to which the wall can yield laterally during or after placement of backfill. When a subsurface wall is restrained (rigid wall) against lateral movement or tilting, the soil pressure exerted is the at-rest soil pressure. Wall restraint may develop if a rigid structural network is constructed prior to backfilling or if the wall is inherently stiff or is restrained from rotation. However, if the wall is allowed to rotate or yield (yielding wall), so the top of the wall moves an amount equal to 0.002 times its height (for cohesionless soil backfill), the soil pressure exerted will be the active soil pressure.

We recommend that walls be designed utilizing values from the Table of Soil Parameters (below). Design of subsurface walls should include appropriate lateral pressures caused by any adjacent surcharge loads. Soil

densities for weaker soils may be effectively lowered by filling the failure wedge (that portion of the wall backfill that extends from a few feet out on the filled side of the wall to the ground surface at an approximately 60-degree angle with the horizontal) with compacted structural fill. If the failure wedge is filled with structural fill, the at-rest density for structural fill may be utilized. Otherwise, at rest densities for native soils should be utilized. For surcharge loadings, uniformly distributed loads should be converted to lateral pressure by utilizing the at-rest and active surcharge coefficients provided in the Table of Soil Parameters.

Retaining walls constructed adjacent to very dense to hard glacial till or recessional outwash sand and gravel will experience no lateral pressure from the native soil. The wall will receive applied pressure from the structural fill that is placed between the wall and the native soil.

The lateral earth pressures recommended for retaining walls assume drained conditions behind the walls and therefore do not include hydrostatic water pressure. Accordingly, the backfill placed behind retaining walls should be free-draining sand and gravel with less than three percent passing the No. 200 mesh sieve, based on a wet sieve analysis of that portion passing the US No. 4 sieve. In addition, we recommend that a drain be installed below the base of the walls with a minimum 4-inch diameter hard pipe surrounded by granular filter material (see Drainage Considerations).

Table of Soil Parameters

PARAMETER	SOIL TYPE	
	STRUCTURAL FILL (Poorly Graded Sand (SP)), Phi=35°, δ_d =100 pcf, m=12%, δ_m =112 pcf)	NATIVE (Silty Sand (SM)) (Phi=30°, δ_d =105 pcf, m=25%, δ_m =131 pcf)
At Rest (Restrained Wall) Equivalent fluid density	48 pcf	65 pcf
At Rest Surcharge Coefficient	0.43	0.50
Active (Unrestrained Wall) Equivalent fluid density	30 pcf	43 pcf
Active Surcharge Coefficient	0.27	0.33
At Rest (Restrained Wall) with 50% Sloping Backfill Equivalent fluid density	72 pcf	98 pcf
Coefficient of Sliding Friction	0.45	0.35
Passive Resistance (Rigid Wall) Equivalent fluid density	137 pcf	130 pcf

Rockery Walls

Retaining walls in the upper quadrant: test pits TP-2, TP-9 and TP-10 may intercept glacial till. Rockery walls that face soil cuts made in dense glacial till consisting of silt, sand, and gravel that are in a hard condition typically serve only as facing to hide soils and reduce raveling on the face of the cut. Raveling occurs because of wind and water erosion as well as freeze-thaw cycling. Preventing water from flowing down the face of the cut will reduce many of the erosive forces. Rockery walls that face cuts in less dense soils will provide increasingly greater support as the strength of the soils decrease. A wall that faces relatively deep cuts in cohesionless soil such as the sands and gravels may need to be backed with geotextile-reinforced native soil to act as a gravity retaining wall. On-site soil parameters for use in designing rockery walls are provided in the Table of Soil Parameters in the previous section.

Drainage Considerations

Water that is allowed to collect in low-lying areas will percolate into the ground unless the ground has been lowered. The residences should be constructed such that the surrounding ground surface will direct stormwater runoff away from the buildings. We recommend a minimum slope gradient of 2% outside of building pads, as well as in pavement and landscaped/lawn areas. Permanent cut and fill slopes, however, should not be steeper than 2 horizontal to 1 vertical (50% gradient) and 3 horizontal to 1 vertical (33% gradient), respectively.

Depending on what happens to the ground surface we may recommend that an exterior footing drain system be constructed around the perimeter of the building foundations. Footing drain systems installed in fine-grained soils are typically constructed with a slotted pipe placed in clean, free-draining coarse sand backfill material (buckshot or pea sand) with less than 3% by weight passing the U.S. No. 200 sieve size, based on a wet sieve analysis of that portion passing the U.S. No. 4 sieve. Footing drains placed in coarser grained soils should be bedded in and surrounded by washed pea gravel. The perforated or slotted pipe should be placed a minimum of 1/4-foot below the level of the base of the footings and 1/2-foot outside the footings.

The footing drains should discharge to an approved storm drainage system, unless the ground is your storm system. Roof drainage must not be introduced into the perimeter footing drain system; rather, they should be discharged separately to an approved storm drainage system by tightline.

Pavement Sections

Some of the important factors that affect the durability of pavement surfacing include stability and permeability of the subgrade soils and base materials, the presence of ground water, the traffic volume, and the frequency of heavy truck traffic.

We recommend that typical pavement sections for car and light truck access lanes and parking areas for this site consist of a minimum of 2-1/2 inches of asphalt concrete over at least 2 inches of crushed rock base over a minimum of 8 inches of structural fill (i.e., clean, well graded sandy gravel pit run material as recommended in the **Fill and Compaction** section). The road should be placed on a properly prepared subgrade. These sections assume a minimum CBR value of about 10. The CBR value is a function of soil type and its density/consistency. We recommend that all road and parking areas be overlain with geotextile separation fabric (TC MIRAFI 500XL or a similar fabric) prior to the application of the road base to reduce migration of the native soils into the structural fill and extend the service life of the road.

Rolling of the exposed subgrade, immediately prior to placing the separation fabric and structural fill layer, will be necessary to ensure the native subgrade soils are firm and non-yielding. Any soft soils or yielding areas encountered during proof rolling should be over-excavated and replaced.

Base course materials should be compacted to a minimum 95 percent of maximum dry density, as determined by the ASTM D-1557 test procedure. Asphalt concrete should be Class B aggregate material conforming to Section 5-04 of the Washington State Department of Transportation (WSDOT) specifications. Crushed rock gradation should be 5/8-inch minus, per WSDOT specifications.

August 15, 2017

Report: Geotech Engineering (Norman & Woods Short Plat for Calwest, Inc.)

CLOSURE

This report is intended for Allan Schroeder (Calwest Inc.) or his representatives for the project described in this report. It is not to be used by other parties at or away from the project site without the specific consent of Edison Engineering.

Our test pit logs show subsurface conditions at the dates and locations indicated. The analysis, conclusions, and recommendations contained in our report are based on site conditions to the limited depth of our test pits at the time of our investigation and the scope and budget of this project. We assume that the exploratory test pits are representative of the subsurface conditions throughout the site. If, during construction, different subsurface conditions from those encountered during our explorations are observed or appear to be present in excavations, we must be advised promptly so that we can review these conditions and reconsider and/or modify our recommendations and conclusions where necessary.

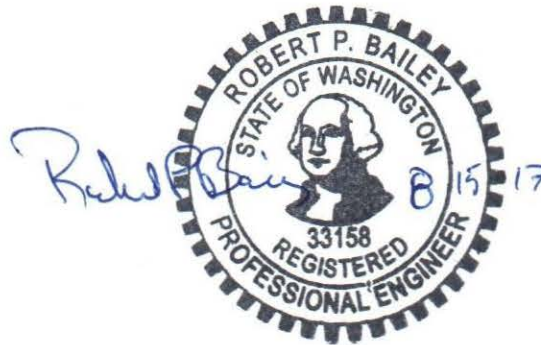
We appreciate the opportunity to provide our geotechnical services. Should you have any questions or require further information, please contact Bob Bailey in our office at (360) 766-4414.

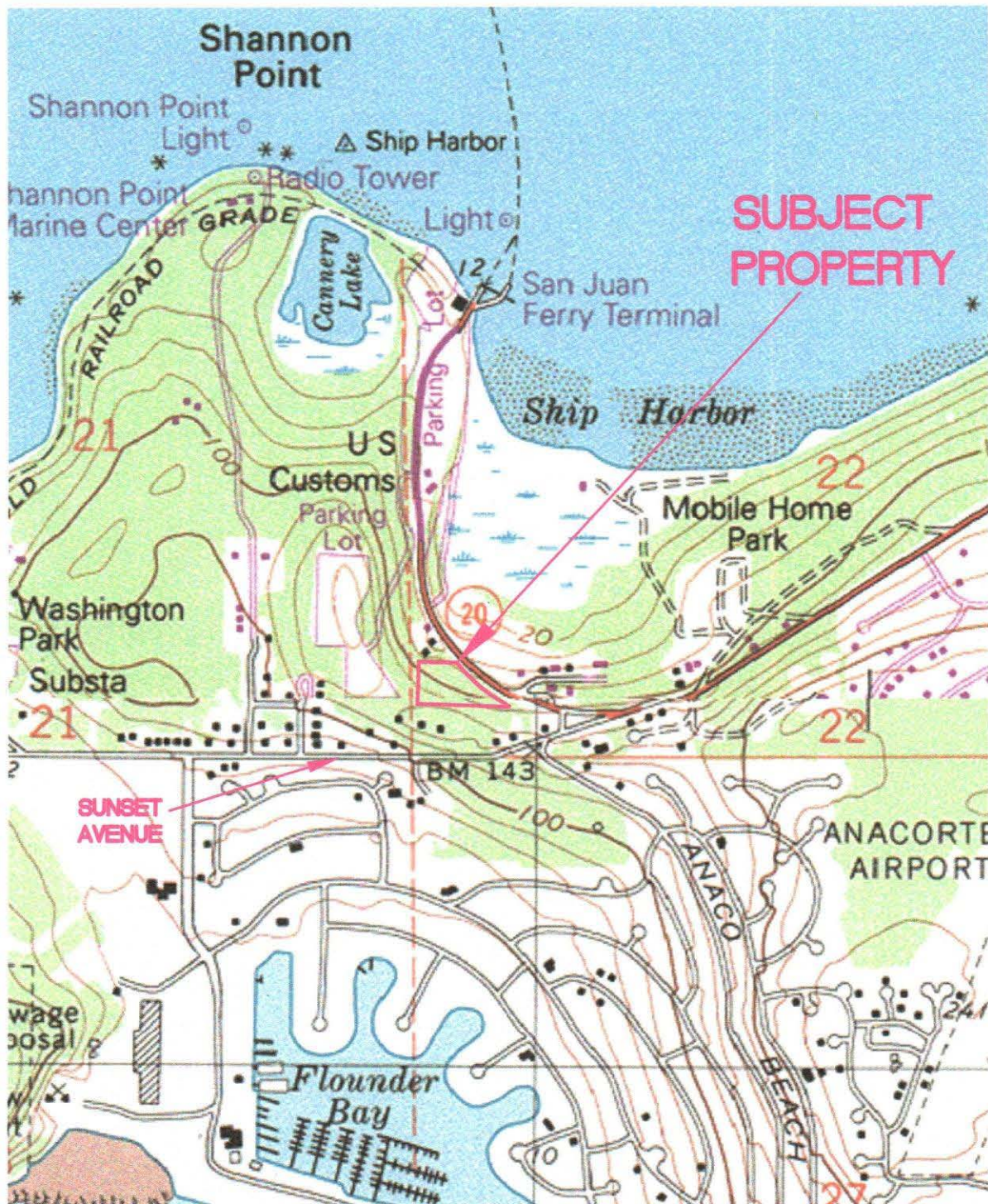
Sincerely,

EDISON ENGINEERING



Robert P. Bailey, M.S.C.E., P.E.
Geotechnical Engineer





SECTION 22, TOWNSHIP 35N, RANGE 1E
 LATITUDE: 48°30'0", LONGITUDE: 122°40'43"

GRAPHIC SCALE



(IN FEET)

1 inch = 1000 ft.

REFERENCE: USGS 7.5-MIN TOPOGRAPHIC MAP
 DECEPTION PASS QUADRANGLE
 CREATED 1978, REVISED 1980.

JOB NO.: 217039
 DESIGNED BY: rpb
 DRAWN BY: rpb
 CHECKED BY: rpb

**EDISON
 ENGINEERING**

14952 Washigton St.
 Anacortes WA 98221
 (360) 202-4884
 Edisoneng@cs.com

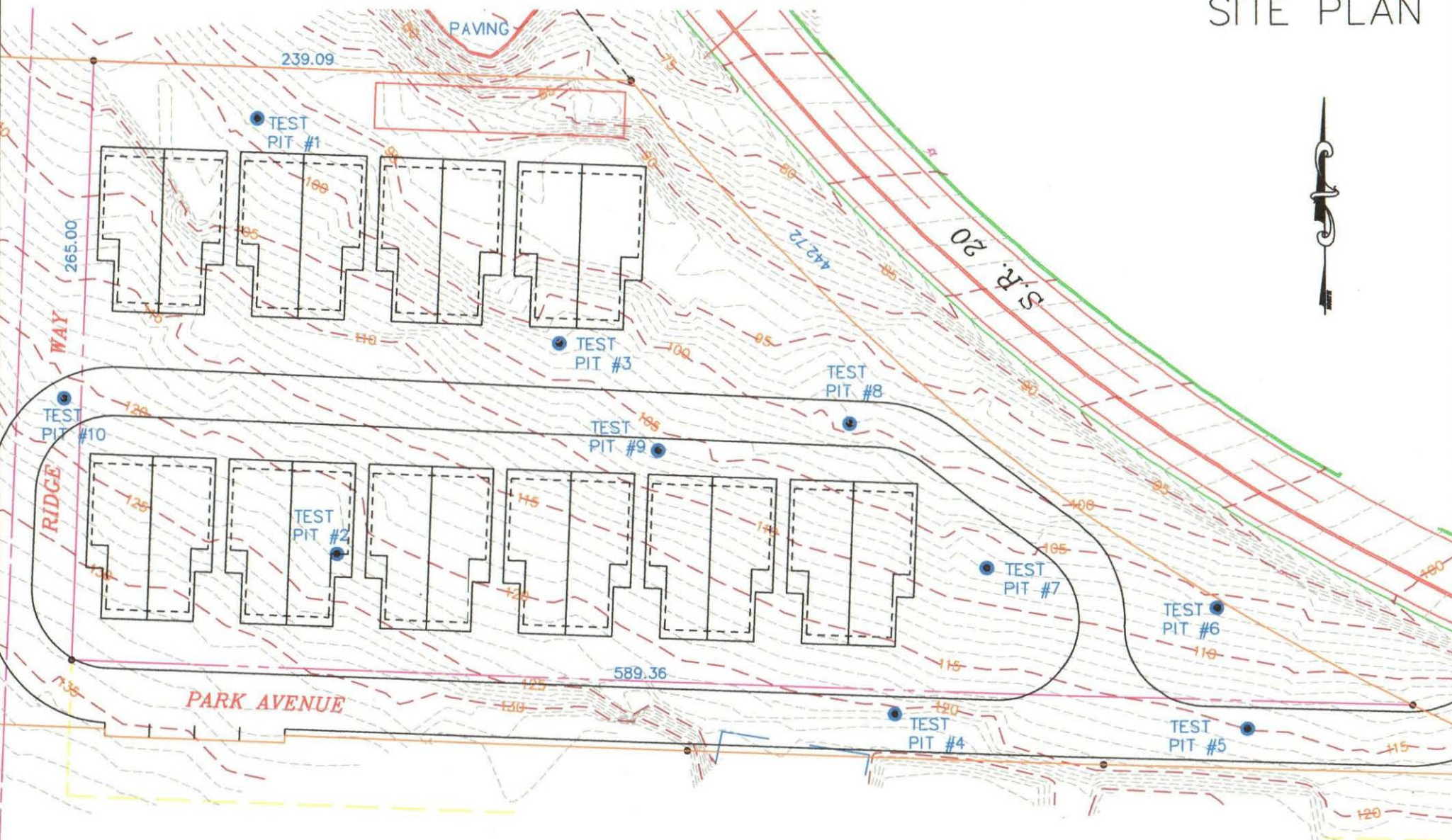
TOPOGRAPHIC / VICINITY MAP
 CALWEST, INC.: WEST OF SPUR 20
 ANACORTES, WASHINGTON

DATE: 8/12/17

SCALE: 1"=1000

N/A

SITE PLAN



GRAPHIC SCALE



(IN FEET)

1 inch = 60 ft.

Owner: Calwest, Inc.
 Address: Norman & Woods Short Plat
 Lots: Part or all of 23-30
 Parcel: P58123 & P58124
 Preparer: Edison Engineering
 Date: August, 2017

This drawing was copied from a survey and changed. It is approximate.
NOT A SURVEY

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) / Blows
TP-1	0.0 – 0.4	OL-SM	Brown organic-rich sand (Topsoil), (soft, dry)		
	0.4 - 1.6	SM	Yellow brown well graded Sand with Gravel (medium dense, dry, root layer to 1.6 ft.)	1-1 / 1.5 ft 1.4 %	1 – 1.1/20
	1.6 - 3.4	SP	Dark brown poorly graded Sand with gravel (dry)	1-2 / 3.2 4.5 %	
	3.4 - 6.75	SW-SM	Brown well-graded Sand with Silt and Gravel, (dry)	1-3 / 6.0 3.6 %	
	6.75 - 7.8	SP	Brown poorly-graded Sand with Gravel, (dry)	1-4 / 7.5 3.9 %	
Notes: Test pit completed to 7.8 feet on July 17, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-2	0.0 - 0.75	OL-SM	Brown organic-rich sand (Topsoil), (soft, dry)		
	0.75 - 3.25	SP	Yellow brown poorly graded Sand with Gravel, (medium dense, dry, root layer to 1.5 ft.,)	2-1 / 3.0 ft 4.8 %	1.2 - 1.1/20
	3.25 – 3.5	SM	Brown Silty Sand, (very stiff, moist)		
Notes: Test pit completed to 3.5 feet on July 17, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-3	0.0 – 0.4	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.4 – 2.25	SP	Yellow brown poorly graded Sand, (medium dense, dry, root layer to 1.75 ft.)	3-1 / 1.5 ft 5.4 %	1.2 - 1.1/20
	2.25 - 7.0	SP	Brown poorly graded Sand, (medium dense, moist)	3-2 / 3.2 ft 2.4 %	
Notes: Test pit completed to 7.0 feet on July 17, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-4	0.0 – 0.4	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.4 - 2.45	SP	Yellow brown poorly graded Sand with Gravel (medium dense, dry, root layer to 2.0 ft.)	4-1 / 1.2 ft 2.7 %	1.25 - 1.35/20
	2.45 - 7.0	SP	Brown poorly graded Sand (dry)	4-2 / 3.3 ft 2.8 %	
	7.0 - 8.5	SP	Brown poorly graded Sand with Gravel (dry)	4-3 / 7.5 ft 1.5 %	
Notes: Test pit completed to 8.5 feet on July 20, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-5	0.0 - 0.95	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.95 - 2.6	SP	Yellow brown poorly graded Sand with Gravel (medium dense, dry, root layer to 2.5 ft.)	5-1 / 1.5 ft 0.5 %	1.25 - 1.35/20
	2.6 - 3.75	SP	Brown poorly graded Sand (dry)	5-2 / 3.0 ft 3.75 %	
	3.75 - 6.0	GP	Brown poorly graded Gravel with Sand (dry)	5-3 / 4.4 ft 3.3 %	
Notes: Test pit completed to 6.0 feet on July 20, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-6	0.0 - 0.85	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.85 - 2.5	SP	Yellow brown poorly graded Sand with Gravel (medium dense, dry, root layer to 1.6 ft.)	6-1 / 1.6 ft 2.3 %	1.6- 1.5/20
	2.5 - 5.5	SP	Brown poorly graded Sand (dry)		
	5.5 - 7.25	SP-SM	Brown poorly graded Sand with Silt and Gravel (dry)	6-2 / 6.5 ft 4.9 %	
	7.25 - 9.0	GP	Dark brown poorly graded Gravel with Sand (dry)	6-3 / 8.5 ft 3.7 %	
Notes: Test pit completed to 9.0 feet on July 20, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-7	0.0 - 0.55	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.55 - 1.5	GP	Yellow brown poorly graded Gravel with Sand (medium dense, dry, root layer to 1.8 ft.)	7-1 / 0.75 ft 2.5 %	1.2- 1.1/20
	1.5 - 4.3	SP	Brown poorly graded Sand with Gravel (dry, some mottling to 2.5 feet)	7-2 / 2.0 ft 2.4 %	
	4.3 - 4.8	SM	Brown Silty Sand (Till, very stiff, moist, just a section of till)	7-3 / 4.4 ft 12.3 %	
	4.8 - 8.2	SP	Brown poorly graded Sand (dry)		
Notes: Test pit completed to 8.2 feet on July 20, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-8	0.0 - 0.25	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.25 - 0.75	SP	Yellow brown poorly graded Sand (medium dense, dry)	8-1 / 0.35 ft 8.1 %	0.75 - 1.8/20
	.075 - 2.2	SW	Brown well graded Sand with gravel (medium dense, dry, root layer to 1.9 ft)	8-2 / 2.0 ft 4.8 %	1.5 - 1.6/20
	2.2 - 4.5	SP	Brown poorly graded Sand with Gravel (dry)	8-3 / 3.25 ft 2.1 %	
	4.5 - 7.0	SP	Brown poorly graded Sand (dry)	8-4 / 6.5 ft 5.7 %	
Notes: Test pit completed to 7.0 feet on July 20, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-9	0.0 - 0.25	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)	9-1 / 0.75 ft 4.6 %	
	0.25 - 3.0	GP	Yellow brown poorly graded Sand (medium dense, dry, root layer to 2.1 feet)	9-2 / 2.0 ft 2.7 %	1.9 - 1.0/20 3.0 - 0.75/20
	3.0 - 6.5	SW	Brown well graded Sand with Gravel (dry)	9-3 / 3.2 ft 1.8 %	
	6.5 - 7.0	SM	Dark brown Silty Sand (Till, hard, dry)	9-4 / 6.6 ft 11.9 %	
Notes: Test pit completed to 7.0 feet on July 20, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

August 15, 2017

TEST PIT LOGS: (Calwest, Inc.)

Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-10	0.0 - 0.5	OL-SM	Dark brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.5 – 2.2	SW	Yellow brown well graded Sand with Gravel (medium dense, dry, root layer to 2.1 feet)	10-1 / 1.2 ft	1.6 - 1.0/20
	2.2 – 4.8	GP	Brown gap graded Gravel with Sand and boulders (dry)	10-2 / 2.2 ft 3.1 %	
	4.8 – 5.2	SM	Red and brown Silty Sand (Till, hard, dry, mottled)	10-3 / 4.8 ft 9.9 %	
Notes: Test pit completed to 5.2 feet on July 20, 2017. No ground water observed. Test pit loosely backfilled upon completion.					

UNIFIED SOIL CLASSIFICATION SYSTEM (USCS)

MAJOR DIVISIONS			LETTER SYMBOL	TYPICAL DESCRIPTIONS
COARSE GRAINED SOILS MORE THAN 50% OF MATERIAL IS <u>LARGER</u> THAN NO. 200 SIEVE SIZE	GRAVEL AND GRAVELLY SOILS MORE THAN 50% OF COARSE FRACTION <u>RETAINED</u> ON NO. 4 SIEVE	CLEAN GRAVELS (LITTLE OR NO FINES) <5%	GW	WELL-GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES
			GP	POORLY-GRADED GRAVELS, GRAVEL-SAND MIXTURES, LITTLE OR NO FINES
		GRAVELS WITH FINES (APPRECIABLE AMOUNT OF FINES) <12%	GM	SILTY GRAVELS, GRAVEL-SAND-SILT MIXTURES
			GC	CLAYEY GRAVELS, GRAVEL-SAND-CLAY MIXTURES
	SAND AND SANDY SOILS MORE THAN 50% OF COARSE FRACTION <u>PASSING</u> NO. 4 SIEVE	CLEAN SANDS (LITTLE OR NO FINES) <5%	SW	WELL-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
			SP	POORLY-GRADED SANDS, GRAVELLY SANDS, LITTLE OR NO FINES
		SANDS WITH FINES (APPRECIABLE AMOUNT OF FINES) <12%	SM	SILTY SANDS, SAND-SILT MIXTURES
			SC	CLAYEY SANDS, SAND-CLAY MIXTURES
FINE GRAINED SOILS MORE THAN 50% OF MATERIAL IS <u>SMALLER</u> THAN NO. 200 SIEVE SIZE	SILTS AND CLAYS LIQUID LIMIT <u>LESS</u> THAN 50	ML	INORGANIC SILTS AND VERY FINE SANDS, ROCK FLOUR, SILTY OR CLAYEY FINE SANDS OR CLAYEY SILTS WITH SLIGHT PLASTICITY	
		CL	INORGANIC CLAYS OF LOW TO MEDIUM PLASTICITY, GRAVELLY CLAYS, SANDY CLAYS, SILTY CLAYS, LEAN CLAYS	
		OL	ORGANIC SILTS AND ORGANIC SILTY CLAYS OF LOW PLASTICITY	
	SILTS AND CLAYS LIQUID LIMIT <u>GREATER</u> THAN 50	MH	INORGANIC SILTS, MICACEOUS OR DIATOMACEOUS FINE SAND OR SILTY SOILS	
		CH	INORGANIC CLAYS OF HIGH PLASTICITY, FAT CLAYS	
		OH	ORGANIC CLAYS OF MEDIUM TO HIGH PLASTICITY, ORGANIC SILTS	
HIGHLY ORGANIC SOILS			PT	PEAT, HUMUS, SWAMP SOILS WITH HIGH ORGANIC CONTENTS

FILE: PERIFERALS\DRAWING\GEOTECH\USCSKEY

JOB NO.:	n/a
DESIGNED BY:	rpb
DRAWN BY:	rpb
CHECKED BY:	rpq

**EDISON
ENGINEERING**

P.O. Box 164
Bow, WA 98232

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KEY TO SOILS UNITED SOIL CLASSIFICATION SYSTEM		
DATE:	SCALE:	
n/a	n/a	n/a

TABLE 5
Compaction Equipment and Methods

Equipment Type	Applicability	Requirements for Compaction of 95 to 100 Percent Standard Proctor Maximum Density			Possible Variations in Equipment												
		Compacted Lift Thickness, in.	Passes or Coverages	Dimensions and Weight of Equipment													
Sheepsfoot Rollers	For fine-grained soils or dirty coarse-grained soils with more than 20 percent passing No. 200 sieve. Not suitable for clean coarse-grained soils. Particularly appropriate for compaction of impervious zone for earth dam or linings where bonding of lifts is important.	6	4 to 6 passes for fine-grained soil. 6 to 8 passes for coarse-grained soil.	<table><thead><tr><th>Soil Type</th><th>Foot Contact Area sq. ft.</th><th>Foot Contact Pressures psi</th></tr></thead><tbody><tr><td>Fine-grained soil PI>30</td><td>5 to 12</td><td>250 to 500</td></tr><tr><td>Fine-grained soil PI<30</td><td>7 to 14</td><td>200 to 400</td></tr><tr><td>Coarse-grained soil</td><td>10 to 14</td><td>150 to 250</td></tr></tbody></table> Efficient compaction of soils wet of optimum requires less contact pressure than the same soils at lower moisture contents.	Soil Type	Foot Contact Area sq. ft.	Foot Contact Pressures psi	Fine-grained soil PI>30	5 to 12	250 to 500	Fine-grained soil PI<30	7 to 14	200 to 400	Coarse-grained soil	10 to 14	150 to 250	For earth dam, highway and airfield work, articulated self propelled rollers are commonly used. For smaller projects, towed 40 to 60 inch drums are used. Foot contact pressure should be regulated so as to avoid shearing the soil on the third or fourth pass.
Soil Type	Foot Contact Area sq. ft.	Foot Contact Pressures psi															
Fine-grained soil PI>30	5 to 12	250 to 500															
Fine-grained soil PI<30	7 to 14	200 to 400															
Coarse-grained soil	10 to 14	150 to 250															
Rubber Tire Roller	For clean, coarse-grained soils with 4 to 8 percent passing the No. 200 sieve.	10	3 to 5 coverages	Tire inflation pressures of 35 to 130 psi for clean granular material or base course and subgrade compaction. Wheel load 18,000 to 25,000 lbs.	Wide variety of rubber tire compaction equipment is available. For cohesive soils, light-wheel loads, such as provided by wobble-wheel equipment, may be substituted for heavy-wheel load if lift thickness is decreased. For granular soils, large-size tires are desirable to avoid shear and rutting.												
Do.....	For fine-grained soils or well graded, dirty coarse-grained soils with more than 8 percent passing the No. 200 sieve.	6 to 8	4 to 6 coverages	Tire inflation pressures in excess of 65 psi, for fine-grained soils of high plasticity. For uniform clean sands or silty fine sands, use large size tires with pressures of 40 to 50 psi.													
Smooth Wheel Rollers	Appropriate for subgrade or base course compaction of well-graded sand-gravel mixtures.	8 to 12	4 coverages	Tandem type rollers for base course or subgrade compaction 10 to 15 ton weight, 300 to 500 lbs per lineal in. of width of rear roller.	3-wheel rollers obtainable in wide range of sizes. 2-wheel tandem rollers are available in the range of 1 to 20 ton weight. 3-Axle tandem rollers are generally used in the range of 10 to 20 tons weight. Very heavy rollers are used for proof rolling of subgrade or base course.												
Do....	May be used for fine-grained soils other than in earth dams. Not suitable for clean well-graded sands or silty uniform sands.	6 to 8	6 coverages	3-wheel roller for compaction of fine-grained soil; weights from 5 to 6 tons for materials of low plasticity to 10 tons for materials of high plasticity.													

TABLE 5 (continued)
Compaction Equipment and Methods

Equipment Type	Applicability	Requirements for Compaction of 95 to 100 Percent Standard Proctor Maximum Density			Possible Variations in Equipment
		Compacted Lift Thickness, in.	Passes or Coverages	Dimensions and Weight of Equipment	
Vibrating Sheetsfoot Rollers	For coarse-grained soils sand-gravel mixtures	8 to 12	3 to 5	1 to 20 tons ballasted weight. Dynamic force up to 20 tons.	May have either fixed or variable cyclic frequency.
Vibrating Smooth Drum Rollers	For coarse-grained soils sand-gravel mixtures - rock fills	6 to 12 (soil) to 36 (rock)	3 to 5 4 to 6	- do -	- do -
Vibrating Baseplate Compactors	For coarse-grained soils with less than about 12 percent passing No. 200 sieve. Best suited for materials with 4 to 8 percent passing No. 200 sieve, placed thoroughly wet.	8 to 10	3 coverages	Single pads or plates should weigh no less than 200 lbs. May be used in tandem where working space is available. For clean coarse-grained soil, vibration frequency should be no less than 1,600 cycles per minute.	Vibrating pads or plates are available, hand-propelled, single or in gangs, with width of coverage from 1-1/2 to 15 ft. Various types of vibrating-drum equipment should be considered for compaction in large areas.
Crawler Tractor	Best suited for coarse-grained soils with less than 4 to 8 percent passing No. 200 sieve, placed thoroughly wet.	6 to 10	3 to 4 coverages	Vehicle with "Standard" tracks having contact pressure not less than 10 psi.	Tractor weight up to 85 tons.
Power Tamper or Rammer	For difficult access, trench backfill. Suitable for all inorganic soils.	4 to 6 in. for silt or clay, 6 in. for coarse-grained soils.	2 coverages	30-lb minimum weight. Considerable range is tolerable, depending on materials and conditions.	Weights up to 250 lbs., foot diameter 4 to 10 in.

7.2-49

TRAFFIC IMPACT ANALYSIS

FOR

CHARLIE'S VILLAS

Prepared By

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PO Box 547
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July 31, 2017

Client

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INTRODUCTION

The following report was prepared in response to the City of Anacortes's request for a Level II - Traffic Impact Analysis (TIA) to address the traffic related impacts of the proposed *Charlie's Villas* as stated in the Pre-Application Meeting comments dated November 15, 2016.

PROJECT DESCRIPTION

The proposed *Charlie's Villas* is located on the west side Ferry Terminal Road (SR 20) and the north side of the proposed Park Avenue approximately 600 feet north of the Ferry Terminal Road (SR 20)/Oakes Avenue/Sunset Avenue intersection within the city of Anacortes. A vicinity map is provided in Figure 1.

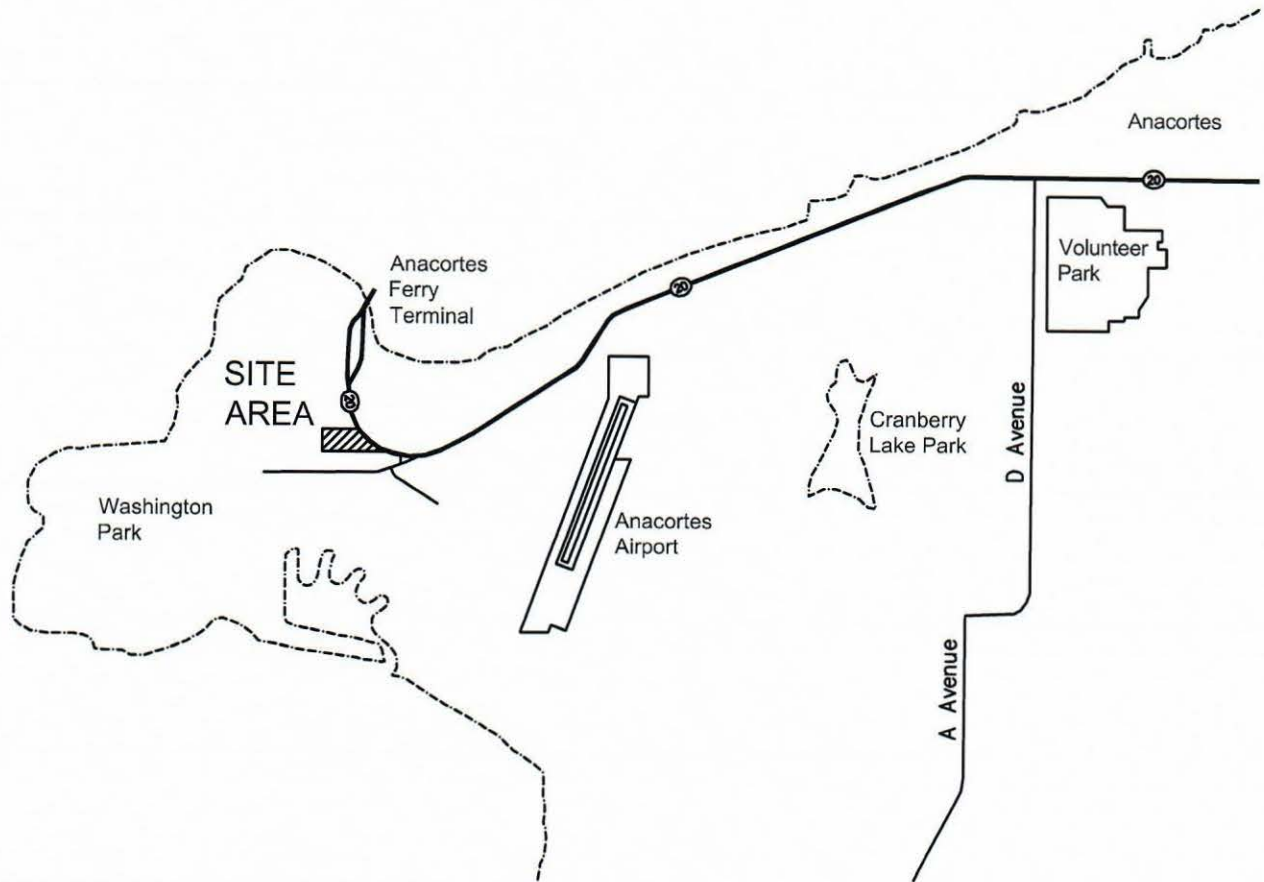
The proposed development includes ten (10) individual structures with two (2) townhouse units per structure. Overall, the site includes 2.25 acres and is bounded by a 30-foot unimproved right of way on the south (Park Avenue) which widens to 60 feet on the west end and 60 feet on the east end where the right of way intersects with the Ferry Terminal Road (SR 20) right of way; and an unimproved 30 foot right of way on the west side (Ridge Way) which extends from an unimproved 30 foot right of way 200 feet north of the site to the Sunset Avenue right of way approximately 330 feet south of the site. Access to the site will be served by an internal access roadway which loops around the center of the property intersecting with the proposed Ridge Way right of way on the west and the Park Avenue right of way on the east. The loop road eventually intersects with Ferry Terminal Road (SR 20) on the Park Avenue right of way.

The site is currently zoned Commercial Marine. CM zoning generally allows for boat moorage, public piers, private and public marinas, ship and boat building and repair, boat and marine equipment sales and services, small scale retail sales and specialty shops, eating and drinking establishments, offices, boatels, hotels, motels, yacht clubs, indoor and outdoor public and private recreation facilities, movie theaters, commercial parking, public parking, private parking, and parks.¹ In addition to the outright uses, Conditional Uses² included in the CM zone include:

- A. Recreational vehicle park or campground;
- B. Multifamily units if it can be demonstrated that the uses will not weaken the district's tourist or marine-oriented purpose, nor diminish the marine values inherent in the district such as physical and visual access to waterways and shoreline—multifamily units that are part of a mixed-use development incorporating commercial marine uses are preferred;
- C. Single-family homes;
- D. Landmark building with any approved use, generally not permitted within the area's land use classification, which occurs or will occur in a landmark building recognized as such by the city council;
- E. Bed-and-breakfast establishments;
- F. Storage of goods and shipping and terminal facilities, requiring orientation to navigable waterways and intended to serve the needs of marine-oriented activity.
- G. Any building with more than two hundred thousand square feet of total floor space, otherwise permitted in the underlying zone."

¹Anacortes Municipal Code; Section 17.21.020

²Ibid, Section 17.21.040



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VICINITY MAP
FIGURE 1

CHARLIES
VILLAS

The proposed Charlie's Villas development is allowed under the Conditional Use provisions of the Anacortes Municipal Code for Commercial Marine zoning.

Charlie's Villas is expected to be occupied by 2020.

The preliminary site plan is provided in Figure 2.

EXISTING CONDITIONS

The Existing Conditions analysis provides a statement of the traffic-related conditions within the study area at the time of the writing of this report. The statement includes discussion of the existing roadway conditions, transit, pedestrian and bicycle facilities serving the site; identification of existing traffic volumes at the analysis intersections; and identification of proposed transportation improvements in the area.

Roadways

The major roadways serving the site include Ferry Terminal Road (SR 20), Oakes Avenue (SR 20), Sunset Avenue, Park Road, and Sunrisers Lane.

Ferry Terminal Road (SR 20)

Ferry Terminal Road (SR 20) runs in a northwesterly/southeasterly direction in the vicinity of the Washington State Ferry Terminal from Oakes Avenue to the ferry dock. SR 20 is functionally classified as a Principal Arterial in the Washington State Department of Transportation Classification Map.³ According to WSDOT, the "principal arterial system" shall consist of a connected network of rural arterial routes with appropriate extensions into and through urban areas, including all routes designated as part of the interstate system, which serve corridor movements having travel characteristics indicative of substantial statewide and interstate travel.⁴

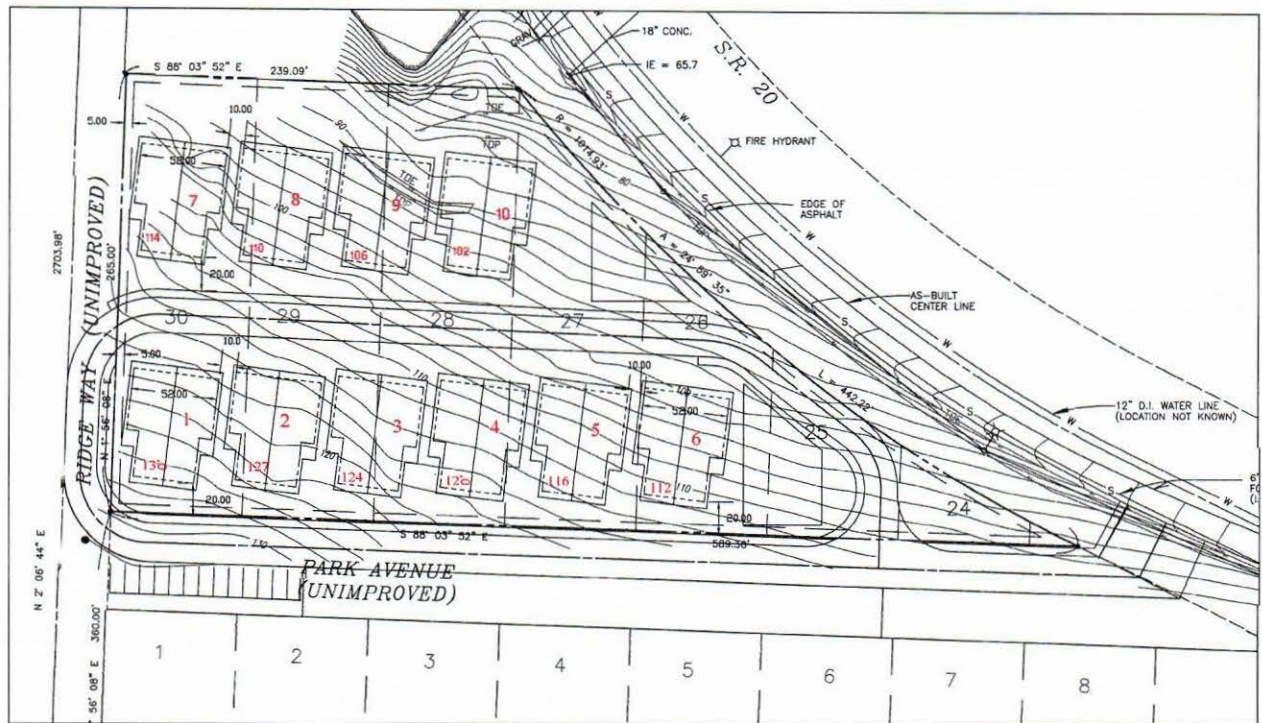
In the vicinity of the site, Ferry Terminal Road (SR 20) is approximately 33 feet wide and is channelized for three lanes with one 11-foot lane south bound and two 11-foot lanes north bound and two (2) to four (4) foot shoulders on each side. As Ferry Terminal Road (SR 20) approaches the Oakes Avenue/Sunset Avenue, the roadway cross-section is reduced to two (2) 11-foot lanes with one in each direction. Traffic control includes traffic signals at Oakes Avenue (SR 20) and SE May Valley Road intersection and stop signs on the intersecting minor streets. The posted speed limit is 30 mph. There are no bicycle or pedestrian facilities along the Ferry Terminal Road.

Oakes Avenue (SR 20)/Sunset Avenue

Oakes Avenue (SR 20) runs in a generally east/west direction from Ferry Terminal Road to "A" Avenue where it becomes 12th Street and continues to Commercial Avenue, which is the major north/south arterial in the city. SR 20 is a major state highway which runs east/west across the state from US 101 on the Olympic Peninsula to US 97 near Okanogan, Washington. SR 20 is functionally classified as a Principal Arterial in the WSDOT functional classification system.

³ <http://www.wsdot.wa.gov/data/tools/geoportal/?config=FunctionalClass&layers>

⁴ RCW 47.05.021 Functional classification of highways.



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SITE PLAN
FIGURE 2

CHARLIES
VILLAS

In the vicinity of the site, Oakes Avenue (SR 20) is 24 feet wide and is channelized into two (2) lanes with one (1) lane in each direction widening to approximately 36 feet with three (3) lanes; one (1) westbound through; one (1) westbound right turn and one (1) eastbound through at the intersection with Ferry Terminal Road (SR 20). In general, the roadway cross-section includes two – six (6) foot paved shoulders on each side.

Traffic control on Oakes Avenue (SR 20) SE includes a traffic signal at Ferry Terminal Road (SR 20) and stop signs on the minor intersecting side streets. The posted speed is 40 mph.

Sunset Avenue

Sunset Avenue runs east/west from Ferry Terminal Road to Washington Park within the city of Anacortes. Sunset Avenue is functionally classified as an Urban Major Collector in the WSDOT Functional Classification System.

In the vicinity of the site, Sunset Avenue is 24 feet wide and is channelized into two lanes; one in each direction. There is no shoulder on the north side and an approximate six (6) foot shoulder on the south side.

Traffic control on Sunset Avenue includes a traffic signal at Ferry Terminal Road and stop signs on the minor intersecting side streets.

Transit/Non-Motorized Facilities

Transit

Transit service in the vicinity of the site is provided by Skagit Transit (SKAT) Route 410. Route 410 provides service from March Point to Old Salts in Skyline Marina; including service to the Anacortes Washington State Ferry Terminal. Service begins at March Point at 7:15 am arriving at Old Salts at 7:40 am and returning to March Point by 8:05 am. Service continues throughout the day on one-hour headways until 6:40 pm except for an extra 25-minute delay during the lunch hour⁵.

Park and Ride Lots

A WSDOT managed park and ride lot is located at the Anacortes Ferry Terminal approximately 2,500 lineal feet north and west of the site. The park and ride lot includes 1,265 parking stalls and is served by Skagit Transit.

Non-Motorized Facilities

The City of Anacortes defines Oakes Avenue and Ferry Terminal Road as a “high traffic” pedestrian/bicycle corridor. throughout the city. Other routes are defined in the City of Anacortes Bicycle Pedestrian Corridor Map.⁶

Traffic Volumes

Existing peak hour traffic volumes were determined from AM and PM peak period turning movement counts collected at the following intersections during July 2017:

- Ferry Terminal Road (SR 20)/Oakes Avenue/Sunset Avenue; and,

⁵ <http://www.skagittransit.org/route-410EW/>

⁶ http://www.cityofanacortes.org/Maps/Intra_Urban_Routes.pdf

- Ferry Terminal Road (SR 20)/Sunriser Lane; and,
- Sunset Avenue/Sunriser Lane

A summary of the existing AM and PM peak hour turning volumes is presented in Figure 3.

Level of Service

Level of service (LOS) is used to describe the degree of traffic congestion and driver comfort on streets or at intersections. The Highway Capacity Manual (HCM) describes the methodologies for calculating LOS on street segments and at signalized and unsignalized intersections.

According to the HCM (TRB Special Report #209), there are six levels of service by which the operational performance of the roadway system may be described. The levels of service range from LOS A, which indicates a relatively free-flowing condition, to LOS F, which indicates operational breakdown.

The level of service for a two-way stop controlled (TWSC) intersection is determined by the computed or measured control delay and is defined for each minor movement. Level of service is not defined for the intersection as a whole. Average control delay less than or equal to 10 seconds per vehicle is defined as LOS A. For LOS F, the average control delay is greater than 50 seconds per vehicle.

The level of service for an all-way stop controlled (AWSC) intersection is defined in terms of average control delay per vehicle. Level of service is defined for the intersection as a whole. Average control delay less than or equal to 10 seconds per vehicle is defined as LOS A. For LOS F, the average control delay is greater than 50 seconds per vehicle.

Level of service for this report was calculated using Synchro™ 8.0, the software of the HCM 2000 and 2010. The City of Anacortes has adopted LOS D as the standard for principal arterials and LOS C for minor arterials and collector roadways in the city.⁷ The result of the level of service analysis for the existing condition at the analysis intersection is shown in Table 1.

Table 1. Existing PM Peak Hour Level of Service

Intersection	Traffic Control	Existing		Anacortes LOS Standard
		AM Peak	PM Peak	
Ferry Terminal Rd/Oakes Ave/Sunset Ave	Signal	D (42.3)	C (26.9)	D
Ferry Terminal Rd/Sunriser Lane	One Way Stop	B (10.9)	A (10.0)	D
Sunset Ave/Sunriser Lane	One Way Stop	A (9.4)	B (10.8)	C

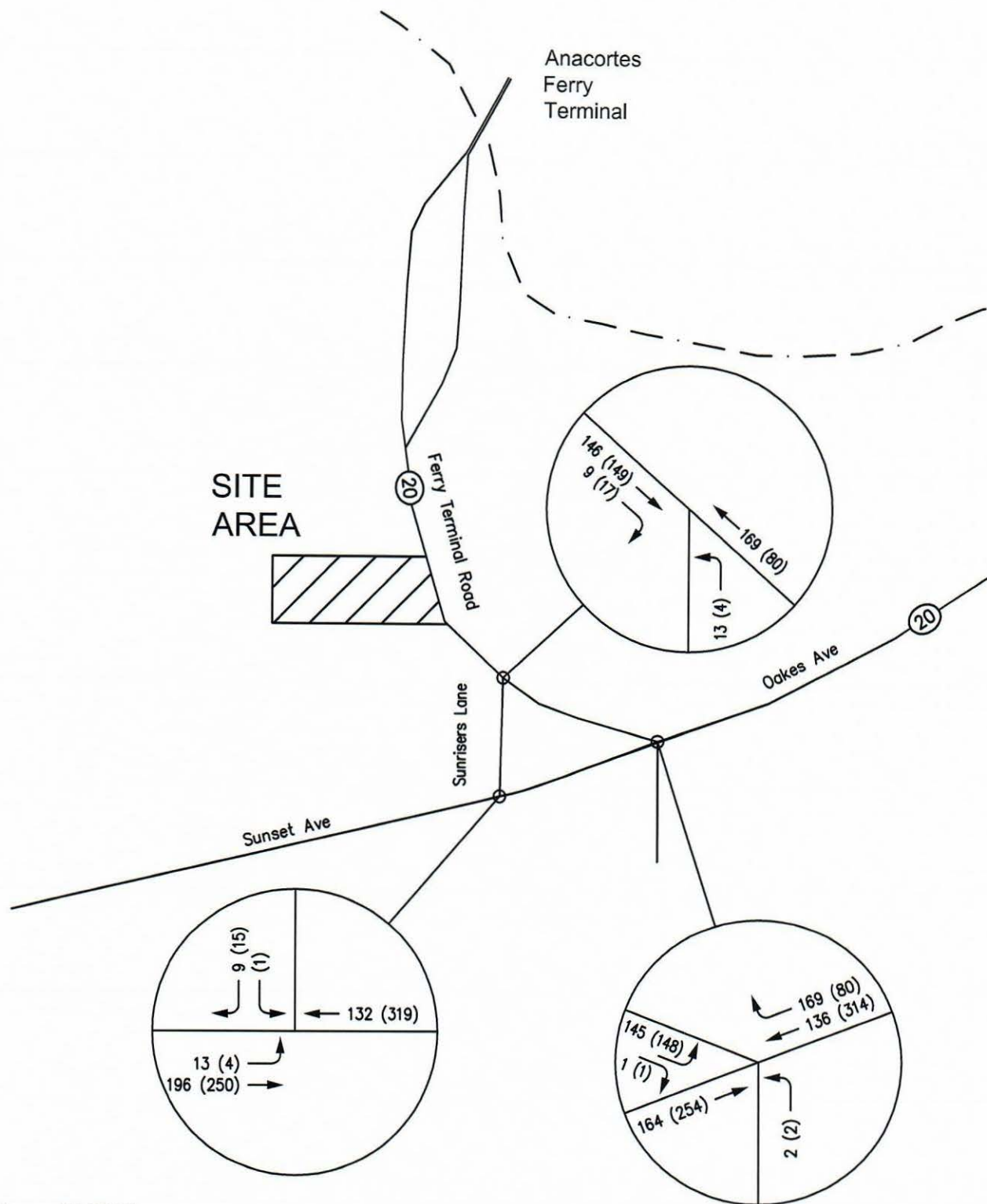
(xx) - Seconds of delay per vehicle

As shown in Table 1, all the analysis intersections are estimated to operate at an acceptable level of service in the 2017 AM and PM peak hours.

Crash History

The latest available crash history at the Ferry Terminal Road (SR 20)/Oakes Avenue (SR 20) analysis intersection was obtained from the Washington State Department of Transportation for the latest

⁷Policy T-35. City of Anacortes Comprehensive Plan



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EXISTING PEAK HOUR VOLUMES

FIGURE 3

CHARLIES
VILLAS

available three-year period; January 1, 2014 – January 31, 2017. A summary of the crash history for the intersection is presented in Table 2.

Table 2. Crash History

Intersection	Year				Total	Rate ¹
	2014	2015	2016	2017		
Ferry Terminal Rd/Oakes Ave/Sunset Ave	1	0	1	0	2	0.228
Ferry Terminal Rd/Sunriser Lane	0	0	0	0	0	
Sunset Ave/Sunriser Lane	0	0	0	0	0	
Total	1	0	1	0	2	

1) Accident Rate = accidents per million entering vehicles

As shown in Table 2, there have been a total of two (2) crashes at the Ferry Terminal Road/Oakes Avenue/Sunset Avenue (aka SR 20) intersection during the last three plus years. Both crashes were "Rear End". One occurred on the north leg and the other occurred on the east leg of the intersection.

The accident rate for the intersection is also shown for the three-year period. The Ferry Terminal Road (SR 20)/Oakes Avenue (SR 20) has a total of 2 crashes during the three-year period with a rate of 0.228 crashes per million entering vehicles which is significantly less than the statewide average for similar intersections.

Planned and Programmed Improvements

The following projects have been identified in the current Six Year Transportation Improvement Program⁸ - 2016 to 2021, in the vicinity of Charlie's Villas:

- Project #ANAC T-504. Guemes Channel Trail – Ferry Terminal Road to Edwards Way. Construction of a section of the Guemes Channel Trail, a waterfront bicycle and pedestrian trail, between Edwards Way and Ferry Terminal Road. Estimated Cost \$590,000.
- Project #WA-08040. Guemes Channel Trail-Phase III. Ferry Terminal Road (SR 20) to Washington Park. Construction of a section of the Guemes Channel Trail, a waterfront bicycle and pedestrian trail, between Ferry Terminal Road and Washington Park. Estimated Cost \$850,000.
- Project #ANAC T-140. Ship Harbor Blvd and SR 20 Spur Intersection. Install Roundabout. Estimated Cost \$1,078,000.

FUTURE CONDITIONS WITHOUT PROJECT

The Future Conditions Without Project analysis provides a discussion of the traffic-related conditions in the horizon year without the project. This section includes a discussion of background traffic conditions and level of service at the analysis intersections without the project. *Charlie's Villas* is expected to be fully occupied by 2020. Therefore, for this analysis, 2020 is the horizon year.

Background Traffic Volumes

Background traffic volumes for the 2020 without project condition include the 2017 existing peak hour traffic volumes factored to 2020 volumes (using the historical growth rate), plus known pipeline projects in the vicinity of the site.

⁸ Ordinance No. 2957 – 2016-2021 Anacortes Transportation Plan

Pipeline Projects

According to City of Anacortes staff⁹, there are no pipeline development proposals in the vicinity of *Charlie's Villas*.

Historical Growth Rate

The Consultant applied a three (3) percent per year background growth rate in accordance with recently City approved traffic impact studies¹⁰. The existing (2017) PM peak hour volumes were factored at a rate of three (3) percent per year to achieve the 2020 background PM peak volume.

A summary of 2020 background PM peak hour turning movement traffic volumes is presented in Figure 4.

Level of Service

The 2020 without project AM and PM peak hour level of service at the analysis intersections is provided in Table 3. The existing level of service is shown for comparison purposes.

Table 3. 2020 Without Project AM and PM Peak Hour Level of Service

Intersection	Traffic Control	Existing		2020 w/o Project		Anacortes LOS Standard
		AM Peak	PM Peak	AM Peak	PM Peak	
Ferry Terminal Rd/Oakes Ave/Sunset Ave	Signal	D (42.3)	C (26.9)	D (44.3)	C (31.6)	D
Ferry Terminal Rd/Sunriser Lane	One Way Stop	B (10.9)	A (10.0)	B (11.2)	B (10.1)	D
Sunset Ave/Sunriser Lane	One Way Stop	A (9.4)	B (10.8)	A (9.5)	B (11.0)	C

(xx) - Seconds of delay per vehicle

As shown in Table 3, all the analysis intersections are estimated to operate at an acceptable level of service in the 2020 AM and PM peak hour without project volume condition.

FUTURE CONDITIONS WITH PROJECT

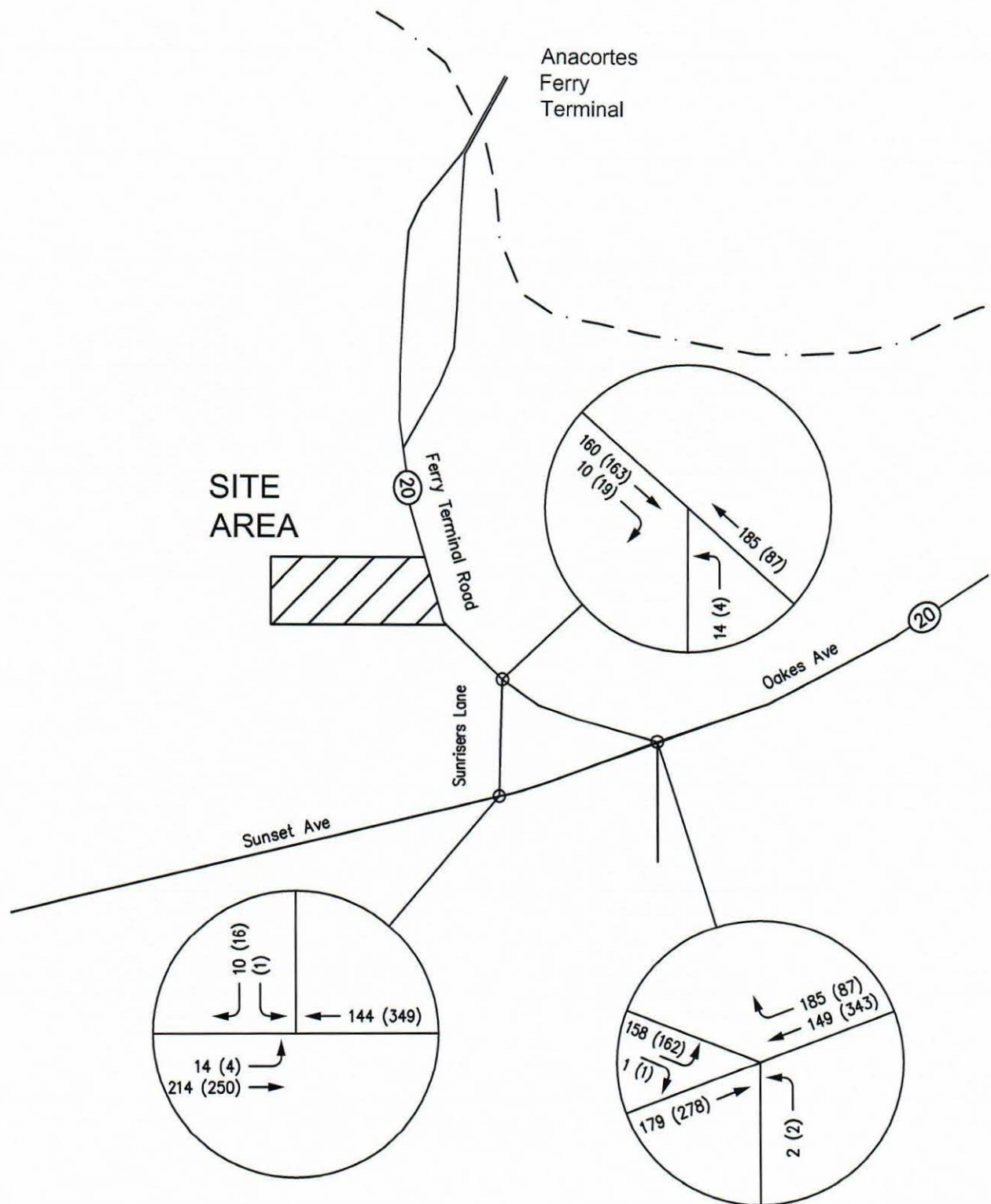
The Future Conditions with Project analysis provides a statement of what traffic related conditions will be like in the horizon year with the project. The analysis simply adds anticipated project impacts to the horizon year background traffic conditions. The analysis defines anticipated project trip generation and evaluates impact through a level of service analysis at each analysis intersection.

Traffic Volumes

Traffic volumes for the 2020 with project condition include the 2020 without project volumes discussed above plus traffic anticipated to be generated by the 20 units of *Charlie's Villas*.

⁹ Telcon with Libby Grage, City of Anacortes, Senior Planner, 7/19/17

¹⁰ Haddon PUD Traffic Impact Analysis, February 2016.



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2020 W/O PROJECT PEAK
HOUR VOLUMES

FIGURE 4

CHARLIES
VILLAS

Project Trip Generation

Trip generation was calculated for the project using the 9th Edition of the ITE Trip Generation report¹¹. The proposed uses for the Charlie's Villas development include the following:

- Land Use Code 230 – Residential Condominium /Townhouse

A summary of the anticipated trip generation for *Charlie's Villas* is presented in Table 4.

Table 4. Project Trip Generation

Land Use	AM Peak				PM Peak		
	AWDT	Total	In	Out	Total	In	Out
Charlie's Villas – - 20 Townhomes -	116	9	2	7	10	7	3
Total	116	9	2	7	10	7	3

As shown in Table 4, the proposed *Charlie's Villas* development is estimated to generate 116 daily, 9 AM and 10 PM peak hour trips in the 2020 horizon year.

Trip Distribution/Traffic Assignment

The trip distribution/traffic assignment for *Charlie's Villas* was based on the existing traffic circulation patterns determined from current AM and PM peak period turning movement counts. It is assumed traffic generated from the site will follow current traffic flow patterns through the adjacent intersections. The resultant project traffic assignment is presented in Figure 5. A summary of 2020 PM peak hour volumes with the proposed development of *Charlie's Villas* is presented in Figure 6.

Level of Service

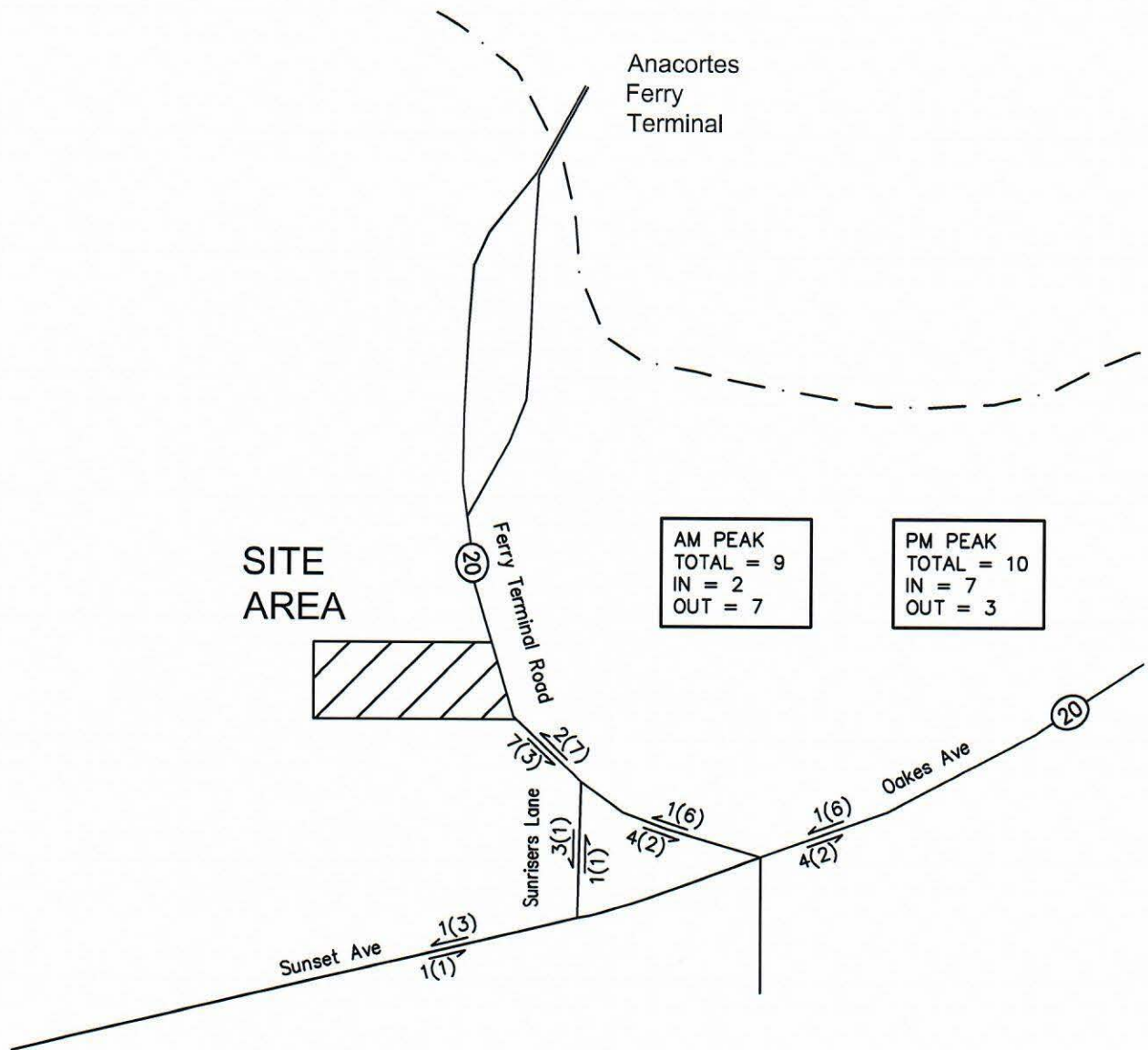
The 2020 with project PM peak hour level of service at the analysis intersections is provided in Table 5. The existing and 2015 without project levels of service are shown for comparison purposes.

Table 5. 2020 With Project PM Peak Hour Level of Service

Intersection	Existing		2020 w/o Project		2020 w/Project		Anacortes LOS Standard
	AM Peak	PM Peak	AM Peak	PM Peak	AM Peak	PM Peak	
Ferry Terminal Rd/Oakes Av\Sunset Av	D (42.3)	C (26.9)	D (44.3)	C (31.6)	D (44.7)	C (32.3)	D
Ferry Terminal Rd/Sunriser Lane	B (10.9)	A (10.0)	B (11.2)	B (10.1)	B (11.3)	B (10.2)	D
Sunset Ave/Sunriser Lane	A (9.4)	B (10.8)	A (9.5)	B (11.0)	A (9.5)	B (11.0)	C
Ferry Terminal Rd/Site Access					A (9.2)	A (10.0)	

(xx) - Seconds of delay per vehicle

¹¹ Institute of Transportation Engineers; *Trip Generation*; Ninth Edition, 2012.

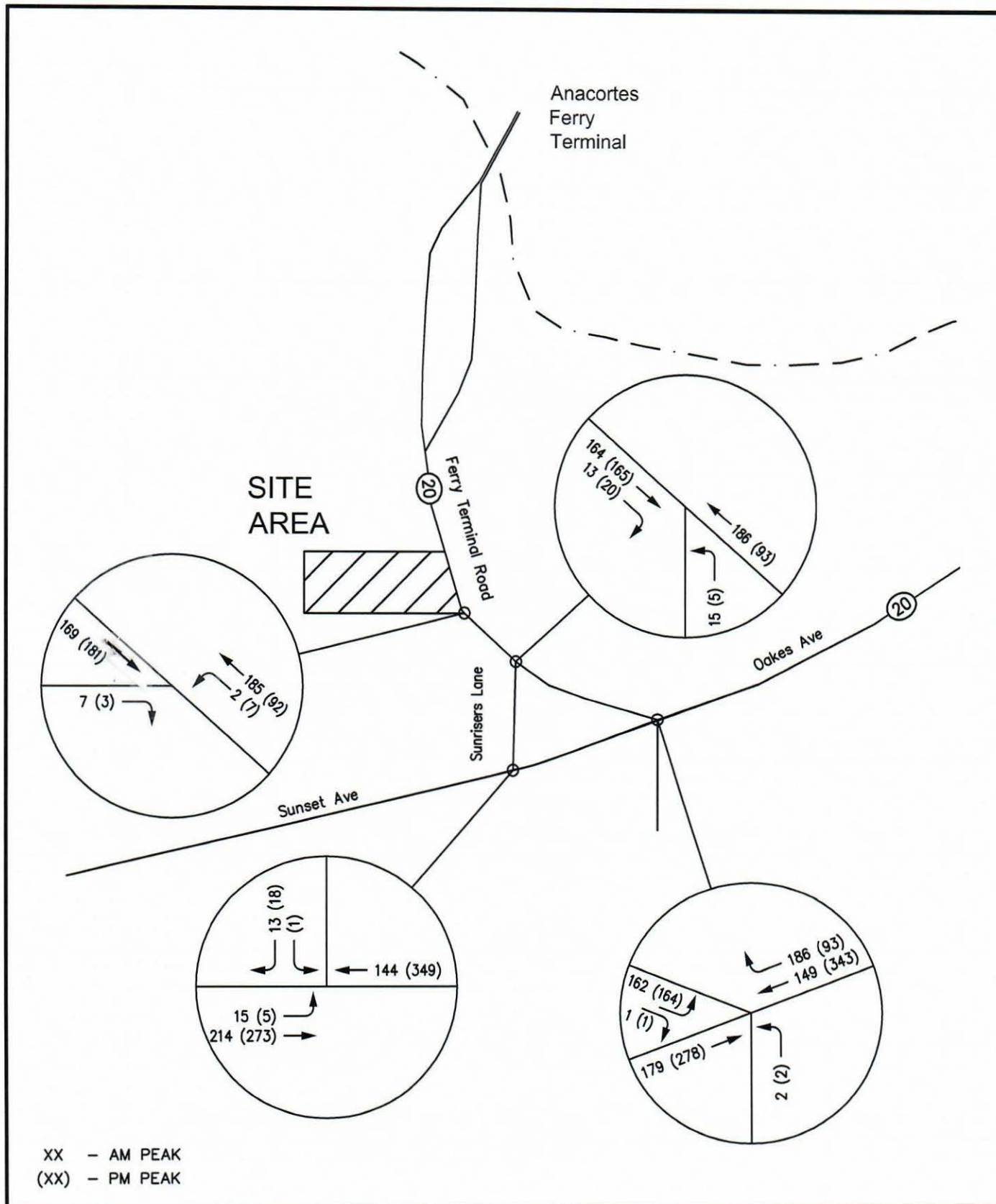


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PROJECT PEAK HOUR VOLUMES

FIGURE 5

CHARLIES
VILLAS



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2020 W/ PROJECT PEAK
HOUR VOLUMES
FIGURE 6

CHARLIES
VILLAS

As shown in Table 5, all the analysis intersections are estimated to operate at an acceptable level of service in the 2020 horizon year with full development and occupancy of the *Charlie's Villas Mixed Use* development.

Other Issues

The following is a discussion of specific project issues identified in the City of Anacortes 2011 EDS Standards.

Sight Distance

Access to the proposed Charlie's Villas townhomes will be provided along the existing Park Avenue alignment. It is expected the roadway and intersection design will address prevailing stopping (SSD) and entering (ESD) sight distance design standards on Park Avenue and at the intersection of Park Avenue and Ferry Terminal Road.

Impact of Ferry Traffic

The proposed Charlie's Villas will access Ferry Terminal Road via the Park Avenue proposed alignment. This access is located approximately 550 north and west of the Sunset Avenue/Ferry Terminal Road/Oakes Avenue (SR 20) intersection and 1500 feet south and east of the Anacortes Ferry Terminal. Access to the Charlie's Villas townhomes will be impacted by traffic volume surges created by ferry traffic.

Field observations during the AM period indicated extensive queuing on Ferry Terminal Road resulting from the traffic signal at Sunset Avenue/Ferry Terminal Road/Oakes Avenue (SR 20) intersection. The queuing extended from the intersection to Park Avenue. This queuing will result in additional delay created for vehicles desiring to turn left from Ferry Terminal Road to Park Avenue and access the Charlie's Villas development. In addition, traffic from Park Avenue accessing Ferry Terminal Road will be delayed by the queue.

The duration of the queue is approximately 15 minutes during the unloading of the ferry. Overall the volumes and anticipated ferry delay did not adversely impact overall intersection operations and level of service.

Proposed Roundabout

A new roundabout is proposed for Oakes Avenue (SR20)/Glasgow Way intersection. Existing traffic volumes based on a Sunday afternoon count in June, indicate a two-lane roundabout will operate at LOS B and a single lane roundabout will operate at LOS C. In either case, the intersection will realize an acceptable level of service in accordance with City of Anacortes level of service standards. *Charlie's Villas* is not anticipated to adversely impact the proposed roundabout in the design year. The project is currently under design.

Traffic Impact Fees

The City of Anacortes has a citywide mitigation traffic impact fee program, which generates funding for transportation capacity improvement projects. The mitigation fee rate is \$900 per PM peak hour trip for multi-family land uses such as *Charlie's Villa*. *Charlie's Villa* is estimated to generate 10 PM peak hour resulting in a traffic impact fee of \$9,000 ($\$900 * 10 = \9000).

CONCLUSIONS

Results of the foregoing analysis indicate that the *Charlie's Villas* Development will not have a significant adverse impact on the transportation network within the City of Anacortes.

- The three analysis intersections: Ferry Terminal Road/Oakes Avenue (SR 20), Ferry Terminal Road/Sunriser Lane, and Sunset Avenue/Sunriser Lane all operate within acceptable City of Anacortes level of service standards.

- There has been a total of two (2) crashes at the Ferry Terminal Road (SR 20)/Oakes Avenue (SR 20) intersection during the last three years. This results in a crash rate of 0.228 crashes per million vehicles entering the intersection which is significantly below the statewide rate for similar intersections of 1.0 crashes per million entering vehicles.
- Transit service is provided by SKAT to the Anacortes Ferry Terminal on an hourly basis. SKAT serves the park and ride lots adjacent to the Anacortes Ferry Terminal.
- The City of Anacortes has defined the Oakes Avenue – Ferry Terminal Road as a “high traffic” pedestrian/bicycle corridor although there are very limited bicycle pedestrian facilities on these roadways.
- There are significant unfunded roadway improvements in the vicinity of the site identified in the Anacortes Six Year Transportation Improvement Program which will improve multi-modal access and capacity in the vicinity of the project.
- *Charlie's Villa* will contribute \$9000 to the City of Anacortes traffic impact fee program.

CULTURAL RESOURCES REPORT COVER SHEET

Author: Jeremy W. Ripin and Jena A. Kalli

Title of Report: Cultural Resource Assessment for TPN P58123 and P58124, Anacortes, Skagit County, Washington

Date of Report: April 5, 2019

County(ies): Skagit Section: 22 Township: 35N Range: 01E

Quad: SW/SW Acres: 2.3

PDF of report submitted (REQUIRED) Yes

Historic Property Inventory Forms to be Approved Online? No

Archaeological Site(s)/Isolate(s) Found or Amended? No

TCP(s) found? No

Replace a draft? No

Satisfy a DAHP Archaeological Excavation Permit requirement? No

Were Human Remains Found? No

DAHP Archaeological Site #: n/a

- Submission of PDFs is required.
- Please be sure that any PDF submitted to DAHP has its cover sheet, figures, graphics, appendices, attachments, correspondence, etc., compiled into one single PDF file.

Cultural Resource Assessment for Properties P58123 and P58124, Anacortes, Skagit County, Washington

Prepared for:

Allan Schroeder

Calwest Inc.
4819 Portalis Way
Anacortes, WA 98221

Prepare by:

Jeremy W. Ripin and Jena A. Kalli
Fullscope Northwest LLC
PO Box 1876
Friday Harbor, WA 98250

April 5, 2019

Management Summary

Report:	Cultural Resource Assessment for Properties P58123 and P58124, Anacortes, Skagit County, Washington
Property:	P58123; P58124 (2.26 acres)
Legal Descriptions:	(0.9900 ac) Norman & Wood's sub-div to ana lts 29 & 30; (1.2700 ac) Norman & Wood's sub-div to ana ptn lts 23 to 28 s of hwy
Project:	Proposed development of two adjoining parcels within Anacortes, Skagit County, Washington. The project would require ground disturbance and this is an investigation to determine if there is potential to disturb protected cultural resources.
Scope:	Conducted cultural resource archival records search and archaeological field survey of the project area. Fourteen test pits were excavated.
Recommendation:	No cultural resources would be affected by this project.

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Introduction

Calwest Inc. is proposing to develop two adjoining parcels, P58123 and P58124, within Anacortes, Skagit County, Washington. As the project area is located in proximity to previously recorded archaeological sites, this assessment was completed to identify the absence or presence of cultural resources within the project area that may be impacted during implementation.

Archaeological reconnaissance fieldwork was conducted on March 23, 2019 and consisted of an examination of the project area. No cultural resources were observed within the project area. It is our recommendation that cultural resources would not be affected by this project.

Project Area Location

The project area is located on the northwest end of Fildago Island within the city limits of Anacortes, Washington along the boundary of the Cypress Island and Deception Pass USGS 7.5 minute quadrangles topographic maps (Figure 1).

Project Description

The project area consists of two adjoining parcels encompassing roughly 2.26 acres where multiple detached buildings would be constructed along with associated infrastructure including access roads, walkways, driveways, and drainage systems. Nearly the entire area would be subjected to ground disturbance to prep the site and complete construction.

Summary of Environmental Setting

Current Conditions

The project area is situated along a northwest facing hillside (Figure 2). Ferry Terminal Road (Spur route 20) runs along the east side of the project area. The project area ranges in elevation from 65 feet above sea level (ft. asl) at the northeast corner to 101 ft. asl level at the northwest corner. The west half of the project area is forested while the east half is covered

with shrubs, brush and thin forest. There are trails throughout and a leveled out parking area and driveway are in the north section. A housing development abuts the south side of the project area.

Geomorphic Setting

The Northwest Coast was intermittently glaciated throughout the Pleistocene. During the most recent glaciation, the Vashon Strade of the Fraser Glaciation reached its maximum around 16,000 years ago covering the entire Puget lowland as far south as Tenino, Washington (Thorson 1980). Following the last glacial maximum, glaciers retreated hastily, being mostly gone from Washington by 15,000 years ago. The retreating glaciers deposited a thick mantle of sediments and features along its front (Thorson 1980). This is reflected in the Quarternary glacial till and advance outwash sediments mapped in the area today (Edison Engineering 2017).

USDA Soil Conservation Service (1989) soil surveys map the Laconner series within the majority of the project area. Laconner series consists of moderately deep, moderately well drained soils formed in glacial drift with an admixture of volcanic ash over dense glacial till. These soils are on hillslopes of drift plains. Slopes are 0 to 45 percent (USDA Soil Conservation Service 1989).

A geotechnical engineering survey conducted within the project area encountered sand and gravel as deep as 9 feet and interprets the landform consisting of former beach deposits dating to the Everson interstrade (~11,600 years old) (Edison Engineering 2017).

Archaeological Setting

For this report, cultural chronologies in the Gulf of Georgia region are divided into five general groupings: 1) Paleoindian Period (15,000 to 9,000 BP); 2) Cascade Phase (9,000 to 4,500 BP); 3) St. Mungo, Mayne, and Locarno Beach phases (4,500 to 2,500 BP); 4) Marpole Phase (2,500 to 1,500 BP); 5) San Juan Phase (1,500 to Euro-American Contact) (Stein 2000) and (6) Historical . Cultural chronologies are formulated by archaeologists to classify regional

consistencies in material culture through different, general time periods. Each of these summarized in Table 1, below.

Table 1. Archaeological Chronology (adapted from Stein 2000).

Period/Phase	Years Before Present (BP)	Characteristics
Pre-Clovis Period	(14,000 to 12,500)	Bone tools; hunters of extinct mega-fauna; evidence from surrounding area; potentially in the county (Kenady et al. 2011; Waters et al. 2011)
Paleoindian Period	(12,500 to 9,000)	Makers of Clovis points; none found in San Juans
Cascade Phase	(9,000 to 4,500)	Absence of shell; terrestrial mammals; leaf shaped points
St. Mungo, Mayne, and Locarno Beach Phases	(4,500 to 2,500)	Shell, fish, bird, and terrestrial mammals; bone tools; stemmed points
Marpole Phase	(2,500 to 1,500)	Abundant shell; variety of artifacts; triangular and stemmed points
San Juan Phase	(1,500 to European Contact)	Shell; fewer artifacts
Historical	European Contact to 50 years old	Scatters of cans, bottles, and metal; homesteads, agricultural, and industrial structures and associated artifacts.

Ethnographic Context

The majority of information describing Central Coast Salish communities from the mid-nineteenth-century is gleaned from ethnographic work conducted in the 1930s and 1940s (Suttles 1990). In some cases, early accounts from the late eighteenth-century European colonists and early nineteenth-century fur traders also provides additional viewpoints of life during European and American incursion into the region (Suttles 1990). Specific information about Central Coast Salish culture and economies can be found in Suttles (1951, 1990).

Today, the area is recognized as being the ancestral homelands of the Samish Indian Nation and Swinomish Indian Tribal Community. These communities along with other Northwest Tribes ceded this area as a result of Point Elliot Treaty, signed on January 22, 1855.

Ethnographic information documents that Samish communities had winter villages on Cypress and Flidago Islands, and harvested resources throughout their territories that extended into the eastern San Juan Islands and the smaller Islands south of Lummi, as well as parts of the mainland as far north as Chuckanut Bay (Suttles 1951).

Communities thrived on resources that were seasonally collected throughout the homeland, across territories, or traded in from afar (Suttles 1951). Specific areas were identified for collecting shellfish, harvesting bulbs, berries, and other flora, deer, waterfowl, marine mammals, or reef net fishing locations (Suttles 1951).

Historic Land Use

Ship harbor is a significant site for understanding the history of ecosystems and human cultures throughout the Salish Sea. It is emblematic of events of Euro-American encroachment into the growth and development of what is now Skagit County and Washington State.

The Northwest nations in the area ceded their ancestral territories when the Point Elliott Treaty was put in place (Caldbeck 2016). The treaty merged the neighboring communities of Lower Skagit, the Swinomish, Samish, and other Coast Salish nations into a reservation designated at the southeastern end of Fidalgo Island (Caldbeck 2016). The Samish Indian Nation became federally recognized in 1996 following the decision of the U.S. Circuit Court of Appeals. The Samish Indian Nation is located near Anacortes. Upper Skagits were thought to be too disperse to warrant a formal tribal designation and were not federally recognized till 1974 (Caldbeck 2016).

In 1859 the first permanent non-Native settlement in what is today Skagit County was established on Fidalgo Island (Caldbeck 2016). In 1865 the first Euro-American development took place on the western shore of northern Fidalgo Bay (DAHP 2011). By 1877 Anacortes became the name of the growing community on the north side of Fildago Island when a post office was established (DAHP2011). The town grew nearly 1000% in the first three months of 1900, by individuals compelled by the chance that it may become the terminus for the trans-continental railroad (DAHP 2011).

During the 1900s industry in the area boomed, particularly, salmon canning. Ship Harbor was one of two key point in the Anacortes landscape when fishing dominated its economic base (DAHP 2011). By the 1900s Anacortes housed an estimated twelve fish-processing plants and in terms of the Puget Sound held over a quarter of the salmon canneries (DAHP 2011).

At one time the footprint of the canning operations at Ship Harbor included main cannery buildings and warehouses, bunkhouses and mess halls for workers, an office building, a general store, a blacksmith shop, a carpentry and paint shop, houses, sheds, pig pens, chicken coops, net houses and net racks [Anacortes Park Foundation (APF n.d.)]. Today, with the exception of a few pilings, little physical evidence of the Ship Harbor canneries remains. The last of the abandoned buildings were removed in the 1980s (APF n.d.).

Records Search

A cultural resources records search for the project area and the vicinity was conducted using the DAHP Washington Information System for Archaeology and Architecture Records Datadase (WISAARD). Site records for archaeological sites and reports for cultural resource investigations within one mile were reviewed.

Previously Recorded Archaeological Sites

A total of six archaeological sites have been recorded within one mile of the project area (Table 2). Sites are mostly situated near the shoreline and consist of precontact shell middens, historic sites associated with cannery operations, or both.

Table 2. Recorded Archaeological sites within 1 mile of the project area.

Smithsonian Number	Eligibility Name	Comments	Date Recorded
SK00014	Survey/Inventory	MULTI-COMPONENT SITE, SHELL MIDDEN, HISTORIC CANNERY.	4/17/1953
SK00015	Survey/Inventory	SHELL MIDDEN, HUNTING SITE, 30' L X 30' W X 4-5" D, PARTIALLY DISTURBED BY WAVE ACTION & RR CONSTRUCTION (1974)	4/17/1953
SK00154	Survey/Inventory	CANNERY FACILITY CA. 1898 - 1930. 3 LARGE 2 STORY BUILDINGS, 2 SMALLER STRUCTURES, PILINGS, DEBRIS.	5/16/1983
SK00155	Determined Not Eligible	SHELL MIDDEN, FCR, CHARCOAL	5/16/1983
SK00158	Determined Not Eligible	SHELL MIDDEN, FCR, CHARCOAL	5/16/1983

SK00174	Determined Not Eligible	AREA OCCUPIED FROM EARLY 1890'S TO 1930'S.	2/1/1987
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Previous Cultural Resource Investigations

A total of 12 cultural resource investigations have taken place within one mile of the project area (Table 3). The majority of projects were undertaken as compliance driven investigations to determine if developments will affect cultural resources.

Table 3. Previous surveys conducted within 1 mile of the project area.

Author	Title	Report Date	Document Type
Robinson, Joan M.	A Cultural Resources Survey of the Washington State Department of Transportation's Marine Division SR 20: Anacortes Ferry Terminal Project	7/1/1996	Survey Report
Nelson, Margaret A.	Archaeological Investigation of the Proposed Ship Harbor Residential Community	5/15/2005	Survey Report
Trudel, Stephanie E.	DRAFT: Anacortes Multimodal Ferry Terminal Project Archaeological and Traditional Cultural Resources and Historic Buildings Technical Memorandum	11/23/2005	Survey Report
Bush, Kelly	Archaeological Investigation Report: Sunset Avenue Improvement Project, City of Anacortes	8/15/2006	Survey Report
Baldwin, Garth L.	Archaeological Investigations for the Leeward Condominium Project, Anacortes, Parcel P31575	2/24/2007	Survey Report
Gill, Matthew	Memo to Ronald J. Hoelscher RE: Addendum to DAR Technical Report 1006B Archaeological Investigations for the Leeward Condominium Project, Anacortes, Parcel P31575	3/20/2008	Survey Report
Bundy, Barbara	Addendum to the Cultural Resources Technical Memorandum for the Anacortes Multimodal Ferry Terminal Project	5/30/2008	Survey Report
Koler, Julie	Reconnaissance Survey "Old Town" and South to 24th Street, Anacortes	3/1/2010	Survey Report
Baldwin, Garth L.	Archaeological Assessment for the Shannon Point Marine Center Seawater Pump System Upgrade project, Anacortes	7/8/2010	Survey Report
Koziarski, Ralph	Archaeological Assessment for the Ship Harbor Trail Project, Anacortes	12/21/2010	Survey Report
Koziarski, Ralph	Letter to Robert Hoxie RE: Management Summary for Archaeological Monitoring of the Ship Harbor Trail Installation for the City of Anacortes	12/21/2010	Monitoring Report

Baldwin, Garth	A Cultural Resources Assessment for the Proposed Channel Landing 16 Lot Residential Development, Anacortes	6/19/2013	Survey Report
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Investigation

Expectations

The project area is located within the relatively close proximity of known archaeological sites and potential historical resources. Based on the the specific conditions of the project area, (upland setting; previous ground disturbance) the likelihood of observing precontact archaeological sites is moderate to low. Based on the proximity to the Ship Harbor area the likelihood of finding associated materials is moderate to high.

Methods

Fullscope NW Archaeologist, Jeremy Ripin and Jena Kalli, conducted a field survey of the project area on March 23, 2019. The survey included surface examination and excavation of fourteen test pits. Photographs were taken of the project area, field work activities, and sediment exposures. Locations of test pits were mapped with handheld GPS equipment and recorded on field maps. Maps were created in QGIS (QGIS Development Team 2019).

Surface examination consisted of traversing the area to identify artifacts or features visible on the surface that would be indicative of potential archaeological sites. In order to identify the absence or presence of buried archaeological resources, test pits were spaced approximately 20 to 25 meters apart across the project area. Test pits are 40 cm diameter round holes, that were excavated into unweathered sediments, or upon reaching a restrictive layer (rock, thick roots, or standing water). Sediments are screened through 1/4 inch wire mesh. Soil descriptions are estimated in the field. All test pits were backfilled upon completion

Results

The entire project area was walked over and there were no cultural resources visible on the ground surface. Fourteen test pits were excavated between 50 and 90 cm below surface

(Figure3). The average depth was 70 cm below surface (full descriptions of test pits is available in Appendix A).

The majority of test pits were excavated into "Type C" soils. Only test pit 7 did not as we reached an impassible buried rock. In general, all test pits encountered a topsoil consisting of dark brown organic rich sandy loam above a yellowish brown gravelly loamy sand, becoming increasingly more gravelly deeper.

There were no cultural resources observed within any of the test pits.

Conclusion and Recommendations

Fullscope NW conducted a records search and an archaeological investigation of the project area. No archaeological or historically significant artifacts, features, or deposits were observed. Based on this investigation, Fullscope NW makes the following recommendation:

- No cultural resources would be affected by this project.

References

Anacortes Park Foundation (APF)

n.d. The History of Ship Harbor. *Anacortes Park Foundation*

Caldbeck, John

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1990 Central Coast Salish. In *Handbook of North American Indians*, vol. 7, *Northwest Coast*, edited by Wayne Suttles, pp. 453-475. Smithsonian Institution, Washington, D.C.

USDA Soil Conservation Service (USDA SCS)

1989 *Soil Survey of Skagit County, Washington*. By Michael W. Klungland, Soil Conservation Service, and Michael McArthur, Washington State Department of Natural Resources.

QGIS Development Team

1991 *QGIS Geographic Information System*. Open Source Geospatial Foundation Project. <http://qgis.osgeo.org>.

Appendix A: Project Maps

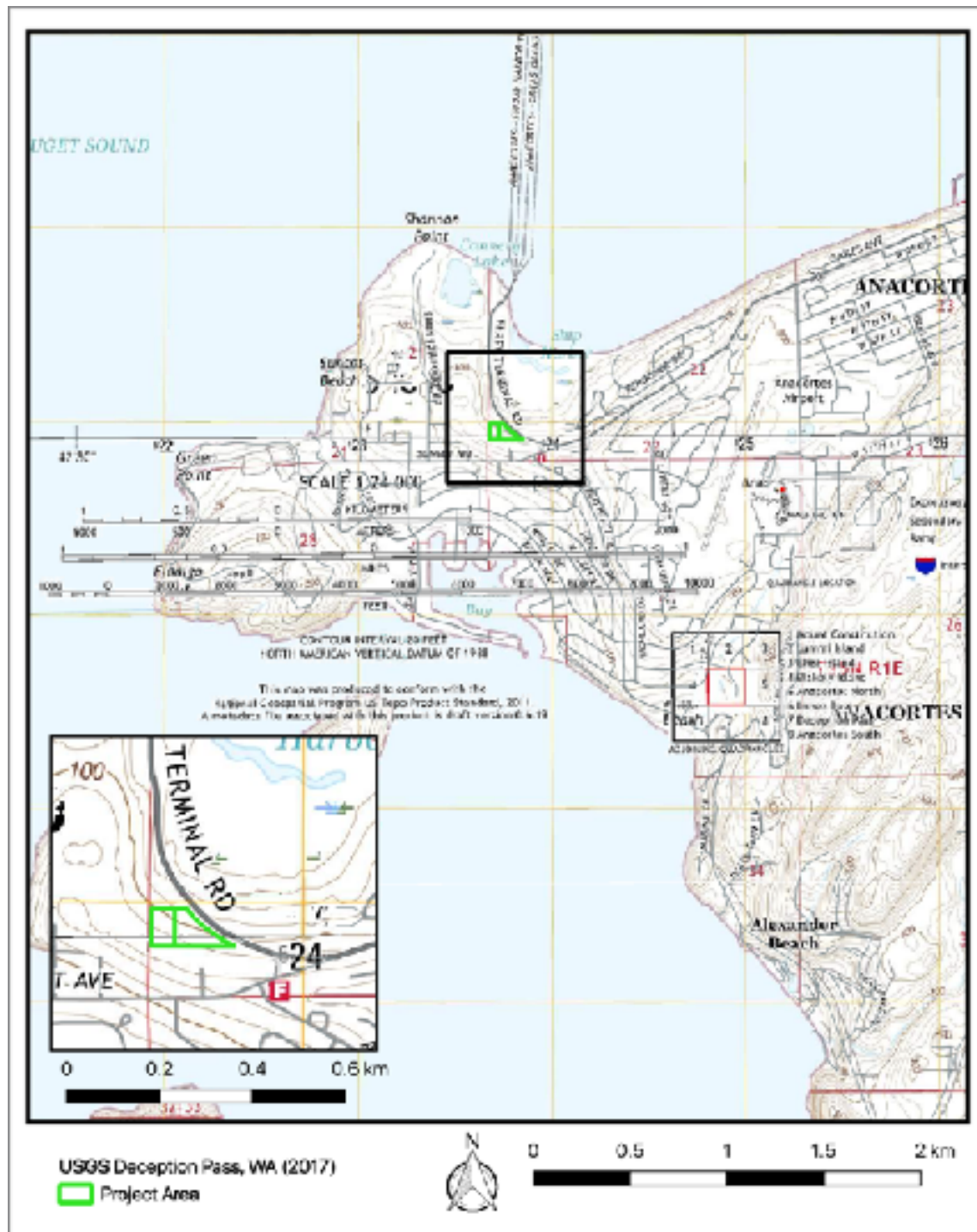


Figure 1. Project Area stretches across portions of USGS 1:24000 Decption Pass, WA (2017) and Cypress Island, WA (2017) Topographic Maps.



Figure 2. Orthophotographic map of project area (imagery NAIP 2017)

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Appendix B: Test Pit Tables

STP No.	Level	Bottom Depth	Main Color	Texture
1	1	15	Black	Sandy loam
	2	35	Yellowish Brown	Sandy loam
	3	68	Yellowish Brown	Gravelly Loamy sand
	4	80	Gray Brown	Gravelly Loamy sand
2	1	13	Black	Sandy loam
	2	40	Yellowish Brown	Sandy loam
	3	76	Yellowish Brown	Gravelly Loamy sand
	4	90	Gray Brown	Gravelly Loamy sand
3	1	18	Black	Sandy loam
	2	40	Yellowish Brown	Sandy loam
	3	52	Yellowish Brown	Gravelly Loamy sand
	4	65	Gray Brown	Gravelly Loamy sand
4	1	15	Black	Sandy loam
	2	33	Yellowish Brown	Sandy loam
	3	45	Yellowish Brown	Loamy sand
	4	60	Gray Brown	Gravelly Loamy sand
5	1	14	Black	Sandy loam
	2	30	Yellowish Brown	Sandy loam
	3	50	Yellowish Brown	Loamy sand
	4	70	Gray Brown	Gravelly Loamy sand
6	1	11	Black	Sandy loam
	2	30	Yellowish Brown	Sandy loam

STP No.	Level	Bottom Depth	Main Color	Texture
	3	60	Yellowish Brown	Loamy sand
	4	80	Gray Brown	Gravelly Loamy sand
7	1	18	Black	Loam
	2	55	Yellowish Brown	Sandy loam
8	1	16	Black	Sandy loam
	2	40	Yellowish Brown	Loamy sand
	3	70	Yellowish Brown	Gravelly Loamy sand
9	1	50	Gray Brown	Gravelly Loamy sand (disturbed)
10	1	20	Black	Sandy loam
	2	45	Yellowish Brown	Sandy loam
	3	60	Gray Brown	Gravelly Loamy sand
11	1	15	Black	Sandy loam
	2	35	Yellowish Brown	Gravelly Loamy sand
	3	80	Gray Brown	Gravelly Loamy sand
12	1	15	Black	Sandy loam
	2	55	Yellowish Brown	Gravelly Loamy sand
	3	70	Gray Brown	Gravelly Loamy sand
13	1	30	Black	Humus
	2	45	Yellowish Brown	Sandy loam
	3	60	Yellowish Brown	Gravelly Loamy sand
	4	75	Gray Brown	Gravelly Loamy sand
14	1	16	Black	Sandy loam
	2	46	Yellowish Brown	Sandy loam

STP No.	Level	Bottom Depth	Main Color	Texture
	3	67	Yellowish Brown	Loamy sand
	4	80	Gray Brown	Gravelly Loamy sand
Average		70		
Max		90		
Min		50		



Title: **Calwest, Inc., - Ferry Terminal Road Four-Plex Development
ISA Level 1 Limited Visual Tree Assessment,
Anacortes, Washington**

Prepared for: Calwest, Inc.
Attn: Allan Schroeder
4819 Portalis Way
Anacortes, WA 98221

Prepared by: Urban Forestry Services, Inc.
Paul H. Thompson
ASCA Registered Consulting Arborist® #509
ISA Certified Arborist® #PN-1838A
ISA Tree Risk Assessment Qualified

Date: November 28th, 2017

CONTENTS: **Summary
Introduction
Findings and Recommendations
Method of Assessment
Tree Assessment Site Plan
General Tree Protection Guidelines and Critical Root Zone Explanation
Assumptions and Limiting Conditions**

Summary

Of 51 trees surveyed and assessed in an ISA Level 1 Limited Visual Assessment at the Ferry Terminal Road Four-Plex Development, at Ferry Terminal Road, Anacortes, WA, all are planned for removal by the developer Calwest, Inc. Guidance on tree protection is included in this report for trees that may be retained in the unimproved Ridge Way right-of-way.

The City of Anacortes Tree Preservation Code 16.50 requires replanting of 96 trees within the four-plex development project area. A landscaping plan depicting the tree planting plan and specifications will be required by the City of Anacortes.

Introduction

As requested by Mr. Allan Schroeder of Calwest, Inc, on August 28th, 2017, I completed a site visit to the Ferry Terminal Road Four-Plex Development Project site at Ferry Terminal Road, Anacortes, Washington to assess a total of 51 surveyed trees in an International Society of Arboriculture (ISA) Level 1, Limited Visual Tree Assessment. Six species of tree were assessed, including Douglas fir, *Pseudotsuga menziesii*, bigleaf maple, *Acer macrophyllum*, grand fir, *Abies grandis*, red alder, *Alnus rubra*, black cottonwood, *Populus trichocarpa* and western red cedar, *Thuja plicata*. Diameters ranged from 6 to 29-inches, estimated 4.5-feet above grade.

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Email: jim@urbanforestryervices.com
www.urbanforestryervices.com

During the ISA Level 1, Limited Visual Assessment I estimated an additional 64 trees, predominantly consisting of red alder and black cottonwood were growing within the project area, and were not surveyed. The developer, Calwest, Inc., plans to remove all trees and vegetation from the site, including within the unimproved Park Avenue right-of-way, and a portion of the unimproved Ridge Way right-of-way northwest of the site. Calwest, Inc., is required by the City of Anacortes to develop road infrastructure in the unimproved Park Avenue right-of-way.

Findings and Recommendations

Tree Unit Requirement

The total *Tree Unit Requirement* is a calculation to determine the number of *Tree Unit Credits* required on a project. The *Tree Unit Credits* equate to the number of replacement trees that a project is required to plant if a project is short of retained trees and credits. The *Tree Unit Requirement* is calculated by determining the net area of a project site; subtracting the total public and private road right-of-way area from the gross site area. The net area of a site is then divided by 1,000 to determine the *Total Unit Requirement*.

Gross site area: 102,712 S.F.

Public and private right-of-way area: 6,070 S.F.

The Net Area is 96,842 S.F.

The total *Tree Unit Requirement* is: 96.842

Tree Unit Credits

Where a site is entirely cleared of trees, replanting shall be required to achieve the *Tree Unit Requirement* through the installation of trees. A landscape architect or other qualified professional shall design the tree planting on this site, with drawings submitted to the City of Anacortes for prior approval. The plantings will need to comply with the City of Anacortes (COA) code 16.50.080 b. 4 through 6, including for size, deciduous and conifer mix, and species selection requirements.

Once installed the tree plantings will need to comply with COA code 16.50.130 *Tree Maintenance Requirements*.

The total *Tree Unit Credits* requirement for this site is 96; this equates to a replanting requirement of 96 trees.

Ferry Terminal Road - Right of Way Tree Removal

Twelve trees within the Ferry Terminal Road right-of-way are to be removed. This right-of-way is not planned for improvement. However, grading on this site will result in significant impact to the Critical Root Zone of trees located in the right-of-way. Removal of these trees is recommended because they will be impacted to the degree that they are likely to die or become unstable. See the enclosed Tree Assessment Site Plan with survey information provided on these trees.

Tree Retention and Protection – Unimproved Ridge Way Right-of-Way

It is anticipated that larger Douglas fir and western red cedar trees on the unimproved Ridge Way right-of-way may be retained. The City of Anacortes values retaining trees such as these in new developments.

General Tree Protection Guidelines are attached to this report. The guidelines provide important instructions to protect retained trees during construction. They refer to the Critical Root Zone (CRZ) which is important to always protect. However, it is typical that work must occur within and around the CRZ. The attached *Critical Root Zone Explanation* differentiates between the Perimeter Critical Root Zone (PCRZ) and Interior Critical Root Zone (ICRZ). In most cases, some encroachment into the CRZ is acceptable and still allows for tree retention if the contractor continues to follow the attached *General Tree Protection Guidelines*, especially within the ICRZ. Refer to the *Critical Root Zone Explanation* for an understanding of the difference.

The contractor or owner should call the Urban Forestry Services, Inc., office whenever work must proceed within the CRZ. In many cases we can answer questions over the phone, some cases a site visit may be necessary. The owner may also want to consider having Urban Forestry Services, Inc., periodically check the site for compliance to the COA tree protection standards described below.

In addition to the attached, the COA code 16.50.100 *Protection of Trees Before, During and After Development*. Parts 4, 5 a and b, 6 a through c, and 7 should be used in protecting retained trees.

Method of Assessment

The methodology to evaluate these trees follows the criteria provided in the Tree Risk Assessment Qualification (TRAQ) training. TRAQ was developed, and is administered, by the International Society of Arboriculture (ISA) and follows the ISA's *Best Management Practices - Tree Risk Assessment* publication, and American National Standards Institute (ANSI) A300 (Part 9), *Tree, Shrub, and Other Woody Plant Management - Standard Practices (Tree Risk Assessment a. Tree Structure Assessment.)*

The tree assessment that we provide in this report simplifies the reporting of our findings in laymen terms to increase the understanding of our recommendations.

Level 1 Limited Visual Assessment includes a broad overview of an individual tree or group of trees near specified targets conducted to identify obvious defects or other conditions of concern. A limited visual assessment typically focuses on identifying trees with imminent and/or probable likelihood of failure. Level 1 assessments do not always meet the criteria for a "risk assessment" if they do not include analysis and evaluation of individual trees. Defects found in a level 1 assessment may require a Level 2 or Level 3 assessment.

Tree condition is determined based on visual inspection of the above-ground portions of the trees. Of concern is trunk soundness, tree structure, bud fullness and color, twig length, crown ratio, density of leaves, evidence of disease-causing bacteria, fungi or virus, deadwood, and dead or broken hanging branches.

While no one can predict with absolute certainty which trees will fail and which trees will remain healthy, by methodical process we can predict those *most likely* to fail by the conditions observed and take appropriate action to reduce or eliminate the potential hazard.

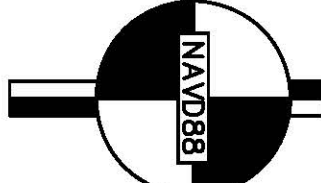
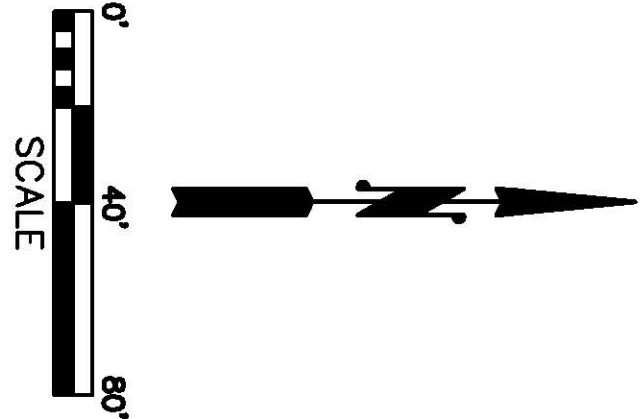
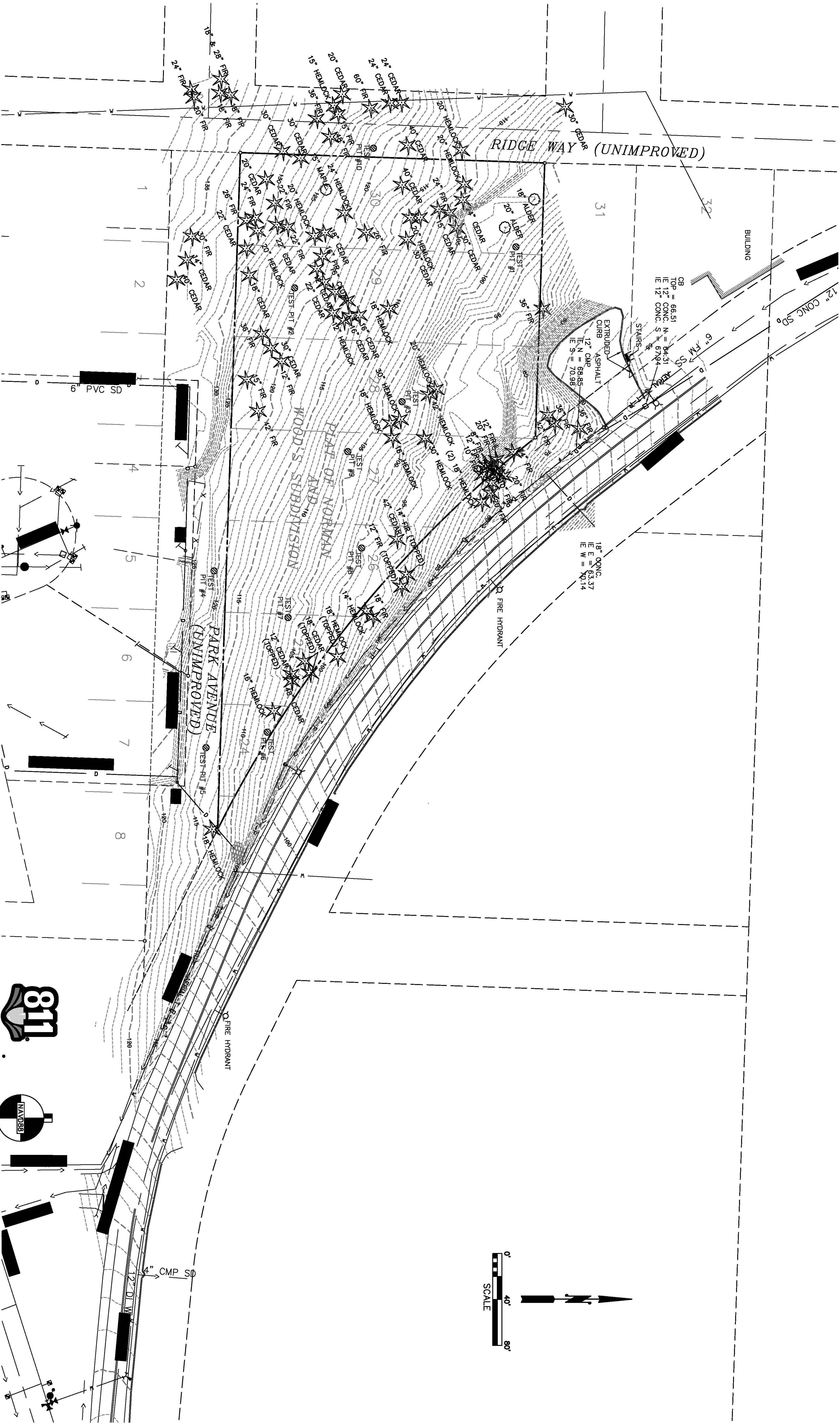
Let us know if you have any questions regarding this Level 1, Limited Visual Tree Assessment.

Literature Cited

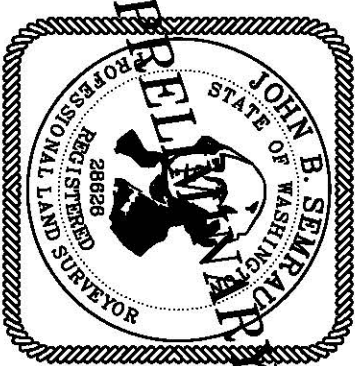
ISA Tree Risk Assessment Manual, Dunster, L., Smiley, T., Matheny, N., and Lilly, S. 2013 International Society of Arboriculture.

ISA Best Management Practice, Tree Risk Assessment, Smiley, T., Matheny, N., and Lilly, S. 2011 International Society of Arboriculture.

Tree Risk Assessment in Urban Areas and Urban /Rural Interface, Dunster, J. 2009 Pacific Northwest Chapter, International Society of Arboriculture.



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SEARAU ENGINEERING & SURVEYING, PLLC
CIVIL ENGINEERING • LAND SURVEYING • PLANNING
2118 RIVERSIDE DRIVE - SUITE 208
MOUNT VERNON, WA 98273
360-424-9566



NO.	DATE	REVISION	BY	REV.

**TOPOGRAPHIC
SURVEY**

SCALES:
HORIZONTAL : 1" = 40'
VERTICAL : N/A
NOTE: IF THIS SHEET IS LESS
THAN 22" x 34" THEN SHEET
HAS BEEN REDUCED

CALWEST, INC.
SHORT PLAT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/Pg:	305/26-41
DATE:	11/13/17
DRAWING:	5585TP.DWG
JOB NO.:	5585
SHEET:	2

PROJECT DATA

PROJECT ADDRESS: NO SITE ADDRESS
TAX PARCEL NOS. P58123, P58124
LEGAL DESCRIPTION: THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, **PLAT OF NORMAN & WOOD'S SUBDIVISION**, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OD SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

ZONING: COMMERCIAL MARINE

SHORELINE DESIGNATION: N/A

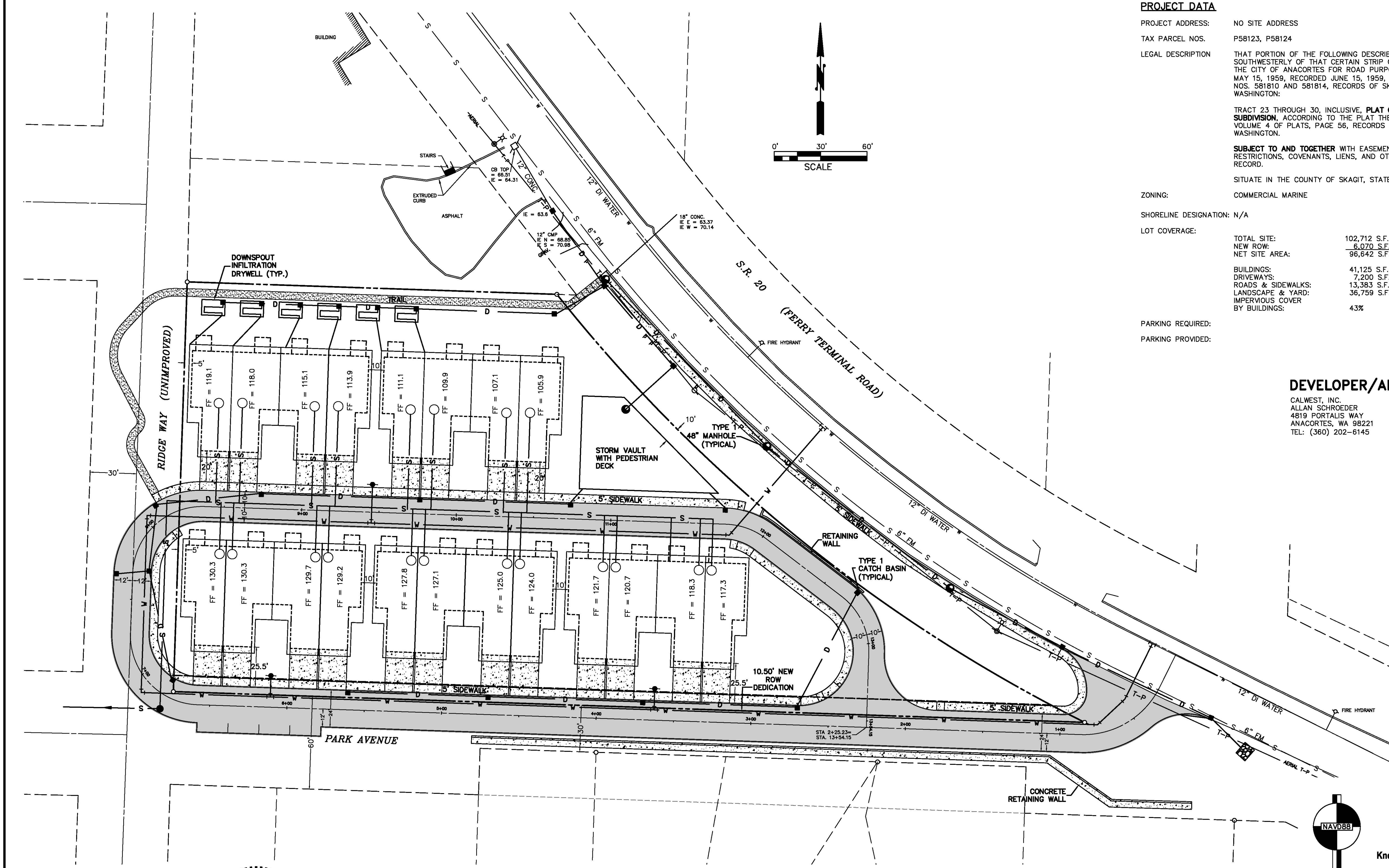
LOT COVERAGE:
TOTAL SITE: 102,712 S.F.
NEW ROW: 6,070 S.F.
NET SITE AREA: 96,642 S.F.

BUILDINGS: 41,125 S.F.
DRIVEWAYS: 7,200 S.F.
ROADS & SIDEWALKS: 13,383 S.F.
LANDSCAPE & YARD: 36,759 S.F.
IMPERVIOUS COVER BY BUILDINGS: 43%

PARKING REQUIRED:
PARKING PROVIDED:

DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145



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CIVIL ENGINEERING • LAND SURVEYING • PLANNING
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MOUNT VERNON, WA 98273
360-424-9566



NO.	DATE	REVISION	BY	REV.

SITE PLAN
5 FOUR-PLEX

SCALES:
HORIZONTAL : 1" = 30'
VERTICAL : N/A

NOTE: IF THIS SHEET IS LESS THAN 22" x 34" THEN SHEET HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT**
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 11/14/17
DRAWING: 5585SHT3-D4.DWG
JOB NO.: 5585
SHEET: 3



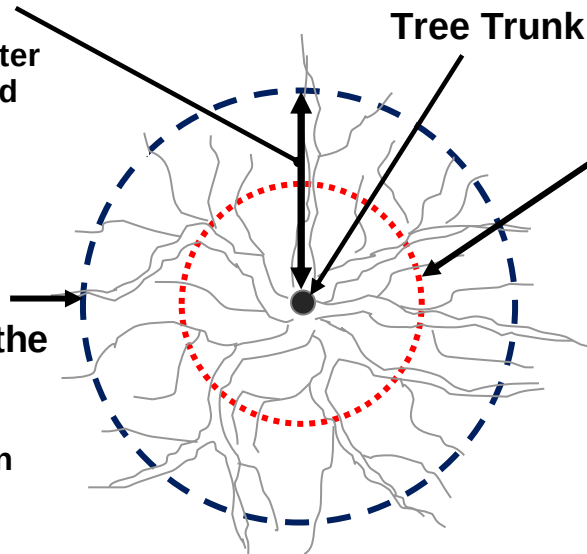
CRITICAL ROOT ZONE (CRZ) EXPLANATION

NOT TO SCALE

Critical Root Zone (CRZ) =
12-inch Radius for
every tree inch diameter
is generally considered
optimum protection.

**Perimeter Critical
Root Zone (PCRZ)**
= the outer half of the
CRZ

The greater the
disturbance allowed in
this area, the greater
Post Care is required.



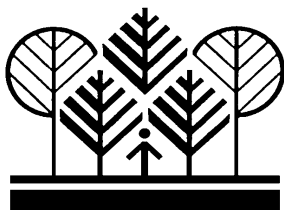
**Interior Critical Root
Zone (ICRZ)**
= the inner half of the
CRZ

Protecting only this area
would cause significant
impact to the tree,
potentially life
threatening, and would
require maximum Post
Care Treatment to retain
the tree. See Post Care
Treatment below.

The Critical Root Zone (CRZ) of a tree is established based on the trunk diameter. The CRZ is a circular area which has a radius of 12 inches to every inch diameter of trunk measured at 4.5 feet above grade. Root systems will vary both in depth and spread depending on size of tree, soils, water table, species and other factors. However, this CRZ description is generally accepted in the tree industry. Protecting this entire area should result in no adverse impact to the tree.

The above CRZ drawing has been further differentiated into the 'Perimeter' (PCRZ) and 'Interior' (ICRZ) to help define potential impact and required Post Care. Generally, the full PCRZ is considered the optimum amount of root protection for a tree. As one encroaches into the "Perimeter CRZ, but not into the "Interior CRZ", the greater Post Care the tree would require to remain alive and stable. The 'Interior CRZ is half the radius of the full PCRZ. Disturbance into the ICRZ could destabilize or cause the tree to decline.

The absolute maximum disturbance allowed should leave the 'Interior' CRZ undisturbed if the tree is to have any chance of survival. This 'Interior' CRZ would approximately equal the size of a root-ball needed to transplant this tree which in turn would require extensive Post Care and possibly guying. Post Care Treatment includes but may not be limited to; regular irrigation, misting, root treatment with special root hormones, mulching, guying and monitoring for several years.



SHEET TITLE: **CRITICAL ROOT ZONE (CRZ) EXPLANATION**

Sheet 1 of 1

2017

NOT TO SCALE

PREPARED BY:

URBAN FORESTRY SERVICES, INC.
15119 MCLEAN ROAD
MOUNT VERNON, WA 98273



General Tree Protection Guidelines With Critical Root Zone Explanation Attachment

- 1. Responsibilities:** These Guidelines pertain to any disturbance, use or activity within the Critical Root Zone of any retained tree on this project. See attached **Critical Root Zone Explanation** for reference. The owner's arborist and general contractor shall meet onsite before any site work begins, to review and designate the most appropriate methods to be used to protect the retained trees during construction.

These guidelines apply to work provided by all contractors and sub-contractors on the project.

The project consulting arborist shall be contacted prior to any work that may need to enter the tree protection fencing. Two days notice shall be provided to the project consulting arborist. A proposed method for work shall be provided to the arborist. This method shall be reviewed by the project consulting arborist and either approval and / or comments provided by the project consulting arborist prior to commencing works within the tree protection area. He or she should be notified within 8 hours should any injury occur to any protected tree or its larger roots (greater than 2-inch diameter) so that appropriate assessment and/or treatment may be made.

- 2. Soil Disturbance:** No soil disturbance shall take place before tree protection fences are installed. All evaluated trees to be retained within these areas are clearly illustrated on the Site Plan.
- 3. Designated Tree Removals:** The owner's arborist and contractor shall confirm on site which trees are to be removed and those to be retained. Directional felling and removal of trees will be completed with great care to avoid any damage to the trunks, limbs, and critical root zones of the retained trees.
- 4. The Tree Protection Site Plan** shows the recommended location of the Tree Protection Fence (TPF). Immediately after the clearing limits and grading stakes are set in the field, the owner's arborist, during review and discussion with the contractor, will make a final determination on the tree protection requirements depending on construction limits and impact on major roots and soil condition. The arborist may adjust clearing limits in the field so that, in his/her opinion, tree roots and soils are protected while necessary work can proceed.
- 5. The Tree Protection Fence (TPF)** shall be installed along the clearing limits, with special consideration of the Critical Root Zone (CRZ) of trees to be preserved. The CRZ of a tree is generally described as an area equal to 1-foot radius for every 1-inch diameter of tree. For example, a 10-inch diameter tree has a CRZ of 10-foot radius. Work within the CRZ may be limited to hand work or alternate method of construction.

The Tree Protection Fence (TPF) shall be constructed with steel posts driven into the ground with 6-ft. chain link fence attached. Upon consultation with the contractor, the arborist shall determine the placement of the fence and the extent and method of clearing that may be done

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near preserved trees. Additional follow-up determinations may be required as work progresses on the project. See attached **Critical Root Zone Explanation**.

No parking, storage, dumping, or burning of materials is allowed beyond the clearing limits or within the Tree Protection Fence.

The TPF shall not be moved without authorization by the owner's arborist or City arborist. The TPF shall remain in place for the duration of the project.

Work within this area shall be reviewed with and approved by the owner's arborist. Call Urban Forestry Services, Inc. at 360-428-5810 with questions.

6. **Silt Fence:** If a silt fence is required to be installed within the Critical Root Zone of a retained tree, the bottom of the silt fence shall not be buried in a trench, but instead, folded over and placed flat on the ground. The flat portion of the silt fence shall be covered with gravel or soil for anchorage.
7. **CRZ over Hardscape:** Where the Critical Root Zone (CRZ) includes an area covered by hardscape, the TPF can be placed along the edge of the hardscape if and until it is removed. After hardscape removal, the available CRZ should be backfilled with topsoil up to 6 inches deep and protected with the TPF. Incorporation of topsoil into the existing sub-grade shall be determined by the consulting arborist. Where applicable a specification for topsoil will be provided or approved by Urban Forestry Services, Inc.
8. **Tree Protection Signs** shall be attached to the fence only and shall be shown as required on the Site Plan. They should read "Protect Critical Root Zone (CRZ) of trees to be retained. No soil disturbance, parking, storage, dumping, or burning of materials is allowed within the Tree Protection Barrier. " Monetary Fines based on the appraised dollar value of the retained trees may also be included on these signs. Telephone contact details for the project consulting arborist should also be included in the sign.
9. **Soil Protection within the Critical Root Zone (CRZ):** Where vehicular access, temporary work pad or storage pad is required within the CRZ of any preserved tree that is not protected with hardscape, the soil shall be protected with 18" of woodchips and/or plywood or metal sheets to protect from soil compaction and damage to roots of retained trees. A biodegradable coir mat netting is recommended to be placed on the existing grade before woodchip placement to protect the condition and confirm the location of the existing grade. The netting is a valuable benchmark upon removal of the material within the CRZ.
10. **Landscape Plans, Irrigation Design and Installation Details:** Great care shall be exercised when landscaping within the Critical Root Zone (CRZ) of any tree. Roots of preserved trees and other vegetation shall not be damaged by planting or installation of irrigation lines. The owner's arborist shall review the Landscape Plan for any potential design and tree preservation conflicts and approve related irrigation and landscape installation activities within the CRZ of retained trees. A proposed method for work shall be provided to and approved by the arborist.
11. **Backfill and Grade Changes:** The owner's arborist will determine to what extent backfilling may be allowed within the Critical Root Zone of a preserved tree, and if needed, the specific

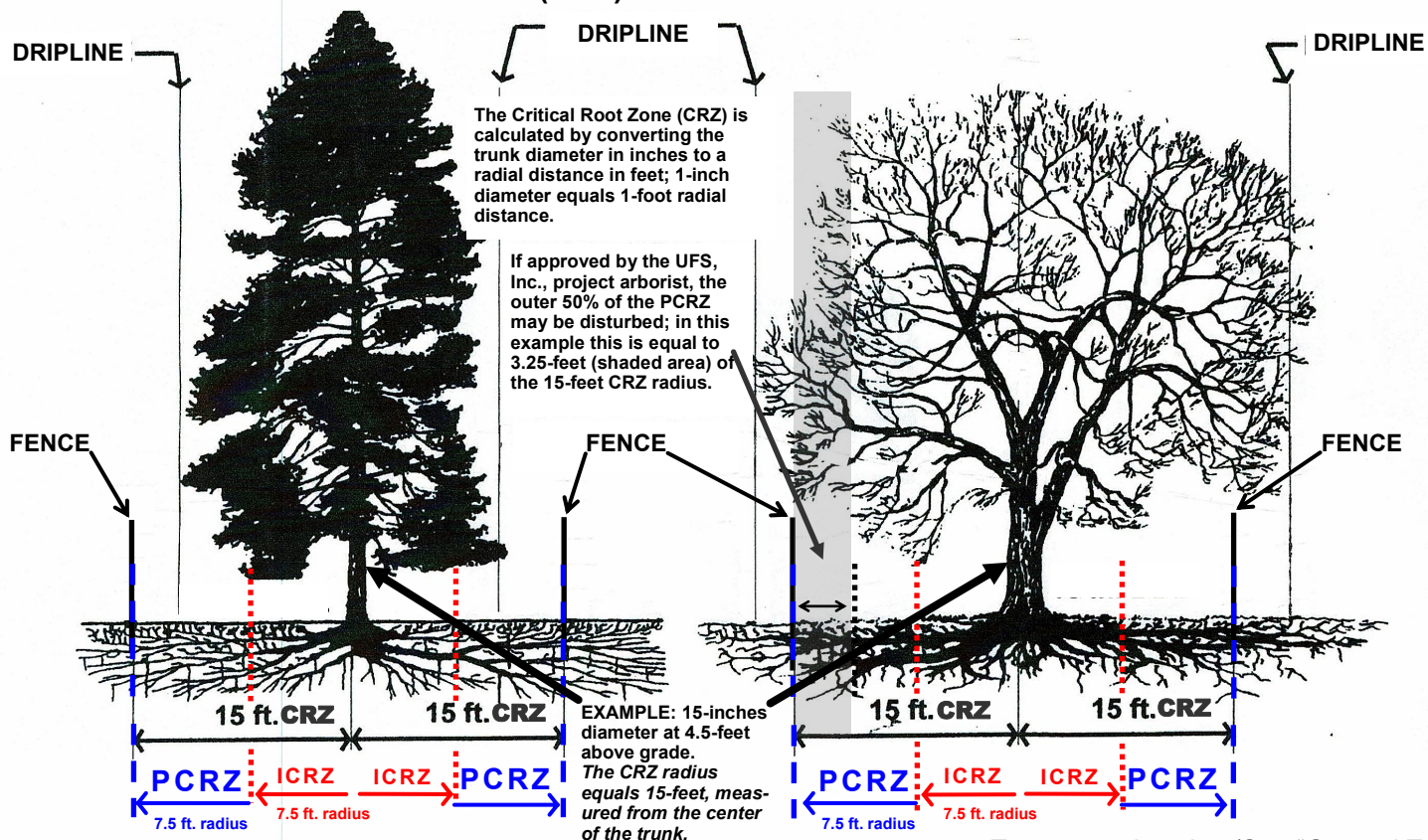
material which may be used. Grade cuts are usually more detrimental than grade filling within the CRZ and should be reviewed by the arborist well in advance of construction.

- 12. Tree Maintenance and Pruning:** Trees recommended for maintenance and approved by the owner, shall be pruned for deadwood, low hanging limbs, and proper balance, as recommended for safety, clearance or aesthetics. All pruning shall be done by an International Society of Arboriculture Certified Arborist. *ANSI A300 American Standards for Pruning* shall be used. Limbs of retained trees within 10 feet or less, of any power line, depending on power line voltage, may only be pruned by a Utility Certified Arborist. This pruning must be coordinated with the local power company, as they may prefer to provide this pruning.
- 13. Underground Utilities:** Utility installation within the Critical Root Zone (CRZ) of any retained tree shall be reviewed by the Project Consulting Arborist. A less root disturbing route or minimal impact installation method of utility installation may be discussed and recommended i.e. tunneling or trenchless excavation. Trenching through the Interior CRZ of a retained tree is not usually allowed. **See CRZ Explanation to differentiate between the Perimeter and Interior CRZ.** An Air spade and Vac., Truck may be required when utility installation is mandatory near a retained tree or other methodology such as trenchless excavation.
- 14. Root Pruning:** Required work may result in the cutting of roots of retained trees. Cutting roots 2" or greater should be avoided. Potential root pruning needs should be reviewed in advance with the Project Consulting Arborist to minimize potential root fracturing and other damage. Severed roots of retained trees shall be cut off cleanly with a sharp saw or pruning shears. Applying pruning paint on trunk or root wounds is not recommended. Severed roots shall be covered immediately after final pruning with moist soil or covered with mulch until covered with soil. Excavation equipment operators shall take extreme care not to hook roots and pull them back towards retained trees. In all cases, the excavator shall sit outside of the CRZ. Soil excavation within the CRZ shall be under the direct supervision of the owner's arborist.
- 15. Supplemental Tree Irrigation:** If clearing is performed during the summer, supplemental watering and/or mulching over the root systems within the Tree Protection Fencing of preserved trees may be required by the owner's arborist. The arborist should be notified of the proposed schedule for clearing and grading work. Supplemental watering and mulching over the root systems of roots impacted or stressed trees are strongly recommended to compensate for root loss and initiate new root growth. Long periods of slow drip irrigation will be most effective. A large coil of soaker hose starting at least 18" from the trunk and covering the Interior Critical Root Zone area is recommended. Water once per week and check soils for at least 12 inches infiltration. This work shall be under the direct supervision of the owner's arborist.
- 16. Additional Measures:** Additional tree protection recommendations may be required and may be specified in Urban Forestry Services, Inc. report(s).
- 17. Final Inspection:** The owner's arborist shall make a final site visit to report on retained tree condition following completed work and shall report to the city to release the bond for the retained trees.

TREE PROTECTION AREA— PROTECTION FENCE

NOT TO SCALE

SEE "CRITICAL ROOT ZONE (CRZ) EXPLANATION" FOR ADDITIONAL DETAILS.



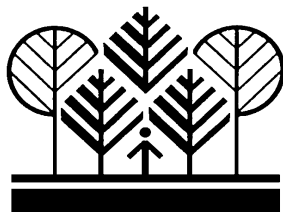
Tree protection sign (See "General Tree Protection Guidelines", item no. 8).

Steel posts anchored into the ground and 6-foot chain link fence. Fence is not to be moved without authorization by the arborist. No parking, storage, dumping within the tree protection fence.

Any work within the tree protection fence is to be reviewed and monitored by the arborist.

Apply 18-inches of woodchips or other ground protection measures within the protection area. See "General Tree Protection Guidelines" for additional details (Item no.9 "Soil protection".)

SEE "GENERAL TREE PROTECTION GUIDELINES" FOR ADDITIONAL DETAILS.



SHEET TITLE:

TREE PROTECTION FENCE DETAIL

Sheet 1 of 1

2017

NOT TO SCALE

PREPARED BY

URBAN FORESTRY SERVICES, INC.
15119 McLEAN ROAD
MOUNT VERNON, WA 98273

ASSUMPTIONS AND LIMITING CONDITIONS

**Urban Forestry Services, Inc.
15119 McLean Rd.
Mount Vernon, Washington 98273**

1. Limitations of this Assessment

This Assessment is based on the circumstances and observations as they existed at the time of the site inspection of the Client's Property and the trees inspected by Urban Forestry Services, Inc. and upon information provided by the Client to Urban Forestry Services, Inc. The opinions in this Assessment are given based on observations made and using generally accepted professional judgment, however, because trees and plants are living organisms and subject to change, damage, and disease, the results, observations, recommendations, and analysis took place and no guarantee, warranty, representation, or opinion is offered or made by Urban Forestry Services, Inc. as to the length of the validity of the results, observations, recommendations, and analysis contained within this Assessment. As a result, the Client shall not rely upon this Assessment, save and except for representing the circumstances and observations, analysis, and recommendations that were made as at the date of such inspections. It is recommended that the trees discussed in this Assessment should be re-assessed periodically.

Urban Forestry Services, Inc. shall not be required to give testimony or to attend court by reason of this report unless subsequent contractual arrangements are made, including payment of an additional fee for such services as described in our fee schedule and contract of engagement.

Sketches, diagrams, graphs, and photographs in this report, being intended as visual aids, are not necessarily to scale and should not be construed as engineering or architectural reports or surveys.

2. Reaction of Assessment

The Assessment carried out was restricted to the Property. No assessment of any other trees or plants has been undertaken by Urban Forestry Services, Inc. Urban Forestry Services, Inc. is not legally liable for any other trees or plants on the Property except those expressly discussed herein. The conclusions of this Assessment do not apply to any areas, trees, plants, or any other property not covered or referenced in this Assessment.

3. Professional Responsibility

In carrying out this Assessment, Urban Forestry Services, Inc. and any Assessor appointed for and on behalf of Urban Forestry Services, Inc. to perform and carry out the Assessment has exercised a reasonable standard of care, skill, and diligence as would be customarily and normally provided in carrying out this Assessment. The Assessment has been made using accepted arboricultural techniques. These include a visual examination of each tree for structural defects, scars, external indications of decay such as fungal fruiting bodies, evidence of insect attack, discolored foliage, the condition of any visible root structures, the degree and direction of lean (if any), the general condition of the tree(s) and the surrounding site, and the current or planned proximity of property and people. Except where specifically noted in the Assessment, none of the trees examined on the property were dissected, cored, probed, or climbed and detailed root crown examinations involving excavation were not undertaken.

While reasonable efforts have been made to ensure that the trees recommended for retention are healthy, no guarantees are offered, or implied, that these trees, or all parts of them will remain standing. It is professionally impossible to predict with absolute certainty the behavior of any single tree or group of trees, or all their component parts, in all given circumstances. Inevitably, a standing tree will always pose some risk. Most trees have the potential to fall, lean, or otherwise pose a danger to property and persons in the event of adverse weather conditions, and this risk can only be eliminated if the tree is removed.

Without limiting the foregoing, no liability is assumed by Urban Forestry Services, Inc. or its directors, officers, employers, contractors, agents, or Assessors for:

- any legal description provided with respect to the Property;
- issues of title and or ownership respect to the Property;
- the accuracy of the Property line locations or boundaries with respect to the Property; and
- the accuracy of any other information provided to Urban Forestry Services, Inc. by the Client or third parties;
- any consequential loss, injury, or damages suffered by the Client or any third parties, including but not limited to replacement costs, loss of use, earnings, and business interruption; and
- the unauthorized distribution of the Assessment.

The total monetary amount of all claims or causes of action the Client may have as against Urban Forestry Services, Inc. including but not limited to claims for negligence, negligent misrepresentation, and breach of contract, shall be strictly limited to solely to the total amount of fees paid by the Client to Urban Forestry Services, Inc. pursuant to the Contract for Services as dated for which this Assessment was carried out. Further, under no circumstance may any claims be initiated or commenced by the Client against Urban Forestry Services, Inc. or any of its directors, officers, employees, contractors, agents, or Assessors, in contract or in tort, more than 12 months after the date of this Assessment.

4. Third Party Liability

This Assessment was prepared by Urban Forestry Services, Inc. exclusively for the Client. The contents reflect Urban Forestry Services, Inc. best assessment of the trees and plants on the Property in light of the information available to it at the time of preparation of this Assessment. Any use which a third party makes of this Assessment, or any reliance on or decisions made based upon this Assessment, are made at the sole risk of any such third parties. Urban Forestry Services, Inc. accepts no responsibility for any damages or loss suffered by any third party or by the Client as a result of decisions made or actions based upon the use of reliance of this Assessment by any such party.

5. General

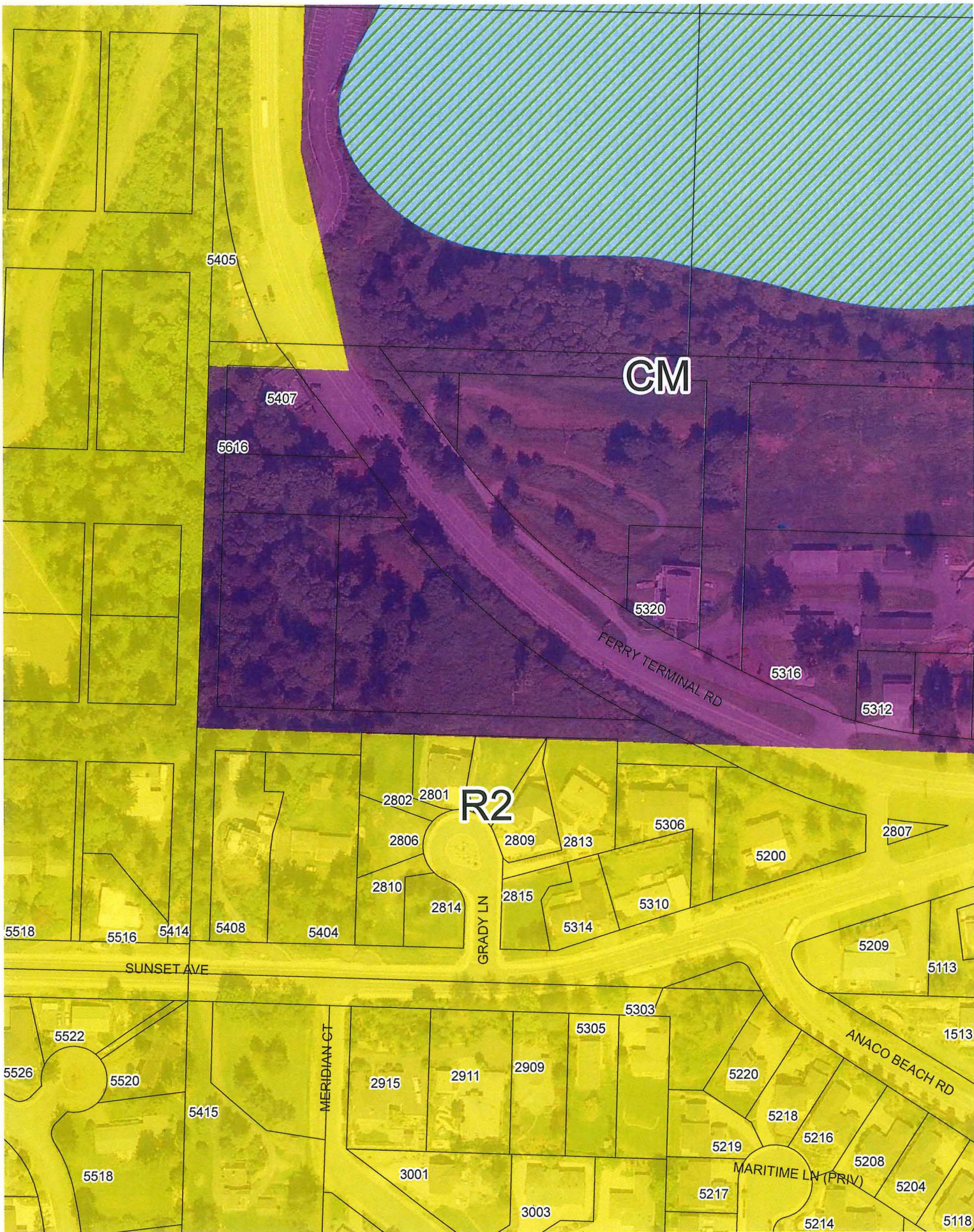
Any plans and/or illustrations in this Assessment are included only to help the Client visualize the issues in this Assessment and shall not be relied upon for any other purpose.

This report and any values expressed herein represent the opinion of Urban Forestry Services, Inc. Our fee is in no way contingent upon any specified value, a result or occurrence of a subsequent event, nor upon any finding reported.

The Assessment report shall be considered as a whole, no sections are severable, and the Assessment shall be considered incomplete if any pages are missing. The right is reserved to adjust tree valuations, if additional relevant information is made available. This Assessment is for the exclusive use of the Client.

EXHIBIT #02:

GIS MAP & ASSESSORS'S INFO



Details for Parcel: P58123



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of ANACORTES for ANACORTES zoning information.

Recorded Documents Documents scanned and recorded by the Auditor's office

[Excise Affidavits](#) Document scans of excise affidavits

Parcel Number

P58123

XrefID

3808-000-028-0006

Quarter Section Township Range

22 35 01

Owner Information

CALWEST INC
4819 PORTALIS WAY
ANACORTES, WA 98221

Site Address(es)

Map Links

[Open in iMap](#)
Assessor's Parcel Map:
[PDF](#) | [DWF](#)

Current Legal Description Abbreviation Definitions

(1.2700 ac) NORMAN & WOOD'S SUB-DIV TO ANA PTN LTS 23 TO 28 S OF HWY

2018 Values for 2019 Taxes*

Building Market Value \$.00
Land Market Value +\$247,500.00
Total Market Value \$247,500.00
Assessed Value \$247,500.00
Taxable Value \$247,500.00

Sale Information

Deed Type WARRANTY DEED
Sale Date 2017-09-01
Sale Price \$425,000.00

2019 Property Tax Summary

2019 Taxes will be available after 2/15/2019
Use the Taxes link above for 2018 taxes

* Effective date of value is January 1 of the assessment year (2018)

Legal Description at time of Assessment

*Land Use					WAC 458-53-030
Neighborhood	(6L1ANA) ANACORTES COMMERCIAL LAND				
Levy Code	0900	Fire District			
School District	SD103	Exemptions			
Utilities		Acres	0.00		
Improvement 1 Attributes Summary					
Building Style	COMMERCIAL REAL PROPERTY				
Year Built		Foundation			
Above Grade Living Area		Exterior Walls			
Finished Basement		Roof Covering			
*Total Living Area		Heat/Air Conditioning			
Unfinished Basement		Fireplace			
*Total Garage Area		Bedrooms			
Bathrooms					
For additional information on individual segments see Improvements tab					

* Land Use codes are for assessment administration purposes and do not represent jurisdictional zoning. Please contact the appropriate planning department in your jurisdiction for land use questions.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Details for Parcel: P58124



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of ANACORTES for ANACORTES zoning information.

[Excise Affidavits](#) [Document scans of excise affidavits](#)Parcel Number
P58124XrefID
3808-000-030-0002Quarter Section Township Range
22 35 01Owner Information
CALWEST INC
4819 PORTALIS WAY
ANACORTES, WA 98221

Site Address(es)

Map Links

[Open in iMap](#)[Assessor's Parcel Map:](#)[PDF](#) | [DWF](#)Current Legal Description [Abbreviation Definitions](#)

(0.9900 ac) NORMAN & WOOD'S SUB-DIV TO ANA LTS 29 & 30

2018 Values for 2019 Taxes*

Building Market Value \$.00
 Land Market Value +\$194,400.00
 Total Market Value \$194,400.00
 Assessed Value \$194,400.00
 Taxable Value \$194,400.00

Sale Information

Deed Type WARRANTY DEED
 Sale Date 2017-09-01
 Sale Price \$425,000.00

2019 Property Tax Summary

2019 Taxes will be available after 2/15/2019
 Use the Taxes link above for 2018 taxes

* Effective date of value is January 1 of the assessment year (2018)

Legal Description at time of Assessment

*Land Use					WAC 458-53-030
Neighborhood	(6L1ANA) ANACORTES COMMERCIAL LAND				
Levy Code	0900	Fire District			
School District	SD103	Exemptions			
Utilities		Acres	0.00		
Improvement 1 Attributes Summary					
Building Style	COMMERCIAL REAL PROPERTY				
Year Built		Foundation			
Above Grade Living Area		Exterior Walls			
Finished Basement		Roof Covering			
*Total Living Area		Heat/Air Conditioning			
Unfinished Basement		Fireplace			
*Total Garage Area		Bedrooms			
Bathrooms					
For additional information on individual segments see Improvements tab					

* Land Use codes are for assessment administration purposes and do not represent jurisdictional zoning. Please contact the appropriate planning department in your jurisdiction for land use questions.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

EXHIBIT #03:

NOTICE OF APPLICATION; REVISED NOTICE OF APPLICATION; NEIGHBORHOOD MEETING NOTICE, REVISED NOTICE OF APPLICATION & HEARING USING OPTIONAL SEPA DNS, NOTICE OF CONTINUANCE, & REVISED NOTICE OF HEARING

NOTICE OF CONTINUANCE

ANACORTES PLANNING COMMISSION



NOTICE OF CONTINUED MEETING

NOTICE IS HEREBY GIVEN that the Anacortes Planning Commission has continued the public hearing of Wednesday, July 24, 2019, to **Wednesday, August 14, 2019, at 6 p.m.** or as soon thereafter as possible in order to conduct and/or continue their deliberations on the:

Pre-Decision Open Record Hearing, Calwest, Inc., Ferry Terminal Road Conditional Use Permit for 9-duplexes & preliminary approval of 9-lot short plat.

The public hearing on this matter is now closed.

This notice is given in accordance with Chapter 42.30., Revised Code of Washington.

The City of Anacortes encourages people with disabilities to participate in public meetings. For assistance with special needs, please contact the City Clerk at 360-299-1960 in advance of the meeting.



REVISED NOTICE OF HEARING :

Notice is hereby given that the Anacortes Planning Commission has continued the public hearing of **Wednesday July 24, 2019, to 6:00 PM on Wednesday, August 14, 2019**. Additionally, the City Council hearing originally scheduled for 6:00 PM on Monday, August 19, 2019, on this matter has been **rescheduled for 6:00 PM on Monday, August 26, 2019**.

Request: A Conditional Use Permit to permit the construction of 9-duplexes (18 dwelling-units total) on the subject property. Additionally, preliminary approval of a 9-lot short plat of the subject property is sought with a stormwater vault to be located on lot #3. This project is also subject to SEPA Environmental Review. The subject property is located in the Commercial Marine (CM) Zoning District.

Applicant /Landowner: Calwest Inc., Allan Schroeder, 4819 Portalis Way, Anacortes, WA 98221

File Number: CUP-2018-0002

Parcel Numbers Involved: P58123 & P58124

Project Location: Project site is located off Ferry Terminal Road, South of Charlie's Restaurant, which is located in a portion of Section 22, Township 35 North, Range 01 East, Willamette Meridian.

Date of Application: May 7, 2018

Date of Completeness: July 6, 2018

Public Comment Period: The comment period associated with the subject proposal ended at **5:00 PM on July 3, 2019**. Written comments however were accepted until the close of the Pre-Decision Open-Record Public Hearing. On July 24, 2019, however the Planning Commission closed the public hearing portion of the Pre-Decision Open Record Public hearing.

Required Project Permits/Approvals: The following may be required in addition to the above: Building Permit Application Approval & Stormwater Drainage Analysis, Final Short Plat, WSDOT Access Permit, DNR Forest Practices and Conversion Permit, & NPDES Construction Stormwater Permit.

Preliminary Determination of Consistency: At this time, no determination of consistency with City of Anacortes plans, regulations, or standards has been made. At a minimum, this project will be subject to the following plans and regulations: the Comprehensive Plan; Anacortes Municipal Code (Zoning, etc.), Engineering Design and Building Standards.

SEPA Review: A SEPA MDNS was issued on July 16, 2019.

Existing Environmental Documents: Access Feasibility Study, Arborist Report, Geotechnical Report, Critical Areas Reconnaissance Level Report, Historic & Cultural Resources Review, Traffic Impact Analysis, and a Drainage Report.

Pre-Decision Open-Record Public Hearing: The Planning Commission conducted a pre-decision open-record public hearing on the matter **at 5:00 PM on Wednesday, July 24, 2019**, to make a recommendation on the application to City Council. The Planning Commission however **continued the public hearing to 6:00 PM on Wednesday August 14, 2019**.

Closed-Record Decision Hearing: A closed-record decision hearing to make a decision on the subject applications that was originally scheduled to go before **City Council at 6:00 PM on Monday, August 19, 2019**, **has been rescheduled for 6:00 PM on Monday, August 26, 2019**. All hearing are held in City Council chambers located at 904 6th Street, Anacortes, WA.

How to become a party of record: You may become a party of record by submitting written comments, including a (USPS) mailing address, to the City of Anacortes PCED at the address listed below. Emailed comments must include a return (USPS) mailing address in order for the sender to be considered a party of record. Questions about this proposal, requests to receive future notices of hearings and/or the decision, once made, and/or appeal procedures should be directed to the contact person listed below. The application and complete case file are available for review at the City of Anacortes PCED located at 904 6th Street, Anacortes, WA 98221. A decision on this application will be made within 120 days from the date of completeness.

For Project Information: Kevin Cricchio, AICP, ISA, WPIT, Senior Planner; Phone: (360) 293-1937; Email: kevinc@cityofanacortes.org; City of Anacortes, P.O. Box 547, Anacortes, WA 98221

Date Issued: August 7, 2019

Date Published: August 7, 2019



Notice of Application:

Notice is hereby given that an application was made for the following proposal:

Request: A Conditional Use Permit to allow a 20 unit multi-family residential condominium community. The subject property is located in the Commercial Marine (CM) Zoning District. This project is subject to SEPA Environmental Review.

Applicant: Calwest Inc., Allan Schroeder, 4819 Portalis Way, Washington 98221

File Number: CUP-2018-0002

Project Location: Located off Ferry Terminal Road, South of Charlie's Restaurant.

Parcel Number(s): P8123 & P58124

Date of Application: May 7, 2018 **Date of Completeness:** July 6, 2018

Submitted Studies: Access Feasibility Study, Arborist Report, Geotechnical Report, Critical Areas Reconnaissance Level Report, Historic & Cultural Resources Review, Traffic Impact Analysis, and a Drainage Report.

Public Comment Period: Written comments should be submitted to the contact listed below by August 7, 2018, at 5:00 PM. Written comments shall include a (USPS) mailing address, to the City of Anacortes PCED at the address listed below. E-mailed comments must include a return (USPS) mailing address in order for the sender to be considered a party of record. Questions about this proposal, requests to receive future notices and/or the decision, once made, and/or appeal procedures should be directed to the contact person listed below. The application and complete case file are available for review at the City of Anacortes PCED located at 904 6th Street, Anacortes, WA 98221. A decision on this application will be made within 120 days from the date of completeness. Any person has the right to comment on the application, receive notice of and participate in any hearings, and request a copy of the decision once made.

Public Hearing: A hearing date for Planning Commission and City Council have yet to be determined.

Appeal Procedure: The local appeal procedure is per Table 19.20.030-1 of the Anacortes Municipal Code.

For Project Information:

Kait Nelson, Associate Planner; (360) 299-1969, kaitlynn@cityofanacortes.org; City of Anacortes Department of Planning, Community, & Economic Development, P.O. Box 547, Anacortes, WA 98221

Date Mailed: July 19, 2018 **Date Published:** July 25, 2018



REVISED Notice of Application:

There is a revision in this notice extending the comment period from a previous notice

Notice is hereby given that an application was made for the following proposal:

Request: A Conditional Use Permit to allow a 20 unit multi-family residential condominium community. The subject property is located in the Commercial Marine (CM) Zoning District. This project is subject to SEPA Environmental Review.

Applicant: Calwest Inc., Allan Schroeder, 4819 Portalis Way, Washington 98221

File Number: CUP-2018-0002 **Parcel Number(s):** P8123 & P58124

Project Location: Located off Ferry Terminal Road, South of Charlie's Restaurant.

Date of Application: May 7, 2018 **Date of Completeness:** July 6, 2018

Submitted Studies: Access Feasibility Study, Arborist Report, Geotechnical Report, Critical Areas Reconnaissance Level Report, Historic & Cultural Resources Review, Traffic Impact Analysis, and a Drainage Report.

Public Comment Period: Written comments should be submitted to the contact listed below by August 10, 2018, at 5:00 PM. Written comments shall include a (USPS) mailing address, to the City of Anacortes PCED at the address listed below. E-mailed comments must include a return (USPS) mailing address in order for the sender to be considered a party of record. Questions about this proposal, requests to receive future notices and/or the decision, once made, and/or appeal procedures should be directed to the contact person listed below. The application and complete case file are available for review at the City of Anacortes PCED located at 904 6th Street, Anacortes, WA 98221. A decision on this application will be made within 120 days from the date of completeness. Any person has the right to comment on the application, receive notice of and participate in any hearings, and request a copy of the decision once made.

Public Hearing: A hearing date for Planning Commission and City Council have yet to be determined.

Appeal Procedure: The local appeal procedure is per Table 19.20.030-1 of the Anacortes Municipal Code.

For Project Information:

Kait Nelson, Associate Planner; (360) 299-1969, kaitlynn@cityofanacortes.org; City of Anacortes Department of Planning, Community, & Economic Development, P.O. Box 547, Anacortes, WA 98221

Original Date Mailed: July 19, 2018

Original Date Published: July 25, 2018

Revised Date Mailed: July 27, 2018

Revised Date Published: August 1, 2018



Neighborhood Meeting:

This notice is to inform you that:

A neighborhood meeting will be held at **6:00 PM on Wednesday, November 15, 2017, at the Anacortes Senior Center Great Room, at 1701 22nd Street, Anacortes, Washington,** concerning the following preliminary proposal:

Preliminary Proposal:

A development including a total of 20 residential units in a paired or clustered format. The majority of units would consist of duplex groupings, with the possibility of triplexes or fourplexes. This proposal is located in the CM, Commercial Marine Zoning District.

Project Location: P58123 & P58124

Project Proponent: Allan Schroeder, Calwest Inc., 4819 Portalis Way, Anacortes, WA;
Phone: (360) 202-6145

Please Note: A formal application has not yet been submitted to the City regarding this proposal. The purpose of the neighborhood meeting is to inform citizens about the potential project at an early stage and foster communication between the applicant and the public regarding potential issues and opportunities for solutions related to the project.

For questions about the meeting, please contact Kait Nelson, Associate Planner; Phone: (360) 299-1969; Email: kaitlynn@cityofanacortes.org; Anacortes, P.O. Box 547, Anacortes, WA 98221

Date Issued: October 27, 2017

Published: November 1, 2017



REVISED NOTICE OF APPLICATION & HEARING USING OPTIONAL SEPA DNS:

Notice is hereby given that an application was made for the following proposal:

Request: A Conditional Use Permit to permit the construction of 9-duplexes (18 dwelling-units total) on the subject property. Additionally, preliminary approval of a 9-lot short plat of the subject property is sought with a stormwater vault to be located on lot #3. This project is also subject to SEPA Environmental Review. The subject property is located in the Commercial Marine (CM) Zoning District.

Applicant /Landowner: Calwest Inc., Allan Schroeder, 4819 Portalis Way, Anacortes, WA 98221

File Number: CUP-2018-0002 **Parcel Numbers Involved:** P58123 & P58124

Project Location: Project site is located off Ferry Terminal Road, South of Charlie's Restaurant, which is located in a portion of Section 22, Township 35 North, Range 01 East, Willamette Meridian.

Date of Application: May 7, 2018 **Date of Completeness:** July 6, 2018

Public Comment Period: Any person may comment on this application by writing to the address below and/or by testifying at the public hearing. Staff will issue a recommendation on the project after the comment period ends at **5:00 PM on July 3, 2019**. Written comments on the proposal should be submitted before the end of the comment period but will be accepted until the close of the Pre-Decision Open-Record Public Hearing.

Required Project Permits/Approvals: The following may be required in addition to the above: Building Permit Application Approval & Stormwater Drainage Analysis, Final Short Plat, WSDOT Access Permit, DNR Forest Practices and Conversion Permit, & NPDES Construction Stormwater Permit.

Preliminary Determination of Consistency: At this time, no determination of consistency with City of Anacortes plans, regulations, or standards has been made. At a minimum, this project will be subject to the following plans and regulations: the Comprehensive Plan; Anacortes Municipal Code (Zoning, etc.), Engineering Design and Building Standards.

SEPA Review: Based on the submitted application and available information, the City anticipates issuing an MDNS for this proposal and the optional DNS process as specified in WAC § 197.11.355 is being utilized. Consequently, this may be the only opportunity to comment on the environmental impacts of this proposal. This proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an EIS is prepared. A copy of the subsequent SEPA threshold determination for the proposal may be obtained upon request.

Existing Environmental Documents: Access Feasibility Study, Arborist Report, Geotechnical Report, Critical Areas Reconnaissance Level Report, Historic & Cultural Resources Review, Traffic Impact Analysis, and a Drainage Report.

Pre-Decision Open-Record Public Hearing: A pre-decision open-record public hearing will be held by the **Planning Commission at 5:00 PM on Wednesday, July 24, 2019**, to make a recommendation on the application to City Council. The Planning Commission will conduct a **3:00 PM site visit** onsite prior to this hearing.

Closed-Record Decision Hearing: A closed-record decision hearing to make a decision on the subject applications will be held by **City Council at 6:00 PM on Monday, August 19, 2019**. Both hearing will be held in City Council chambers located at 904 6th Street, Anacortes, WA.

How to become a party of record: You may become a party of record by submitting written comments, including a (USPS) mailing address, to the City of Anacortes PCED at the address listed below. Emailed comments must include a return (USPS) mailing address in order for the sender to be considered a party of record. Questions about this proposal, requests to receive future notices of hearings and/or the decision, once made, and/or appeal procedures should be directed to the contact person listed below. The application and complete case file are available for review at the City of Anacortes PCED located at 904 6th Street, Anacortes, WA 98221. A decision on this application will be made within 120 days from the date of completeness.

For Project Information: Kevin Cricchio, AICP, ISA, WPIT, Senior Planner; Phone: (360) 293-1937; Email: kevinc@cityofanacortes.org; City of Anacortes, P.O. Box 547, Anacortes, WA 98221

Date Issued: June 12, 2019

Date Published: June 12, 2019

EXHIBIT #04:

PUBLIC COMMENTS RECEIVED

Y. Lenny Spivak, MD
5408 Sunset Avenue
Anacortes, Washington 98221

July 24, 2019

City of Anacortes
Department of Planning, Community
& Economic Development
904 6th Street
Anacortes, Washington 98221

DELIVERED BY HAND

Re: Revised Conditional Use Permit Application CUP-2018-0002
Public Comment

Dear Planning Commission:

The undersigned is the owner and occupier of the property at 5408 Sunset: a parcel adjacent to the two parcels that are the subject of the above-referenced revised CUP Application. In that capacity, I offer my public comments regarding the application.

Incorporation of My Earlier Public Comment

I have previously submitted a public comment on the above-referenced CUP by letter to your office dated August 1, 2018. I have attached that entire comment as Exhibit A to this Public Comment and incorporate it herein by this reference as if set out in full. The concerns I relate in that letter are not—in any manner—addressed by the Revised Notice of Application & Hearing Using Optional SEPA DNS dated June 12, 2019. Moreover, it is inconceivable to me that a responsible planning department would even consider issuing a Mitigated Declaration of Non Significance (MDNS) on this project without even considering—let alone sufficiently addressing—the certain traffic issues I identified in my earlier comment. I see nothing in the Revised Notice that suggests these issues were considered by the Planning Department and the fact that the WSDOT access permit application is not only outstanding, but has evidently not even been submitted highlights the determination of the Planning Department to force this through the regulatory process at the expense of the immediate environment.

I have seen absolutely nothing by way of revised studies, or engineering certificates that would allow any sort of confidence in the proposed MDNS. That your department would even consider employing the Optional SEPA DNS process to avoid its responsibility to adhere to the regulations of the Department of Ecology is nothing short of reprehensible and is deliberately ignorant of the concerns I expressed in my August 1, 2018 public comment.

Traffic Concerns

I reiterate here that it appears the only traffic survey was done by a “cherry picked” traffic engineer in the employ of the developer and applicant. As I noted previously, that

survey does not take into consideration that the project would bring at least eighteen new families into the vicinity. The "two parking places" per unit suggestion of the developer is ludicrous. Two parking stalls per unit cannot address the issue of overflow parking by the occupants of the new dwelling who have more than two vehicles. Those occupants would clearly be tempted to use the adjacent ferry terminal overflow lot: in violation of state law and WSDOT regulations. Moreover, the "study" does not even consider the demands of visitor parking that would almost certainly occlude the ferry terminal parking accommodation planned by the Washington State Department of Transportation. In addition, although it would be within the jurisdiction of the City of Anacortes to enforce, it is highly likely that the visitor and resident overflow parking issues would periodically overwhelm enforcement efforts and result in cluttered neighborhood streets, not to mention block the fire station on Sunset.

Neither the traffic survey offered as supporting evidence for your contemplated plan to avoid further public comment with the Optional SEPA DNS process addresses the concerns of elevated parking enforcement by the City of Anacortes and by the WSDOT when the residents start seeking overflow parking for their guests, for their recreational vehicles, and, possibly for their trailered boats. You may be sure that I will be making a submission to WSDOT strongly urging it to deny the access permit unless the developer's traffic engineer can adequately overcome the shortcomings of the traffic infrastructure to avoid the intense stress that will be imposed on the local environment by the addition of approximately 80 residents to the area immediately adjacent to one of its busiest ferry terminal facilities.

On this basis, I urge the Planning Commission to reconsider its intention to issue an MDNS without considerably more study and investigation.

Slope Failure

As indicated in my earlier public comment, the geological studies offered by the developer in support of the DNS are simply not credible. Even the drawings on the Amended Application for CUP-2018-0002 do no more than insert a "concrete retaining wall" at the base of the hill to the south of the proposed "Park Avenue." While retaining walls may be useful as a "stop-gap" measure to avoid geological erosion on grades of lesser magnitude, it is clear from the geological study submitted that the engineer did not calculate the requisite tensile strength of a retaining wall that would be useful in the event of a seismological event such as an earthquake, or similar ground shifting. As this Commission is certainly aware, the subject property is in a seismologically active zone where a magnitude 6 or higher earthquake is a virtual certainty within the next two or three decades. The proposed "concrete retaining wall" is not close to sufficient to withstand the weight of the slope failure that is likely to accompany an even moderate earthquake in the vicinity. It is only the ancient and very well established root network within the flora on the slope that could possibly prevent a slope failure that would, essentially, destroy my own improvements and would certainly destroy the planned condominium project that is the subject of the CUP application.

In short, the proposed "concrete retaining wall" does not come close to mitigating the problem identified and I urge the Commission to consider the wisdom of disturbing the root network to the peril of the property owners upslope of the planned project.

Fauna

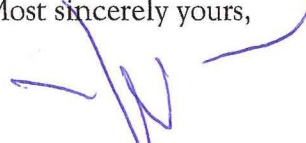
Another topic of concern I addressed in my original comment was the effect of the project on the local fauna. Not only has nothing appeared in the Amended Application, or in the Revised Notice suggesting that this concern was even considered, it is quite clear that the MDNS is contemplated as a means of shortcutting—if not obviating—the Department of Natural Resources Forest Practices and Conversion Permit process. You may be sure I will be opposing the issuance of that permit on the bases indicated in my earlier letter. Not only would this project destroy the habitat of numerous ground creatures, including a healthy deer population, but it will destroy nesting grounds for the local bald eagle population.

Conclusion

I have tried not to repeat the concerns I expressed in my August 1, 2018 public comment on the CUP-2018-002 application. However, there does not seem to have been any action—or even consideration—of those concerns that portend a virtually certain negative impact on the local environment. Accordingly, I have highlighted them in this letter with as much brevity as possible. I strongly urge the Commission to consider carefully all of the concerns I enumerated and elaborated upon in my August 1, 2018 submission. Until those concerns are adequately addressed, I submit, it is utterly irresponsible to contemplate—much less issue—and MDNS for the project. The SEPA DNS optional procedure is a useful and appropriate tool in many instances. This is not one of them.

Thank-you for your consideration.

Most sincerely yours,

A handwritten signature in blue ink, appearing to read "Y. Lenny Spivak", with a long horizontal flourish extending to the right.

Y. Lenny Spivak, MD.



**Evergreen Islands
Board of Directors**

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Marlene Finley
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mailing address
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Anacortes WA
98221

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Evergreen Islands is a
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EVERGREEN ISLANDS

July 24, 2019

To: Anacortes Planning Commission
(Andrea Doll, Amber Moffitt, Jeff Mount, Ward McKenzie,
Jeremy McNett, Christine Cleland-McGrath, Jeff Graf)

cc: Anacortes City Council
Don Measamer, Director of Planning and Community Development
Libby Grage, Planning Manager
City of Anacortes
P.O. Box 547
Anacortes, WA 98221
Evergreen Islands Board of Directors

Re: Ferry Terminal Road Condominiums (9 Duplexes) Proposal

On the behalf of Evergreen Islands, I am submitting the following comments regarding the proposal for Ferry Terminal Road Condominiums (9 Duplexes). Please note that the Planning Commission's Draft Findings of Fact, Conclusions of Law, & Recommendation states:

The new comment period ended at 5:00 PM on July 3, 2019 but comments have been accepted until the close of the Pre - Decision Open-Record Public Hearing.

Evergreen Islands' concerns regarding this proposal include:

- Transportation Concurrency of the State Route 20 Capacity
- Steep Slopes
- Tree Preservation

Figures 1 and 2 are two views of the Ferry Terminal Road Condominiums Plat Map, which will be used to illustrate Evergreen Islands' comments.

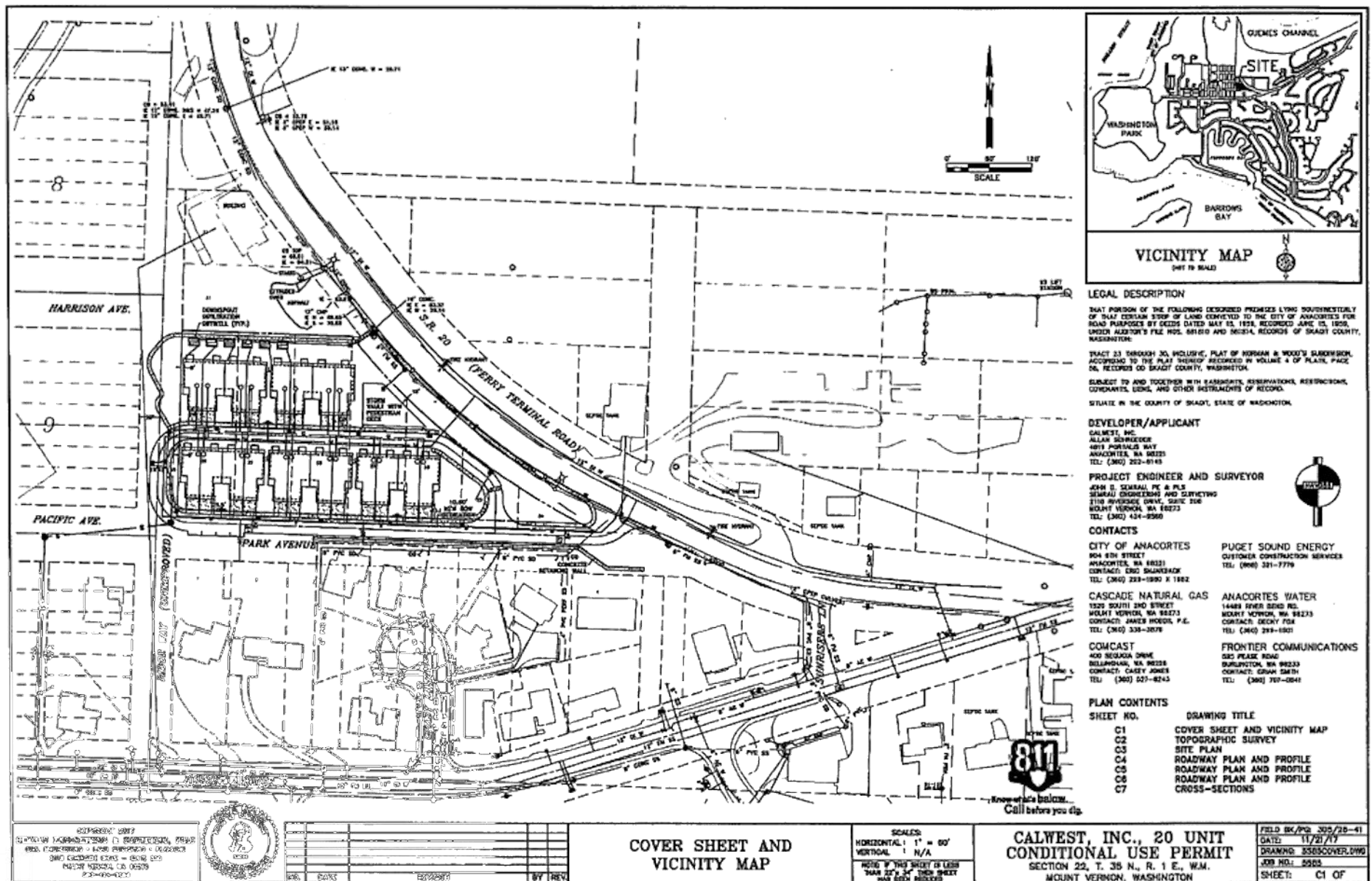


Figure 1. Ferry Terminal Road Condominiums Plat Map – Distant View

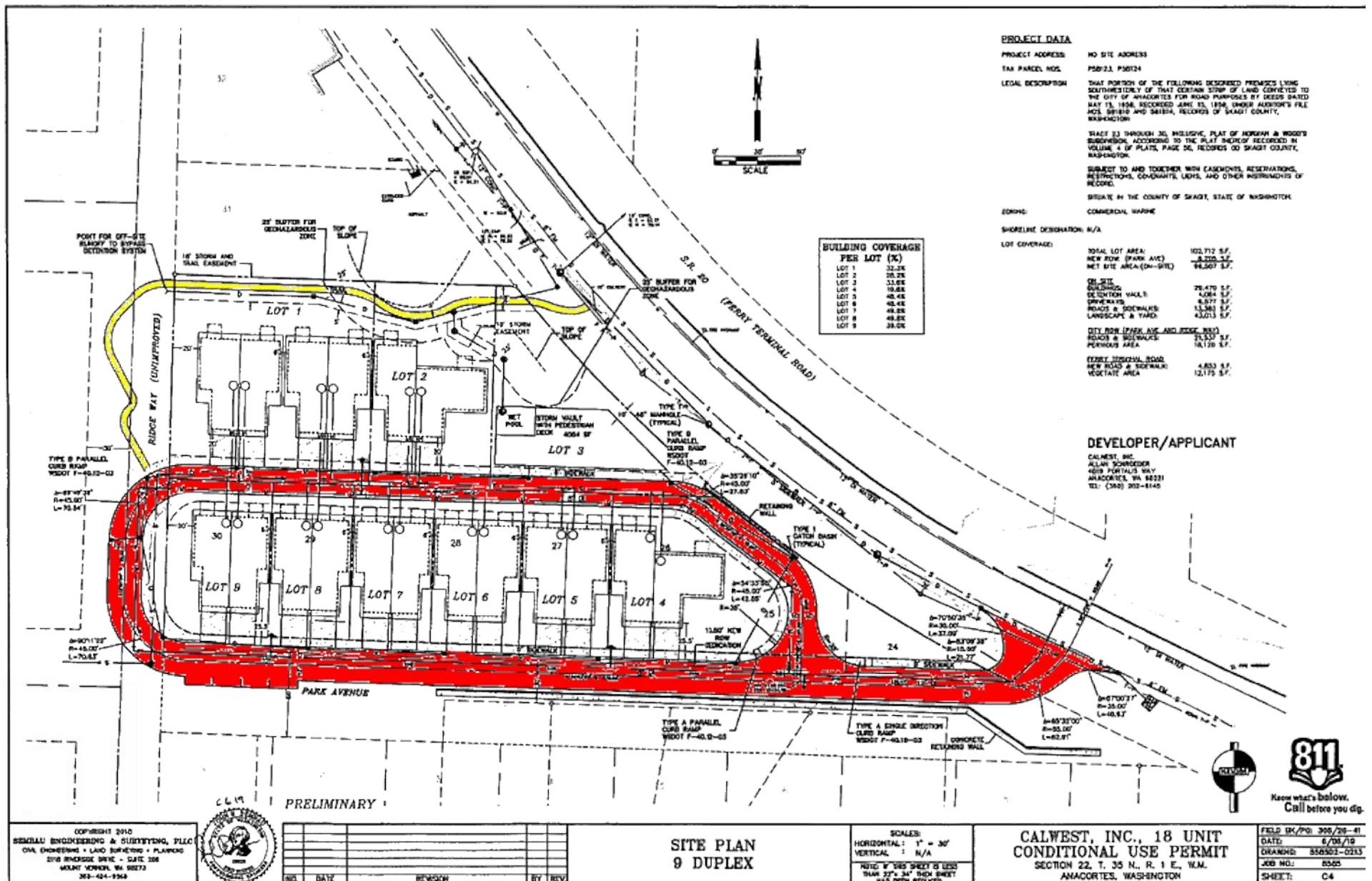


Figure 2. Ferry Terminal Road Condominiums Plat Map – Near View

Traffic Impact Analysis

The Traffic Impact Analysis¹ used to justify this proposal was generated in 2017 for the Charlie's Villas, which was for 10 dwellings. The current project proposes 9 duplex condominiums, which 18 dwellings – nearly double (180%). Respectively, Evergreen Islands holds that the 2017 Traffic Impact Analysis is not adequate to permit the project.

For many years, the traffic congestion on the 12th Street/Oakes Avenue has been a major problem for the City of Anacortes and its residents. Several years ago, a street through the Anacortes Community Forest Lands to Skyline was proposed to relieve the traffic on the SR20 Corridor.

A roundabout at the Ferry Road/SR20 intersection could be possibly relieve that traffic impediment, but that “fix” will be in the distant future.

The Traffic Analysis makes no mention of transportation concurrency. As a result, the questions whether the impacts of the Ferry Terminal Road Condominiums (9 Duplexes) Proposal can be met through existing capacity.

Concurrency and Level of Service Requirements

The Municipal Research and Services Center (MRSC)² explains the concurrency requirements as follows (emphasis added):

Concurrency is one of the goals of the Growth Management Act and refers to the timely provision of public facilities and services relative to the demand for them. To maintain concurrency means that adequate public facilities are in place to serve new development as it occurs or within a specified time period. **The Growth Management Act (GMA) gives special attention to concurrency for transportation.**

The GMA requires that transportation improvements or strategies to accommodate development impacts need to be made concurrently with land development. “Concurrent with the development” is defined by the GMA to mean that any needed **“improvements or strategies are in place at the time of development, or that a financial commitment is in place to complete the improvements or strategies within six years.”** RCW 36.70A.070(6)(b).

As part of the requirement to develop a comprehensive plan, jurisdictions are required to establish level-of-service standards (LOS) for arterials, transit service, and other facilities, RCW 36.70A.070(6)(a). **Once a jurisdiction sets an LOS, it is used to determine whether the impacts of a proposed development can be met through existing capacity and/or to decide what level of additional facilities will be required.** Transportation is the only area of concurrency that specifies denial of development if LOS standards cannot be met.

The ferry traffic congestion, especially during ferry off loadings will seriously impact the emergency response times of emergency services such as fire, ambulance, and police services to not only this proposed community but also to the entire Skyline community.

¹ “Traffic Analysis for *Charlie's Villas*,” DN Traffic Consultants, Inc. July 31, 2017.

² “Concurrency,” Municipal Research and Services Center (MRSC)
<http://mrsc.org/Home/Explore-Topics/Planning/General-Planning-and-Growth-Management/Concurrency.aspx>

The CALWEST Development Overview³ regarding Landscapes and Views states “Perimeter pedestrian trail connecting to Ferry Terminal Road. What is the purpose of this public access to SR20? Is it to allow access to the ferry or the Ship Harbor Interpretative Preserve (SHIP)? Access to SHIP will further exacerbate the traffic woes in this area since pedestrian will need to cross a busy street – will a pedestrian crossing be provided?”

AMC Chapter 16.50 TREE PRESERVATION

The Planning Commission's Draft Findings of Fact, Conclusions of Law, & Recommendation states:

According to the Tree Assessment Plan, there are 51 trees located onsite which correspond to 96.842 tree unit credits per AMC Chapter 16.50. All 51 trees are slated for removal. As conditioned below, ninety-seven (97) trees will be required to be planted onsite as part of this development

Before final short plat submittal or approval is given, the applicant shall plant ninety-seven (97) trees onsite. The applicant shall submit a landscape plan with their final short plat submittal that identifies how they meet this requirement. All trees planted shall be a minimum of 1.5" caliber while shrubs shall be two- gallons and ground cover one-gallon in size. Native vegetation is preferred (SEPA MDNS Mitigation Measure #14).

This condition illustrates the failure of the City of Anacortes's tree protection code because some magnificent trees will be eliminated.

Conclusion

Since the Ferry Terminal Road Condominiums (9 Duplexes) Proposal does not meet the Growth Management Act's concurrency requirements, Evergreen Islands recommends that the Anacortes Planning Commission not approve this project until the Ferry Road/Oakes Ave traffic impediment is resolved.

Respectfully yours,



Tom Glade
President, Evergreen Islands

³ “Proposed 9 Lot Short Plat and 18 Unit Multi-family Development,” CALWEST Inc, May 8, 2019, p. 7.

From: [Allene Quinn](#)
To: [Nelson, Kait](#)
Subject: Appeal Procedure Table 19.20.030-1 20 unit residential condominium community
Date: Thursday, August 9, 2018 10:38:08 AM

I strongly object to this proposal! There are and have been too many such projects allowed already. The developers are the only ones profiting from this kind of development at the expense of the homeowners and the wild life especially on the west end of our island.

Sincerely,
Allene Quinn
5414 Sunset Ave.
Anacortes, WA 98221

City of Anacortes
Department of Planning
Community & Economic Development
P.O. Box 547
Anacortes, WA. 98221

July 31, 2018

Reference: File CUP-2018-0002
Subject: Grady Lane Homeowner Concerns
Attention: Ms. Kait Nelson, Associate Planner

Dear Ms. Nelson:

We own the property and reside at 2813 Grady Lane., Anacortes, WA. Our residence is located on the southeast property line of the proposed 20-Unit multi-family residential condominium development. We attended the meeting that was held at the Senior Center earlier this year regarding the question and answer session with the developer, Calwest Inc., and any concerned homeowners. The homeowners patiently listened and expressed some of their concerns.

We have detailed our concerns below in five categories regarding this proposed project:

Safety:

This proposed Development would increase the potential fire hazard to homes located on Grady Lane and Sunset Avenue (“upslope”) in the event of a fire at the proposed multi-family residential condominium community. There would be a slower response time by the Fire Department due to high off-loading ferry traffic on Ferry Terminal Road. The traffic signal and the large number of cars waiting to purchase tickets backing up on Ferry Terminal Road will also delay them. Many times, we have witnessed these events occur simultaneously. The traffic on Ferry Terminal Road is oftentimes gridlocked when this occurs. This is also highlighted by the temporary road signs city places on 12th and Oaks Avenues alerting residents and other motorists to “use alternate routes” during the summer. There is a traffic bottleneck on Ferry Terminal Road just north of the traffic light that is dangerous.

Emergency Response Service Delays:

There would be potential response delays for EMS Units into the proposed 20-unit multi-family residential condominium community as detailed in the previous paragraph.

Retaining Wall-Elevation Concerns:

Neighboring property owners located above the proposed project are concerned about necessary retaining walls, steep and dangerous drop offs.

My grandchildren and other guests are routinely on our property behind our residence and their safety is a priority. We are concerned about these steep drop-offs and whether this area will be made safe. It is an obvious conclusion to question whether the Developer is building too large a structure(s) on too little property with limited, buildable flat ground.

Existing slope protection:

There is a potential for soil slippage and/or destabilization during and after construction to ours and other adjoining properties. This could cause damage to the existing lots and structures. This liability must be a major priority to everyone planning, approving and doing the actual building of this venture.

Change in Property Value:

We are also concerned that the existing homeowner views of the Water/Ferry Terminal will be diminished. These views are important for promoting our beautiful city with. This is also evidenced by the fact that views are factored into my property value according to my property tax assessment.

Any new street/parking lot streetlights will increase light pollution. This would be in addition to the concerns of the height of the proposed buildings on this site. Additionally, there will be additional depreciation with the loss of trees and vegetation on the existing building site and the time necessary for any new plantings to mature.

Please contact us if you have any questions or need any additional information. Thank you for reviewing this matter and we look forward to you addressing our concerns.

Jim/Marianne Prosser
2813 Grady Lane
Anacortes. WA. 98221
Jim.blackrose@gmail.com
Telephone: Cellular: (714) 401-2867
Residence: (360) 588-8560

Cc: Grady Lane HOA
Emailed to Kaitlynn@cityofanacortes.org

Y. LENNY SPIVAK, MD
5408 SUNSET AVENUE
ANACORTES, WA 98221

RECEIVED
AUG 07 2018
CITY OF ANACORTES

PUBLIC COMMENT ON CUP-2018-0002

August 1, 2018

To the Planning Commission,
City of Anacortes,
State of Washington

Commissioners:

The undersigned is the resident-owner of the real property parcel located at 5408 Sunset Avenue, Anacortes, Washington. That parcel adjoins both parcels that are the subject of the Conditional Use Permit Application (2018-002) upon which you have invited comment. Please regard and consider the following as my comments on this proposed non-conforming development.

As one of several adjoining landowners, I am opposed to this project application for a number of reasons.

First and foremost is my concern that this application does not appear to have engaged in a rigorous, critical examination of the potential for serious damage it portends for the local and regional human, floral, and faunal environment. The favorable engineering report commissioned by the developer does not consider the issue of the disruption of local flora and fauna. The developer's undated "Project Narrative," which is more puffing letter than narrative, refers to "modern exterior elevations and stunning architecture and landscaping." It says nothing about the natural beauty it proposes to replace with lucrative edifices. In utter disregard of the aesthetics of the area under study, the developer attempts to gloss over that little "problem" by assuring, without basis that: "this project will further enhance Anacortes's brand as a progressive, modern city and Brentwood as a contemporary northwest community."

I join the developer in his comments suggesting that our particular area serves as a welcoming sign to visitors from far and wide arriving in Washington State through Anacortes. My perspective departs from his at that point, however. As the Commission is aware, the Washington State Ferry Terminal is within yards of the proposed condominium development. According to statistics provided by the Washington State Department of Transportation: in 2017 that

Washington State Ferry facility accommodated over two million travelers.¹ That is nearly ten percent of the total combined ridership of the Washington State Ferry System. (*Ibid*) Anacortes is the only mainland State Ferry terminal directly receiving international travelers. A large number of these travelers garner their first impression of mainland Washington State—potentially of the entire United States of America—from the environment they find themselves in when they de-board the ferry. Greeting them with a condominium project, at the sacrifice of the beautiful evergreen forest that now greets them, reveals more of a munificent disposition toward artifice than a genuine appreciation for Nature's splendid gifts illustrating our travel brochures.

With respect to the developer's presentations: his historical accuracy is suspect. I am—and in November of 2017 was—a neighboring landowner. However, I received no notice whatsoever about this developer's asserted "Neighborhood meeting" on the 15th of that month, or at any other time. Indeed, I only recently received copies of his promotional materials and two "studies" through the good graces of another neighbor who came upon them, I know not how. Furthermore, even with the good graces that other neighbor, only two of the six bullet point items the developer identifies as project studies he has commissioned are in my hands. I am possessed of the geotechnical survey (together with an addendum thereto) and the traffic impact analysis. I am not aware of the existence of any other, except by the "promise" in the developer's "Project Narrative." Given that all of these "studies" were paid for by the developer using hand-picked "experts" whose advocacy skills are apparent in their work, I shudder to think of the contents of the promised—but evidently undelivered: "Access Feasibility, Critical Area Report, Tree Preservation Plan and Landscape Plan." With 75 percent of his promised "studies" incomplete, I do not think this developer has reached the stage where he can factually support his overly optimistic "Project Narrative."

The property subject to the application is directly behind the main ferry landing parking lot, rising up to a crest, heavily forested with mid to old growth evergreens. The proposal would, effectively denude this welcoming landscape and replace it with a multiple story, multiple dwelling condominium complex. First time visitors to our community, our state, and, in many cases, to our nation would undoubtedly form the opinion that Anacortes is just another over-populated stop on the way to Nature's splendor somewhere else. They would see the "modern exterior elevations and stunning architecture

¹ Washington State Ferries Traffic Statistics Rider Segment report Jan 1, 2017 thru Dec 31, 2017 published by the Washington State Department of Transportation January 11, 2018.

and landscaping," as just another example of developer greed overcoming natural beauty. Rather than being tempted to delay their onward journey in order to find more wonder on Fidalgo Island, these visitors would be less inclined to remain in our area to explore and appreciate its natural offerings. Consequently, allowing this condominium development to replace the natural beauty of the environment presently surrounding the ferry terminal is quite likely to have a substantial deleterious effect on the local tourist trade. The developer's claim that his project: "will create a dramatic first impression of Anacortes for visitors arriving or departing the island by ferry," is essentially ironic. The "dramatic first impression" would be created, to be sure, but it will be uniformly negative.

Second, not only would the project substantially impose urban sprawl over the unparalleled natural aesthetics presently afforded to the millions who annually use the Anacortes ferry terminal, it would very likely also be environmentally destructive. The necessary removal of local flora to accommodate the project would incontrovertibly inure to the detriment of the local biosphere: including the plethora of feral creatures inhabiting forest primeval currently existing on the proposed project property. The application fails to illuminate for the Commission—or even to address—the potential detriment to the local fauna. That fauna includes several families of mule deer populating the area year round, at least one—and possibly more—American Bald Eagle eyries, and other populations of land, water, and airborne creatures. Removal of the forest from this area would likely interrupt a number of seagull and other seabird habitats as well: driving regional fauna further away from an increasingly urbanized Fidalgo Island.

It is also of considerable concern to the undersigned, as a landowner, that the "Geotechnical Report" and "Traffic Impact Analysis" commissioned by the developer to "glide past" the real time problems this project will create for the local landowners does not appear even approach an adequate, critical environmental study that is absolutely essential to the well being of all the neighboring interests. There is no mention whatsoever in the Geotechnical Report about the potential for slope-failure resulting from removal of the tree-root network on the hill that would be necessary for the excavation proposed to accommodate the condominium project. As the Commission is likely aware, the high-bank area of nearby Samish Island was seriously impacted recently by the importune destruction of the root network and Skagit County was forced to expend substantial funds to repair the county-maintained road easement on Samish Island Road. The Commission is also likely aware of a similar slope failure several years ago that destroyed several residences on Whidbey Island

August 1, 2018

Page | 4

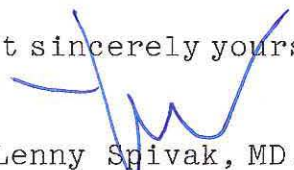
in Island County, immediately to the south of us. The Geotechnical Report is silent as to these two issues, yet "concludes" (with considerable reservation) that the local soil structure is not conducive to seismic liquefaction. I am not a geologist, but I would really be interested in at least seeing mention in the "Geotechnical Report" of the distinguishing features that they believes renders our area safe from the tragically destructive seismic soil liquefaction incident that occurred in nearby Oso in the spring of 2014. As an "uphill landowner," I must confess concern that even with a considerable expenditure on engineering-going considerably farther than sticking iron poles into the ground to a depth of a few feet-the tree clearing necessary for the condominium project would seriously degrade the slope's viscosity to the peril of all the structural improvements existing and that may, in future, be built upon my property, as well as upon my neighbors' property. I am seriously concerned that if this project receives a conditional use permit, my ability to insure structural improvements on my property may well be compromised to my considerable financial detriment.

Finally, I am concerned that the installation of a multi-family dwelling in this vicinity will change the demographics of the area substantially from semi-rural to semi-urban. The "Traffic Impact" study does not assuage my concern. Twenty new families injected into this area will put substantially more pressure on the public facilities: the marina, the parks, the local road network, and even upon less visible public works like water and sewer. While it is true that Spur Route 20 receives considerable traffic as a result of the ferry terminal, that roadway is maintained by Washington State Department of Transportation, not the City of Anacortes. The other roads in the vicinity are local taxpayer improvements and, while certainly available to casual travelers, do not receive the kind of use they would receive if they were subjected to regular travel by the 20 families that would occupy the condominium project.

Overall, at this point, it appears that the proposed condominium project has not been critically considered. The proposal is more of a "shot in the dark" attempt to improve the value of the developer's property at the expense of the other landowners in the vicinity and to the detriment-rather than the benefit-of the general public.

Accordingly, I would urge you to disfavor the application.

Most sincerely yours,



Y. Lenny Spivak, MD.

This is a letter Public Comment to application
for A Conditional Use Permit submitted by
Calwest from Peter Stalker Downing ^{5404 Sunset Ave} Anacortes WA

As a boundary bordering property owner
I feel pre-application notification and information/
meetings were inadequate and 120 days to
decision from Notice of Application is inadequate
due to questions on details; sewage, school buses
trash, Police/Fire, Washington State Ferry System

New proposal to open ~~Park Ave~~ Park Avenue
has to be addressed as it is contrary to previously
stated City of Anacortes purpose's.

I have included aerial view of existing woodland
nature of property also includes aerial views of similar
development of proposal by Calwest

I am very concerned about permitting Plan
to allow Calwest to strip and completely alter
terrain/drainage. to alter road access and
traffic patterns - New Road could possible change
truck and car traffic patterns on Ferry Terminal Road

The Park Avenue opening on Ferry Terminal Road
would create a First Right Turn - common place
for traffic confusion/diversion - would create
Parking issues as well as Security Issues
for neighboring properties

Proposal doesn't address issues such as; school buses
Short term rentals, parking covenants, noise
issues from garbage/commercial operations
Washington Ferry System announcement system
operational horns and traffic including Semi-trucks

Also does not address project progress schedule
if all units built at once or ~~piece~~ piece meal
or issues of construction, logging, excavation, debris
and soil removal - truck trips

Peter Downing
5404 Sunset Ave
Anacortes WA
98221

360 298-1731
376-2835

and at

ja9nfly@gmail.com

Box 159
Orcas WA
98280

I think it is imperative to have comments from Washington State Ferry, Anacortes State Police and Anacortes Fire. This development could be a future danger to life due to congestion of ferry traffic. Although the new reservation system has alleviated much of the backup in the input lanes, during any ferry disruption of service these lanes still back up considerably. With the ageing ferry fleet these disruptions can't be discounted. The ferry terminal operation of bringing multiple boats in simultaneously already cause long stretches of traffic ~~on effect~~ impacting Ferry Terminal Road and Oaks/12th

The assertion that this development would aid in adjacent properties gaining economic or public benefit might be modified by the ferry system reservations have eliminated much of the waiting ferry population

One of the reasons this property was not previously developed was because Ferry Terminal Road access suggested by the proposal was verbally opposed by Planning Department as was vacating portions of Park Avenue; as item 3 of Nov 28, 2016 meeting pre application notes Before CalWest owned property why now does application involve Right of Way's for Ridgeway and Park Avenue and only $\frac{1}{2}$ of Ridgeway and all Park Avenue when portions of Park Avenue have already been vacated

If application is approved I would request access to Park Avenue public Road from north end of my property at 5404 Sunset Ave
Anacortes WA 98221

Peter Downing
5404 Sunset Ave
Anacortes WA
98221

360 298 1731
376-2835

also at

Box 159
Orcas WA
98280

jag9nfly@gmail.com

The proposed development is not consistent with established neighborhoods on this side of Ferry Terminal Road and Sunset Ave - a unique area - hill top with water expanses on both sides - mature forest

Although the zoning for this property was marine/commercial perhaps a better option would be a subdivision minimum lot size like Sunset Ridge development adjacent to the south maintaining City right of ways of Ridge Way and Park Avenue for tree preservation

There is no specificity of building type duplex triplex quadplex no square footage # of bedrooms excavations or elevations, Project schedule and intentions no mention of run-off from exterior parking

Proposal takes public land for private use what is the financial agreement with city of Anacortes and Calwest other than state \$9000.00 traffic contribution. What is the dollar amount of the vacation of Park Avenue and Ridgeway Right of Ways per square foot

was an investigation taken in to access at Northend adjacent to Solish Sea Market already an Ferry Terminal Road access point maybe a common use development of this option could be explored as advantage to area traffic compared to Park Avenue

I would like to see public meetings arranged to discuss this application and possible alternatives and denial of this application is submitted I would like to be informed and receive notice of any hearings at all my addresses

Peter Stalker Downing

Peter Downing
5404 Sunset Ave
Anacortes WA
98221

Page 3

360 298-1731
376-2835

also at

Box 159
Orcas WA
98280

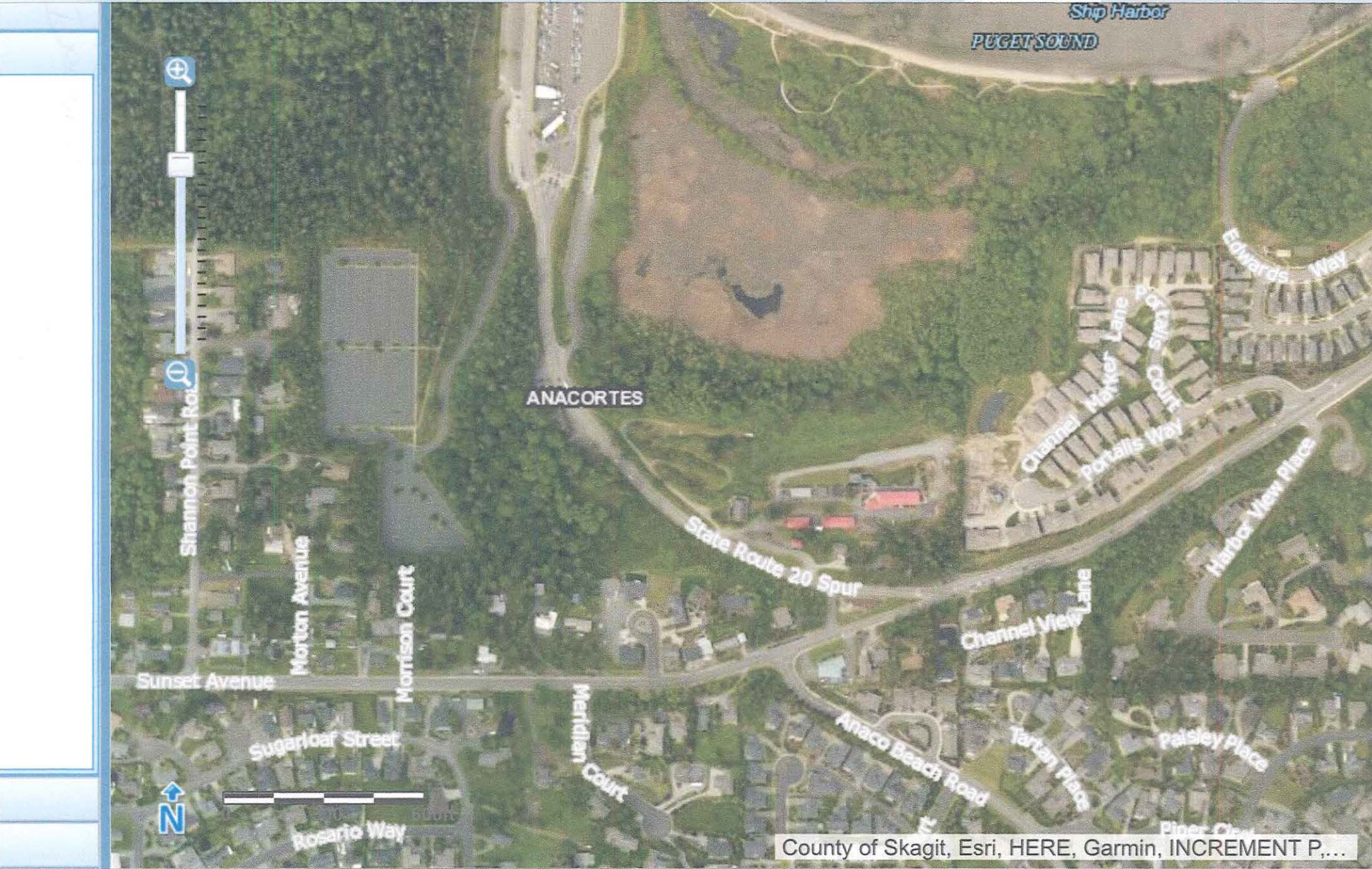
jagrfly@gmail.com



skagitcounty.net



- www.jagua...
- Data - - Ja...
- nikkiandlec...
- JagMag Jul...
- Jag-lovers...
- Wiring Har...
- help fightin...
- Skagit C...
- xk150 fuse...
- Facebook



Peter Downing
5404 Sunset Ave
Anacortes WA
98221

360-298-1731
376-2835

also
at

jagfly@gmail.com

Box 159
Orcas WA 98280

From: [peter downing](#)
To: [Nelson, Kait](#)
Subject: Comments to Calwest application
Date: Friday, August 10, 2018 3:17:35 PM

I would like to add comment about concentration of owls in proposed development area due to diminishing habitat from development of Oakes /12th avenue corridor development in recent years and months. Area is a habitat for bats hummingbirds dragonflies chipmunk quail several squirrel species and deer thank you.

peter downing
5404 sunset ave
Anacortes WA 98221
&
Box149
Orcas WA 98280

From: [Sarah Duck Loudermilk](#)
To: [Nelson, Kait](#)
Cc: [Sarah Duck Loudermilk](#)
Subject: File Number CUP-2018-0002
Date: Monday, July 23, 2018 4:05:45 PM

Ms. Nelson,

I received the notice of application for the Calwest proposal referenced above. I am not sure if my question is a valid one, but I wanted to know if there are any height descriptions or restrictions involved with the project? We own a lot adjacent to the proposed project (2805 Grady Lane in Sunset Ridge) and plan to build a home on it in the not-too-distant future. Because our lot has height restrictions, I want to make sure that the new development plans are taking height concerns of the Sunset Ridge development into consideration. Can you advise, or at least register our concerns about the height impact of the proposed development? While of course we wish the area to remain wooded and natural, we understand the need for progress, although this development may prove shortsighted depending on any future expansion needs of the ferry terminal...

Thank you,

Sarah Loudermilk

Property address: 2805 Grady Lane, Anacortes WA 98221

Mailing address: 1233 W Pierce St, Houston TX 77019

Cell: 713-419-9883

From: [Sarah Duck Loudermilk](#)
To: [Nelson, Kait](#)
Subject: Re: File Number CUP-2018-0002
Date: Wednesday, August 8, 2018 4:13:17 PM

I would like to add one final comment to my previous email and that is I would like to pursue alternative uses for the property in question, and in particular would like to see it added to the Anacortes Parks system as a green-space to connect with the Guemes Channel trail and ultimately to Washington Park. It would be a beautiful entrance for the ferry terminal. I know this is a pipe dream, but if it were deemed possible, I'd be willing to help support such an effort.

I understand the comments close this Friday, August 10. We will be in Anacortes at the end of the month, and will attend any public hearing if we are able to.

Thank you.
-Sarah Loudermilk

> On Jul 23, 2018, at 6:40 PM, Nelson, Kait <kaitlynn@cityofanacortes.org> wrote:

>

> Hi Sarah,

>

> Thank you for commenting! The height restriction for this zone is 35 feet, but the developer is proposing one story buildings to lessen the impacts on neighbors. There is a potential that this could change prior to City Council approval. Your concern will be provided to the applicant, Planning Commissioners, and City Council members prior to the hearings.

>

> Thank you,

> Kait Nelson

> Associate Planner

> City of Anacortes

>

> -----Original Message-----

> From: Sarah Duck Loudermilk <louderduck@gmail.com>

> Sent: Monday, July 23, 2018 4:06 PM

> To: Nelson, Kait <kaitlynn@cityofanacortes.org>

> Cc: Sarah Duck Loudermilk <louderduck@gmail.com>

> Subject: File Number CUP-2018-0002

>

> Ms. Nelson,

> I received the notice of application for the Calwest proposal referenced above. I am not sure if my question is a valid one, but I wanted to know if there are any height descriptions or restrictions involved with the project? We own a lot adjacent to the proposed project (2805 Grady Lane in Sunset Ridge) and plan to build a home on it in the not-too-distant future. Because our lot has height restrictions, I want to make sure that the new development plans are taking height concerns of the Sunset Ridge development into consideration. Can you advise, or at least register our concerns about the height impact of the proposed development? While of course we wish the area to remain wooded and natural, we understand the need for progress, although this development may prove shortsighted depending on any future expansion needs of the ferry terminal...

> Thank you,

> Sarah Loudermilk

> Property address: 2805 Grady Lane, Anacortes WA 98221 Mailing address: 1233 W Pierce St, Houston TX 77019

> Cell: 713-419-9883

August 6, 2018



To: Ms. Kati Nelson

Anacortes Department of Planning

P.O. Box 547, Anacortes, Wa. 98221

Reference: File Cup-2018-0002

From: Douglas G. & Suzanne Knutson

2802,2806 & 2810 Grady Lane

Anacortes, Wa. 98221

Re: Request for Conditional use permit for Allan Schroeder south of "OLD" Charlies Restaurant for a High Density (20 unit) multi-family residential condominium community.

Dear Ms. Nelson,

We live at 2802 Grady Lane and own two other lots at 2806 & 2810 Grady Lane just above and south of the proposed high density twenty-unit complex. We have some concerns:

We have received the submitted studies supplied to Calwest Inc. including: Access Feasibility Study, Arborist Report, Geo Report, Critical Areas Reconnaissance Level Report, Historic & Cultural Recourses Review, Traffic Impact Analysis and Drainage Report. One report that may be missing is how this high-density complex would affect the adjacent home owners: noise, light pollution, loss of views, safety, resulting in loss of value.

Our home sits directly south on the south side of unopened Park Avenue behind the proposed upper row of the proposed high- density units which would require a retaining wall of at least 6 feet or more and then a safety fence on top of the

retaining wall between the two developments (who shall pay for both) If Allan Schroeder was to be granted a Conditional Use Permit and get the zoning changed to build the high- density complex, we feel you should impose a time line to build the retaining walls and safety fences to protect the up hill homes. As you know Allan Schrodgers Portalis development has been under construction for over twenty years and we can't imagine living next to a construction site for that length of time with an orange plastic safety fence, therefore all roads, retaining walls and safety fences should be built before any of the high-density units are constructed.

When we developed Sunset Ridge off of Grady Lane just above and south of the proposed Schroeder complex I purchased the south 30 feet of Park Avenue just to the north of six lots in our nine- home development. What will Schroeder be required to pay for the remaining north 30 feet of Park Avenue? If he does not pay for the 30 feet and it becomes a city street then I would assume that all homes on the south side of Park ave. would have equal access to the street for parking etc...

Enclosing we are opposed to this high-density complex and feel that it should be limited to lots of 7,500 square ft. per unit, same as what was required for "Sunset Ridge" on Grady Lane on the opposite side of Pacific Ave.

Sincerely,



Douglas G. & Suzanne Knutson

2802 Grady Lane

Anacortes, Wa. 98221

knutsonmaritime@hotmail.com

360-661-1729

EXHIBIT #05:

AGENCY & DEPARTMENT COMMENTS RECEIVED

From: [Johnson, Judy](#)
To: [Cricchio, Kevin](#)
Cc: [Lange, Steve](#); [Shjarback, Eric](#); [Storme, Roland](#)
Subject: FW: Ferry Terminal Road Project -WSDOT Comment
Date: Tuesday, August 6, 2019 9:49:49 AM
Attachments: [image001.png](#)
[WSDOT 10-5-16 Letter.pdf](#)
[5585-C4.pdf](#)
[Driveway sight Distance.pdf](#)

Good Morning, Kevin

As we are not aware of any changes to the plan, trip generation, or use for this project since Ray's comments (attached) were sent in 2016, WSDOT will stand by Ray's original comments. The City of Anacortes has the permitting authority within City limits; per the access management RCWs and WACs the same requirements should be applied as they would be for a WSDOT permit. We prefer that the access be located as far up the hill as possible and within sight distance standards for the posted speed (I have attached the detail). We also respectfully remind you that any plantings or items placed in right of way be held in compliance with clear zone standards.

We enjoy and appreciate the working relationship we have with the City of Anacortes – thank you for including us in this review.

Best regards,

-Judy

Judy Johnson, Planning and Engineering Services

WSDOT Northwest Region
Mt. Baker Area Headquarters
1019 Andis Rd
Burlington, WA 98233

360-757-5964

JohnsJu@wsdot.wa.gov



From: Cricchio, Kevin <kevinc@cityofanacortes.org>
Sent: Tuesday, August 6, 2019 8:58 AM
To: Johnson, Judy <JohnsJu@wsdot.wa.gov>; Storme, Roland <stormer@wsdot.wa.gov>
Cc: Lange, Steve <stevell@cityofanacortes.org>; Shjarback, Eric <erics@cityofanacortes.org>
Subject: Ferry Terminal Road Project -WSDOT Comment

8-6-19

Good morning Judy. I just left a voice message for you. Can you please provide me with WSDOT's comment for the Ferry Terminal Road project I hand delivered to you? I am needing comment/requirements either today or tomorrow at the latest as I have to finalize staff reports for the Planning Commission next week. You may remember that Ray McEwan [WSDOT] commented in 2016 (attached) but Planning Commission is wanting a comment that is newer in date than this. The project now consists of 9 duplexes (18 units total) on 9 lots to be created via a short plat instead of

the 10 duplexes originally proposed. If WSDOT want's any improvements to Ferry Terminal Road, has required permitting, etc., please let us know in your letter /email to me. Thank you Judy. Have a good day.

Kevin Cricchio, AICP, ISA, WPIT | Senior Planner | Certified Arborist

Planning, Community & Economic Development Dept.

City of Anacortes | P.O. Box 547 | 904 6th Street | Anacortes, WA 98221

360.293.1937 (work) | kevinc@cityofanacortes.org | www.cityofanacortes.org

My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56.

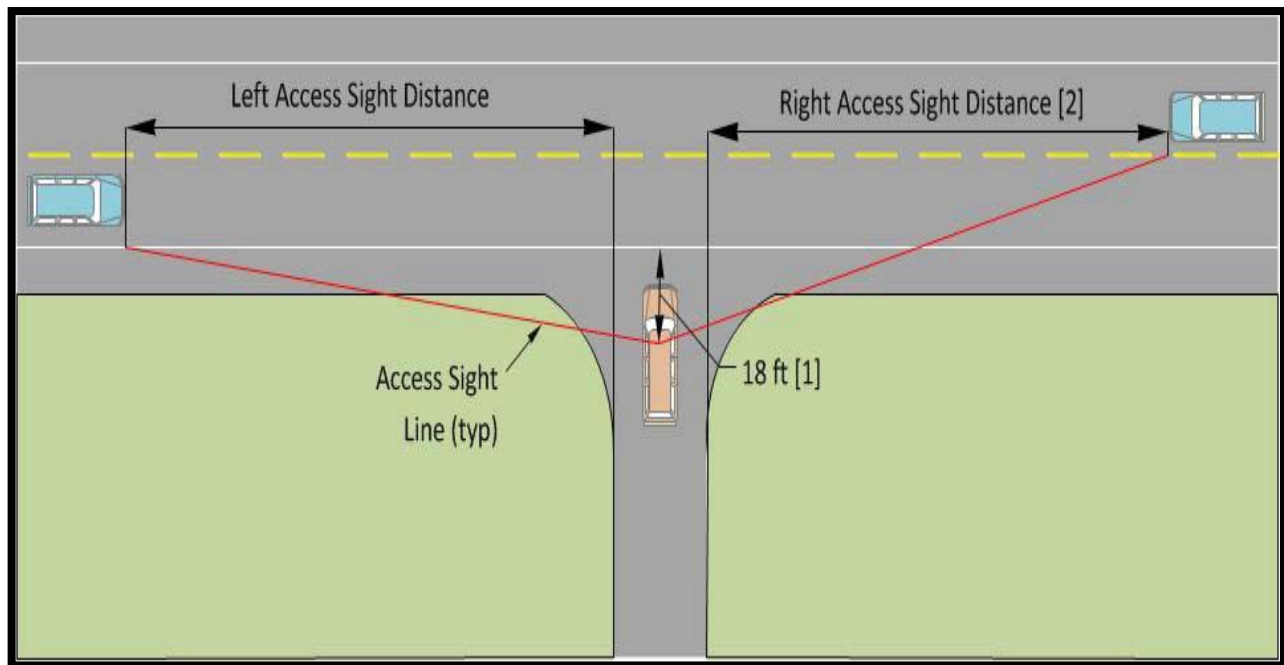
Driveway Sight Distance (Eye height – 3.5 ft., Object height – 3.5 ft.)

A driver on the highway needs to see far enough ahead to assess developing situations and take actions appropriate for the conditions, such as when a vehicle is either entering or leaving the highway at a driveway.

In addition, drivers entering the highway from a driveway also need to see enough of the highway, whether to the left or right, so they can take actions appropriate for the conditions to enter the highway in a reasonably safe manner.

Design and locate driveways such that the sight distances meet or exceed the distances shown in [Exhibit 1340-3](#); these distances may require an approaching vehicle to reduce speed or stop to prevent a collision. In addition, provide decision sight distance for through traffic at all utility and special-use driveways on facilities with limited access control (see [Chapter 1260](#)).

For road approaches with AWDVTE greater than 1,500, use intersection sight distance criteria (see [Chapter 1310](#)). Areas along driveway legs and across their included corners should be clear of obstructions that might block or affect a driver's view of potentially conflicting vehicles.



Posted Speed Limit (mph)	25	30	35	40	45	50	55	60	65	70
Driveway Sight Distance (ft.)	155	200	250	305	360	425	495	570	645	730

Notes:

- [1] Measured from the edge of through lane. If the desirable 18-foot setback cannot be achieved, obtain as much as practicable, down to a 10-foot minimum.
- [2] Not required for driveways restricted to right in/right out.

Driveway Sight Distance
Exhibit 1340-3

From: [Kennedy, Jack](#)
To: [Cricchio, Kevin](#)
Subject: RE: Ferry Terminal Road Conditional Use Permit & 9 Lot Preliminary Short Plat, CUP-2018-0002
Date: Thursday, August 1, 2019 3:24:36 PM

Kevin,

Here are the preliminary comments for CUP-2018-0002

1. 20' clear width for fire apparatus must be maintained.
2. Required fire lanes must be clearly marked by approved method.
3. 30' minimum inside turning radius must be maintained.
4. Additional fire hydrants will be required based on IFC Appendix B and C – 2015 edition.
5. Residential fire sprinklers may be required for some or all units based upon building construction type, fire area, available fire flow, and/or access around structures. The need for sprinklers will be determined at time of building permit submittal.
6. These comments are preliminary in nature and subject to change as additional information becomes available.

Jack Kennedy
Assistant Chief/Fire Marshal
Anacortes Fire Department
360-293-1932 Office
360-661-3437 Cell

From: Cricchio, Kevin
Sent: Thursday, July 25, 2019 9:50 AM
To: Kennedy, Jack
Cc: Measamer, Don ; Shjarback, Eric ; Lange, Steve
Subject: Ferry Terminal Road Conditional Use Permit & 9 Lot Preliminary Short Plat, CUP-2018-0002
7-25-19

Hi Jack. Can you please email me your written comments regarding the Ferry Terminal Road Conditional Use Permit & associated 9 Lot Preliminary Short Plat? The Planning Commission is wanting Fire Department comment. See attachments for reference. Thanks.

Kevin Cricchio, AICP, ISA, WPIT | Senior Planner | Certified Arborist
Planning, Community & Economic Development Dept.

City of Anacortes | P.O. Box 547 | 904 6th Street | Anacortes, WA 98221

360.293.1937 (work) | kevinc@cityofanacortes.org | www.cityofanacortes.org

My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56.

From: [Shjarback, Eric](#)
To: [Lange, Steve](#); [Cricchio, Kevin](#)
Cc: [Measamer, Don](#)
Subject: RE: Ferry Terminal Road 9 Duplexes & 9 Lot Short Plat
Date: Friday, July 12, 2019 4:24:01 PM

The report was written on July 31, 2017 and I believe that the old rates were in place at that time. If the new rates apply then the total impact fee for 10 peak hour trips would be $10 \times \$2,730.77 = \$27,307.70$

-----Original Message-----

From: Lange, Steve <stevel@cityofanacortes.org>
Sent: Friday, July 12, 2019 3:26 PM
To: Cricchio, Kevin <kevinc@cityofanacortes.org>
Cc: Measamer, Don <don@cityofanacortes.org>; Shjarback, Eric <erics@cityofanacortes.org>
Subject: RE: Ferry Terminal Road 9 Duplexes & 9 Lot Short Plat

Eric,

Can you review the TIA and determine the cost associated with the impact based on 2019 Fees?

Steven Lange
Project Manager

-----Original Message-----

From: Cricchio, Kevin <kevinc@cityofanacortes.org>
Sent: Friday, July 12, 2019 3:15 PM
To: Lange, Steve <stevel@cityofanacortes.org>; Shjarback, Eric <erics@cityofanacortes.org>
Cc: Measamer, Don <don@cityofanacortes.org>; Buckenmeyer, Fred <fredb@cityofanacortes.org>; Kennedy, Jack <jackk@cityofanacortes.org>; Nemeth, Terry <nemetht@cityofanacortes.org>
Subject: RE: Ferry Terminal Road 9 Duplexes & 9 Lot Short Plat

Steve, I see you requested a Level 2 TIA in your comments /requirements. They already submitted this. It recommends a 9k payment to COA. I made this a condition of SEPA MDNS. Let me know if you want more than this.

Kevin Cricchio, AICP, ISA, WPIT |Senior Planner |Certified Arborist Planning, Community & Economic Development Dept.
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360.293.1937 (work)| kevinc@cityofanacortes.org | www.cityofanacortes.org

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-----Original Message-----

From: Cricchio, Kevin
Sent: Thursday, July 11, 2019 2:09 PM
To: 'al@portalishomes.com' <al@portalishomes.com>; 'John B Semrau' <john@semrau.com>
Cc: Measamer, Don <don@cityofanacortes.org>; Lange, Steve <stevel@cityofanacortes.org>; Shjarback, Eric <erics@cityofanacortes.org>; Buckenmeyer, Fred <fredb@cityofanacortes.org>; Kennedy, Jack <jackk@cityofanacortes.org>; Nemeth, Terry <nemetht@cityofanacortes.org>
Subject: RE: Ferry Terminal Road 9 Duplexes & 9 Lot Short Plat

Al, attached is one previous /old agency & department comments received from the PD.

Also attached is one newer comment related to your current proposal [9 duplexes] received from DOE. That's all I have to date.

Kevin Cricchio, AICP, ISA, WPIT |Senior Planner |Certified Arborist Planning, Community & Economic Development Dept.

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360.293.1937 (work)| kevinc@cityofanacortes.org | www.cityofanacortes.org

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-----Original Message-----

From: Cricchio, Kevin

Sent: Thursday, July 11, 2019 2:07 PM

To: 'al@portalishomes.com' <al@portalishomes.com>; 'John B Semrau' <john@semrau.com>

Cc: Measamer, Don <don@cityofanacortes.org>; Lange, Steve <stevel@cityofanacortes.org>; Shjarback, Eric <erics@cityofanacortes.org>

Subject: RE: Ferry Terminal Road 9 Duplexes & 9 Lot Short Plat

Al, the previous /old public comments I have on file when you were proposing 20 units are as follows:

Kevin Cricchio, AICP, ISA, WPIT |Senior Planner |Certified Arborist Planning, Community & Economic Development Dept.

City of Anacortes| P.O. Box 547 | 904 6th Street | Anacortes, WA 98221
360.293.1937 (work)| kevinc@cityofanacortes.org | www.cityofanacortes.org

My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56.

-----Original Message-----

From: Cricchio, Kevin

Sent: Thursday, July 11, 2019 1:53 PM

To: 'al@portalishomes.com' <al@portalishomes.com>; 'John B Semrau' <john@semrau.com>

Cc: Measamer, Don <don@cityofanacortes.org>; Lange, Steve <stevel@cityofanacortes.org>; Shjarback, Eric <erics@cityofanacortes.org>; Buckenmeyer, Fred <fredb@cityofanacortes.org>

Subject: Ferry Terminal Road 9 Duplexes & 9 Lot Short Plat

7-11-19

Al, as stated earlier I don't see any new public comments that I have received. Although the comment period ended, technically we accept them up until the close of the pre-decision open record public hearing that occurs before the Planning Commission.

I am working on obtaining any new agency/ department comments regarding the proposed use. Once I receive anything new, I will forward them to you for your files. Thanks.

Kevin Cricchio, AICP, ISA, WPIT |Senior Planner |Certified Arborist Planning, Community & Economic Development Dept.

City of Anacortes| P.O. Box 547 | 904 6th Street | Anacortes, WA 98221
360.293.1937 (work)| kevinc@cityofanacortes.org | www.cityofanacortes.org

My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56.

-----Original Message-----

From: Cricchio, Kevin

Sent: Thursday, July 11, 2019 9:51 AM

To: 'al@portalishomes.com' <al@portalishomes.com>; 'John B Semrau' <john@semrau.com>

Cc: Measamer, Don <don@cityofanacortes.org>

Subject: RE: Planning Commission July 24

Hi Al. No new public comments have been received to date. I have one or more department /agency comments however to forward to you. Give me a few to do this.

Insofar as having your attorney at the hearing, that is entirely up to you. If you think it would be advantageous to this then by all means do so. Thanks Al.

Kevin Cricchio, AICP, ISA, WPIT |Senior Planner |Certified Arborist Planning, Community & Economic Development Dept.

City of Anacortes| P.O. Box 547 | 904 6th Street | Anacortes, WA 98221

360.293.1937 (work)| kevinc@cityofanacortes.org | www.cityofanacortes.org

My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56.

-----Original Message-----

From: al@portalishomes.com <al@portalishomes.com>

Sent: Thursday, July 11, 2019 8:49 AM

To: 'John B Semrau' <john@semrau.com>

Cc: Cricchio, Kevin <kevinc@cityofanacortes.org>

Subject: RE: Planning Commission July 24

John and Kevin

Thanks John - perhaps we can chat tomorrow. I have not received any public comment. I have copied Kevin on this email.

Kevin - have you received anything? Also should our attorney, Steve Nicol attend?

Allan Schroeder

Portalis LLC

(360) 202-6145

al@portalishomes.com

-----Original Message-----

From: John B Semrau <john@semrau.com>

Sent: Thursday, July 11, 2019 8:39 AM

To: Allan Schroeder <al@portalishomes.com>

Subject: RE: Planning Commission July 24

Yes - I would expect to attend the site meeting and the hearing. Did you receive any public comment before closing on July 3rd?

I have a preapp and back to back meetings most of the day today. I only have two meetings in the morning tomorrow and afternoon is wide open.

Thanks,

John B Semrau, PE & PLS
360-424-9566--office
360-424-6222--fax

-----Original Message-----

From: Allan Schroeder <al@portalishomes.com>
Sent: Thursday, July 11, 2019 8:18 AM
To: John B Semrau <john@semrau.com>
Subject: Planning Commission July 24

Hi John

I trust you are planning to attend. Let's talk about our presentation today or tomorrow. Thanks

Allan Schroeder
(360) 202-6145
al@portalishomes.com
Sent from my iPhone

Public Works Recommended Conditions for CalWest Project: (Dated July 12, 2019)

Paperwork:

1. A clearing and grading plan consistent with City requirements shall be submitted by the applicant for review and approval by the City of Anacortes Planning\Building and Public Works Departments prior to any construction activities taking place on or off-site.
2. A Water Quantity and Water Quality Control Plan consistent with AMC 19.76 shall be submitted by the applicant for review and approval by the Planning\Building and Public Works Departments prior to any construction activities taking place on or off-site.
3. Construction activities may require an NPDES Construction Storm Water Discharge Permit issued by the Department of Ecology prior to any construction activities taking place on or off-site.
4. Clearing activities may require a logging permit issued by the Department of Natural Resources prior to construction activities taking place on or off-site.
5. Prior to any clearing\fill\grade work beginning, construction civil plans consistent with the City of Anacortes Engineering Development Standards, including but not limited to, Clearing and Grading Plan, Erosion Control Plan, Site utility\Infrastructure improvements Plan, Roadway Improvements Plan, Signage Plan, Street Lighting Plan and other plans and/or information required by the City Planning\Building and Public Works Departments shall be submitted for review and approval.
6. A Traffic Impact Analysis – Level 2 shall be submitted for review by the Public Works Department.
7. Engineering and Inspection fees in the amount of \$500.00, plus 2% of the total estimated construction cost shall be due upon civil plan approval. No construction activity is allowed until the construction plans are approved, all fees have been paid and a preconstruction conference held.
8. Prior to the final plat approval, all infrastructure improvements shall be completed as required by the City of Anacortes Public Works Director and a 2-year Maintenance Bond in place. The 2-year Maintenance Bond is 10% of the actual construction cost.
9. Project has the ability to record a Latecomer Agreement on properties that have a direct benefit from the improvements.

Water:

10. 20-foot minimum width Waterline Easement is required and shall be dedicated to the City of Anacortes.
11. Fire Hydrants are to be located as approved by the City of Anacortes Fire Chief. Fire flows shall be addressed in a manner acceptable to the Fire Chief and the City of Anacortes Public Works Department.
12. Water main will need to be extended to the most furthest boundary of the property and designed to allow for future extension by others.

Site-Frontage:

13. Mailbox locations shall be reviewed and approved by the City of Anacortes Public Works Department and the U.S. Postal Service.
14. Street lighting shall be required at each intersection of Park Avenue (Ferry Terminal Road and Ridge Way). Street lighting shall be energy efficient and shall limit glare and/or emission of light downward to the street and front yard areas. Street lighting will be installed per PSE Schedule 52, Option "B". Lighting fixtures and design shall be approved by the Public Works Director. Shields may be necessary to reduce impacts to adjacent properties.
15. Sanitation, recycling and compost collection will be at curb side on Park Avenue and on Ridge Way.
16. Recommend changing the Street Name from Park Avenue to Pacific Avenue.
17. Access to the private driveway from Park Avenue and Ridge Way shall be a Type 1 Driveway Entrance.
18. Internal private driveway shall be required to provide for:
 - A minimum of 20-feet of paved asphalt with a thickened edge on one side to control sheet flow runoff.
 - Pedestrian facilities adjacent to the 20-foot paved asphalt roadway
 - Maximum grade of 12%.
 - One-way direction from west to east.
 - Appropriate signage, shall be installed at Park Avenue and Ridge Way to identify ingress and egress locations.
 - The road shall be constructed to meet City requirements and maintained by the property owners of which it serves.
19. Park Avenue (Public Right-of-Way), along the frontage of this project is required to provide for:
 - Signed "No Outlet".
 - Maximum grade of 12%.

- Cement Concrete Traffic Curb and Gutter with a 5-foot minimum sidewalk and driveway approaches on the north side with thickened edge along the south side.
 - Maximum 2% cross-slope
 - These improvements would extend westerly on Park Avenue, into Pacific Avenue to incorporate a Hammer Head Turnaround Around. Which will have thickened edge along all sides.
20. Ridge Way (Public Right-of-Way), along the frontage of this project is required to provide for:
- Signed "No Outlet".
 - Maximum grade of 12%.
 - Cement Concrete Traffic Curb and Gutter with a 5-foot minimum sidewalk and driveway approaches on the east side with thickened edge along the west side.
21. Trail:
- Recommend a Public Access Easement for use of the proposed trail. This trail will be owned and maintained by the Homeowners Association.
 - The Trail within Ridge Way (Public Right-of-Way) can be considered a Non-motorized Bike and Pedstrian Path, requiring a minimum width of 10-feet
22. Ferry Terminal Road:
- Sidewalk, curb and gutter shall extend from Park Avenue to the intersection of Sunset Avenue\Oakes Avenue. (Development Review Meeting Memo by Public Works, dated November 28, 2016)

Storm Drainage:

23. The Permanent Storm Water Facility shall be required to record a Drainage BMP Facility Maintenance Covenant.
24. All storm facilities internal to the project shall be considered private. All Storm facilities external within the Public Right-of-Way shall be considered Public. All Water Quality and Quantity shall be private and the responsibility of the Homeowners Association.
25. Adjacent properties shall be protected from any storm water discharge from this project.
26. No properties shall have a direct discharge runoff onto City Streets. Provisions shall be made to collect runoff and direct it to the storm conveyance system.

Sanitary Sewer:

27. The Sanitary Sewer main will need to be extended to the most furthest boundary of the property and designed to allow for future extension by others.
28. Individual units will be required to pump the sanitary sewer to the Public Sewer at Ridge Way and Park Avenue. These individual sewer lines are considered private and shall use locating tape for all non-metallic pipe.
29. The individual private shut off valve locations have not been determined and will be worked out at the acceptance of the Construction Civil Plans.
30. All Sanitary Sewer structures shall have vehicular access, including but not limited to: 1) A 12-foot minimum width access road with an approved all-weather surface asphalt road, or other approved Low Impact Development Best Management Practice design, 2) Meeting the minimum structural requirements for Access Road approved by the City of Anacortes.



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY

*Northwest Regional Office • 3190 160th Avenue SE • Bellevue, Washington 98008-5452 • (425) 649-7000
711 for Washington Relay Service • Persons with a speech disability can call (877) 833-6341*

July 2, 2019

Kevin Cricchio
City of Anacortes
P.O. Box 547
Anacortes, WA 98221-0547

Re: Ferry Terminal Road 9 Duplexes
File # CUP-2018-0002, Ecology SEPA #201903252

Dear Kevin Cricchio,

Thank you for the opportunity to provide comments on the **Ferry Terminal Road 9 Duplexes**. Based on review of the State Environmental Policy Act (SEPA) checklist associated with this Project, the Department of Ecology (Ecology) has the following comments:

There are two contaminated sites listed on Ecology's database within a 1-mile radius of this location and at least a half mile away from this location. One of the sites, Skyline Marina, received a No Further Action determination in 2006. The other site, WA DOT Anacortes Ferry Terminal has the current status of 'cleanup started. Neither of these sites is expected to impact this location. For more information about SEPA and Ecology, please visit <https://ecology.wa.gov/regulations-permits/SEPA-environmental-review>.

Thank you for considering these comments from Ecology. If you have any questions or would like to respond to these comments, please contact Heather Vick from the Toxics Cleanup Program at (425) 649-7064 or by email at Heather.Vick@ecy.wa.gov.

Sincerely,

A handwritten signature in blue ink that reads "Katelynn Piazza".

Katelynn Piazza
SEPA Coordinator

Sent by email: Kevin Cricchio, kevinc@cityofanacortes.org

cc: Allan Schroeder, Calwest INC., LLC

ecc: Heather Vick, Ecology

From: [Nemeth, Terry](#)
To: [Cricchio, Kevin](#)
Subject: RE: 9 Duplexes at Ferry Terminal Road Project, Conditional Use Permit & 9-Lot Short Plat Resubmittal
Date: Friday, May 24, 2019 10:33:02 AM

yep

From: Cricchio, Kevin
Sent: Friday, May 24, 2019 9:03 AM
To: Nemeth, Terry
Subject: RE: 9 Duplexes at Ferry Terminal Road Project, Conditional Use Permit & 9-Lot Short Plat Resubmittal

So, you're fine with what is proposed with regard to the 18 dwelling units (9 duplexes) and the associated 9 lot short plat? Thanks Terry.

Kevin Cricchio, AICP, ISA, WPIT | Senior Planner | Certified Arborist
Planning, Community & Economic Development Dept.

City of Anacortes | P.O. Box 547 | 904 6th Street | Anacortes, WA 98221

360.293.1937 (work) | kevinc@cityofanacortes.org | www.cityofanacortes.org

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From: Nemeth, Terry <nemetht@cityofanacortes.org>
Sent: Friday, May 24, 2019 7:37 AM
To: Cricchio, Kevin <kevinc@cityofanacortes.org>
Subject: RE: 9 Duplexes at Ferry Terminal Road Project, Conditional Use Permit & 9-Lot Short Plat Resubmittal

Kevin,

Kevin,

Kevin,

Kevin,

No issues with their updates.

thanks

From: Cricchio, Kevin
Sent: Tuesday, May 21, 2019 11:37 AM
To: Development Review Group <DevelopmentReviewGroup@cityofanacortes.org>; 'stormer@wsdot.wa.gov' <stormer@wsdot.wa.gov>; 'McEwan, Ray D.' <McEwanR@wsdot.wa.gov>
Cc: Measamer, Don <don@cityofanacortes.org>; Buckenmeyer, Fred <fredb@cityofanacortes.org>; Frisinger, Rob <robfr@cityofanacortes.org>; Fyrrce, Groc <gfyrrce@cityofanacortes.org>; Shjarback, Eric <erics@cityofanacortes.org>

Subject: 9 Duplexes at Ferry Terminal Road Project, Conditional Use Permit & 9-Lot Short Plat Resubmittal

5-21-19

RE: 9 Duplexes at Ferry Terminal Road Project, Conditional Use Permit & 9-Lot Short Plat Resubmittal

Good afternoon all. On Friday May 17th we received a resubmittal for the Ferry Terminal CUP & Short Plat project where 9 duplexes are proposed (18 dwelling units total). The subject property would be short platted into 9 lots with lot #3 serving only as the location of the storm-water vault. I will place the revised plans on the back counter of the Planning Department for your review. The resubmitted documents /PDFs are too voluminous in file size to email to you all.

Please note that the subject application was deemed complete some time ago but we had requested additional revisions. Attached hereto are two emails I emailed to the applicant with revisions requested therein. Please review the resubmittal per the requested items in my emails and let me know if there are any concerns, omissions, errors, etc. Please provide comment to me no later than **5:00 PM on May 28, 2019.**

Steve, you'll probably want to send this back out to third party stormwater review. Let me know if you have any questions. Thank you.

Kevin Cricchio, AICP, ISA, WPIT | Senior Planner | Certified Arborist

Planning, Community & Economic Development Dept.

City of Anacortes | P.O. Box 547 | 904 6th Street | Anacortes, WA 98221

360.293.1937 (work) | kevinc@cityofanacortes.org | www.cityofanacortes.org

My incoming and outgoing email messages are subject to public disclosure requirements per RCW 42.56.



Development Review Group (DRG)

Name of Applicant: Calwest Inc., LLC

Brief Description: Ferry Terminal Rd 9 Duplexes

Please initial if approved and/or include your comments:

Street Department: B.L.

Comments:

O.K.

Water Department: TSN

Comments:

ok

Solid Waste: mk

Comments:

Follow dumpster pat-specs if dumpster requested.

Sandi Andersen: SA

Comments:

From: [Small, John](#)
To: [Nelson, Kait](#); [Kennedy, Jack](#); [Fuller, Chris](#)
Subject: RE: Ferry Terminal Condos
Date: Wednesday, August 22, 2018 2:41:56 PM

Hi Kait,

Jack and the Fire Department may have more of an opinion on response times and access to the proposed development than we at APD have as AFD has much larger vehicles to maneuver. As law enforcement, we have concerns when any new development is built in town in terms of the impact it has on the services that APD provides. More people usually equals more potential calls for service, more traffic, etc. But, we are committed to responding as quickly as possible no matter what changes occur in our city. We fight our way through ferry traffic now on occasion when we respond to calls in Skyline and on the west end. While I respect all of the opinions of the neighbors near the proposed development, I don't foresee this development having a significant impact on our APD response times any more than any other development.

But, my one concern would be the access in to the proposed development from Ferry Terminal Road when traffic is disembarking from a ferry. It would be difficult for vehicles to turn left into the development if traffic was backed up. But that problem exists currently when people need to turn left from westbound Oakes Avenue on to other roads when ferry traffic into town is backed up. Fortunately the problem dissipates when the ferry traffic dissipates.



John D. Small
Chief of Police
Anacortes Police Department
1218 24th Street
Anacortes, WA 98221
(360) 293-4684

"Ensuring public safety; earning public trust."

From: Nelson, Kait
Sent: Monday, August 20, 2018 9:15 AM
To: Kennedy, Jack <jackk@cityofanacortes.org>; Small, John <JohnS@cityofanacortes.org>; Fuller, Chris <fullerc@cityofanacortes.org>
Subject: Ferry Terminal Condos

Good Morning Gentlemen,

I've got an application on file for a conditional use permit to build 20 units off of Ferry Terminal Road. This is an allowed use in this zone, despite being surrounding by low density residential. There have been some public comments concerning police and fire access and reaction time. The applicant will be submitting an application for a subdivision to go along with this. The roads located within the City ROW will be public, and other roads will have access and utility easements located over them.

There are several documents that I have not attached, but that I can provide if you're interested in

viewing them, like the tree preservation assessment, cultural resource survey, landscape plan, geotechnical report, drainage report, SEPA Checklist, etc.

Can you please provide comment to me regarding any questions, concerns, or issues you may see with the proposal? You may also include information that you wish to be a condition of the project approval. Please provide your comments to me by Friday, August 24, at 5 p.m.

Please note that any response from you will be on file for viewing by the applicant, the public, Planning Commission, and City Council.

Let me know if you have any questions!

Kait Nelson
Associate Planner



Anacortes Planning, Community, & Economic Development Dept.

Permit Center

P.O. Box 547, Anacortes, WA 98221-0547

Don Measamer, *Director of Planning, Community and Economic Development*

PH (360) 293-1901

FAX (360) 293-1938

November 28, 2016

Allan Schroeder

Calwest Inc.

4819 Portalis Way

Anacortes, WA 98221

RE: 10 Duplexes Proposed, Parcel # P58123, P58124; PRE-2016-0035

A pre-application conference/ DRG Meeting was held November 15, 2016, regarding a proposal to build 10 duplexes on a lot using a conditional use permit. The meeting resulted in the following comments:

Department of Planning, Community, & Economic Development

1. This property is located within the Commercial Marine (CM) Zoning District, which allows multifamily units as a conditional use, provided that it can be demonstrated that the uses will not weaken the district's tourist or marine-oriented purpose, nor diminish the marine values inherent in the district such as physical and visual access to waterways and shoreline. Multifamily units that are part of a mixed-use development incorporating commercial marine uses are preferred. Up to twenty-eight (28) units per gross acre are allowed in a residential development. Conditional use permits require hearings before both Planning Commission and City Council. A hard copy of the Conditional Use Permit checklist was provided at the meeting.
2. Maximum land coverage by buildings shall be fifty (50) percent according to AMC 17.21. Please refer to this section for other additional zoning restrictions.
3. Access to the development is required to be from Sunset Avenue, unless a report is provided from a Civil Engineer's showing that as infeasible.
4. Based on the pre-application submittal, it appears that the following supporting application materials will be required at conditional use permit submission in addition to those items listed in the application requirements for initial staff review:

- a. Project narrative detailing proposal; including detailed responses demonstrating consistency with CUP criteria in AMC 17.10.100 A&B.
- b. Landscape plan consistent with AMC 17.41.
- c. Tree preservation plan consistent with AMC 16.50.
- d. Large Parcel stormwater plan consistent with AMC 13.36. Updates to the City's stormwater provisions will be effective January 1st, 2017 and would impact this proposal if the complete application is submitted on or after 1/1/2017.
- e. Civil engineer report, showing location of existing sewer line.
- f. A Level II Traffic Impact Analysis for access off both Sunset Avenue and Ferry Terminal Road, unless a Civil Engineer's report shows that access off of sunset is infeasible. The reports shall take into consideration a Roundabout at the intersection of Edwards Way and Oakes Avenue.
- g. Reconnaissance level review of critical areas. Reports shall be written that categorize, delineate, and map said critical area(s) and associated buffers pursuant to AMC 17.70. Wetland critical area reports shall be prepared by a Professional Wetland Scientist while geologically hazardous area reports shall be prepared by a Washington State licensed engineer or geologist with experience analyzing geologic, hydrologic, groundwater flow, and preparing reports for the relevant type of hazard.
- h. Parking plan, showing conformance with AMC 17.46.
- i. Preliminary grading plan, showing existing and proposed contours, and cross sections at various locations across the site.
- j. SEPA checklist
- k. Geotechnical report, including recommendations for stormwater management
- l. Typical cross sections showing existing ground and building elevations, and height of existing and proposed structures.

5. Attached forms:

- a. Miscellaneous fees and land use fees. Some of these fees may or may not be applicable to this project.

Public Works Department

Public Work comments are attached. If you have any other questions, please contact Steve Lange at 360-293-1920.

Water Department

There are no comments at this time. If you have any questions, contact Terry Nemeth at 360-293-1921 for requirements from the Water Department.

Fire Department

There are no comments at this time. The plan will be reevaluated at time of Conditional Use Permit submittal and building permit submittals. Please contact Jack Kennedy at 360-293-1932 for questions.

Sanitation Department

1. There are no comments at this time. Please contact Matt Koegel at 360-293-1921 for any questions for the Sanitation Department.

These comments are preliminary in nature and subject to change based on more detailed information. If you have any questions, please feel free to contact me at 360-299-1969 or by email at kaitlynn@cityofanacortes.org.

Best regards,

Kait Nelson

Associate Planner



ANACORTES PUBLIC WORKS DEPARTMENT

Steven Lange, Project Manager

P.O. BOX 547, ANACORTES, WA 98221

E-MAIL: stevel@cityofanacortes.org

PH(360) 293-1920

FAX(360) 293-1938

Memo

Date: November 28, 2016

To: Kevin Cricchio, Senior Associate Planner

From: Steven Lange

Subject: Proposed 10 Duplex Units @ P58123 and P58124

cc: Don Measamer, Eric Shjarback

The Public Works Engineering Department has reviewed the submitted documents for the November 15, 2016 DRG Meeting and makes the following comments and or recommendations:

The previous October 6, 2014 Public Works Memo regarding this project still apply.

It is understood that this meeting was general in nature and will be subject to further review and potential requirements if and when the project moves forward.

Previous Development Review Group Meeting:

- October 6, 2014

Sewer:

- For additional Sewer information and design criteria, see the 2011 EDS Standards, Chapter 5 – Sanitary Sewer.
- Option 1: Still appears to be the best option for extending an 8-inch minimum sewer to the project.
- Sewer system will be designed so as to be extended in the future by others.

Storm:

- For additional Storm information and design criteria, see the 2011 EDS Standards, Chapter 4 – Storm Drainage.
- Project will need to provide a Storm Water Quality Report and Storm Water Quantity Report.
- Storm system will be designed so as to be extended in the future by others.
- If there is more than 1-acre of land disturbing activities, the project will be required to obtain a Construction Storm Water Discharge Permit from the Department of Ecology.



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- This project will need to comply with the storm water requirements of the 2012 Department of Ecology Manual for water quality and quantity.

Traffic:

- Pedestrian facilities are required along the entire frontage of the property. This includes curb, gutter and sidewalks. The sidewalk will connect where feasible at the southerly end of the property at Sunset Avenue and will transition at the northerly side of the property.
- Street Lighting will be required.
- A level II Traffic Impact Analysis is still required. The report shall take into consideration a Roundabout at the intersection of Edwards Way and Oakes Avenue.

Street:

- For additional Street information and design criteria, see the 2011 EDS Standards, Chapter 3 – Streets Standards.
- The frontage improvements will be designed to serve the extreme of property. To include, but not limited to:
 - 5-foot wide minimum cement concrete sidewalk. Sidewalks that are in areas of project that are pedestrian generators may require a 6-foot wide sidewalk.
 - Traffic curb and gutter
- Residential Access shall meet the requirements of the Anacortes Municipal Code Section 16.32.
- Discussion at the meeting regarding the use of a 20-foot wide roadway with 5-foot sidewalks on one side could be supported by the Public Works Engineering Department. The internal road, Baughn Lane, would need to be two-way.
- The external street system will need to be designed to be extended by others in the future.
- WSDOT supports the roadway access at a different location than Ferry Terminal Road.
- City of Anacortes Public Works supports the roadway access at a different location than Ferry Terminal Road. See route options on the attached 11x17 map. Also Option 2 and 3 of the previous DRG meeting letter, dated October 6, 2014.
- Street Trees: Contact Jonn Lunsford @ 360.299.1953, Parks Department for a list of City approved Street Trees. See EDS Standards, Chapter 3 – Streets, Section STR-18.2 regarding Street Trees and Root Barrier requirements.

Garbage:

- Contact Matt Koegel, Sanitation Supervisor to discuss any revisions to the on-site collection if revised. He can be reached at 360.293.1921.



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Water:

- For additional Water information and design criteria, see the 2011 EDS Standards, Chapter 6 – Water.
- No additional information on this item.

Fire Coverage:

- All access to the subdivision will have a maximum grade of 12%.

Utility Companies:

- See Anacortes Municipal Code, Section 16.20.080 – Utilities for required Franchised Utilities as well as City of Anacortes Utilities.

Other:

- Engineering and Development Service Fees can be found in Chapter 15.24.010 – Engineering and Development Service Fees of the Anacortes Municipal Code. Or also in the 2011 EDS Standards, Chapter 1 – Generals, Section GEN – 16.
- Contact the Planning Department regarding additional fees that are applicable to the proposed project.
- For Landscaping and Landscape requirements, see Planning Department.
- Mail Boxes (See Chapter 3 – Streets, Section STR-19): For Mailbox Locations, coordinate location, type and size with the Anacortes Post Master. The access and areas around the mailboxes need to meet ADA requirements.
- Encroachments (See Chapter 3 – Streets, Section STR-18.3): Prior to any placement of any barricades, material, earth, gravel, rock, debris or any other material or thing over, under or upon the Public Right-of-Way or easement, an Encroachment Agreement shall be obtain from the City of Anacortes.

See the Anacortes Municipal Code, Section 12.30 for additional information regarding the Encroachment Agreement and processes.

Contact Russ Pittis at 360.661.3460 regarding questions or to obtain an agreement.

- Improvements shall be designed by a Professional Engineer, licensed in the State of Washington.
- Improvements are subject to a 2-year Maintenance Bond in the amount of 10% of the actual construction costs.
- Contractor shall be licensed by the State of Washington and hold a City of Anacortes Business License.

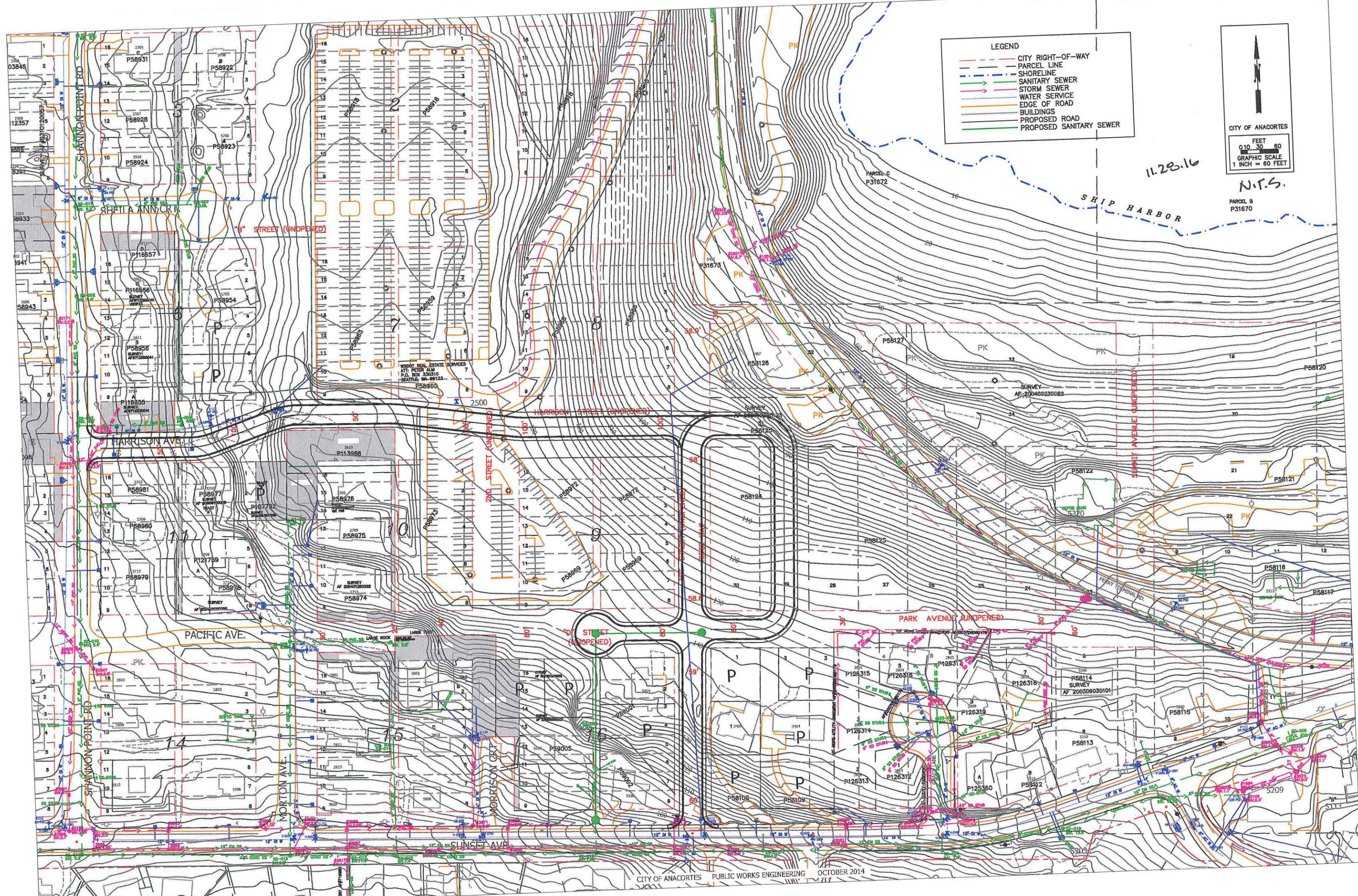
I am available to meet with the applicant to further discuss proposed development of the site or frontage\utility requirements.

Thanks,


Steven Lange



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• Transportation • Equipment • Capital Projects • Development Services



Miscellaneous Fees

City of Anacortes Building Department
904 6th Street – Anacortes, Washington
Phone (360) 293-1901 Fax (360) 293-1938



IMPACT FEES:

Road Impact Fee: \$900.00 per dwelling unit. For three or more units refer to the transportation plan.

Park Impact Fee: \$615 per dwelling unit.

Fire Impact Fee: \$1.00 per square foot of floor area third floor and above.

Storm Impact Fee: \$1,408.06 per 2,000 square feet of impervious area.

SEWER HOOK-UP FEES:

Effective January 1, 2016

Sewer Hook-up: \$8,987.40 Single Family Residence
\$17,974.79 Duplex

Inspection Fee: \$50 per unit.

WATER HOOK-UP FEES:

Inside City Limits

5/8x3/4 Inch	\$3,942.87
1 Inch	\$4,983.66
1-1/2 Inch	\$8,998.16 includes deposit towards Labor & Materials
2 Inch	\$13,815.56 includes deposit towards Labor & Materials
3 Inch	\$26,661.95 includes deposit towards Labor & Materials
4 Inch	\$41,114.14 includes deposit towards Labor & Materials

Outside City Limits

5/8x3/4	\$5,914.30
1 inch	\$7,475.49
1-1/2 Inch	\$13,497.24 includes deposit towards Labor & Materials
2 Inch	\$20,723.34 includes deposit towards Labor & Materials
3 Inch	\$39,992.93 includes deposit towards Labor & Materials
4 Inch	\$61,671.22 includes deposit towards Labor & Materials

Irrigation Meters* installed after the primary meter will be charged the installation fee for the meter:

5/8x3/4 Inch \$969.16

1 Inch \$969.16

2 Inch \$969.16 deposit towards labor and materials

* Backflow device and plumbing permit is required.

MANUFACTURED HOMES:

Homes installed in a mobile home park: \$110

Homes installed outside a park:

Single Wide \$165

Double Wide \$275

RIGHT-OF-WAY PERMITS:

Inside Traveled Way: \$50

Outside Traveled Way: \$20

Curb Cut Permits: \$50

Application for Utility Extension: \$100

Application for Encroachment Agreement: \$100

Engineering Plan Review Fees 0.5% approved engineering estimate for all public works improvements.

Construction Inspection \$500 plus 1.5% approved engineering estimate for all public works improvements.

BUILDING DEPARTMENT FEES:

Building permit fees are based on the square footage of the building.

Mechanical & Plumbing fees are based on the number of fixtures installed, relocated or replaced.

PLANNING DEPARTMENT FEES:

See Land Use Permit fee schedule.

ALL FEES MUST BE PAID BEFORE WORK BEGINS

APPLICATION FEES FOR CERTAIN ADMINISTRATIVE ACTIONS



LAND USE

<u>Zone Change</u>	\$3,000
<u>Planned Unit Development</u>	
Preliminary Development Plan.....	\$2,000
Final Development Plan.....	\$2,000
Final Plat	\$2,000
<u>Preliminary Plat</u>	\$2,000
<u>Final Plat</u>	\$2,000
<u>Short Plat</u>	
1-4 lots	\$1,000
5-9 lots	\$2,000
<u>Conditional Use Permit</u>	\$1,000
(Single Family in Public Use Zone).....	\$100
<u>Application for Annexation</u>	\$1,000
<u>Shoreline, Subdivision or PUD-Modification</u>	\$200
<u>Maintenance and Repair Exemption</u>	\$200
<u>Street/Alley Vacation</u>	\$200
<u>Variance</u>	\$100
<u>Home Occupation</u>	\$100
<u>Boundary Line Adjustment</u>	\$100
<u>Parking Variance</u>	\$100
<u>Mobile Home Conversion to Real Property</u>	\$25
<u>Environmental Checklist (SEPA Review)</u>	\$400
<u>Shoreline Permit</u>	
Less than \$1.1 million	\$750
\$1,100,001 to 5,000,000	\$750 for the first \$1,100,000 plus \$0.75/\$1,000 or fraction thereof for all over \$1,100,000
\$5,000,000 to 25,000,000	\$4,035 for the first \$5,000,000 plus \$0.40/\$1,000 or fraction thereof for all over \$5,000,000
\$25,000,001 to 75,000,000	\$11,035 for the first \$25,000,000 plus \$0.25/\$1,000 or fraction thereof for all over 25,000,000
\$75,000,001 and over	\$21,035

Ordinance # 2703 entitled "An Ordinance Repealing Ordinance No. 2337 and Revising the Fee Schedule for the City of Anacortes for Applications for Certain Administrative Actions" passed and approved May 2, 2005.



Anacortes Planning, Community & Economic Development Dept.

Permit Center

P.O. Box 547, Anacortes, WA 98221-0547

Don Measamer, *Director of Planning, Community and Economic Development*

PH (360) 293-1901

FAX (360) 293-1938

October 8, 2014

Brenton Davey
5440 Quiet Cove
Anacortes, Washington 98221

RE: PRE-2014-41 /DRG Meeting; Ferry Terminal Townhomes; Subject Parcels: P58123, 58124, & 58125

Dear Mr. Davey:

A pre-application conference /DRG meeting was held yesterday, regarding the proposed construction of 21 townhomes on the above referenced parcels resulting in the following comments:

DEPARTMENT OF PLANNING, COMMUNITY & ECONOMIC DEVELOPMENT:

1. The subject property is located in the Commercial Marine (CM) Zoning District and Comprehensive Plan designation. Please refer to Chapter 17.21 of the Anacortes Municipal Code (AMC) regarding the Commercial Marine Zoning District's permitted uses, conditional-uses, setback requirements, density, maximum land coverage, maximum building height, & off-street parking requirements.
2. In the CM Zone, the maximum permitted density is twenty-eight units per gross acre for residential developments approved as a conditional use permit. There is no minimum lot size.
3. Unless subdivided beforehand, the proposed construction of 21 townhomes is considered a multifamily development. Multifamily land uses in the CM Zone require an approved conditional use permit. Mixed use multifamily developments in the CM Zone are preferred. Conditional use permits require hearings before both the Planning Commission and City Council. Attached hereto is a master permit application and land use application checklist used to submit for a conditional use permit.
4. SEPA environmental review is required for the proposed townhome development. Attached is a SEPA environmental checklist used to submit for SEPA environmental review.
5. At time of conditional use permit application submittal, a landscape plan shall be submitted to the Department of Planning, Community, & Economic Development that shows how conformance with AMC Chapter 17.41 is being met. Fifteen (15) percent of the gross site area shall be landscaped pursuant to AMC § 17.41.020(G). Additionally, a 4 foot wide

minimum landscape area is required along the west property line as it abuts the R2 Zoning District (AMC 17.41.040).

6. At time of conditional use permit application submittal, a tree preservation plan shall be submitted to the Department of Planning, Community, & Economic Development that shows how conformance with AMC Chapter 16.50 is being met. On the plan, trees proposed for removal and retention shall be shown. Those trees designated for retention shall be protected before and during site development and construction through adherence to AMC § 16.50.100. According to AMC § 16.50.070(A), one (1) tree per one thousand (1,000) square feet of lot area is required. Trees proposed for planting must meet the standards listed in AMC § 16.50.080.
7. A grading permit is required for earthwork consisting of fifty (50) cubic yards or more.
8. At time of conditional use permit application submittal, a parking plan shall be submitted showing how conformance with AMC Chapter 17.46 regulating parking is being met.
9. Please refer to AMC 17.21.110 regarding CM Zone required design standards.
10. The maximum permitted building height in the CM Zone is thirty-five (35) feet above average original grade.
11. The maximum permitted land coverage in the CM Zone is fifty (50) percent.
12. There is no minimum setback requirement of the CM Zone except ten feet where a property line adjoins a different zone. Additionally, there is a twenty foot setback from a right-of-way.
13. A boundary survey of the subject properties is required to be performed by a Washington State licensed surveyor/engineer.
14. A reconnaissance level review of critical areas (i.e., steep slopes, wetlands, etc.) is required. Should this reconnaissance level review determine the location of critical areas on the property, reports shall be written that categorize, delineate, and map said critical area(s) and associated buffers pursuant to AMC § 17.70.320, § 17.70.330, § 17.70.230, & § 17.70.240. Wetland critical area reports shall be prepared by a Professional Wetland Scientist while geologically hazardous area critical area reports shall be prepared by a Washington State licensed engineer or geologist with experience analyzing geologic, hydrologic, groundwater flow, and preparing reports for the relevant type of hazard.

FIRE DEPARTMENT:

15. Fire Department road access and turn around(s) per City Standard.
16. Sprinkler system per NFPA 13 R.
17. Smoke Detection/Monitoring per NFPA 72.
18. Carbon monoxide detectors required.
19. Fire Extinguishers per NFPA 10.
20. Fire Hydrant location per IFC 2012 Appendix B and C.

WATER DEPARTMENT:

- 21. No public utilities on private property.
- 22. Check pressures for proposed elevations.
- 23. Additional comments/ requirements forthcoming following submittal of civil drawings.

PUBLIC WORKS DEPARTMENT:

- 24. Comments /requirements of the Public Works Department were provided to you at the DRG meeting concerning improvements including but not limited to sewer, stormwater, water, ingress/egress, etc.
- 25. A level 2 traffic impact study is required.

SOLID WASTE DEPARTMENT:

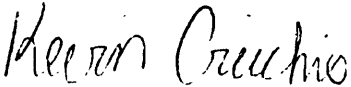
- 26. No comment /requirements at this time.

WASHINGTON STATE DEPARTMENT OF TRANSPORTATION:

- 27. Coordinate with Washington State Department of Transportation acceptable ingress/ egress into the proposed development. Obtain a "General" permit from WSDOT.

These comments are preliminary in nature and subject to change based on more detailed information. If you have any questions or concerns, please feel free to contact me at (360) 299-1969 or by email at kevinc@cityofanacortes.org. Thank you.

Sincerely,



Kevin Cricchio, AICP
Associate Planner

Enclosures: Master Permit Application & Land Use Application Checklist
SEPA Environmental Checklist

CC: Don Measamer, Director of Planning, Community, & Economic Development
Development Review Group
Allen Workman, John L. Scott, 3201 Commercial Avenue, Anacortes, WA 98221
Bob Glasow, Development Services, Washington State Department of Transportation



ANACORTES PUBLIC WORKS DEPARTMENT

Steven Lange, Project Manager

P.O. BOX 547, ANACORTES, WA 98221

E-MAIL: stevel@cityofanacortes.org

PH(360) 293-1920

FAX(360) 293-1938

Memo

Date: October 6, 2014

To: Don Measamer

From: Steven Lange

Subject: Proposed 21 unit Townhomes @ 540517 Ferry Terminal Road (P58123, P58124, P58125 and P58126)

cc: Kevin Cricchio, Eric Shjarback, Libby Grage

The Engineering Department has reviewed the submitted documents for the October 6, 2014 Development Review Meeting and makes the following comments and recommendations.

It is understood that this meeting was general in nature and may require a pre-application meeting before moving the proposed project forward when more information is available.

A 100 scale vicinity map that identifies storm water, sanitary sewer, water and street locations adjacent to or near the property. See attached.

Zoning:

- This property is located within the CM Zone

Subdivision:

- Contact the Planning Department regarding Subdivision requirements for the CM Zone.

Critical Areas:

- Contact the Planning Department regarding Critical Areas requirements.

Permits:

- City of Anacortes Right-of-Way Permit for work being performed Inside and Outside the Traveled Way. See attached.
- DOE Construction Storm Water Discharge Permit required for any land disturbing activities of 1-Acre or more.



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- Verify with the Washington State Department of Transportation regarding a General Construction Permit for work adjacent to the Ferry Terminal Road. Contact Roland Storm @ 360.757.5961. See attached.
- Contact the City of Anacortes Planning Department for additional permitting requirements such as SEPA, Grade and Fill, Conditional Use.

City of Anacortes Development Standards:

- The 2011 Development Standards can be found on-line at www.cityofanacortes.org. If the Engineer of Record needs any COA Standard Details in AutoCAD format, they can email me at stevel@cityofanacortes.org and request a CD. This CD will be mailed to a provided address.
- It is requested that the Designated Representative for the project schedule a meeting with the Public Works Engineering Department to go over the Required Submittal Checklist. See attached. This checklist will be modified for the project.

Sewer:

- For additional Sewer information and design criteria, see the 2011 EDS Standards, Chapter 5 – Sanitary Sewer.
- Existing 540517 Ferry Terminal Road – Connected to sanitary sewer. No record of point of connection. Applicant needs to provide an As-built Drawing of Record.
- No record of existing residents behind 540517 being connected to sanitary sewer.
- No record of proper septic tank abandonment per the Skagit County Health Department.
- There are 3 options for sanitary sewer:
 - Option 1: Sewer access on Sunset Avenue, alley in Block 16. Pump Station may be required.
 - Option 2: Sewer access on Harrison Avenue, just east of Shannon Point Road. Pump Station may be required.
 - Option 3: Work with Ship Harbor Inn regarding their pump station and gravity flow to future pump station that will access Portalis Subdivision to City of Anacortes pump station at Edwards Way.
- Pump Station shall be designed to City Standards and will be dedicated to the City of Anacortes. The City of Anacortes Engineering Department will be able to assist in providing the necessary City requirements.

Storm:

- For additional Storm information and design criteria, see the 2011 EDS Standards, Chapter 4 – Storm Drainage.
- This project is service with a swale along Ferry Terminal Road.
- For downstream capacity, also contact Kim Glass at the Washington State Department of Transportation Maintenance Department regarding discharging storm runoff to the swale. He can be reached at 360.848.7230. See attached.
- Provide a Storm Water Quality/Quantity Plan to determine potential detention and water quality requirements.



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- Provide a Large Parcel Storm Water Plan for land disturbance greater than 5,000 SF.
- Provide an Erosion Control Plan.

Traffic:

- The proposed project will be required to provide a Level II Traffic Impact Analysis. The requirements can be found in the 2011 EDS Standards, Chapter 3 – Streets, Section STR- 30 – Traffic Impact Analysis Guidelines.
- Street lighting will required.
- Signage to meet the MUTCD Standard.
 - ST-4 Installation, per WSDOT Standard Plan G-24.50-02.
- Street Name signage requirements see Chapter 3 – Streets, Section STR - 24 Signs.

Street: (Ferry Terminal Road) – Option 1

- City of Anacortes is waiting for the response from the Washington State Department of Transportation regarding any ingress\egress requirements from Ferry Terminal Road. These comments will be forwarded as soon as they are submitted to the City of Anacortes Engineering Department.

Street: (External – Ridge Way) – Option 2

- Per AMC 16.32, the Residential Access Right-of-Way Width is 50-feet.
- Existing Right-of-Way varies between 58-feet to 60-feet due to Section Line and abutting subdivisions.
- Section 16.32, Residential Access requires a 32-foot road, curb, gutter and 5-foot sidewalk with parking on both sides. This is from Sunset Avenue to the north side of Harrison Avenue extended.
- Ingress\egress to the project would be from Parkside Avenue, as well as Harrison Avenue.

Street: (External – Harrison Avenue) – Option 3

- Per AMC 16.32, the Residential Access Right-of-Way Width is 50-feet.
- Existing Right-of-Way varies between 50-feet to 100-feet due to various Right-of-Way vacations within the Ship Harbor subdivision.
- Section 16.32, Residential Access requires a 32-foot road, curb, gutter and 5-foot sidewalk (South side), 8-foot sidewalk (North side) with parking on both sides. This is from Shannon Point Road, easterly to the project.
- Ingress\egress to the project would be from Parkside Avenue, as well as Harrison Avenue.



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Street: (Internal – Davey Lane)

- Per AMC 16.32, the Residential Access Right-of-Way Width is 50-feet.
- Section 16.32, Residential Access requires a 32-foot road, curb, gutter and 5-foot sidewalk with parking on both sides.
- Shall be considered Public Streets and designed accordingly.

Garbage:

- Contact City of Anacortes Sanitation Department Matt Koegel at 360.293.1921 for further information as the design moves forward.

Water:

- For additional Water information and design criteria, see the 2011 EDS Standards, Chapter 6 – Water.
- Existing 5405\7 Ferry Terminal Road – Connected to the water, via a water meter located on Sunset Avenue. Constructed within the Ridge Way and 1st Street Right-of-Way.
- No record of existing residents behind 5405\7 being connected to water.
- There is a 12-inch Ductile Iron water main on the east side of Ferry Terminal Road.
- There is a 12-inch Ductile Iron water main in Sunset Avenue.
- There is an 8-inch Ductile Iron water main in Harrison Avenue, just east of Shannon Point Road.
- A water system design will be required to ensure property water pressure to the subdivision.
- A looped system may be required.
- Project will be required to provide a Fire Flow Analysis.

Fire Coverage:

- Project will be required to provide Fire Coverage.

Utility Companies:

- See attached contact information.

Fees:

- See the Planning and Building Department for fees related to building permits.
- Per AMC 15.24.010 this project is subject to Engineering Fees for Plan Review and Construction Inspection.
 - 0.5% = Plan Review. Based on the approved Estimated Construction amount.
 - 1.5% = Construction Inspection. Based on the approved Estimated Construction amount.
 - Engineering Plan Review and Construction Inspection Fee form attached.



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Other:

- Improvements shall be designed by a Professional Engineer, licensed in the State of Washington.
- Provide a Traffic Control Plan (Current MUTCD Manual) prior to any construction taking place for approval by the City of Anacortes City Engineer.
- Improvements are subject to a 2-year Maintenance Bond in the amount of 10% of the actual construction costs.
- Contractor shall be licensed by the State of Washington and hold a City of Anacortes Business License.

Thanks,



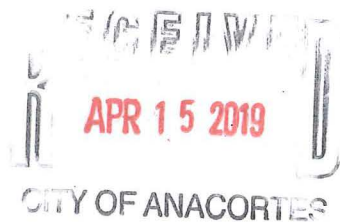
Steven Lange



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EXHIBIT #06:

THIRD PARTY REVIEW –GEOTECHNICAL



600 Dupont Street
Bellingham, Washington 98225
360.647.1510

April 15, 2019

City of Anacortes
P.O. Box 547
Anacortes, Washington 98221

Attention: Kevin Cricchio

Subject: Follow Up Peer Review Comments
Proposed Calwest 20-Unit Multi-Family Development
Ferry Terminal Road
Anacortes, Washington
File No. 0382-031-00

This letter presents GeoEngineers, Inc.'s (GeoEngineers)' follow up review comments related to the geotechnical peer review of the proposed Calwest 20-Unit Multi-Family Development to be located along Ferry Terminal Road in Anacortes, Washington. We presented our previous review comments in our letter dated September 10, 2018. We also attended a project meeting with the applicant, applicant's geotechnical consultant, and City of Anacortes (City) planning staff on February 7, 2019. The applicant's geotechnical consultant, Edison Engineering, subsequently submitted their "Geotechnical Engineering - Proposal to Build in a Steep Slope Area" dated March 14, 2019.

We reviewed the Edison Engineering March 14, 2019 letter and provide the following conclusions and recommendations:

Infiltration. Edison Engineering completed a boring in October 2018 in the vicinity of the proposed infiltration facilities. It was determined that infiltrating water might adversely affect the slope to the northeast of this area. Therefore, we understand that infiltration will not be used at the project and all stormwater will be routed to a stormwater vault.

Setback Considerations. Based on the site plan provided in the March 14, 2019 Edison Engineering report, one of the buildings has been removed, one of the buildings and the stormwater vault have been reoriented so that the structures are outside of the 25-foot setback proposed by Edison Engineering. Based on review of the slope stability analyses, the factors of safety achieved are reasonable at the margins of the structures. It appears that decks and/or porches may extend into the proposed 25-foot setback area.

Utility Lines and Pipes. The March 14, 2019 Edison Engineering report concludes that the location of the stormwater pipe in the proposed trail has a seismic factor of safety below the preferred value for structures. There is a provision in the City of Anacortes Municipal Code (AMC) that utilities and pipes in erosion and landslide areas shall be located aboveground. However, the AMC does not appear to address the situation

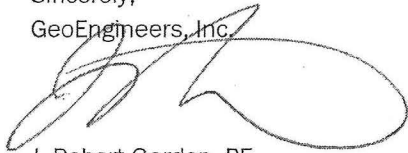
when the utility lines are in the buffer. In this case, it is our opinion that burying the stormwater pipe in the buffer is an acceptable and even a more preferable option. Using high density polyethylene pipe with fused joints may not be necessary, but would certainly add another level of protection from damage during a large seismic event.

We conclude that the latest submittal indicates that the project is in general accordance with the AMC and other code provisions. At the February 7, 2019 meeting it was suggested by City planning staff that revised project submittals include north-south and east-west project profiles that include the structures so that the existing ground surface, proposed ground surface, and relationship to structures can be evaluated by staff. The geotechnical submittal did not include these profiles and we assume that the civil engineer will provide them. The proximity of the wet pool of the stormwater vault to the adjacent building may pose some design and/or construction related challenges, but this is not an AMC geohazard code consideration.

Please call if you have any questions regarding this peer review response letter.

Sincerely,

GeoEngineers, Inc.

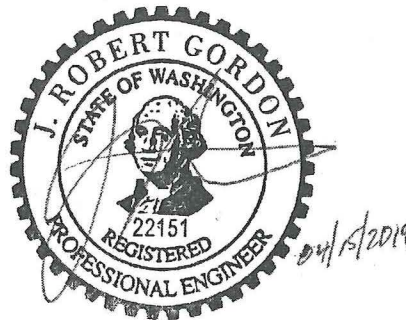


J. Robert Gordon, PE

Principal

JRG:tlm

One copy submitted electronically



Disclaimer: Any electronic form, facsimile or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments are only a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

September 10, 2018

City of Anacortes
P.O. Box 547
Anacortes, Washington 98221

Attention: Libby Grage

Subject: Peer Review
Proposed Calwest 20-Unit Multi-Family Development
Ferry Terminal Road
Anacortes, Washington
File No. 0382-031-00

INTRODUCTION AND SCOPE

This letter presents the results of GeoEngineers, Inc.'s (GeoEngineers') geotechnical peer review for the proposed Calwest 20-Unit Multi-Family Development to be located along Ferry Terminal Road in Anacortes, Washington. The project site has two steep slope areas; therefore, the proposed development is subject to City of Anacortes (City) Critical Area Regulations (Chapter 1.70) related to geologically hazardous areas. Our services were performed in general accordance with our On-Call Consultant Agreement 17-051-PLN-002 with the City and approved by Kaitlyn Nelson of the City.

The proposed project includes a short plat with up to 20 units, which could be individual or clustered structures, with associated infrastructure including roads, utilities and stormwater facilities. It appears that infiltration is proposed for some portion of the stormwater management. The City has requested that we review the applicant's submittals with regard to compliance with City Critical Area Regulations and adequacy of technical submittals. The purpose and scope of our services included: reviewing applicant submitted information provided by the City, in-house materials and published information pertinent to the proposed development; performing a brief site reconnaissance; providing independent assessment of the geotechnical conclusions and recommendations submitted by the applicant's geotechnical engineer; and providing an independent opinion regarding completeness of the submittals and/or suggestions for additional evaluation, if appropriate.

The City provided the following documentation for our review that related to geotechnical and drainage aspects of the project:

- "Geotechnical Engineering, Norman & Woods Short Plat, West of Spur 20 and North of Sunset Avenue, Anacortes, Washington," prepared by Edison Engineering, August 15, 2017.



- “Drainage Report for P58123, P58124, 20 Unit Calwest CUP, Ferry Terminal Road, Anacortes, WA,” prepared by Semrau Engineering & Surveying, PLLC (SES), December 12, 2017.
- “Geotechnical Engineering Services – Addenda regarding Steep Slopes, Norman & Wood’s SP Lots (23-30), Property Numbers P58123 and P58124,” prepared by Edison Engineering, June 22, 2018.

DOCUMENT REVIEW

The short plat site is approximately 2.26 acres and has a gentle slope downward to the northeast over most of the site. A steep slope is located on the site as a result of previous access road construction; a steep slope is also located on the northern boundary of the site, likely associated with a cut to construct a parking lot located north of the site. Both these slopes meet the definition of a Landslide Hazard Area in accordance with the City’s Critical Areas Code 17.70.190. We provide the following discussion based on our review of the above references from the City:

- The August 15, 2017 Edison Engineering report is the original geotechnical investigation. A summary of relevant conclusions and recommendations presented in the report is provided below:
 - The topography of the site is discussed in general terms based on observations and review of publicly available topographic maps.
 - Ten test pits were excavated across the site to a maximum depth of 9.0 feet below the ground surface (bgs). The soil conditions are interpreted to consist of Emergence (beach) deposits of the Everson Interstade overlying Vashon Till. Vashon advance outwash underlies the till unit. The upper sand and gravel encountered in the explorations is interpreted in the report to be representative of the beach deposits. Glacial till is described between 4.3 and 6.5 feet bgs in test pits TP-7, TP-9 and TP10 located in the southwestern and south-central portions of the site.
 - No groundwater was observed or noted in the logs, and no discussion of potential seasonal groundwater conditions is provided.
 - Conventional geotechnical design conclusions and recommendations for site development are provided.
- The drainage report prepared by SES provides drainage narrative and a site plan with proposed drainage infrastructure. It appears that the drainage report is preliminary. A summary of relevant drainage considerations presented in the report is provided below:
 - The site plan shows five separate four-plexes across the site. Five “downspout infiltration drywells” are located along the northwestern margin of the site.
 - The report concludes that infiltration may be suitable at the site because of the sandy soils identified by the geotechnical engineer. The report indicates that the drywells meet the “maximum setback and slope steepness requirements.” However, the report also mentions that the site slopes (16 percent) make it difficult to install most infiltration best management practices (BMPs), and that, “Risk of flooding and erosion impacts is high.” The report recommends additional infiltration testing before final design of infiltration systems.
 - The preliminary detention structure shown in the plan was designed for all site runoff including the roof downspouts.

- The June 22, 2018 addenda by Edison Engineering addresses the steep slopes. A summary of relevant drainage considerations presented in the report with GeoEngineers' follow-up discussion is provided below:
 - The report identifies two steep slopes: one caused by construction of the access road onto the site from Ferry Terminal Road and one caused by construction of the parking lot located north of the site.
 - The report includes a drawing with topographic survey information. The upper part of the steep slope from the off-site parking lot extends onto the site. Based on review of the topographic data presented on the figure: (a) the steep slope on the north end of the site that extends down to the adjacent parking lot appears to have a slope near 100 percent (1H:1V [horizontal to vertical]); the steep slope on the site adjacent the access road appears to have a slope between about 100 percent to 67 percent (between 1H:1V and 1.5H:1V).
 - The drawing includes a "25-foot buffer for geohazards zone." One of the proposed infiltration drywells, several of the buildings, and the stormwater detention vault are located within the buffer.
 - The report recommends that the buffers should be adhered to unless the base of the facilities (buildings, storm vault, and drywells) are essentially lower than projections of 40 percent slopes (2.5H:1V).

SITE VISIT

I visited the site on August 22, 2018 and met with Kaitlyn Nelson with the City. The following is a summary of observations:

- The upland portion of the site is densely vegetated, including large evergreen trees. The slope appears to be reasonably uniform, and downward to the northeast.
- We observed the steep slope created on the site by construction of the access road from Ferry Terminal Drive. A loose rockery is present at the toe of this particular slope. We did not observe any evidence of slope instability; however, this slope meets the landslide hazard definition based on a slope inclination steeper than 40 percent and taller than 10 feet.
- We observed the steep slope located along the north/northeastern margin of the site that extends down to the adjacent parking lot. This slope is locally very steep. We did not observe any evidence of slope instability, and it appears that the slope is composed of sandy material for the full height. This slope also meets the landslide hazard definition based on a slope inclination steeper than 40 percent and taller than 10 feet.

DISCUSSION

We provide the following discussion based on our review of relevant submittals, our site reconnaissance, and review of appropriate regulations.

Subsurface Conditions and Infiltration

Some details regarding the subsurface conditions presented in the geotechnical reports are not clear. In particular:

- Density descriptions are not provided for most of the soil units. No sieve analyses were performed to confirm the soil descriptions or provide correlation with expected design infiltration rates. With the exception of the glacial till in TP-7 (“just a section of till” that is 0.5 foot thick), TP-9, and TP-10, the soil units are not identified on the exploration logs. Because of this lack of information it is difficult to interpret the soil conditions. The very dense silty sand described in TP-2 at a depth of 3.25 feet appears to be similar to what is described at other locations as glacial till.
- No groundwater was encountered, and groundwater conditions are not discussed relevant to infiltration and slope stability considerations. The presence of the glacial till under the upper more permeable emergence/beach sand unit (and the mottling observed in TP-7) suggests that a seasonally perched groundwater condition will occur. The flow of any perched groundwater would mimic topography, which is down to the northeast toward the very steep (100 percent) slope.
- As mentioned above, the geotechnical report does not provide conclusions regarding suitability of infiltration, specific design infiltration rates, or address the potential impacts of infiltration on slope stability. The drainage report includes drywells for infiltration of downspouts, but does not provide specific design. The drainage report recommends additional geotechnical information for design, and mentions concerns regarding erosion and flooding.

Steep Slopes and Setbacks

The proposed development has steep slopes that meet the City Code criteria for a “landslide hazard area” as previously described. The City Code has the following requirements:

- 17.70.230(C) requires that the geotechnical report for the landslide hazard area address the potential impact of the proposed development on the hazard area and affected adjacent properties;
- 17.70.230(E) requires mitigation if the proposed activity increases the risk to the landslide hazard area;
- 17.70.240 requires that the geotechnical engineer provide an estimate of slope stability, and the effect of the proposed construction on the slope stability;
- 17.70.260 requires that the geotechnical engineer establish a minimum no-disturbance buffer and minimum building setbacks from steep slopes.

The geotechnical report does not specifically address the stability of the steep slopes on and adjacent to the site. The report proposes a 25-foot buffer; however, it is not clear if this is a recommended no-disturbance buffer or building setback. As noted previously, some of the proposed infrastructure is located within this buffer width. The impacts of the proposed infiltration and development on slope stability are not specifically discussed.

CONCLUSIONS AND RECOMMENDATIONS

Based on our review of the information described above and our site visit, we conclude that the geotechnical and drainage submittals and the site plan should be considered preliminary because they are inadequate or inconsistent to support the development as currently proposed. We did not review revisions to the drainage report or to the site plan that consider the current setback recommendations in the geotechnical addendum. We also conclude that the geotechnical submittal is not in conformance with the City Geologically Hazardous Area Regulation (Chapter 17.70).

It is recognized that infiltration is the most desirable and economical method to manage stormwater at the site and the “dry sand” observed appears to be suited for infiltration. However, if infiltration is being considered for the project, we recommend additional exploration, geologic interpretation, laboratory testing, and analyses. In particular, it should be determined (a) if a seasonally perched groundwater condition would occur and the effect on infiltration suitability and/or infiltration rates and (b) whether the infiltrated water would adversely affect slope stability and potentially “daylight” as seepage on the steep slope above the adjacent parking lot to the north. Infiltration analyses and long-term design infiltration rates would also be required for final drainage analysis.

We conclude that the geotechnical report did not adequately address the steep slope conditions as described above in the discussion of “Steep Slope and Setbacks”. It does not appear that the minimum no-disturbance buffer and setback requirements per City Code have been incorporated into the geotechnical report(s), drainage report, and site plan. We recommend that the owner and design team discuss the site conditions, drainage and infiltration considerations, relevant steep slope regulations, and determine what additional submittals and revisions are appropriate for the proposed site development.

LIMITATIONS

We have prepared this letter for use by the City of Anacortes. Our services were provided solely to assist the City in determining permit conditions for the proposed development at the subject site, and may be made available to parties associated with the project.

Within the limitations of scope, schedule and budget, our services have been executed in accordance with generally accepted practices in the field of geotechnical engineering in this area at the time this report was prepared. No warranty or other conditions, express or implied, should be understood. This report may be made available to the property owner for their review.

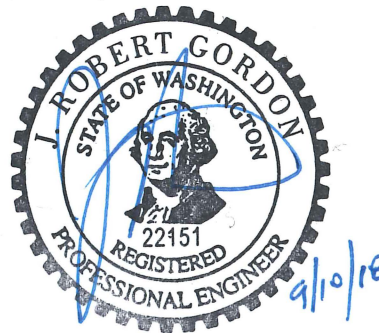


We appreciate the opportunity to provide these services. Please call if you have any questions regarding this peer review letter.

Sincerely,
GeoEngineers, Inc.

J. Robert Gordon, PE
Principal

JRG:SWC:tlm



One copy submitted electronically

Disclaimer: Any electronic form, facsimile or hard copy of the original document (email, text, table, and/or figure), if provided, and any attachments are only a copy of the original document. The original document is stored by GeoEngineers, Inc. and will serve as the official document of record.

EXHIBIT #07:

ANACORTES MUNICIPAL CODE CHAPTER 17.21, COMMERCIAL MARINE

Chapter 17.21 - COMMERCIAL MARINE DISTRICT (CM)

Sections:

17.21.010 - Purpose.

The commercial marine use district (CM) is established in recognition of the unique and irreplaceable nature of certain marine sites within Anacortes, and creates a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, and other commercial enterprises where orientation to navigable waterways and tourism trade is of prime importance. Uses in this district are intended to serve the needs of marine oriented and tourist activity, and not to create large scale commercial centers providing basic goods and services to the entire community. (Ord. 2521 Att. A § 3 (part), 2000: Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008)

17.21.020 - Permitted uses.

Boat moorage, public piers, private and public marinas, ship and boat building and repair, boat and marine equipment sales and services, small scale retail sales and specialty shops, eating and drinking establishments, offices, boatels, hotels, motels, yacht clubs, indoor and outdoor public and private recreation facilities, movie theaters, commercial parking, public parking, private parking, and parks. (Ord. 2521 Att. A § 3 (part), 2000: Ord. 2482 Att. A § 9, 1999; Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008; Ord. No. 2812, § 1(Att. A), 1-4-2010)

17.21.030 - Permitted accessory uses.

Any use customarily incidental to the permitted principal use. (Ord. 2521 Att. A § 3 (part), 2000: Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008)

17.21.040 - Conditional uses.

Conditional uses in a CM district shall be as follows:

- A. Recreational vehicle park or campground;
- B. Multifamily units provided that it can be demonstrated that the uses will not weaken the district's tourist or marine-oriented purpose, nor diminish the marine values inherent in the district such as physical and visual access to waterways and shoreline—multifamily units that are part of a mixed-use development incorporating commercial marine uses are preferred;
- C. Single-family homes;
- D. Landmark building with any approved use, generally not permitted within the area's land use classification, which occurs or will occur in a landmark building recognized as such by the city council;
- E. Bed-and-breakfast establishments;
- F. Storage of goods and shipping and terminal facilities, requiring orientation to navigable waterways and intended to serve the needs of marine-oriented activity.
- G. Any building with more than two hundred thousand square feet of total floor space, otherwise permitted in the underlying zone."

(Ord. 2521 Att. A § 3 (part), 2000: Ord. 2482 Att. A § 5 (part), 1996; Ord. 2412 Att.

A (part), 1996; Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008; Ord. No. 2917, § 10, 12-16-2013)

17.21.050 - Minimum lot size.

No minimum lot area is assigned for CM district. It is the intent of this title that each enterprise or use be located on a site commensurate with its use and sufficient to meet the requirements for off-street parking, loading and unloading, and setback requirement of the district. (Ord. 2521 Att. A § 3 (part), 2000; Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008)

17.21.060 - Minimum setback requirements.

No minimum from property line, except ten feet where the property line adjoins a different zone which has required property line setbacks. Twenty feet from right-of-way. (Ord. 2521 Att. A § 3 (part), 2000; Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008)

17.21.070 - Maximum density.

Twenty-eight units per gross acre for a residential development approved as a conditional use. (Ord. 2557 (part), 2001; Ord. 2521 Att. A § 3 (part), 2000; Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008)

17.21.080 - Maximum land coverage.

Maximum land coverage by buildings shall be fifty percent. (Ord. 2521 Att. A § 3 (part), 2000: Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008)

17.21.090 - Maximum building height.

Height limit within the CM district is thirty-five feet. This limit can be exceeded by a vote of the city council up to a maximum of fifty feet upon demonstration that the excess height would not be adverse to the established policies, standards, and uses in the general vicinity and would enhance one or more of the policies or standards. (Ord. 2521 Att. A § 3 (part), 2000: Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008; Ord. No. 2812, § 1(Att. A), 1-4-2010)

17.21.100 - Off-street parking and landscaping requirements.

Off-street parking shall be provided in accordance with the specifications in Chapter 17.46, Parking. (Ord. 2521 Att. A § 3 (part), 2000: Ord. 2316 (part), 1994)

(Ord. 2794, § 1(Att. A), 12-15-2008)

17.21.110 - Basic design standards.

- A. Waterfront Esplanade. All uses abutting the water in the Cap Sante CM zone shall provide a walkway that will constitute a segment of a continuous, publicly-accessible esplanade; the walkway shall be at least ten feet wide.
- B. Tommy Thompson Trail. The trail corridor alignment may be relocated,

after public hearing and city council action, so long as it includes at least a seventeen-foot wide continuous right-of-way (ROW) with radii and ballast that can accommodate standard gauge rail service, space for linear park, trail and public or franchised tourist railroad. Re-alignments will be at the cost of property owners requesting the change. The relocated ROW and tracks will remain in city ownership. In order to qualify for an increase in FAR, the following city-adopted standards must be met: the path be at least eight feet wide, be an all weather surface, and be properly drained. If active rail use is present, the path shall be separated from the tracks by a fence or hedge or by a grade separation.

- C. Sidewalks. All new streets shall have sidewalks on both sides of the street.
- D. Vegetation. Any vegetation shall be of low water usage plants or native vegetation.
- E. Street Circulation. All uses shall identify how vehicular and pedestrian circulation will be facilitated. The city may require connections between adjacent properties for vehicular and pedestrian circulation and emergency access
- F. Planned Unit Development (PUD). The city should consider adding provisions for approval of commercial and/or industrial projects over five acres in size through a planned unit development, rather than a conditional use process, the provisions for which need to be developed.
- G. Building Standards. In order to make large new buildings compatible with the scale of existing city development, and create a pedestrian-friendly environment, the apparent size of buildings and parking areas shall be broken down to relate to human scale by the following means:

If a building facade exceeds fifty feet in length, and is within twenty feet of an esplanade, trail, sidewalk, plaza, courtyard, or similar pedestrian area, it shall be broken down into smaller elements by jogging the wall in or out a

minimum of four feet for at least ten feet of length, or by adding an element such as a porch, recessed entry, bay window, projecting trellis, or similar substantial architectural feature at least four feet deep by ten feet wide by one story high, at intervals so that no continuous wall plane is more than fifty feet in length.

If a building exceeds thirty feet in height, its apparent height shall be modulated wherever it is within ten feet of a sidewalk, plaza, courtyard, or similar pedestrian area, by adding shorter (twenty feet or less) building elements such as a wing of the building, arcade, trellis, lower roof overhang, horizontal projection at least two feet deep, awning, balcony, or other architectural feature to reduce the apparent height to a more human scale.

If a building wall is within twenty feet of a sidewalk, esplanade, trail, plaza, courtyard, or similar pedestrian area, it shall incorporate human-scale elements such as windows, arcades, lower roof overhangs, small-scale textural and color changes, moldings, balconies, projecting and recessed elements, doorways, landscaped areas, trellises, artwork, and/or other small-scale architectural features so that people will not be walking past large blank wall surfaces.

Primary building entrances shall be clearly visible from streets, pedestrian ways, and parking areas, with recessed or covered entrance areas to protect people from the rain. Projects shall be designed to facilitate pedestrian access, with pedestrian walkways connecting building entrances to adjacent public ways in locations which provide access to pedestrian street crossings.

Service and loading areas shall be located away from the primary parking and pedestrian areas to minimize conflicts. Dumpsters, loading platforms, storage areas, and similar functions shall be screened from direct view from

pedestrian areas by attractive view-obstructing fencing or dense landscaping.

Parking lots in this zone shall provide landscaped areas distributed throughout the parking areas, totaling not less than five percent of the parking lot area, in addition to the perimeter landscaping required by [sub)section 17.46.080(A). In order to limit impervious surface and avoid excessively large parking areas, parking lots in this zone shall not exceed the minimum number of spaces required for each use under Chapter 17.46 by more than ten percent.

H. The following requirements shall apply to a building or complex of buildings exceeding fifty thousand square feet in gross floor area, because of the potential for a large structure to overwhelm and dominate a section of the city, to the detriment of existing uses and smaller businesses:

To visually modulate the vast expanses of parking required for a large building, an added two percent of the parking lot areas shall be developed in landscaping, in addition to the basic parking lot landscaping requirement for this zone. The landscaping plan for the project must be approved by the planning commission.

Parking shall be broken into several smaller parking lots, and buildings shall have entrances on more than one side, to reduce walking distances and to reduce the apparent expanse of the parking lots.

To visually modulate the greater size of the building, all sides of the building shall either meet the building standards for being within twenty feet of a pedestrian area, or shall be partially screened by landscaped areas not less than five feet in width, with at least one tree for each thirty feet of facade length. (Ord. 2521 Att. A § 3 (part), 2000)

(Ord. 2794, § 1(Att. A), 12-15-2008)

EXHIBIT #08:

ISSUED SEPA MDNS



Anacortes Planning, Community & Economic Development Dept.

Permit Center

P.O. Box 547, Anacortes, WA 98221-0547

Don Measamer, *Director of Planning, Community and Economic Development*

PH (360) 293-1907

FAX (360) 293-1938

STATE ENVIRONMENTAL POLICY ACT (SEPA)
Mitigated Determination of Non-Significance (MDNS)

PROJECT NAME:

Ferry Terminal Road, 9 Duplexes & 9 Lot Short Plat (Preliminary Approval)

FILE NUMBER:

CUP-2018-0002

APPLICANT & LANDOWNER:

Calwest Inc.

Allan Schroeder

4819 Portalis Way

Anacortes, WA 98221

PROJECT ENGINEER & SURVEYOR:

John Semrau, PE, PLS

Semrau Engineering & Surveying, PLLC

2118 Riverside Drive, Suite 208

Mount Vernon, WA 98273

PROJECT GEOTECHNICAL ENGINEER:

Robert Bailey, PE

Edison Engineering

14952 Washington Street

Anacortes, WA 98221

WETLAND CONSULTANT:

Tina Mirabile, PWS

Advanced Environmental Solution

1550A East College Way

Mount Vernon, WA 98273

TRAFFIC CONSULTANT:

Gary Norris, PE, PTOE

DN Traffic Consultant, Inc.

PO Box 547

Preston, Washington 98050

SEPA MDNS; Ferry Terminal Road, 9 Duplexes & 9 Lot Short Plat (Preliminary Approval)

CUP-2018-0002

Page 1 of 7

CULTURAL RESOURCE CONSULTANT:

Fullscope Northwest, LLC
PO Box 1876
Friday Harbor, WA 98250

TREE ASSESSMENT/ PRESERVATION CONSULTANT:

Urban Forestry Service, Inc.
15119 McLean Road
Mount Vernon, WA 98273

THIRD PARTY REVIEW -GEOTECHNICAL ENGINEER:

GeoEngineers, Inc.
J. Robert Gordon, PE
600 Dupont Street
Bellingham, WA 98225

THIRD PARTY REVIEW- STORMWATER:

Gray & Osborne, Inc.
3710 168th Street NE, Building "B", Suite 210
Arlington, WA 98223

PROJECT LOCATION:

The project site is located off Ferry Terminal Road, South of Charlie's Restaurant, which is located in a portion of Section 22, Township 35 North, Range 01 East, Willamette Meridian.

SUBJECT PARCELS INVOLVED:

P58123 & P58124

SUBJECT PROPOSAL:

The subject proposal includes a Conditional Use Permit to permit the construction of 9-duplexes (18 dwelling-units total) on the subject property. Additionally, preliminary approval of a 9-lot short plat of the subject property is sought with a stormwater vault to be located on lot #3. This project is also subject to SEPA Environmental Review. The subject property is located in the Commercial Marine (CM) Zoning District.

PERMITS REQUIRED:

The following may be required in addition to the above: Civil Construction Plan approval, Building Permit Application Approval, & Stormwater drainage analysis

EXISTING ENVIRONMENTAL DOCUMENTS:

SEPA Environmental Checklist, Access Feasibility Study, Arborist Report, Geotechnical Report, Critical Areas Reconnaissance Level Report, Cultural Resources Report, Traffic Impact Analysis, and a Stormwater Drainage Report

ZONING DISTRICT:

The subject property is located in the Commercial Marine (CM) Zoning District of the City of Anacortes.

CUT & FILL:

Cut 7,500 CY

Export 3,778 CY

Fill: onsite material 4,222 CY, Import 1,402 CY, Total fill 5,624 CY

CRITICAL AREAS:

Wetlands:

According to a letter dated September 18, 2017, prepared by Advanced Environmental Solutions, no wetland or wildlife habitat are either located on the subject property or within 300 feet to it. The nearest wetland and/or buffer is located to the north toward Ship Harbor that is bisected by Ferry Terminal Road and existing development.

Threatened & Endangered Species:

No federal threatened or endangered species were determined to be located on the subject property. Additionally, no WDFW Priority Species or Habitat were determined to be located on the subject property.

Geologically Hazardous Areas:

One or more steep slopes are located along the north /northeastern portion of the subject property. These slopes meet the definition of a landslide hazard area per AMC 17.70.190(B)(9) as they are greater than forty (40) percent or steeper and have a vertical relief of ten or more feet. The project geotechnical engineer [Edison Engineering] recommends a twenty-five (25)-foot buffer from the top of bank. This 25-foot no disturbance and building setback from the top of bank has conditioned below accordingly.

The City of Anacortes used GeoEngineers for their third party review of the applicant's geotechnical report/ analysis.

CULTURAL RESOURCE ASSESSMENT:

Fullscope Northwest LLC prepared a Cultural Resource Assessment dated April 5, 2019. Following an Archaeological Assessment of the project site, no cultural resources were observed within the project area.

TREE ASSESSMENT/PRESERVATION PLAN:

According to the Tree Assessment Plan, there are 51 trees located onsite, which correspond to 96.842 tree unit credits per AMC 16.50. All 51 trees area slated for removal. These fifty-one

(51) trees corresponds to 96.842 tree units credits per AMC Chapter 16.50. As conditioned below, ninety-seven (97) trees will be required to be planted onsite as part of this development.

LANDSCAPE PLAN:

A landscape plan was prepared as part of CUP & short plat submittal. Fifteen (15) percent of the gross site area shall be landscaped per AMC 17.41.020(G). Planting areas along street frontages shall be a minimum of ten (10) feet wide with averaging permitted. Trees shall be planted at an average of thirty (30) feet apart in said planting areas with ground cover and shrubs used liberally. As conditioned below, a landscape plan shall also be required at time of building permit submittal.

TRAFFIC IMPACT ANALYSIS:

A level two (2) traffic impact analysis was prepared by the DN Traffic Consultants, Inc. of Preston, Washington dated July 31, 2017. According to the report, 10 PM peak hours will result from this project. The mitigation fee of \$900 per PM peak hour trip for multifamily is \$900 per PM peak hour trip resulting in a traffic impact fee of \$9,000.

The Public Works Department recently reviewed the submitted Traffic Impact Analysis. Because the report was written in 2017, old rates for impact fees were used. Based of the new rate, the total impact fee for 10 peak hour trips would be $10 \times \$2,730.77 = \$27,307.70$ owing to the city. The subject MDNS has been conditioned below accordingly.

LEAD AGENCY:

City of Anacortes' Department of Planning, Community & Economic Development. The lead agency for this proposal has determined that this project does not have a probable adverse impact on the environment provided that the conditions set out below are satisfied. 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.

MITIGATION MEASURES:

1. Erosion control, dust control, and best management practices shall be employed during construction /development activities as required by both the Building and Public Works Departments.
2. Track out of mud and debris on to Ferry Terminal Road is prohibited. The applicant shall sweep the street as needed to prevent track out.
3. Prior to work beginning, the applicant/landowner shall obtain all required local, state, and federal permits.
4. Prior to grade and fill permit approval, orange construction fencing shall be installed at the project boundary's clearing limits and property lines.
5. Work hours for the development /construction activities onsite are limited to 8:00 AM to

5:00 PM, Monday thru Saturday excluding national holidays observed by the City of Anacortes. No work outside of these hours is permitted.

6. Prior to any construction activities (grading, cut, fill, etc.) taking place onsite, the applicant shall secure a Forest Practice Permit with the Washington State Department of Natural Resources. A copy of this approved permit shall be given to the City of Anacortes Planning Department for review and approval prior to any construction activities (grading, cut, fill, etc.) taking place onsite.
7. Development shall comply with the approved Stormwater Drainage analysis reviewed and accepted by the City of Anacortes Public Works Department. Best management practices shall be employed and in use at all times during construction activities [grading, cut, fill, construction, etc.].
8. A twenty-five (25) foot non-disturbance and building setback buffer as measured from the top of bank shall be shown on the final short plat. Except as noted below, all development shall be outside of this 25-foot buffer. Decks, patios, and utilities however may be located within this 25-foot buffer per GeoEngineers third party review of applicant's geotechnical analysis.
9. Utilities such as stormwater located within the 25-foot buffer shall be made of high-density polyethylene pipe with fused joints per GeoEngineers third party review of applicant's geotechnical analysis.
10. Said buffer shall be placed into a Native Growth Protection Easement (NGPE). The NGPE shall be labeled as such and shown on the final short plat.
11. Before final short plat submittal or approval is given, the applicant shall install a split rail fence at the edge of the top of bank/slope demarcating the beginning of the NGPE. Critical area signage shall be placed on the fence as approved by the Planning Department.
12. Following proposed tree removal onsite within the Native Growth Protection Easement (NGPE) and subsequent replanting of it [with native vegetation], vegetation or tree removal, topping, or trimming therein is strictly prohibited unless approved first by the City of Anacortes Planning & Parks Departments. The individual lot owner or homeowner association would need to submit an ISA certified arborist's report that states a tree is dead, diseased, dying, and/or a hazard to an adjacent property/use to the City of Anacortes' Planning Department and Parks and Recreation Department for review and approval. Stumps and their root-balls shall remain in place for those trees that are permitted to be removed in the NGPE by the City of Anacortes. This condition shall be shown on the face of the final short plat.
13. A homeowner's association shall be established and be responsible for the maintenance of all common areas, landscape areas, and the Native Growth Protection Easement. A note to this effect shall be shown on the face of the final short plat.
14. Before final short plat submittal or approval is given, the applicant shall plant ninety-seven (97) trees onsite. The applicant shall submit a landscape plan with their final short plat submittal that identifies how they meet this requirement. All trees planted shall be a

minimum of 1.5" caliber while shrubs shall be two-gallons and groundcover one-gallon in size. Native vegetation is preferred.

15. On the landscape plan, planting areas along street frontages shall be a minimum of ten (10) feet wide. Trees shall be planted at an average of thirty (30) feet apart in said planting areas with groundcover and shrubs used liberally. Fifteen (15) percent of the gross site area shall be landscaped.
16. To the west and south of the subject property, lies the R2 Zone. Accordingly, screening of this contiguous R2 Zone is required per AMC 17.41.040. Accordingly, a minimum screening width of plantings shall be four (4) feet wide. The screen shall extend along the entire western and southern property lines. The screen shall consist of evergreen trees planted at a maximum of fifteen (15) feet on center. Twenty-five (25) of these evergreen trees may be composed of deciduous trees. Medium-sized shrubs (three to five feet maturity height) and groundcover plants shall be added at a density to cover eighty-five (85) percent of the ground surfacing and horizontal separation within two years.
17. Before final short plat approval is given, the applicant shall also submit an irrigation plan that identifies how each of the 97 trees, planting/ landscape areas, and screening will be watered during the dry months of the year.
18. At time of building permit submittal, a landscape plan shall be submitted that shows how AMC Chapter 17.46 is being met along with the respective conditions above.
19. If any artifacts or human remains are found upon excavation, the Samish Indian Nation; the Swinomish Indian Tribal Community; the City of Anacortes' Department of Planning, Community, & Economic Development; the City of Anacortes' Police Department; and the State of Washington's Department of Archaeology and Historic Preservation (DAHP) shall be immediately notified and all work in the immediate area cease. Pursuant to RCW § 27.53.060 it is unlawful to destroy any historic or prehistoric archaeological resources. RCW 27.44 and § 27.53.060 require that a person obtain a permit from the Washington State Department of Archaeology and Historic Preservations before excavating, removing, or altering Native American human remains or archaeological resources in Washington.
20. Prior to either final short plat or building permit application approval, the applicant shall pay the City of Anacortes a traffic impact fee of \$27,307.70 [10 peak hour trips X \$2,730.77 impact fee = \$27,307.70 owing].

The conditions listed above along with the City of Anacortes' code governing noise, land use, traffic, drainage, fire protection, and building will provide substantial mitigation of the aforementioned environmental impacts. The City of Anacortes' derives the authority to require mitigation from Chapter 18.04 of the Anacortes Municipal Code and the State Environmental Policy Act. This MDNS is issued after using the optional MDNS process in WAC § 197.11.355. There is no further comment period on this MDNS.

Responsible Official: Don Measamer
Position & Title: Director of Planning, Community & Economic Development
Phone: (360)-299-1942
Email: don@cityofanacortes.org
Address: P.O. Box 547, Anacortes, Washington 98221

Signature: 

Date of Issuance: July 16, 2019

For further information, contact the City of Anacortes' Department of Planning, Community, & Economic Development at (360) 299-1984. The issuance of this Mitigated Determination of Non-significance should not be interpreted as acceptance or approval of the proposal as presented. The City of Anacortes reserves the right to deny or approve said proposal subject to conditions if it is determined to be in the best interests of the city and/or necessary for the general health, safety and welfare of the public to do so.

SEPA APPEAL PROCEDURE:

Appeals of this environmental determination may be made per the procedures outlines in AMC Chapter 18.04 and 19.20. Additional information regarding the appeal process may be obtained from the City of Anacortes Planning, Community, and Economic Development Department, (360) 299-1984.

EXHIBIT #09

SITE PHOTOS



SITE VISIT PHOTOS (TAKEN 7-16-19):



Charlies'
Restaurant
located north of
subject property

Parking lot
located north
of subject
property



Oakes Avenue/
SR20 looking
southeast
approximately.



Subject
property and
public notice
signage on
right side





Cargo container and equipment onsite





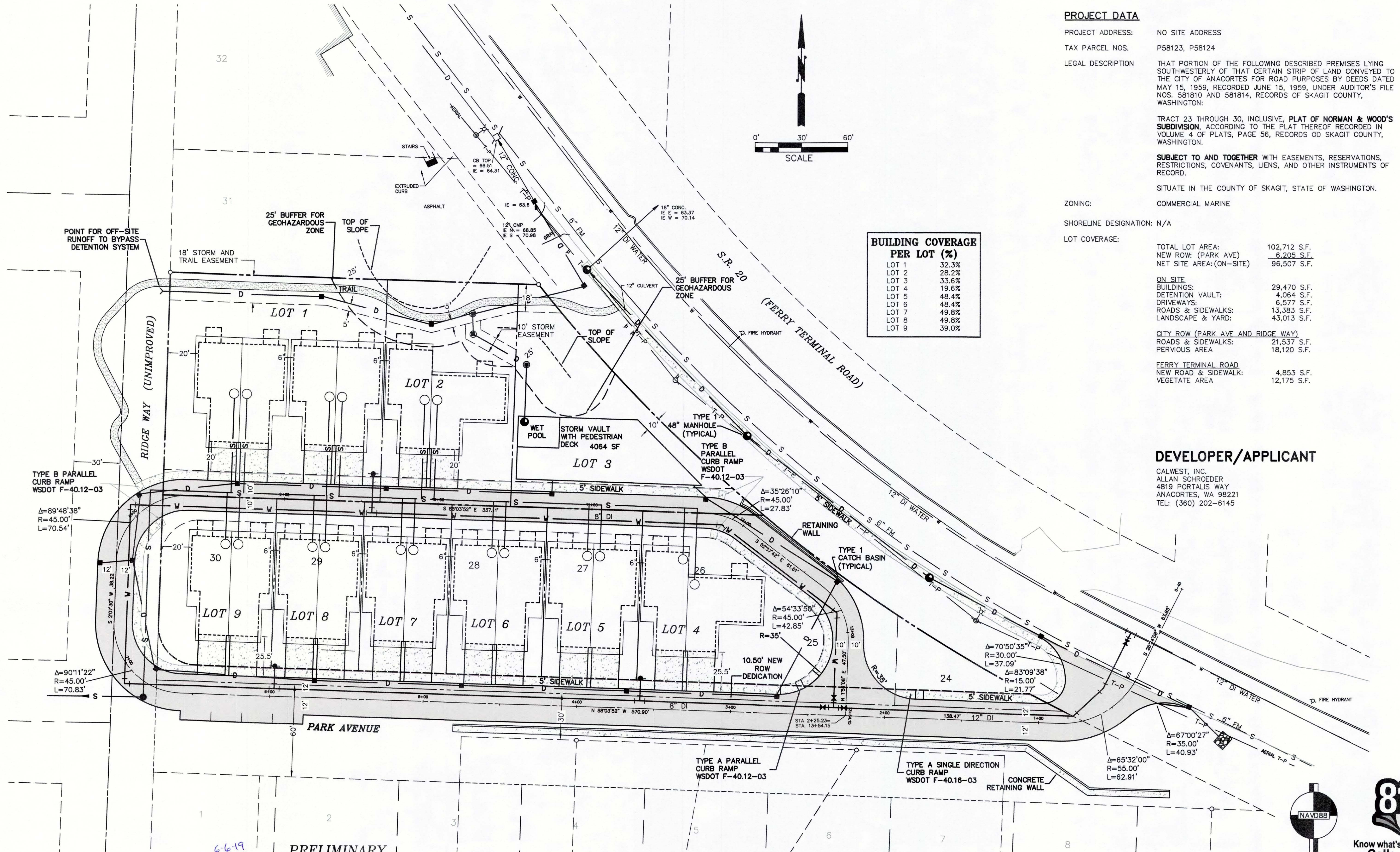
From subject property up above looking down on adjacent parking lot that sits next to Charles' Restaurant





EXHIBIT #10

**SITE PLAN, LANDSCAPE PLAN, PRELIMINARY
SHORT PLAT MAPS, ARCHITECTURAL RENDERING
OF DEVELOPMENT**



PROJECT DATA

PROJECT ADDRESS: NO SITE ADDRESS
TAX PARCEL NOS. P58123, P58124
LEGAL DESCRIPTION THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, PLAT OF NORMAN & WOOD'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OF SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

ZONING: COMMERCIAL MARINE

SHORELINE DESIGNATION: N/A

LOT COVERAGE:

TOTAL LOT AREA: 102,712 S.F.
NEW ROW: (PARK AVE) 6,205 S.F.
NET SITE AREA: (ON-SITE) 96,507 S.F.

ON SITE
BUILDINGS: 29,470 S.F.
DETENTION VAULT: 4,064 S.F.
DRIVEWAYS: 6,577 S.F.
ROADS & SIDEWALKS: 13,383 S.F.
LANDSCAPE & YARD: 43,013 S.F.

CITY ROW (PARK AVE AND RIDGE WAY)
ROADS & SIDEWALKS: 21,537 S.F.
PERVIOUS AREA: 18,120 S.F.

FERRY TERMINAL ROAD
NEW ROAD & SIDEWALK: 4,853 S.F.
VEGETATE AREA: 12,175 S.F.

BUILDING COVERAGE PER LOT (%)

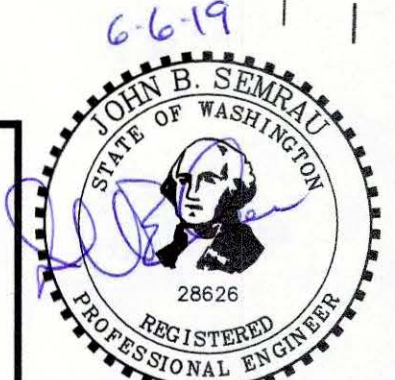
LOT 1	32.3%
LOT 2	28.2%
LOT 3	33.6%
LOT 4	19.6%
LOT 5	48.4%
LOT 6	48.4%
LOT 7	49.8%
LOT 8	49.8%
LOT 9	39.0%

DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145

PRELIMINARY

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CIVIL ENGINEERING • LAND SURVEYING • PLANNING
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MOUNT VERNON, WA 98273
360-424-9566



NO.	DATE	REVISION	BY	REV.

SITE PLAN
9 DUPLEX

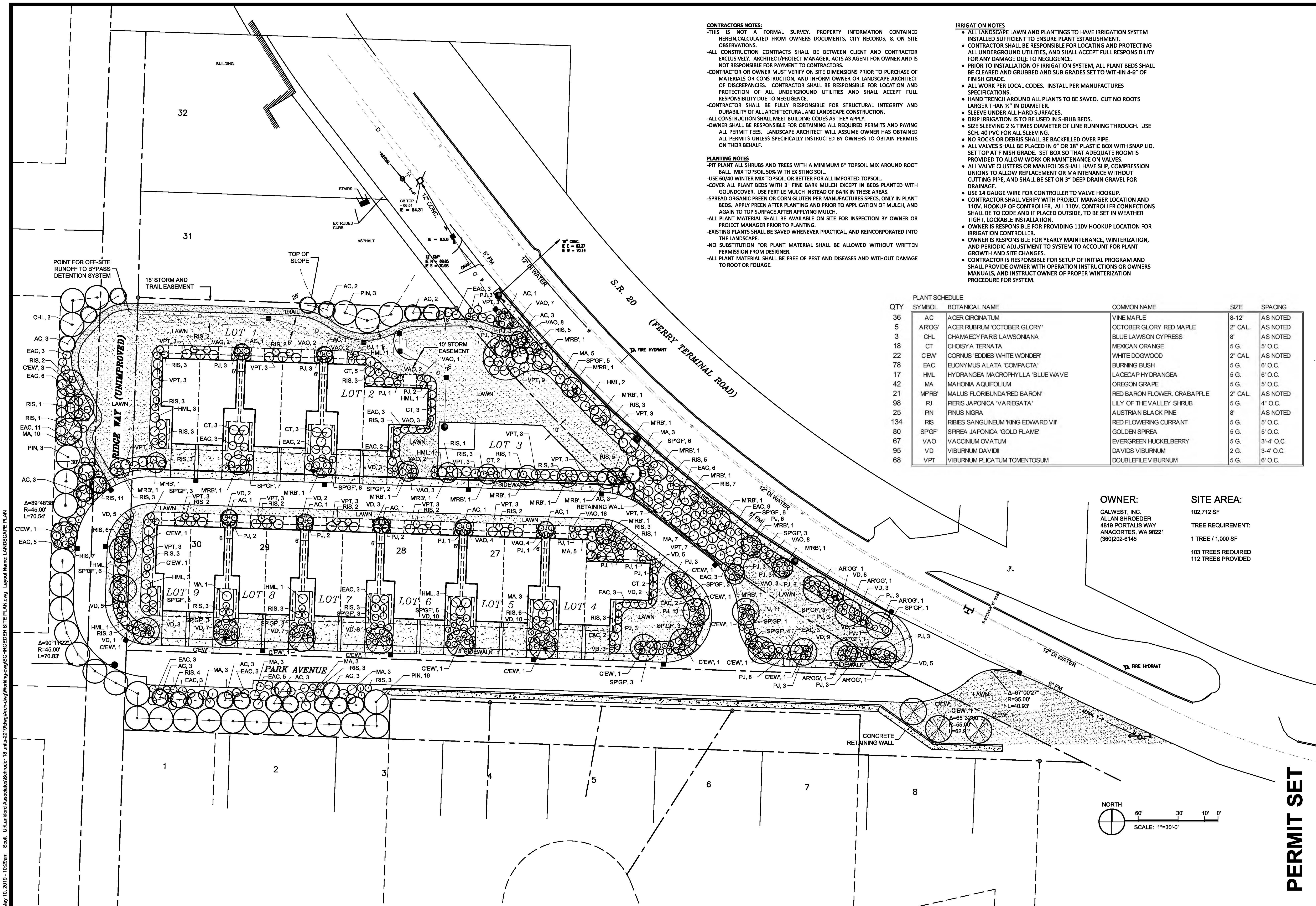
SCALES:
HORIZONTAL: 1" = 30'
VERTICAL: N/A
NOTE: IF THIS SHEET IS LESS THAN 22" x 34" THEN SHEET HAS BEEN REDUCED

CALWEST, INC., 18 UNIT
CONDITIONAL USE PERMIT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 6/06/19
DRAWING: 5585D2-0213
JOB NO.: 5585
SHEET: C4



May 10, 2019 - 10:29am Scott U:\Lanford Associates\Schroder 18 units-2019\dwg\Arch-dwg\Working-dwg\SCHROEDER SITE PLAN.dwg Layout Name: LANDSCAPE PLAN



CONTRACTOR'S NOTES:
-THIS IS NOT A FORMAL SURVEY. PROPERTY INFORMATION CONTAINED HEREIN, CALCULATED FROM OWNERS' DOCUMENTS, CITY RECORDS, & ON SITE OBSERVATIONS.
-ALL CONSTRUCTION CONTRACTS SHALL BE BETWEEN CLIENT AND CONTRACTOR EXCLUSIVELY. ARCHITECT/PROJECT MANAGER, ACTS AS AGENT FOR OWNER AND IS NOT RESPONSIBLE FOR PAYMENT TO CONTRACTORS.
-CONTRACTOR OR OWNER MUST VERIFY ON SITE DIMENSIONS PRIOR TO PURCHASE OF MATERIALS OR CONSTRUCTION, AND INFORM OWNER OR LANDSCAPE ARCHITECT OF DISCREPANCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION AND PROTECTION OF ALL UNDERGROUND UTILITIES AND SHALL ACCEPT FULL RESPONSIBILITY DUE TO NEGLIGENCE.
-CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR STRUCTURAL INTEGRITY AND DURABILITY OF ALL ARCHITECTURAL AND LANDSCAPE CONSTRUCTION.
-ALL CONSTRUCTION SHALL MEET BUILDING CODES AS THEY APPLY.
-OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS AND PAYING ALL PERMIT FEES. LANDSCAPE ARCHITECT WILL ASSUME OWNER HAS OBTAINED ALL PERMITS UNLESS SPECIFICALLY INSTRUCTED BY OWNERS TO OBTAIN PERMITS ON THEIR BEHALF.

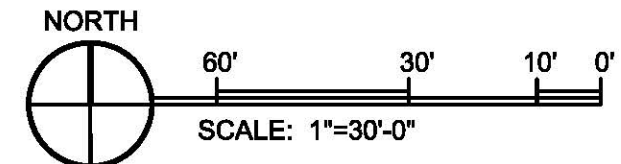
PLANTING NOTES:
-PIT PLANT ALL SHRUBS AND TREES WITH A MINIMUM 6" TOPSOIL MIX AROUND ROOT BALL. MIX TOPSOIL 50% WITH EXISTING SOIL.
-USE 60/40 WINTER MIX TOPSOIL OR BETTER FOR ALL IMPORTED TOPSOIL.
-COVER ALL PLANT BEDS WITH 3" FINE BARK MULCH EXCEPT IN BEDS PLANTED WITH GROUND COVER. USE FERTILE MULCH INSTEAD OF BARK IN THESE AREAS.
-SPREAD ORGANIC PREEN OR CORN GLUTEN PER MANUFACTURES SPECS, ONLY IN PLANT BEDS. APPLY PREEN AFTER PLANTING AND PRIOR TO APPLICATION OF MULCH, AND AGAIN TO TOP SURFACE AFTER APPLYING MULCH.
-ALL PLANT MATERIAL SHALL BE AVAILABLE ON SITE FOR INSPECTION BY OWNER OR PROJECT MANAGER PRIOR TO PLANTING.
-EXISTING PLANTS SHALL BE SAVED WHENEVER PRACTICAL, AND REINCORPORATED INTO THE LANDSCAPE.
-NO SUBSTITUTION FOR PLANT MATERIAL SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION FROM DESIGNER.
-ALL PLANT MATERIAL SHALL BE FREE OF PEST AND DISEASES AND WITHOUT DAMAGE TO ROOT OR FOLIAGE.

IRRIGATION NOTES:
• ALL LANDSCAPE LAWN AND PLANTINGS TO HAVE IRRIGATION SYSTEM INSTALLED SUFFICIENT TO ENSURE PLANT ESTABLISHMENT.
• CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES, AND SHALL ACCEPT FULL RESPONSIBILITY FOR ANY DAMAGE DUE TO NEGLIGENCE.
• PRIOR TO INSTALLATION OF IRRIGATION SYSTEM, ALL PLANT BEDS SHALL BE CLEARED AND GRUBBED AND SUB GRADES SET TO WITHIN 4-6" OF FINISH GRADE.
• ALL WORK PER LOCAL CODES. INSTALL PER MANUFACTURES SPECIFICATIONS.
• HAND TRENCH AROUND ALL PLANTS TO BE SAVED. CUT NO ROOTS LARGER THAN 1/2" IN DIAMETER.
• SLEEVE UNDER ALL HARD SURFACES.
• DRIP IRRIGATION IS TO BE USED IN SHRUB BEDS.
• SIZE SLEEVING 2 1/2 TIMES DIAMETER OF LINE RUNNING THROUGH. USE SCH. 40 PVC FOR ALL SLEEVING.
• NO ROCKS OR DEBRIS SHALL BE BACKFILLED OVER PIPE.
• ALL VALVES SHALL BE PLACED IN 6" OR 18" PLASTIC BOX WITH SNAP LID. SET TOP AT FINISH GRADE. SET BOX SO THAT ADEQUATE ROOM IS PROVIDED TO ALLOW WORK OR MAINTENANCE ON VALVES.
• ALL VALVE CLUSTERS OR MANIFOLDS SHALL HAVE SLIP, COMPRESSION UNIONS TO ALLOW REPLACEMENT OR MAINTENANCE WITHOUT CUTTING PIPE, AND SHALL BE SET ON 3" DEEP DRAIN GRAVEL FOR DRAINAGE.
• USE 14 GAUGE WIRE FOR CONTROLLER TO VALVE HOOKUP.
• CONTRACTOR SHALL VERIFY WITH PROJECT MANAGER LOCATION AND 110V. HOOKUP OF CONTROLLER. ALL 110V. CONTROLLER CONNECTIONS SHALL BE TO CODE AND IF PLACED OUTSIDE, TO BE SET IN WEATHER TIGHT, LOCKABLE INSTALLATION.
• OWNER IS RESPONSIBLE FOR PROVIDING 110V HOOKUP LOCATION FOR IRRIGATION CONTROLLER.
• OWNER IS RESPONSIBLE FOR YEARLY MAINTENANCE, WINTERIZATION, AND PERIODIC ADJUSTMENT TO SYSTEM TO ACCOUNT FOR PLANT GROWTH AND SITE CHANGES.
• CONTRACTOR IS RESPONSIBLE FOR SETUP OF INITIAL PROGRAM AND SHALL PROVIDE OWNER WITH OPERATION INSTRUCTIONS OR OWNERS MANUALS, AND INSTRUCT OWNER OF PROPER WINTERIZATION PROCEDURE FOR SYSTEM.

PLANT SCHEDULE					
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
36	AC	ACER CIRCINATUM	VINE MAPLE	8-12"	AS NOTED
5	AROG	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	2" CAL.	AS NOTED
3	CHL	CHAMAECYPARIS LAWSONIANA	BLUE LAWSON CYPRESS	8"	AS NOTED
18	CT	CHOISYA ATERNATA	MEXICAN ORANGE	5 G.	5' O.C.
22	CEW	CORNUS 'EDDIES WHITE WONDER'	WHITE DOGWOOD	2" CAL.	AS NOTED
78	EAC	EUONYMUS ALATA 'COMPACTA'	BURNING BUSH	5 G.	6' O.C.
17	HML	HYDRANGEA MACROPHYLLA 'BLUE WAVE'	LACECAP HYDRANGEA	5 G.	6' O.C.
42	MA	MAHONIA AQUIFOLIUM	OREGON GRAPE	5 G.	5' O.C.
21	M'RB	MALUS FLORIBUNDA 'RED BARON'	RED BARON FLOWER CRABAPPLE	2" CAL.	AS NOTED
98	PJ	PIERIS JAPONICA 'VARIEGATA'	LILLY OF THE VALLEY SHRUB	5 G.	4' O.C.
25	PIN	PINUS NIGRA	AUSTRIAN BLACK PINE	8"	AS NOTED
134	RIS	RIBES SANGUINEUM 'KING EDWARD VII'	RED FLOWERING CURRANT	5 G.	5' O.C.
80	SP'GF	SPIREA JAPONICA 'GOLD FLAME'	GOLDEN SPIREA	5 G.	5' O.C.
67	VAO	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	5 G.	3'-4' O.C.
95	VD	VIBURNUM DAVIDI	DAVIDS VIBURNUM	2 G.	3'-4' O.C.
68	VPT	VIBURNUM PLICATUM TOMENTOSUM	DOUBLEFILE VIBURNUM	5 G.	6' O.C.

OWNER:
CALWEST, INC.
ALLAN SHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
(360)202-6145

SITE AREA:
102,712 SF
TREE REQUIREMENT:
1 TREE / 1,000 SF
103 TREES REQUIRED
112 TREES PROVIDED



REVISIONS:

1.	
2.	
3.	
4.	
5.	

28915 LONSD DRIVE NW
SUITE 100
STANWOOD, WA 98292
PH: 206.331.5123
FX: 360.829.6159

LANKFORD
ASSOCIATES
LANDSCAPE
ARCHITECTURE

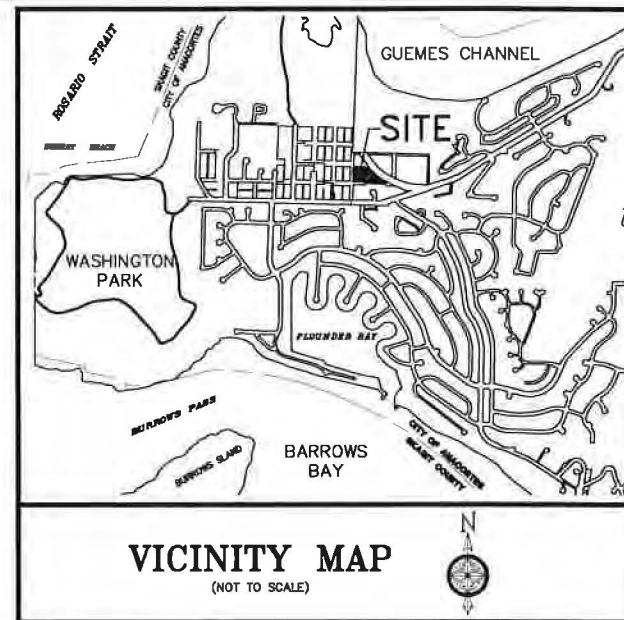
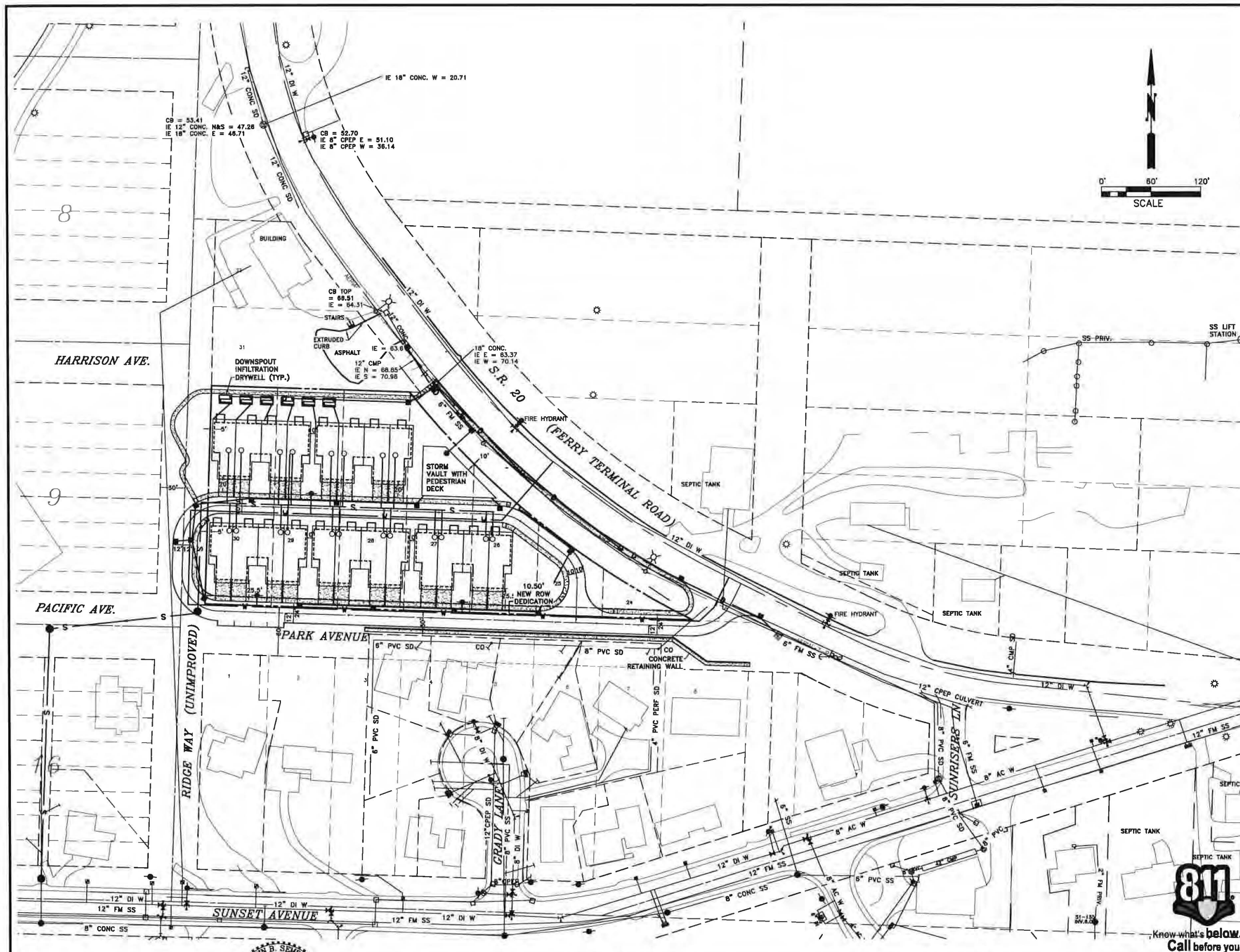
BRENTWOOD 18 UNIT CONDOS
Skagit County
Section 22, T. 35 R. 1 E
Anacortes, WA 98221

STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
RICHARD SCOTT LANKFORD
CERTIFICATE NO. 188

**LANDSCAPE
PLANTING PLAN**

PERMIT SET

DATE: 04-18-19
DESIGNED: RSL
DRAWN: LEO
JOB NO:
SHEET:
L1.2



LEGAL DESCRIPTION

THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, PLAT OF NORMAN & WOOD'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OF SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

DEVELOPER/APPLICANT
CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145

PROJECT ENGINEER AND SURVEYOR
JOHN B. SEMRAU, PE & PLS
SEMRAU ENGINEERING AND SURVEYING
2118 RIVERSIDE DRIVE, SUITE 208
MOUNT VERNON, WA 98273
TEL: (360) 424-9566

CONTACTS

CITY OF ANACORTES
904 6TH STREET
ANACORTES, WA 98221
CONTACT: ERIC SHJARBACK
TEL: (360) 299-1980 X 1982

PUGET SOUND ENERGY
CUSTOMER CONSTRUCTION SERVICES
TEL: (888) 321-7779

CASCADE NATURAL GAS
1520 SOUTH 2ND STREET
MOUNT VERNON, WA 98273
CONTACT: JAMES HOBBS, P.E.
TEL: (360) 336-3876

ANACORTES WATER
14489 RIVER BEND RD.
MOUNT VERNON, WA 98273
CONTACT: BECKY FOX
TEL: (360) 299-1501

COMCAST
400 SEQUOIA DRIVE
BELLINGHAM, WA 98226
CONTACT: CASEY JONES
TEL: (360) 527-8243

FRONTIER COMMUNICATIONS
595 PEASE ROAD
BURLINGTON, WA 98233
CONTACT: BRIAN SMITH
TEL: (360) 707-0641

PLAN CONTENTS	DRAWING TITLE
SHEET NO.	
C1	COVER SHEET AND VICINITY MAP
C2	TOPOGRAPHIC SURVEY
C3	SITE PLAN
C4	ROADWAY PLAN AND PROFILE
C5	ROADWAY PLAN AND PROFILE
C6	ROADWAY PLAN AND PROFILE
C7	CROSS-SECTIONS

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MOUNT VERNON, WA 98273
360-424-9566



NO.	DATE	REVISION	BY	REV.

COVER SHEET AND VICINITY MAP

SCALES:
HORIZONTAL: 1" = 60'
VERTICAL: N/A

NOTE: IF THIS SHEET IS LESS THAN 22"x 34" THEN SHEET HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT**
SECTION 22, T. 35 N., R. 1 E., W.M.
MOUNT VERNON, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 11/21/17
DRAWING: 5585COVER.DWG
JOB NO.: 5585
SHEET: C1 OF

PROJECT DATA

PROJECT ADDRESS: NO SITE ADDRESS

TAX PARCEL NOS. P58123, P58124

LEGAL DESCRIPTION
THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

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SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

ZONING: COMMERCIAL MARINE

SHORELINE DESIGNATION: N/A

LOT COVERAGE:

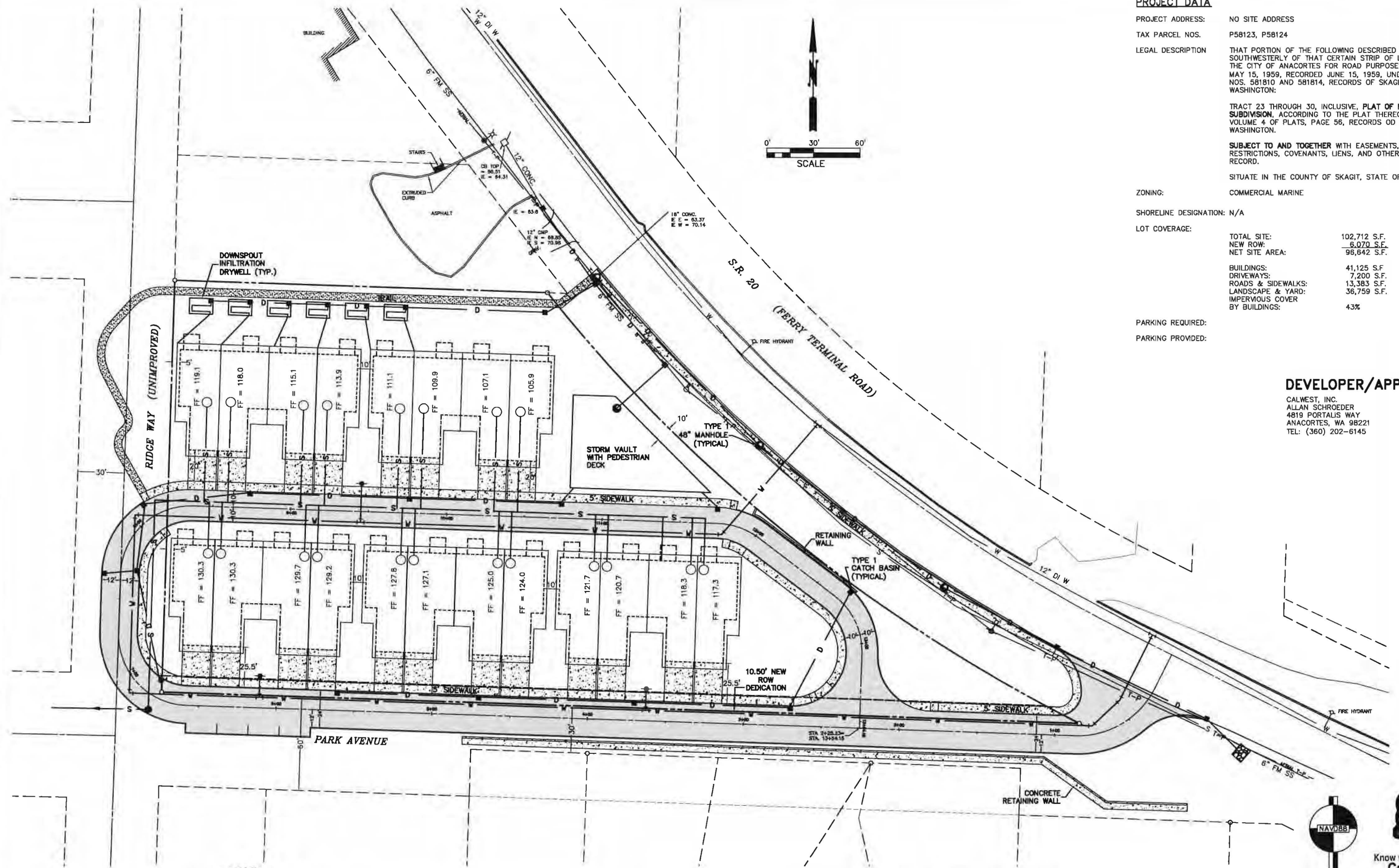
TOTAL SITE:	102,712 S.F.
NEW ROW:	8,070 S.F.
NET SITE AREA:	96,642 S.F.
BUILDINGS:	41,125 S.F.
DRIVEWAYS:	7,200 S.F.
ROADS & SIDEWALKS:	13,383 S.F.
LANDSCAPE & YARD:	36,759 S.F.
IMPERVIOUS COVER BY BUILDINGS:	43%

PARKING REQUIRED:

PARKING PROVIDED:

DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALUS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145



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MOUNT VERNON, WA 98273
360-424-9566



NO.	DATE	REVISION	BY	REV.

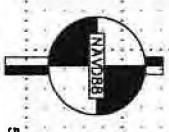
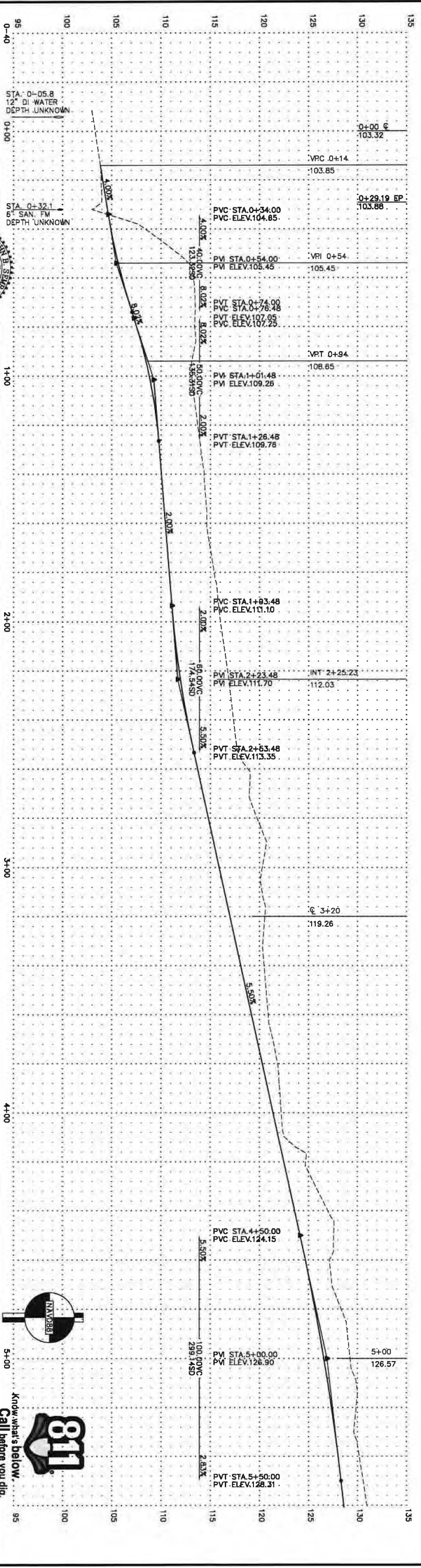
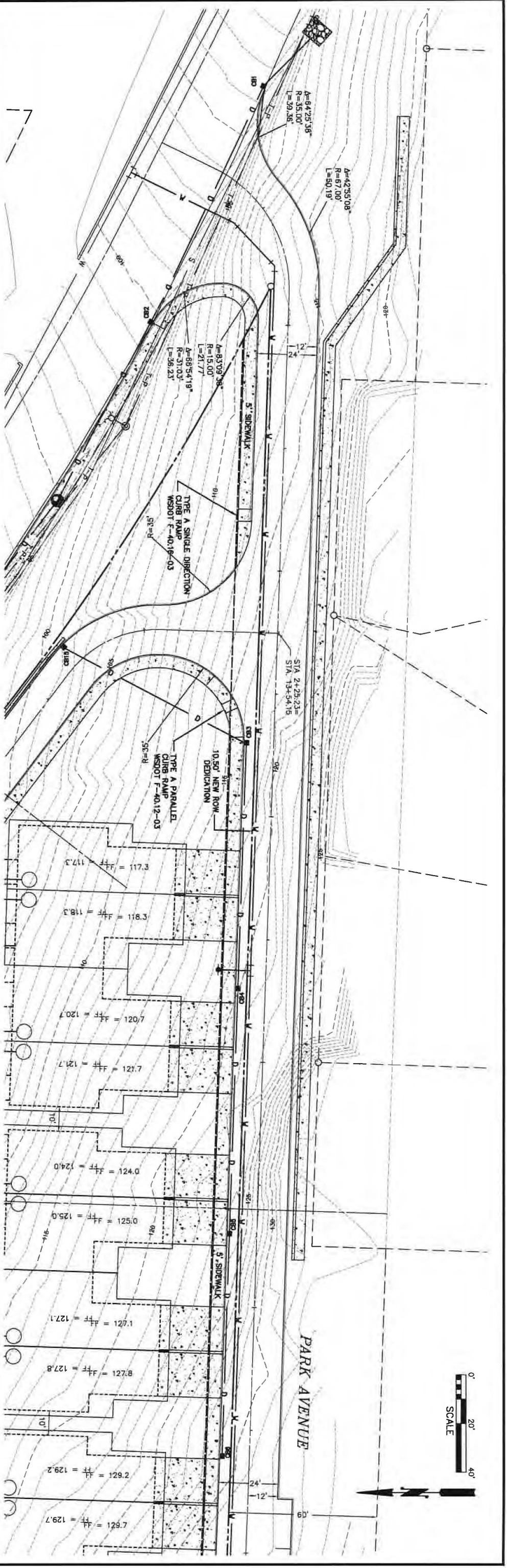
SITE PLAN 5 FOUR-PLEX

SCALES:
HORIZONTAL: 1" = 30'
VERTICAL: N/A
NOTE: IF THIS SHEET IS LESS THAN 22"x 34" THEN SHEET HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT**
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/28-41
DATE: 11/15/17
DRAWING: 5585SHT3-D4.DWG
JOB NO.: 5585
SHEET: C3 OF





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CIVIL ENGINEERING • LAND SURVEYING • PLANNING

2118 RIVERSIDE DRIVE - SUITE 208

MOUNT VERNON, VA 98273

360-424-9566

JOHN B. SEARAU

REGISTERED PROFESSIONAL ENGINEER

20023

STATE OF VIRGINIA

NO.

DATE

REVISION

BY

REV.

ROADWAY PLAN & PROFILE

STA. -0+40 - 5+60

SCALES:

HORIZONTAL: 1" = 20'

VERTICAL: 1" = 5'

NOTE: IF THIS SHEET IS LESS THAN 22" x 34" THEN SHEET HAS BEEN REDUCED

CALWEST, INC. 20 UNIT

CONDITIONAL USE PERMIT

SECTION 22, T. 35 N., R. 1 E., W.M.

ANACORTES, WASHINGTON

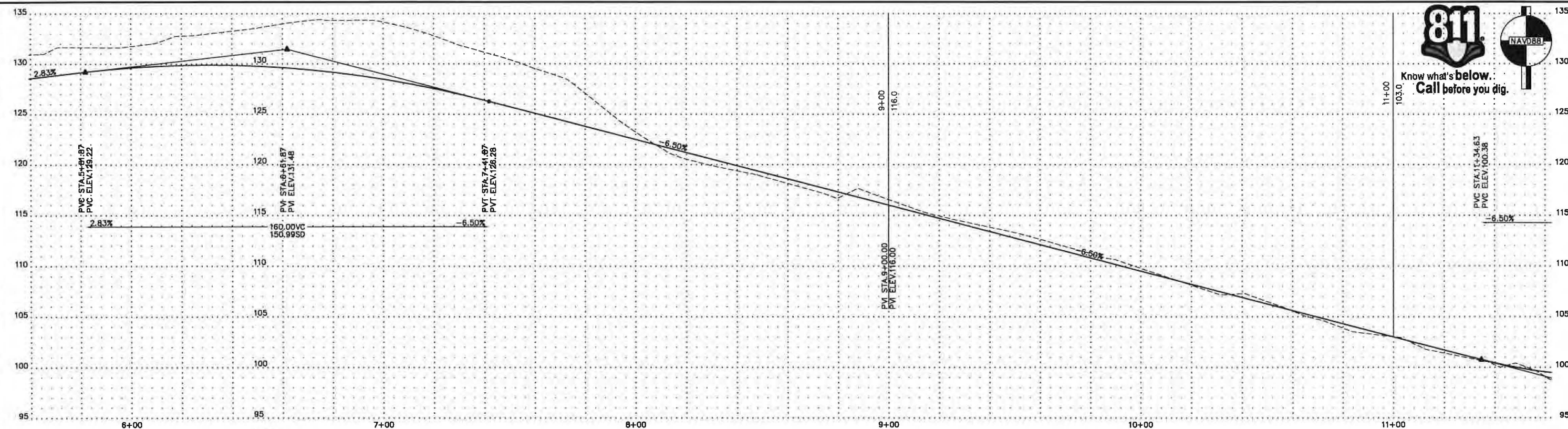
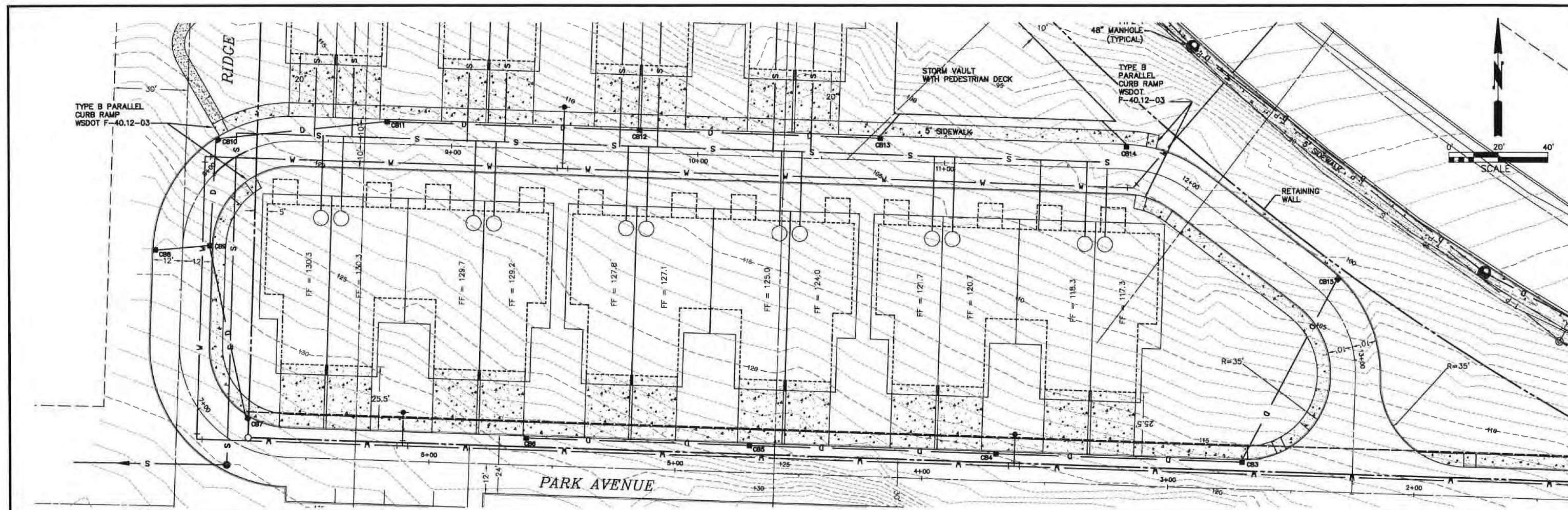
FIELD BK/Pg: 305/26-41

DATE: 11/17/17

DRAWING: 5585PNDWG

JOB NO.: 5585

SHEET: C4 OF



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 360-424-9566



NO.	DATE	REVISION	BY	REV.

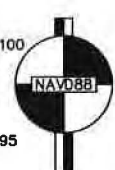
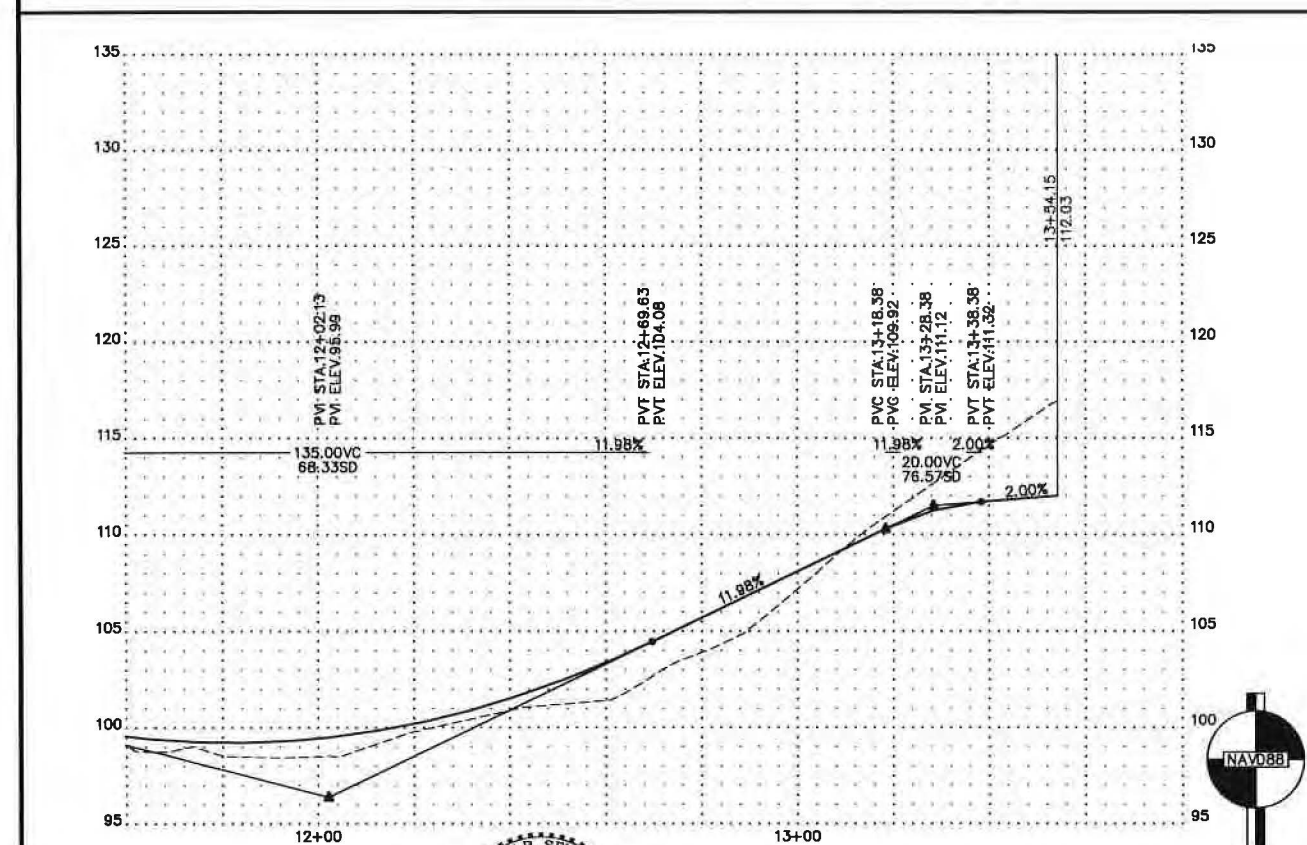
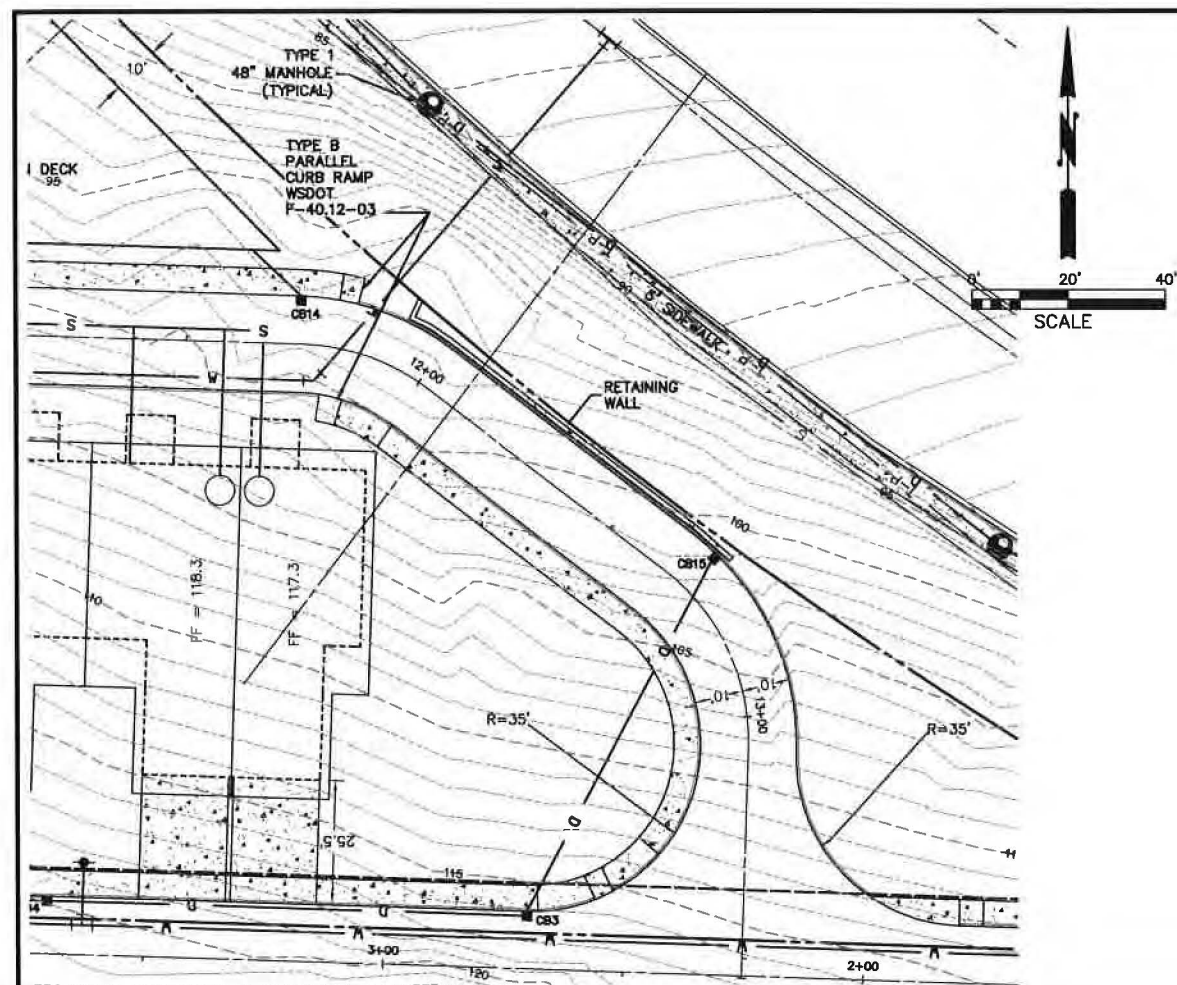
ROADWAY PLAN & PROFILE STA. 5+60 - 11+60

SCALES:
 HORIZONTAL: 1" = 20'
 VERTICAL: 1" = 5'

NOTE: IF THIS SHEET IS LESS THAN 22" x 34" THEN SHEET HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
 CONDITIONAL USE PERMIT**
 SECTION 22, T. 35 N., R. 1 E., W.M.
 ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
 DATE: 11/16/17
 DRAWING: 5585PNP.DWG
 JOB NO.: 5585
 SHEET: C5 OF



811
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360-424-9566



NO.	DATE	REVISION	BY	REV.

ROADWAY PLAN & PROFILE STA. 11+60 - 13+54.15

SCALES:
HORIZONTAL : 1" = 20'
VERTICAL : 1" = 5'
NOTE: IF THIS SHEET IS LESS
THAN 22"x 34" THEN SHEET
HAS BEEN REDUCED

CALWEST, INC.
SHORT PLAT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 11/17/17
DRAWING: 5585PNP.DWG
JOB NO.: 5585
SHEET: C6 OF

LEGAL DESCRIPTION

THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, **PLAT OF NORMAN & WOOD'S SUBDIVISION**, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OD SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREBY SHORT SUBDIVIDED, HEREBY DECLARE THIS SHORT PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SHORT SUBDIVISION MADE HEREBY, AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC FOREVER ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE HEREON AND DO DEDICATE THE USE THEREOF FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH THE USE THEREOF FOR PUBLIC HIGHWAY PURPOSES, AND ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPE FOR CUTS AND FILLS UPON THE LOTS SHOWN THEREON IN THE ORIGINAL REASONABLE GRADING OF SAID STREETS AND AVENUES, AND FURTHER DEDICATE TO THE USE OF THE PUBLIC ALL EASEMENTS AND TRACTS SHOWN ON THIS SHORT PLAT FOR ALL PUBLIC PURPOSES AS INDICATED THEREON, INCLUDING BUT NOT LIMITED TO PARKS, OPEN SPACES, UTILITIES, AND DRAINAGE UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS SHORT PLAT AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC IN WHICH CASE WE DO HEREBY DEDICATE SUCH STREETS, EASEMENTS, OR TRACT TO THE PERSON OR ENTITY IDENTIFIED AND FOR THE PURPOSE STATED.

FURTHER THE UNDERSIGNED OWNERS OF THE LAND HEREBY SHORT SUBDIVIDED WAIVE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS AND ANY PERSON OR ENTITY DERIVING TITLE FOR THE UNDERSIGNED, ANY OR ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF ANACORTES, ITS SUCCESSORS AND ASSIGNS TO WHICH MAY BE OCCASIONED BY THE ESTABLISHMENT, CONSTRUCTION, OR MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS SHORT SUBDIVISION OTHER THAN CLAIMS RESULTING FROM INADEQUATE MAINTENANCE BY THE CITY OF ANACORTES.

FURTHER THE UNDERSIGNED OWNERS OF THE LAND HEREBY SHORT SUBDIVIDED AGREE FOR THEMSELVES, THEIR HEIRS AND ASSIGNED TO INDEMNIFY AND HOLDS THE CITY OF ANACORTES, ITS SUCCESSORS AND ASSIGNS, HARMLESS FROM ANY DAMAGE, INCLUDING COSTS OF DEFENSE, CLAIMED BY PERSONS WITHIN OR WITHOUT THIS SHORT SUBDIVISION TO HAVE BEEN CAUSED BY ALTERATIONS OF THE GROUND SURFACE, VEGETATION, DRAINAGE, OR SURFACE OR SUBSURFACE WATER FLOWS WITHIN THIS SHORT SUBDIVISION OR BY ESTABLISHMENT, CONSTRUCTION OR MAINTENANCE OF THE ROADS WITHIN THIS SHORT SUBDIVISION.

THIS SUBDIVISION, DEDICATION, WAIVER OF CLAIMS AND AGREEMENT TO HOLD HARMLESS IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNERS.

IN WITNESS THEREOF WE SET OUR HANDS AND SEALS

ALLAN SCHROEDER, PORTALIS, LLC
STATE OF WASHINGTON)
) SS.
COUNTY OF SKAGIT)

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT **ALLAN SCHROEDER** SIGNED THE INSTRUMENT AND ACKNOWLEDGED IT TO BE HIS FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

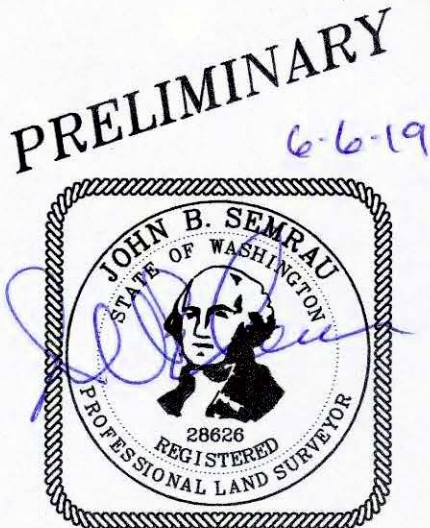
NOTARY PUBLIC
DATED: _____
MY APPOINTMENT EXPIRES: _____

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF ALLAN SCHROEDER IN MARCH OF 2019.

JOHN B. SEMRAU, P.E., P.L.S., CERTIFICATE NO. 28626
SEMRAU ENGINEERING & SURVEYING, P.L.L.C.
2118 RIVERSIDE DRIVE SUITE 208
MOUNT VERNON, WA 98273
PHONE 360-424-9566

DATE: _____



CITY OF ANACORTES APPROVALS:

EXAMINED AND APPROVED THIS _____ DAY OF _____, 20____.

CITY ENGINEER

EXAMINED AND APPROVED THIS _____ DAY OF _____, 20____.

DIRECTOR OF PLANNING, COMMUNITY, & ECONOMIC DEVELOPMENT.

SKAGIT COUNTY APPROVALS:

TREASURER'S CERTIFICATE: I HEREBY CERTIFY THAT ALL TAXES HERETOFORE LEVIED AND WHICH HAVE BECOME A LEIN UPON THE LANDS DESCRIBED ABOVE HAVE BEEN FULLY PAID AND DISCHARGED ACCORDING TO THE RECORDS OF MY OFFICE UP TO AND INCLUDING THE YEAR _____.

CERTIFIED THIS _____ DAY OF _____, 20____.

SKAGIT COUNTY TREASURER

PROJECT DATA

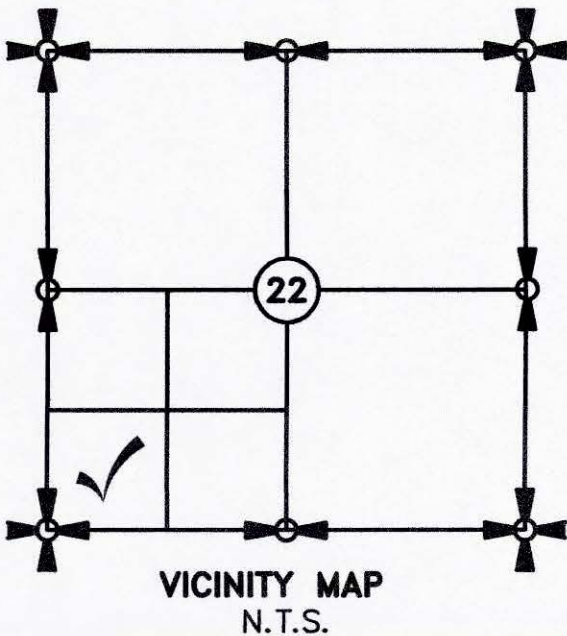
PROJECT ADDRESS: NO SITE ADDRESS
TAX PARCEL NOS. P58123, P58124
ZONING: COMMERCIAL MARINE
MINIMUM LOT SIZE: N/A
SHORELINE DESIGNATION: N/A
LOT COVERAGE:
TOTAL LOT AREA: 102,712 S.F.
NEW ROW: ("____ LOOP") 6,205 S.F.
NET SITE AREA:(ON-SITE) 96,507 S.F.
1/2 ABUTTING ROW 50,007 S.F.
1.148 ACRES
GROSS AREA 146,514 S.F.
3.364 ACRES
ALLOWED DENSITY 94 UNITS
(28 UNITS/GROSS ACRE X 3.214)
PROPOSED DENSITY 18 UNITS

BUILDING COVERAGE PER LOT (%)

LOT 1	32.3%
LOT 2	28.2%
LOT 3	33.6%
LOT 4	19.6%
LOT 5	48.4%
LOT 6	48.4%
LOT 7	49.8%
LOT 8	49.8%
LOT 9	39.0%

DEVELOPER/APPLICANT

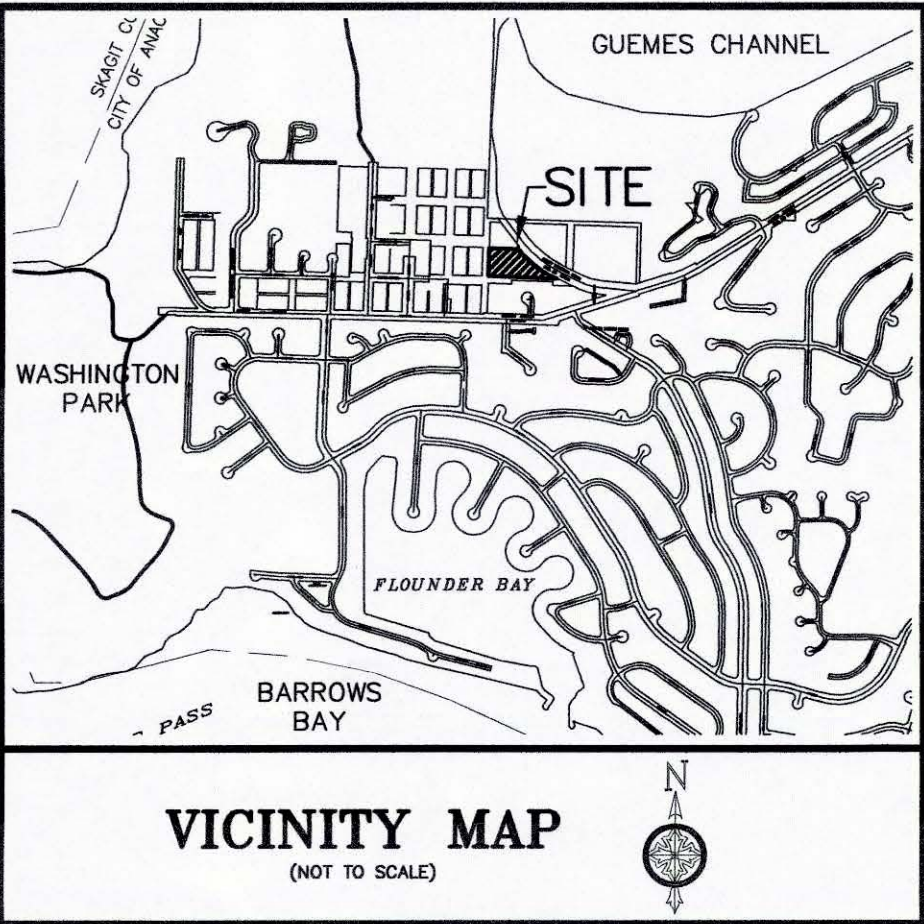
CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145



AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS ____ DAY OF _____, 20____ AT _____ M. UNDER AUDITOR'S FILE # _____, AT THE REQUEST OF SEMRAU ENGINEERING AND SURVEYING, PLLC.

SKAGIT COUNTY AUDITOR DEPUTY AUDITOR



LOT AREA AND ADDRESS INFORMATION

LOT 1	20,414 SQ. FT.	0.47 ACRES	5410, 5412, 5414, 5416 "____ LOOP"
LOT 2	12,306 SQ. FT.	0.28 ACRES	5418, 5420 "____ LOOP"
LOT 3	12,112 SQ. FT.	0.28 ACRES	
LOT 4	17,577 SQ. FT.	0.40 ACRES	5308, 5310 "____ LOOP"
LOT 5	6,803 SQ. FT.	0.16 ACRES	5312, 5314 "____ LOOP"
LOT 6	6,803 SQ. FT.	0.16 ACRES	5316, 5318 "____ LOOP"
LOT 7	6,254 SQ. FT.	0.14 ACRES	5320, 5400 "____ LOOP"
LOT 8	6,254 SQ. FT.	0.14 ACRES	5402, 5404 "____ LOOP"
LOT 9	7,985 SQ. FT.	0.18 ACRES	5406, 5408 "____ LOOP"
NEW ROW	6,205 SQ. FT.	0.14 ACRES	
TOTAL	102,712 SQ. FT.	2.36 ACRES	

PROPOSED EASEMENTS (SEE SHEET 2)

- 18' PUBLIC DRAINAGE, TRAIL, AND PRIVATE UTILITY EASEMENT – EASEMENT FOR PUBLIC STORM SEWER INLETS AND PIPING, AREA FOR PUBLIC HIKE/BIKE TRAIL, AND FOR PRIVATE UTILITIES FOR THE RESIDENCES ON SITE.
- 10' PRIVATE STORM EASEMENT – AREA FOR INLETS AND PIPING FOR STORM SEWER OUTLET FROM STORM VAULT.
- 10' PUBLIC UTILITY EASEMENT – AREA FOR PUBLIC UTILITIES TO INSTALL THEIR FACILITIES.
- 16' & 30' PRIVATE INGRESS, EGRESS & PUBLIC UTILITY EASEMENTS – AREA FOR PRIVATE ACCESS TO RESIDENCES & AREA FOR PUBLIC UTILITIES TO INSTALL THEIR FACILITIES.

PROPOSED RIGHT-OF-WAY DEDICATION (SEE SHEET 2)

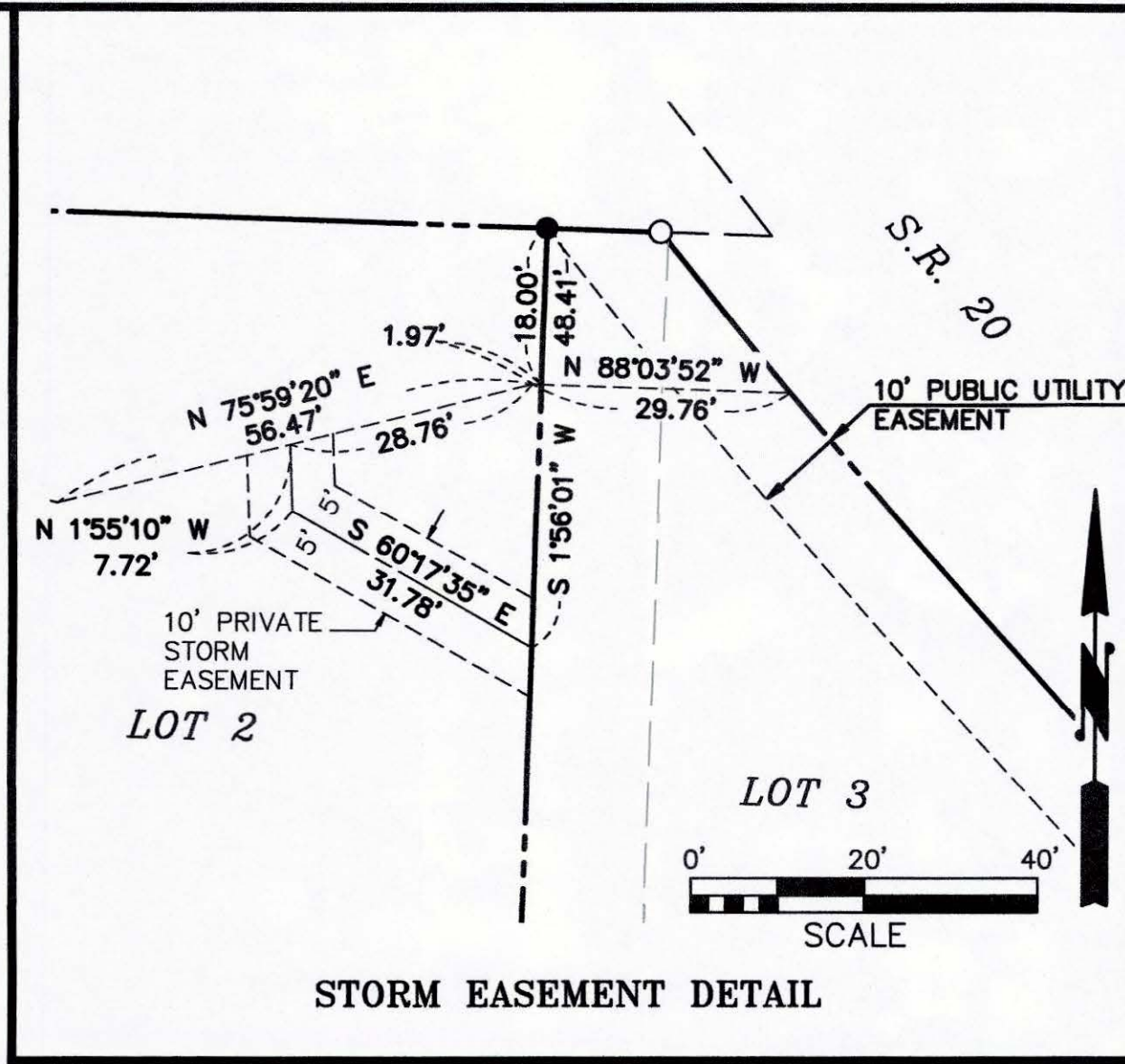
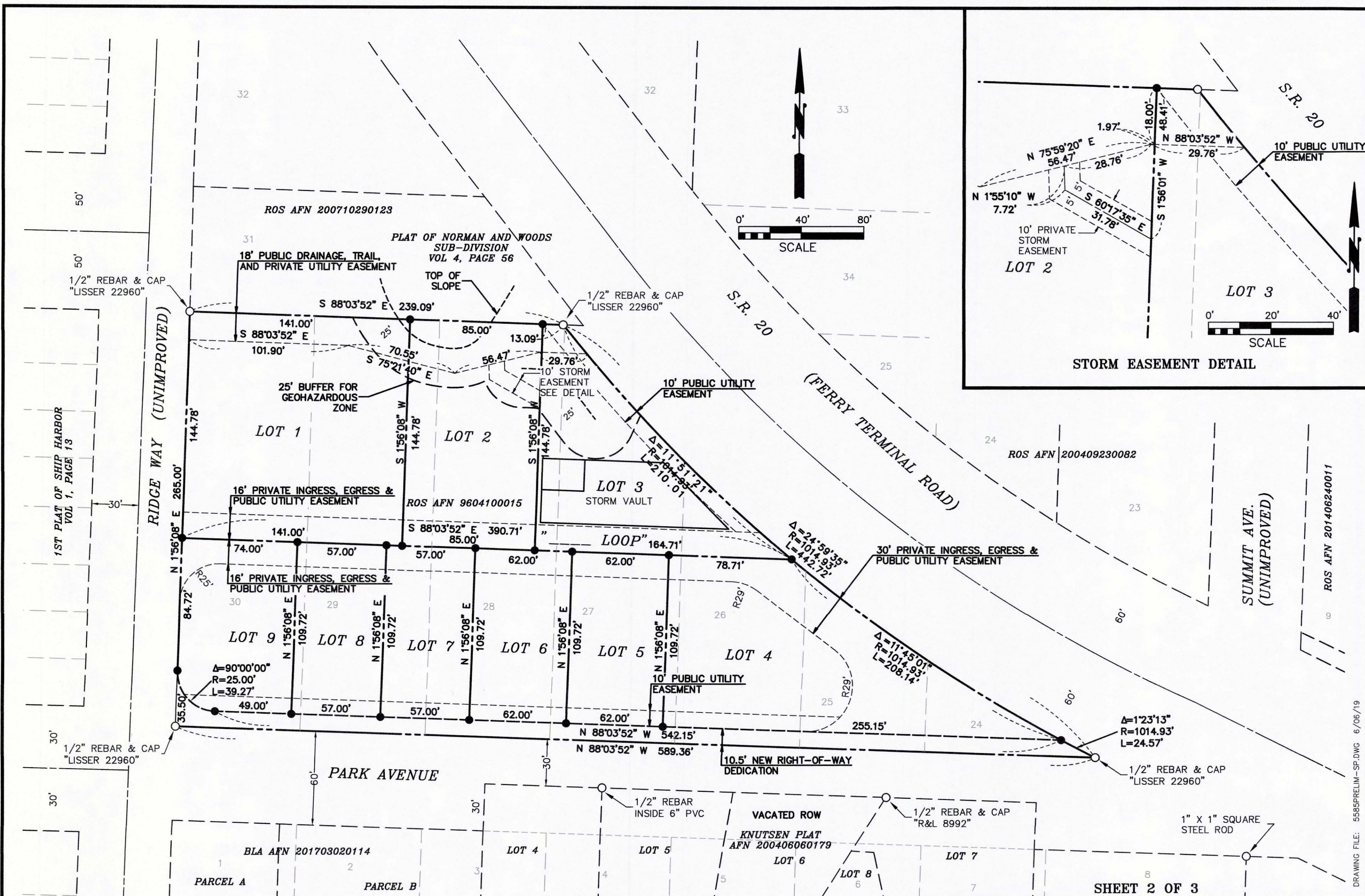
10.5' WIDE (MEASURED PERPENDICULARLY) STRIP ABUTTING THE NORTH LINE OF EXISTING PARK AVENUE FROM SR 20 (FERRY TERMINAL ROAD) WESTERLY TO RIDGE WAY WITH A 25' RADIUS CURVE AT THE WEST END TYING INTO THE EXISTING EASTERLY RIGHT-OF-WAY OF RIDGE WAY.

SHEET 1 OF 3

CUP-2018-0002 SHORT PLAT NO.

SURVEY IN A PORTION OF THE
SW 1/4 OF THE SW 1/4
SECTION 22, T. 35 N., R. 1 E., W.M.
FOR: CALWEST, INC.

FB. . PG. . SEMRAU ENGINEERING & SURVEYING SCALE: N/A
MERIDIAN: ASSUMED SURVEYING • ENGINEERING • PLANNING
MOUNT VERNON, WA 98273 360-424-9566 JOB NO. 5585



PRELIMINARY

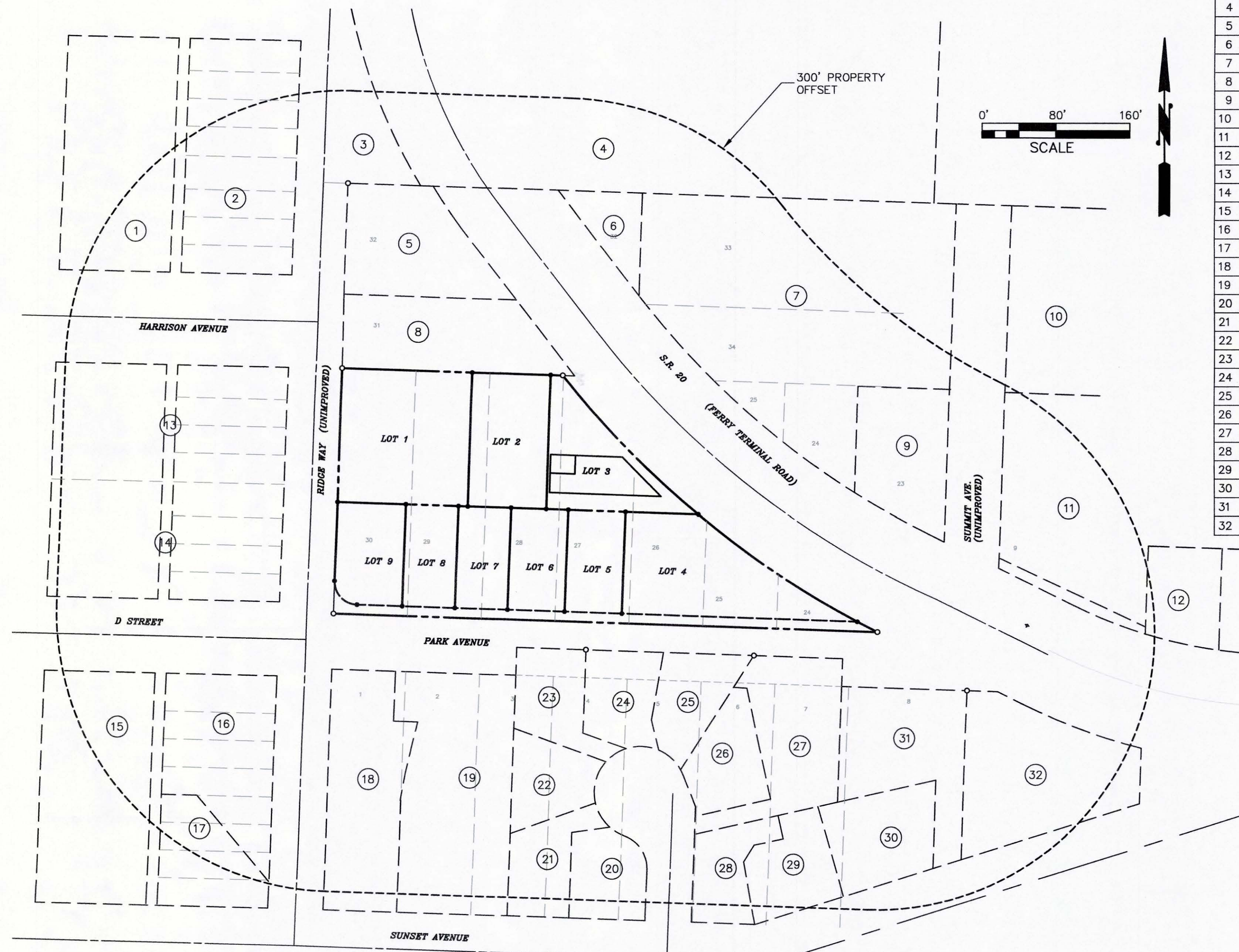
- KEY**
- - INDICATES SET 1/2" REBAR & CAP, "SEMRAU 28626"
 - - INDICATES FOUND CORNER AS DESCRIBED.
 - ⊙ - INDICATES EXISTING MONUMENT IN CASE FOUND.

CUP-2018-0002		SHORT PLAT NO.	
SURVEY IN A PORTION OF THE SW 1/4 OF THE SW 1/4, SECTION 22, T. 35 N., R. 1 E., W.M. FOR: CALWEST, INC.			
FB. .	PG. .	SEMRAU ENGINEERING & SURVEYING SURVEYING • ENGINEERING • PLANNING MOUNT VERNON, WA 98273 360-424-9566	SCALE: 1"= 40'
MERIDIAN:	ASSUMED		JOB NO. 5585

DRAWING FILE: 5585PRELIM-SP.DWG 6/06/19

OWNERSHIP TABLE

1	P58968	STATE OF WASHINGTON DOT
2	P58966	STATE OF WASHINGTON DOT
3	P31673	SALISH SEA MARKETPLACE LLC
4	P31672	PORT OF ANACORTES
5	P58126	SALISH SEA MARKETPLACE LLC
6	P58127	B AND R INVESTMENT GROUP LLC
7	P58128	DILLER, DILLER & DILLER LLC
8	P58125	SALISH SEA MARKETPLACE LLC
9	P58122	DILLER, DILLER & DILLER LLC
10	P58120	MAYVEMBER LIMITED LIABILITY COMPANY
11	P58121	MAYVEMBER LIMITED LIABILITY COMPANY
12	P58116	MAYVEMBER LIMITED LIABILITY COMPANY
13	P58972	STATE OF WASHINGTON DOT
14	P58969	STATE OF WASHINGTON DOT
15	P59005	VIKKI S. MEACHAM
16	P59001	ALLENE C. QUINN
17	P59002	JEFFERY R. AND LISA A. BLOHM
18	P58108	SPIVAK REVOCABLE LIVING TRUST
19	P58109	PETER DOWNING
20	P126312	JASON R ZAHARRIS
21	P126313	DOUGLAS G. AND SUZANNE KNUTSON
22	P126314	DOUGLAS G. AND SUZANNE KNUTSON
23	P126315	DOUGLAS G. AND SUZANNE KNUTSON
24	P126316	ELLIOT H. AND MOLLY J. JOHNSON
25	P126317	SARAH D. AND JOHN L. LOUDERMILK
26	P126318	JAMES E. AND MARIANNE PROSSER
27	P126319	AMY M. ARISCO
28	P125360	RONALD F. WATTS
29	P58112	DENNIS C. FERAGEN
30	P58113	LORIANN MALONE
31	P58114	JAMIE M. VAN ARSDALL
32	P58115	FRONTIER PROPERTY TAX DEPT. NCA



SHEET 3 OF 3

CUP-2018-0002

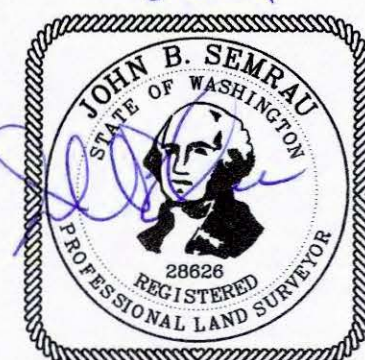
SHORT PLAT NO.

SURVEY IN A PORTION OF THE
SW 1/4 OF THE SW 1/4,
SECTION 22, T. 35 N., R. 1 E., W.M.
FOR: CALWEST, INC.

FB. . PG. .
MERIDIAN: ASSUMED

SEMRAU ENGINEERING & SURVEYING
SURVEYING • ENGINEERING • PLANNING
MOUNT VERNON, WA 98273 360-424-9566

SCALE: 1" = 80'
JOB NO. 5585



PRELIMINARY













EXHIBIT #11:

PCED PRESENTATION TO PLANNING COMMISSION



PLANNING COMMISSION

Pre-Decision Open-Record Public Hearing

July 24, 2019, @ 5:00 PM; 3:00 PM Site Visit Onsite

By: Kevin Cricchio, AICP, ISA, WPIT, Senior Planner

CUP-2018-0002:

PROJECT LOCATION:

The project site is located off Ferry Terminal Road, South of Charlie's Restaurant, which is located in a portion of Section 22, Township 35 North, Range 01 East, Willamette Meridian.

APPLICANT & LANDOWNER:

Calwest Inc.
Allan Schroeder
4819 Portalis Way
Anacortes, WA 98221

CUP-2018-0002:

SUBJECT PROPOSAL:

The subject proposal includes a Conditional Use Permit to permit the construction of 9-duplexes (18 dwelling-units total) on the subject property. Additionally, preliminary approval of a 9-lot short plat of the subject property is sought with a stormwater vault to be located on lot #3. This project is also subject to SEPA Environmental Review.

CUP-2018-0002:

SUBJECT PARCEL NUMBERS:

P58123 & P58124

CURRENT ZONING:

Commercial Marine (CM) Zoning District

CUP-2018-0002:

SURROUNDING ZONING & LAND USES:

Direction:	Zoning:	Present Land-Use:
North:	CM & R2 Zoning Districts	Vacant land, Parking Lot, Charlies' Restaurant.
South:	R2 Zoning District	Unopened right-of-way & Single-family residences
East:	CM Zoning District	State Route Twenty (SR20)
West:	R2 Zoning District	Unopened right-of-way & Single-family residences

CUP-2018-0002:

GENERAL BACKGROUND:

1. A pre-application conference is required for Conditional Use Permit applications per AMC Table 19.20.030-1. Accordingly, a pre-application conference meeting was held on November 15, 2016.
2. Additionally, a neighborhood meeting is required for Conditional Use Permit applications per AMC Table 19.20.030-1. Accordingly, a neighborhood meeting was conducted at 6:00 PM on November 15, 2017 in the Senior Center. The neighborhood meeting notice was posted on the project site, published in the Anacortes American newspaper, and mailed to neighboring landowners within 300 feet of the subject property as is required by AMC 19.20.120(D).
3. On **May 7, 2018**, the City of Anacortes' Department of Planning, Community, & Economic Development **received the subject applications**.
4. The subject application was **deemed incomplete** on June 12, 2018.
5. Following resubmittal of revised application material, the subject application was **deemed complete** on July 6, 2018.

CUP-2018-0002:

NOTICING:

1. A “Notice of Application” was published in the Anacortes American newspaper on July 6, 2018 with a comment period that ended on August 7, 2018. This notice was also posted onsite in two (2) different locations; mailed to neighboring landowners within 300’ of the subject properties; and posted on the city’s website, at the local USPS office, in the library, and at city hall.
2. Then on August 1, 2018, a “Revised Notice of Application” was published in the Anacortes American newspaper, which extended the comment period to August 10, 2018. This revised notice was also posted onsite in two (2) different locations; mailed to neighboring landowners within 300’ of the subject properties; and posted on the city’s website, at the local USPS office, in the library, and at city hall.
3. On August 14, 2018, former city planner, Kait Nelson stopped the 120-day-clock until we received requested information. Following Kait’s departure from the city (January 4, 2019), I took over the management of this project.

CUP-2018-0002:

NOTICING CONTINUED:

4. On January 29, 2019, the applicant was emailed as to what additional information and revisions were needed for the city to begin processing the subject application.
5. On February 7, 2019, a meeting was conducted with the applicant, the applicant's engineer/surveyor, the applicant's geotechnical engineer, the city's third party reviewer GeoEngineers, and city staff.
6. On May 17, 2019 and June 7, 2019, the applicant provided the city with additional material and revisions for review and consideration.
7. On June 10, 2019, the applicant was emailed again stating that effective June 12, 2019, the 120-day-clock was hereby started again.
8. On June 12, 2019, a new "Revised Notice of Application & Hearing Using Optional SEPA DNS" was published in the Anacortes American newspaper. A new 21-day comment was required as previous notices did not include that the application also involved preliminary short plat approval in addition to a Conditional Use Permit.

CUP-2018-0002:

NOTICING CONTINUED:

9. The new comment period ended at 5:00 PM on July 3, 2019 but comments have been accepted until the close of the Pre-Decision Open-Record Public Hearing.
10. This new “Revised Notice of Application & Hearing Using Optional SEPA DNS” was also posted onsite in two (2) different locations; mailed to neighboring landowners within 300’ of the subject properties; mailed to parties of record who had already commented on the application; and posted on the city’s website, at the local USPS office, in the library, and at city hall. Agencies and departments of jurisdiction were also solicited for comment.
11. Per AMC Table 19.20.030-1, Conditional Use Permits are considered a Type 4 type of review while short plats are considered a Type 2 type of review. Type 4 land use permits require a 21-day comment period while Type 2 permits require a 14-day comment period.

CUP-2018-0002:

NOTICING CONTINUED:

12. Per the applicant's wishes, both the Conditional Use Permit and Short Plat applications were processed via consolidated review per AMC 19.20.040. Therefore, there was only one twenty-one (21) day comment period.
13. Ordinarily Conditional Use Permits go before the Planning Commission for a recommendation followed by City Council for a decision on the matter while short plat applications are decided by the Planning Director only. Because of this consolidated review and processing however, both the Conditional Use Permit and Short Plat application will go before the Planning Commission for a recommendation on the matter followed by City Council for a decision.

CUP-2018-0002:

CRITICAL AREAS REVIEW:

Wetlands:

According to a letter dated September 18, 2017, prepared by Advanced Environmental Solutions, no wetland or wildlife habitat are either located on the subject property or within 300 feet to it. The nearest wetland and/or buffer is located to the north toward Ship Harbor that is bisected by Ferry Terminal Road and existing development.

Threatened & Endangered Species:

No federal threatened or endangered species were determined to be located on the subject property. Additionally, no WDFW Priority Species or Habitat were determined to be located on the subject property.

CUP-2018-0002:

GEOLOGICALLY HAZARDOUS AREAS:

One or more steep slopes are located along the north /northeastern portion of the subject property. These slopes meet the definition of a landslide hazard area per AMC 17.70.190(B)(9) as they are greater than forty (40) percent or steeper and have a vertical relief of ten or more feet. The project geotechnical engineer [Edison Engineering] recommends a twenty-five (25)-foot buffer from the top of bank. This 25-foot no disturbance and building setback from the top of bank has conditioned below accordingly.

The City of Anacortes used GeoEngineers for their third party review of the applicant's geotechnical report/ analysis.

CUP-2018-0002:

CULTURAL RESOURCE ASSESSMENT:

Fullscope Northwest LLC prepared a Cultural Resource Assessment dated April 5, 2019. Following an Archaeological Assessment of the project site, no cultural resources were observed within the project area.

TREE ASSESSMENT/PRESERVATION PLAN:

According to the Tree Assessment Plan, there are 51 trees located onsite which correspond to 96.842 tree unit credits per AMC Chapter 16.50. All 51 trees are slated for removal. As conditioned below, ninety-seven (97) trees will be required to be planted onsite as part of this development.

CUP-2018-0002:

TRAFFIC IMPACT ANALYSIS:

A level two (2) traffic impact analysis was prepared by the DN Traffic Consultants, Inc. of Preston, Washington dated July 31, 2017. According to the report, 10 PM peak hours will result from this project. The mitigation fee of \$900 per PM peak hour trip for multifamily is \$900 per PM peak hour trip resulting in a traffic impact fee of \$9,000.

The Public Works Department recently reviewed the submitted Traffic Impact Analysis. Because the report was written in 2017, old rates for impact fees were used. Based on the new rate, the total impact fee for 10 peak hour trips would be $10 \times \$2,730.77 = \$27,307.70$ owing to the city. The subject MDNS has been conditioned below accordingly.

CUP-2018-0002:

STATE ENVIRONMENTAL POLICY ACT:

The subject proposal required SEPA environmental review. A SEPA Mitigated Determination of Non-Significance (MDNS) was issued on July 16, 2019. See the conditions of approval hereafter that reflect the respective mitigation measures.

CUP-2018-0002:

PUBLIC COMMENTS RECEIVED:

Any public comments received can be found in **Exhibit #04**.

AGENCY & DEPARTMENT COMMENT:

Comments received from both agencies and departments of jurisdiction can be found in **Exhibit #05**.

CUP-2018-0002:

ZONING:

1. Per AMC 17.24.010, the Commercial Marine (CM) Zoning District is “established in recognition of the unique and irreplaceable nature of certain marine sites within Anacortes, and creates a special commercial district providing for the establishment of such uses as marinas, boat docking facilities, and other commercial enterprises where orientation to navigable waterways and tourism trade is of prime importance. Uses in this district are intended to serve the needs of marine oriented and tourist activity, and not to create large scale commercial centers providing basic goods and services to the entire community.”
2. Both single-family residences and multi-family units in the Commercial Marine Zoning District require a Conditional Use Permit per AMC 17.21.040. The applicant proposes constructing nine (9) duplexes on nine (9) lots that are part of the preliminary short plat (part of this subject applications).

CUP-2018-0002:

ZONING CONTINUED:

3. Per AMC 17.21.050, there is no minimum lot size requirement. According to Sheet 1 of 3 of the preliminary short plat, proposed lots therein will range in size from 6,254 square feet to 20,414 square feet.
4. Per AMC 17.21.060, there is no minimum setback from property lines, except ten (10) feet when the property line adjoins a different zone, which has required property line setbacks. There is however a twenty (20) foot setback from right-of-way. It appears that the applicant has met this requirement.
5. According to AMC 17.21.070, the maximum permitted density in the CM Zone is twenty-eight (28) units per gross acre for residential developments. According to Sheet 1 of 3 of the preliminary short plat map, the gross site area is 3.361 acres. Based on this land area the allowed density is ninety four (94) units [28 units X 3.361 gross acres]. The proposed development however is only for eighteen (18) dwelling units consisting of 9 duplexes.

CUP-2018-0002:

ZONING CONTINUED:

6. According to AMC 17.21.080, the maximum permitted land coverage in the CM Zoning District is fifty (50) percent. According to Sheet C4 of the applicants submittal, between 19.6 to 49.8 percent is proposed.
7. Per AMC 17.21.090, the maximum permitted building height in the CM Zone is thirty-five (35) feet. As conditioned below, this maximum height requirement will be reviewed for at time of building permit application submittal by Planning and Building Department staff.
8. Per AMC 17.46.020, two (2) off-street parking spaces are required for single-family residences. Duplexes per se however area not listed within AMC 17.46.020. Multifamily uses range in required parking from 1.2 off-street parking spaces to 1.8 based on the number of bedrooms within. Nonetheless, each of the nine (9) proposed duplexes will meet the off-street parking requirement as each has a garage and driveway adequate to park two (2) or more vehicles off-street.

CUP-2018-0002:

ZONING CONTINUED:

9. Per AMC § 19.36.040, in order to grant a Conditional Use Permit (CUP), the decision maker must find that the use would be consistent with the criteria listed therein [19.36.040]. A staff analysis follows each of these criteria of approval.

SUGGESTED FINDING OF FACT:

- On pages 6-9 of your staff report, there are ten (10) items therein listed that address the zoning code and how the applicant has met these requirements. **There was an omission therein however so I would like to add two (2) additional findings of fact. The new finding would read:**
10. Anacortes Municipal Code Chapter 17.05 regulates concurrency regarding public facilities and services being available concurrent to the impacts of development.

STAFF ANALYSIS:

The applicant has met this requirement as all required improvements (i.e., potable water, sanitary sewer, paved streets, curb, gutter, sidewalk, path-way, etc.) will be required to be in place concurrent to development and prior to both final short plat approval and building permit issuance. The City of Anacortes' PCED & PWD will verify that all conditions of approval have been met.

CUP-2018-0002:

SUGGESTED FINDING OF FACT CONTINUED:

11. According to Anacortes Municipal Code 17.05.030(A), “Development shall be prohibited, and all applications therefore shall be denied, if the development would cause the level of service on a concurrency facility or service to decline below adopted levels of service standards, unless the improvements or strategies to accommodate the new development are made concurrent with the development, subject to the provisions of subsection 17.05.070(C). For potable water, sewer/on-site sewage disposal and stormwater management, only available capacity or capacity that can be provided prior to the actual use of the facility will be used.”

Furthermore Anacortes Municipal Code 17.05.030(C), states that “All development approvals shall include a finding as to the application of this chapter, and those approvals for which concurrency improvements are required under this chapter shall be expressly conditioned thereon. If a proposed development would cause the level of service to decline below adopted level of service standards for an affected facility, the proposed development may nonetheless be approved if the Zoning Administrator finds that an improvement will be completed that will result in meeting adopted level of service standards of all affected concurrency facilities at the time of development, or that a financial commitment is in place to complete the improvement or implement the strategy within six years. This conditional approval shall not apply to stormwater and sanitary sewer systems.”

CUP-2018-0002:

SUGGESTED FINDING OF FACT CONTINUED:

STAFF ANALYSIS:

As stated above, all required improvements (i.e., potable water, sanitary sewer, paved streets, curb, gutter, sidewalk, path-way, etc.) will be required to be in place concurrent to development and prior to both final short plat approval and building permit issuance. The proposed development will not cause the level of service (LOS) to decline below adopted level of service standards for an affected facility.

With regard to traffic, according to the Traffic Impact Analysis submitted by the applicant, the development will result in 10 PM peak hour trips. These added trips are negligible with their impact to the adopted LOS on Ferry Terminal Road per page 11 of the Traffic Impact Analysis.

- Lastly, with the addition of these two (2) findings of fact stated above, existing item numbered number ten (10) now becomes number twelve (12) in the staff report /Findings of Fact.

CUP-2018-0002:

SUGGESTED ADDITION TO CONDITIONS OF APPROVAL:

- On page 17 of the staff report/ findings of fact, condition of approval number 26 (T), requires that the applicant pay \$27,307.70 traffic impact fee prior to final short plat or building permit application approval. This fee however varies based on the current traffic impact fee in place at time of building permit issuance.
- So without modifying the respective condition that is part of an issued SEPA MDNS, I propose that condition of approval number twenty-seven (27) be added that reads:
 - 27). Impact fees including but not limited to traffic are payable at levels in effect at the time of building permit issuance and may differ from those fee levels currently in effect. In other words, the \$27,307.70 traffic impact fee noted above may change.

CUP-2018-0002:

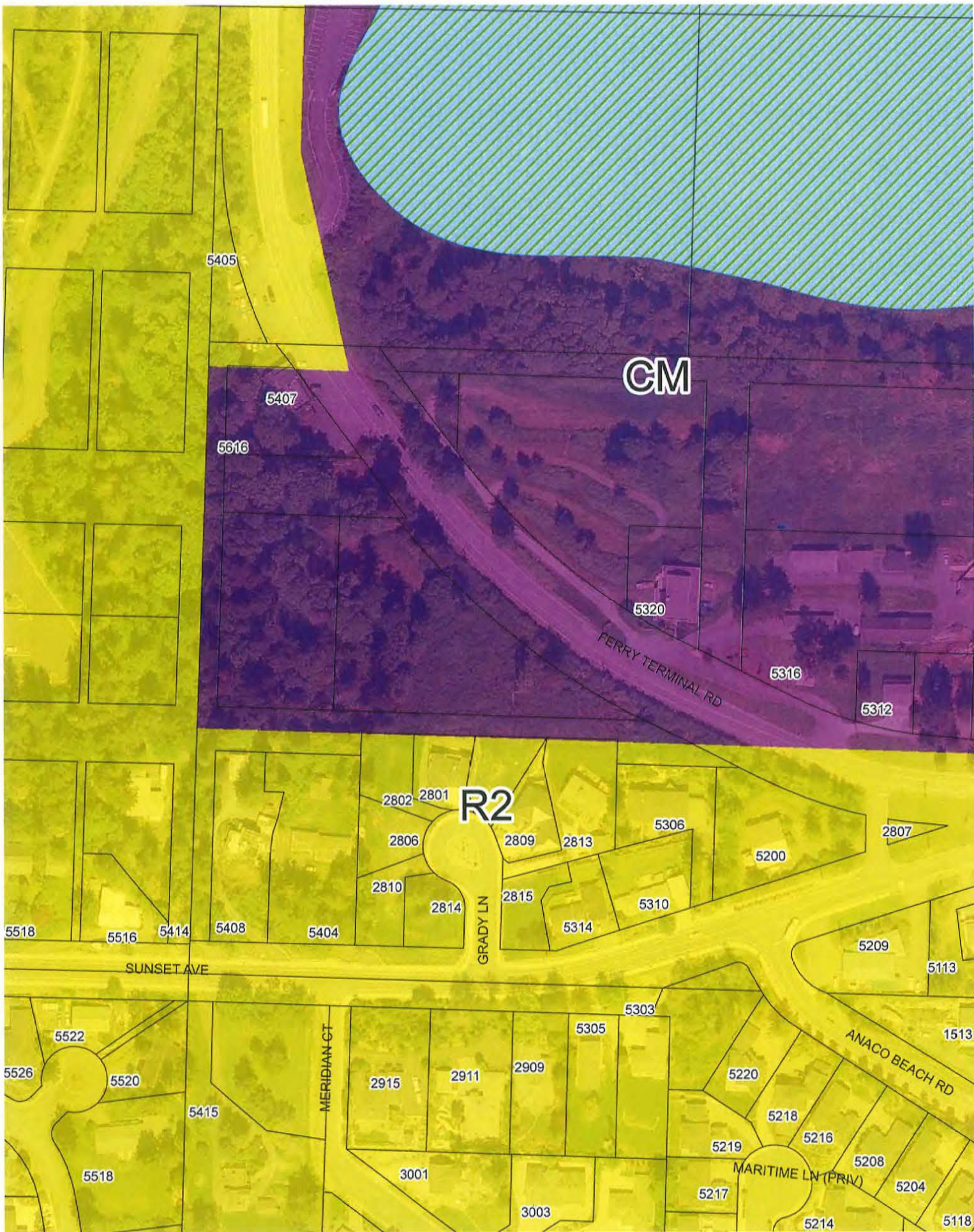
STAFF RECOMMENDATION:

The Department of Planning, Community, and Economic Development (PCED) recommends that the Planning Commission make a recommendation of approval to City Council regarding the subject Conditional Use Permit & Preliminary Short Plat request subject to staff's suggested conditions of approval.

CUP-2018-0002:

EXHIBITS:

EXHIBIT NUMBER:	NAME OF EXHIBIT:
Exhibit #01	Master Permit Application, Narrative, SEPA Checklist, CUP Criteria of Approval, Reconnaissance Critical Area Letter, Geotechnical Report & Addendum, Traffic Impact Analysis, Cultural Resource Report, & Tree Assessment
Exhibit #02	GIS Map & Assessor's Info
Exhibit #03	Notice of Application; Revised Notice of Application; Neighborhood Meeting Notice, Revised Notice of Application & Hearing Using Optional SEPA DNS
Exhibit #04	Public Comments Received
Exhibit #05	Agency & Department Comments Received
Exhibit #06	Third Party Review –Geotechnical Review
Exhibit #07	Anacortes Municipal Code Chapter 17.21, Commercial Marine
Exhibit #08	Issued SEPA MDNS
Exhibit #09	Site Photos
Exhibit #10	Site Plan, Landscape Plan, Preliminary Short Plat Maps, Architectural Rendering of Development



5405

5407

5616

CM

5320

5316

5312

FERRY TERMINAL RD

R2

2802 2801

2806

2809

2813

5306

5200

2807

2810

2814

2815

5314

5310

5518

5516

5414

5408

5404

SUNSET AVE

GRADY LN

5209

5113

1513

ANACO BEACH RD

5522

5526

5520

5415

MERIDIAN CT

2915

2911

2909

5305

5303

5220

5218

5216

5208

5204

5118

5518

3001

3003

5217

MARITIME LN (PRIV)

5214

Details for Parcel: P58123



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of ANACORTES for ANACORTES zoning information.

[Recorded Documents](#) Documents scanned and recorded by the Auditor's office[Excise Affidavits](#) Document scans of excise affidavits

Parcel Number

P58123

XrefID

3808-000-028-0006

Quarter Section Township Range

22 35 01

Owner Information

CALWEST INC
4819 PORTALIS WAY
ANACORTES, WA 98221

Site Address(es)

Map Links

[Open in iMap](#)
Assessor's Parcel Map:
[PDF](#) | [DWF](#)

Current Legal Description [Abbreviation Definitions](#)

(1.2700 ac) NORMAN & WOOD'S SUB-DIV TO ANA PTN LTS 23 TO 28 S OF HWY

2018 Values for 2019 Taxes*

Building Market Value \$.00
Land Market Value +\$247,500.00
Total Market Value \$247,500.00
Assessed Value \$247,500.00
Taxable Value \$247,500.00

Sale Information

Deed Type WARRANTY DEED
Sale Date 2017-09-01
Sale Price \$425,000.00

2019 Property Tax Summary

2019 Taxes will be available after 2/15/2019
Use the Taxes link above for 2018 taxes

* Effective date of value is January 1 of the assessment year (2018)

Legal Description at time of Assessment

*Land Use					WAC 458-53-030
Neighborhood	(6L1ANA) ANACORTES COMMERCIAL LAND				
Levy Code	0900	Fire District			
School District	SD103	Exemptions			
Utilities		Acres	0.00		
Improvement 1 Attributes Summary					
Building Style	COMMERCIAL REAL PROPERTY				
Year Built		Foundation			
Above Grade Living Area		Exterior Walls			
Finished Basement		Roof Covering			
*Total Living Area		Heat/Air Conditioning			
Unfinished Basement		Fireplace			
*Total Garage Area		Bedrooms			
Bathrooms					
For additional information on individual segments see Improvements tab					

* Land Use codes are for assessment administration purposes and do not represent jurisdictional zoning. Please contact the appropriate planning department in your jurisdiction for land use questions.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

Details for Parcel: P58124



Jurisdiction: ANACORTES

Zoning Designation: Please contact the city of ANACORTES for ANACORTES zoning information.

[Excise Affidavits](#) Document scans of excise affidavits

Parcel Number

P58124

XrefID

3808-000-030-0002

Quarter Section Township Range

22 35 01

Owner Information

CALWEST INC

4819 PORTALIS WAY

ANACORTES, WA 98221

Site Address(es)

Map Links

[Open in iMap](#)[Assessor's Parcel Map:](#)[PDF](#) | [DWF](#)Current Legal Description [Abbreviation Definitions](#)

(0.9900 ac) NORMAN & WOOD'S SUB-DIV TO ANA LTS 29 & 30

2018 Values for 2019 Taxes*

Building Market Value \$.00

Land Market Value +\$194,400.00

Total Market Value \$194,400.00

Assessed Value \$194,400.00

Taxable Value \$194,400.00

Sale Information

Deed Type WARRANTY DEED

Sale Date 2017-09-01

Sale Price \$425,000.00

2019 Property Tax Summary

2019 Taxes will be available after 2/15/2019

Use the Taxes link above for 2018 taxes

* Effective date of value is January 1 of the assessment year (2018)

Legal Description at time of Assessment

*Land Use					WAC 458-53-030
Neighborhood	(6L1ANA) ANACORTES COMMERCIAL LAND				
Levy Code	0900	Fire District			
School District	SD103	Exemptions			
Utilities		Acres	0.00		
Improvement 1 Attributes Summary					
Building Style	COMMERCIAL REAL PROPERTY				
Year Built		Foundation			
Above Grade Living Area		Exterior Walls			
Finished Basement		Roof Covering			
*Total Living Area		Heat/Air Conditioning			
Unfinished Basement		Fireplace			
*Total Garage Area		Bedrooms			
Bathrooms					
For additional information on individual segments see Improvements tab					

* Land Use codes are for assessment administration purposes and do not represent jurisdictional zoning. Please contact the appropriate planning department in your jurisdiction for land use questions.

* Total living area includes above grade living area and finished basement area.

* Garage square footage includes all garage areas; basement garages, attached garages, detached garages, etc.

Assessment data for improvements is based on exterior inspections. Please contact the Assessor's office if the information does not accurately reflect the interior characteristics.

SITE VISIT PHOTOS (TAKEN 7-16-19):



Charlies'
Restaurant
located north of
subject property

Parking lot
located north
of subject
property



Oakes Avenue/
SR20 looking
southeast
approximately.



Subject
property and
public notice
signage on
right side





Cargo container and equipment onsite

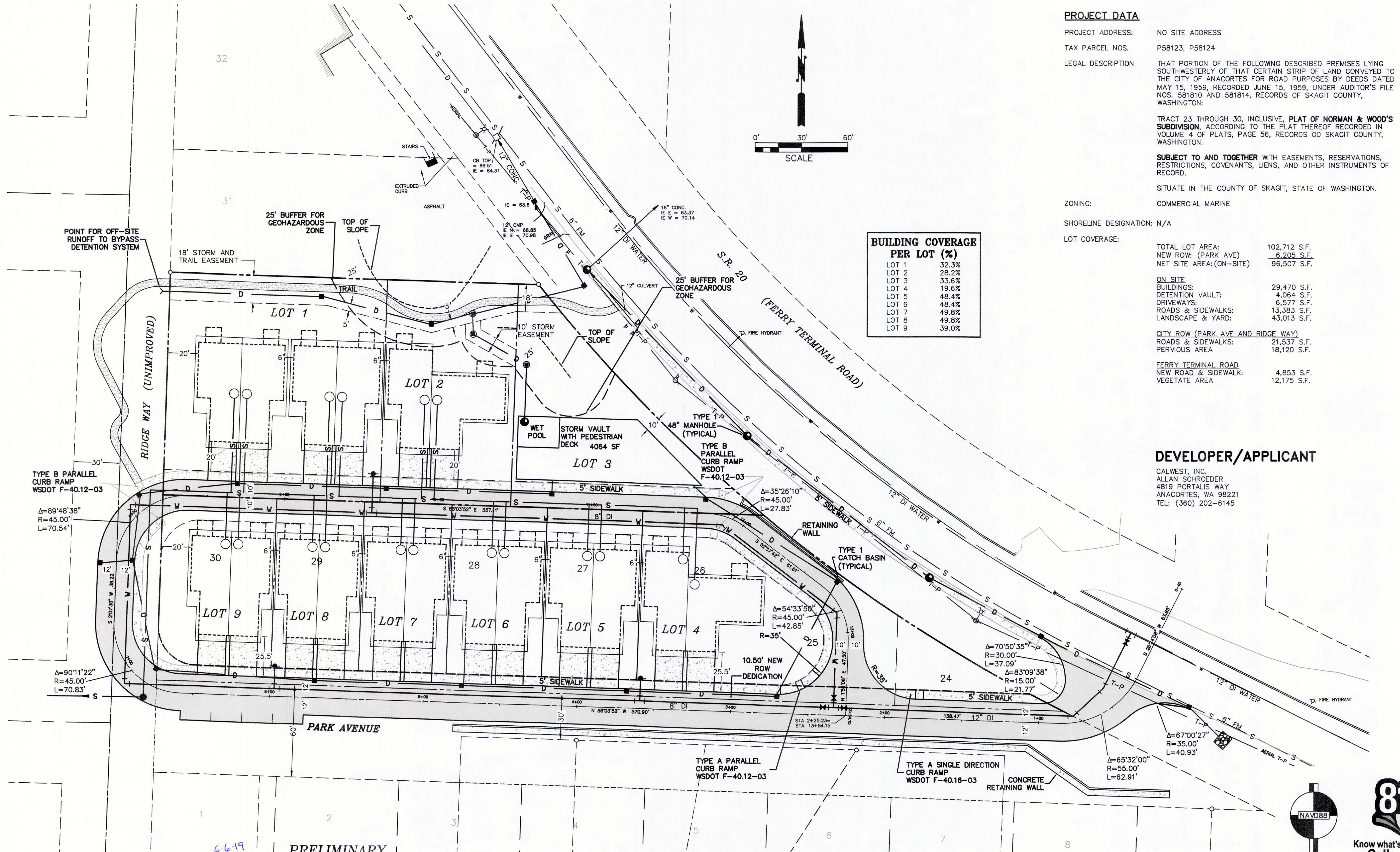




From subject
property up
above looking
down on
adjacent
parking lot that
sits next to
Charlies'
Restaurant







PROJECT DATA

PROJECT ADDRESS: NO SITE ADDRESS
TAX PARCEL NOS. P58123, P58124
LEGAL DESCRIPTION THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, PLAT OF NORMAN & WOOD'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OF SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

ZONING: COMMERCIAL MARINE

SHORELINE DESIGNATION: N/A

LOT COVERAGE:

TOTAL LOT AREA: 102,712 S.F.
NEW ROW: (PARK AVE) 6,205 S.F.
NET SITE AREA: (ON-SITE) 96,507 S.F.

ON SITE
BUILDINGS: 29,470 S.F.
DETENTION VAULT: 4,064 S.F.
DRIVEWAYS: 6,577 S.F.
ROADS & SIDEWALKS: 13,383 S.F.
LANDSCAPE & YARD: 43,013 S.F.

CITY ROW (PARK AVE AND RIDGE WAY)
ROADS & SIDEWALKS: 21,537 S.F.
PERVIOUS AREA: 18,120 S.F.

FERRY TERMINAL ROAD
NEW ROAD & SIDEWALK: 4,853 S.F.
VEGETATE AREA: 12,175 S.F.

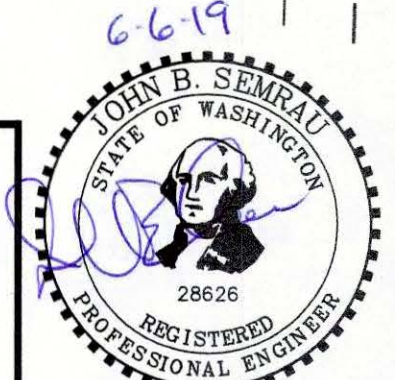
BUILDING COVERAGE PER LOT (%)	
LOT 1	32.3%
LOT 2	28.2%
LOT 3	33.6%
LOT 4	19.6%
LOT 5	48.4%
LOT 6	48.4%
LOT 7	49.8%
LOT 8	49.8%
LOT 9	39.0%

DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145

PRELIMINARY

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CIVIL ENGINEERING • LAND SURVEYING • PLANNING
2118 RIVERSIDE DRIVE - SUITE 208
MOUNT VERNON, WA 98273
360-424-9566



NO.	DATE	REVISION	BY	REV.

SITE PLAN
9 DUPLEX

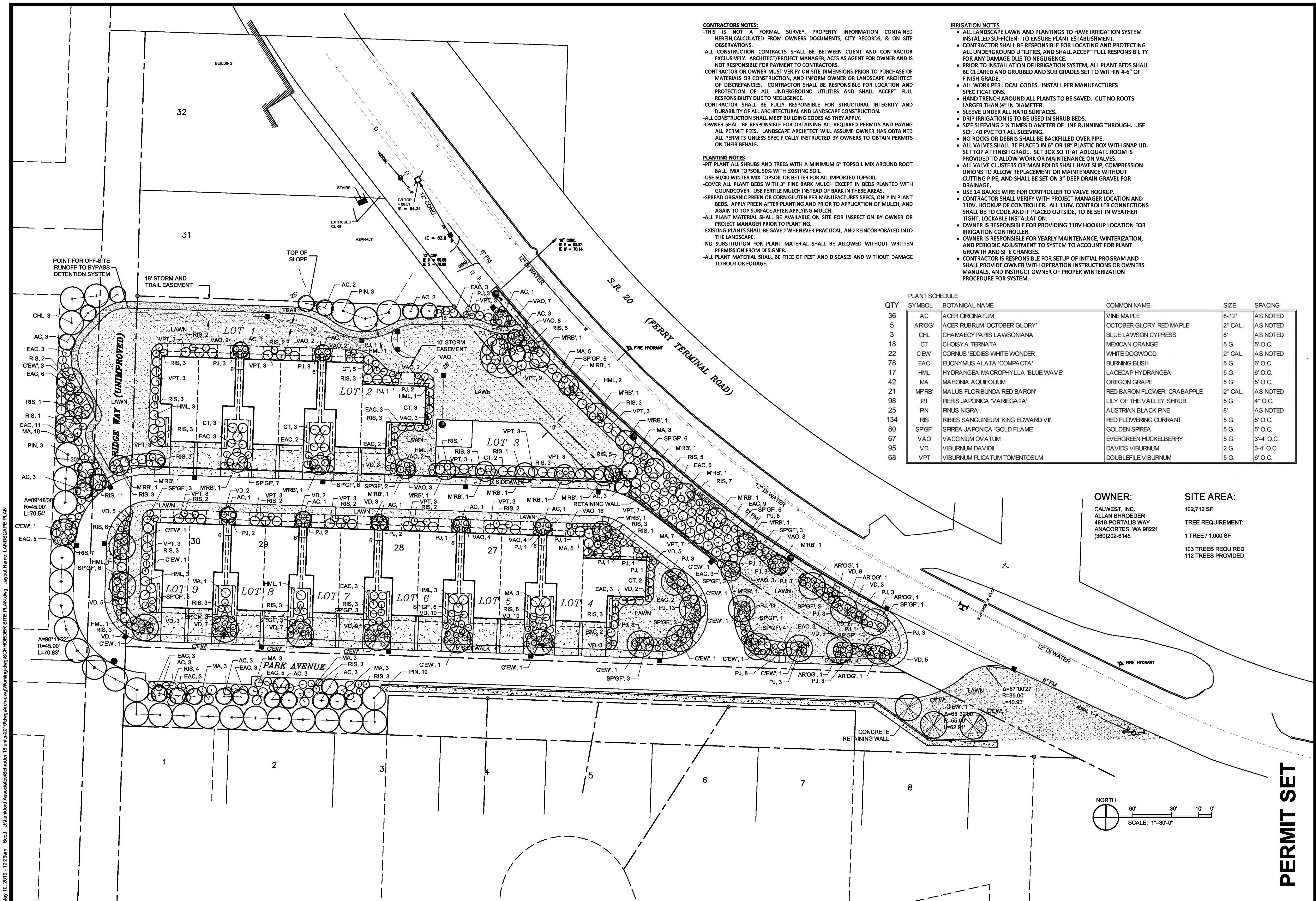
SCALES:
HORIZONTAL: 1" = 30'
VERTICAL: N/A
NOTE: IF THIS SHEET IS LESS THAN 22" x 34" THEN SHEET HAS BEEN REDUCED

CALWEST, INC., 18 UNIT
CONDITIONAL USE PERMIT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 6/06/19
DRAWING: 5585D2-0213
JOB NO.: 5585
SHEET: C4



May 10, 2019 - 10:29am Scott U:\Lanford Associates\Schroder 18 units-2019\dwg\Arch-dwg\Working-dwg\SCHROEDER SITE PLAN.dwg Layout Name: LANDSCAPE PLAN



CONTRACTOR'S NOTES:
-THIS IS NOT A FORMAL SURVEY. PROPERTY INFORMATION CONTAINED HEREIN, CALCULATED FROM OWNERS' DOCUMENTS, CITY RECORDS, & ON SITE OBSERVATIONS.
-ALL CONSTRUCTION CONTRACTS SHALL BE BETWEEN CLIENT AND CONTRACTOR EXCLUSIVELY. ARCHITECT/PROJECT MANAGER, ACTS AS AGENT FOR OWNER AND IS NOT RESPONSIBLE FOR PAYMENT TO CONTRACTORS.
-CONTRACTOR OR OWNER MUST VERIFY ON SITE DIMENSIONS PRIOR TO PURCHASE OF MATERIALS OR CONSTRUCTION, AND INFORM OWNER OR LANDSCAPE ARCHITECT OF DISCREPANCIES. CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATION AND PROTECTION OF ALL UNDERGROUND UTILITIES AND SHALL ACCEPT FULL RESPONSIBILITY DUE TO NEGLIGENCE.
-CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR STRUCTURAL INTEGRITY AND DURABILITY OF ALL ARCHITECTURAL AND LANDSCAPE CONSTRUCTION.
-ALL CONSTRUCTION SHALL MEET BUILDING CODES AS THEY APPLY.
-OWNER SHALL BE RESPONSIBLE FOR OBTAINING ALL REQUIRED PERMITS AND PAYING ALL PERMIT FEES. LANDSCAPE ARCHITECT WILL ASSUME OWNER HAS OBTAINED ALL PERMITS UNLESS SPECIFICALLY INSTRUCTED BY OWNERS TO OBTAIN PERMITS ON THEIR BEHALF.

PLANTING NOTES:
-PIT PLANT ALL SHRUBS AND TREES WITH A MINIMUM 6" TOPSOIL MIX AROUND ROOT BALL. MIX TOPSOIL 50% WITH EXISTING SOIL.
-USE 60/40 WINTER MIX TOPSOIL OR BETTER FOR ALL IMPORTED TOPSOIL.
-COVER ALL PLANT BEDS WITH 3" FINE BARK MULCH EXCEPT IN BEDS PLANTED WITH GROUND COVER. USE FERTILE MULCH INSTEAD OF BARK IN THESE AREAS.
-SPREAD ORGANIC PREEN OR CORN GLUTEN PER MANUFACTURES SPECS, ONLY IN PLANT BEDS. APPLY PREEN AFTER PLANTING AND PRIOR TO APPLICATION OF MULCH, AND AGAIN TO TOP SURFACE AFTER APPLYING MULCH.
-ALL PLANT MATERIAL SHALL BE AVAILABLE ON SITE FOR INSPECTION BY OWNER OR PROJECT MANAGER PRIOR TO PLANTING.
-EXISTING PLANTS SHALL BE SAVED WHENEVER PRACTICAL, AND REINCORPORATED INTO THE LANDSCAPE.
-NO SUBSTITUTION FOR PLANT MATERIAL SHALL BE ALLOWED WITHOUT WRITTEN PERMISSION FROM DESIGNER.
-ALL PLANT MATERIAL SHALL BE FREE OF PEST AND DISEASES AND WITHOUT DAMAGE TO ROOT OR FOLIAGE.

IRRIGATION NOTES:
• ALL LANDSCAPE LAWN AND PLANTINGS TO HAVE IRRIGATION SYSTEM INSTALLED SUFFICIENT TO ENSURE PLANT ESTABLISHMENT.
• CONTRACTOR SHALL BE RESPONSIBLE FOR LOCATING AND PROTECTING ALL UNDERGROUND UTILITIES, AND SHALL ACCEPT FULL RESPONSIBILITY FOR ANY DAMAGE DUE TO NEGLIGENCE.
• PRIOR TO INSTALLATION OF IRRIGATION SYSTEM, ALL PLANT BEDS SHALL BE CLEARED AND GRUBBED AND SUB GRADES SET TO WITHIN 4-6" OF FINISH GRADE.
• ALL WORK PER LOCAL CODES. INSTALL PER MANUFACTURES SPECIFICATIONS.
• HAND TRENCH AROUND ALL PLANTS TO BE SAVED. CUT NO ROOTS LARGER THAN 1/2" IN DIAMETER.
• SLEEVE UNDER ALL HARD SURFACES.
• DRIP IRRIGATION IS TO BE USED IN SHRUB BEDS.
• SIZE SLEEVING 2 1/2 TIMES DIAMETER OF LINE RUNNING THROUGH. USE SCH. 40 PVC FOR ALL SLEEVING.
• NO ROCKS OR DEBRIS SHALL BE BACKFILLED OVER PIPE.
• ALL VALVES SHALL BE PLACED IN 6" OR 18" PLASTIC BOX WITH SNAP LID. SET TOP AT FINISH GRADE. SET BOX SO THAT ADEQUATE ROOM IS PROVIDED TO ALLOW WORK OR MAINTENANCE ON VALVES.
• ALL VALVE CLUSTERS OR MANIFOLDS SHALL HAVE SLIP, COMPRESSION UNIONS TO ALLOW REPLACEMENT OR MAINTENANCE WITHOUT CUTTING PIPE, AND SHALL BE SET ON 3" DEEP DRAIN GRAVEL FOR DRAINAGE.
• USE 14 GAUGE WIRE FOR CONTROLLER TO VALVE HOOKUP.
• CONTRACTOR SHALL VERIFY WITH PROJECT MANAGER LOCATION AND 110V. HOOKUP OF CONTROLLER. ALL 110V. CONTROLLER CONNECTIONS SHALL BE TO CODE AND IF PLACED OUTSIDE, TO BE SET IN WEATHER TIGHT, LOCKABLE INSTALLATION.
• OWNER IS RESPONSIBLE FOR PROVIDING 110V HOOKUP LOCATION FOR IRRIGATION CONTROLLER.
• OWNER IS RESPONSIBLE FOR YEARLY MAINTENANCE, WINTERIZATION, AND PERIODIC ADJUSTMENT TO SYSTEM TO ACCOUNT FOR PLANT GROWTH AND SITE CHANGES.
• CONTRACTOR IS RESPONSIBLE FOR SETUP OF INITIAL PROGRAM AND SHALL PROVIDE OWNER WITH OPERATION INSTRUCTIONS OR OWNERS MANUALS, AND INSTRUCT OWNER OF PROPER WINTERIZATION PROCEDURE FOR SYSTEM.

PLANT SCHEDULE					
QTY	SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE	SPACING
36	AC	ACER CIRCINATUM	VINE MAPLE	8-12"	AS NOTED
5	AROG	ACER RUBRUM 'OCTOBER GLORY'	OCTOBER GLORY RED MAPLE	2" CAL.	AS NOTED
3	CHL	CHAMAECYPARIS LAWSONIANA	BLUE LAWSON CYPRESS	8"	AS NOTED
18	CT	CHOISYA ATERNATA	MEXICAN ORANGE	5 G.	5' O.C.
22	CEW	CORNUS 'EDDIES WHITE WONDER'	WHITE DOGWOOD	2" CAL.	AS NOTED
78	EAC	EUONYMUS ALATA 'COMPACTA'	BURNING BUSH	5 G.	6' O.C.
17	HML	HYDRANGEA MACROPHYLLA 'BLUE WAVE'	LACECAP HYDRANGEA	5 G.	6' O.C.
42	MA	MAHONIA AQUIFOLIUM	OREGON GRAPE	5 G.	5' O.C.
21	M'RB	MALUS FLORIBUNDA 'RED BARON'	RED BARON FLOWER CRABAPPLE	2" CAL.	AS NOTED
98	PJ	PIERIS JAPONICA 'VARIEGATA'	LILLY OF THE VALLEY SHRUB	5 G.	4' O.C.
25	PIN	PINUS NIGRA	AUSTRIAN BLACK PINE	8"	AS NOTED
134	RIS	RIBES SANGUINEUM 'KING EDWARD VII'	RED FLOWERING CURRANT	5 G.	5' O.C.
80	SPGF	SPIREA JAPONICA 'GOLD FLAME'	GOLDEN SPIREA	5 G.	5' O.C.
67	VAO	VACCINIUM OVATUM	EVERGREEN HUCKLEBERRY	5 G.	3'-4' O.C.
95	VD	VIBURNUM DAVIDI	DAVIDS VIBURNUM	2 G.	3'-4' O.C.
68	VPT	VIBURNUM PLICATUM TOMENTOSUM	DOUBLEFILE VIBURNUM	5 G.	6' O.C.

OWNER:
CALWEST, INC.
ALLAN SHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
(360)202-6145

SITE AREA:
102,712 SF
TREE REQUIREMENT:
1 TREE / 1,000 SF
103 TREES REQUIRED
112 TREES PROVIDED

REVISIONS:

1.	
2.	
3.	
4.	
5.	

28915 LONSD DRIVE NW
SUITE 100
STANWOOD, WA 98292
PH: 206.331.5123
FX: 360.829.6159

LANKFORD
ASSOCIATES
LANDSCAPE
ARCHITECTURE

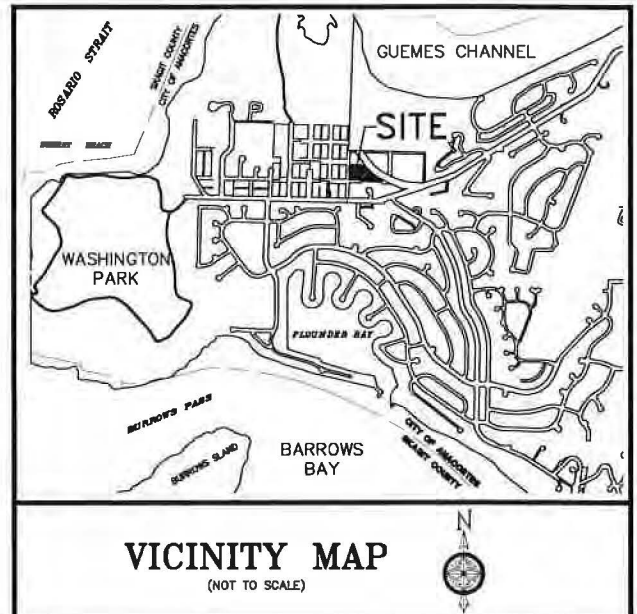
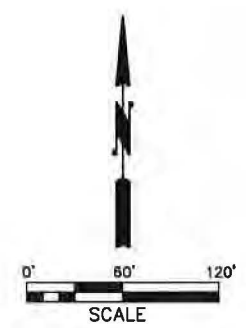
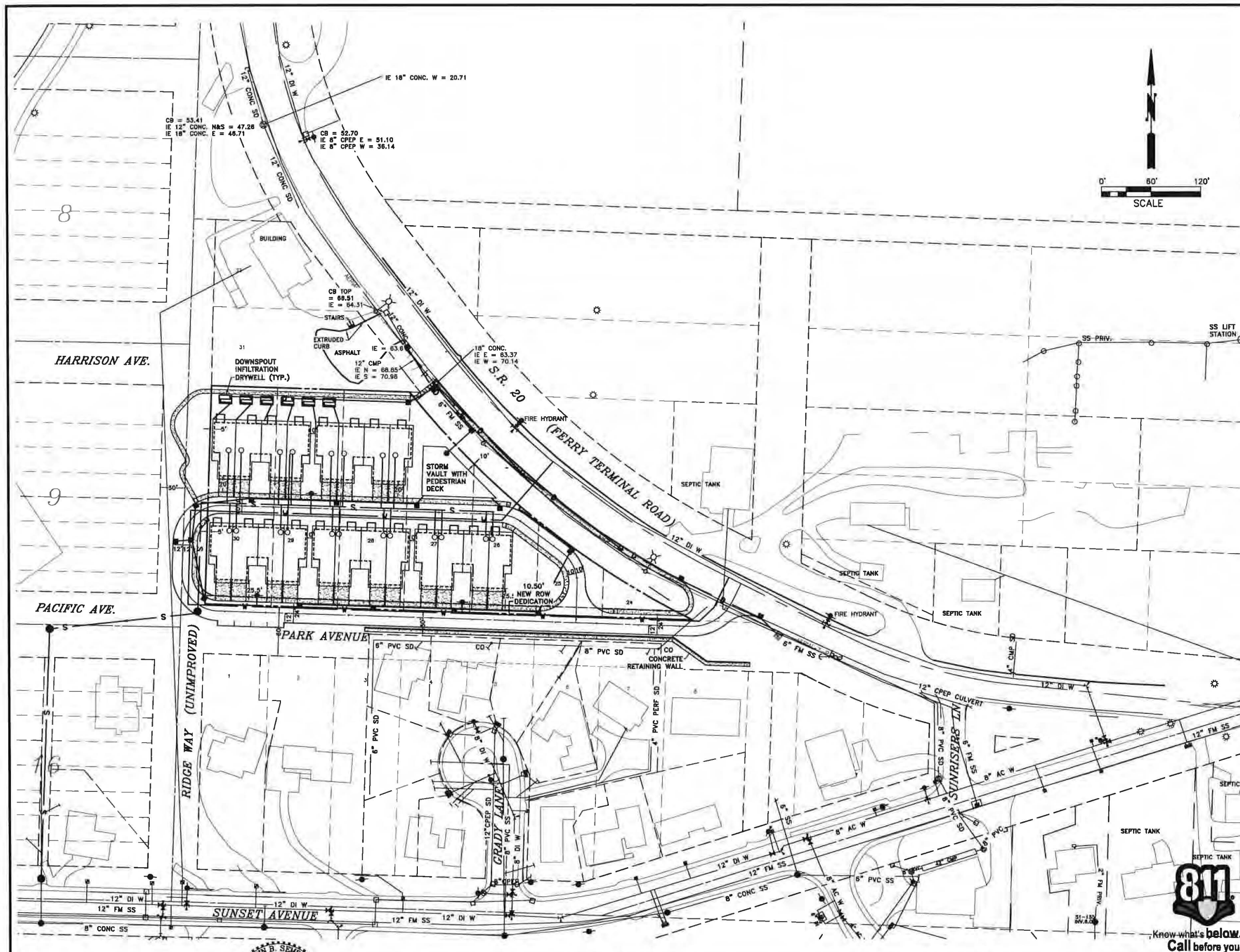
BRENTWOOD 18 UNIT CONDOS
Skagit County
Section 22, T. 35 R. 1 E
Anacortes, WA 98221

STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
RICHARD SCOTT LANKFORD
CERTIFICATE NO. 188

LANDSCAPE
PLANTING PLAN

PERMIT SET

DATE: 04-18-19
DESIGNED: RSL
DRAWN: LEO
JOB NO:
SHEET:
L1.2



LEGAL DESCRIPTION

THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, PLAT OF NORMAN & WOOD'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OF SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145

PROJECT ENGINEER AND SURVEYOR

JOHN B. SEMRAU, PE & PLS
SEMRAU ENGINEERING AND SURVEYING
2118 RIVERSIDE DRIVE, SUITE 208
MOUNT VERNON, WA 98273
TEL: (360) 424-9566

CONTACTS

CITY OF ANACORTES
904 6TH STREET
ANACORTES, WA 98221
CONTACT: ERIC SHJARBACK
TEL: (360) 299-1980 X 1982

PUGET SOUND ENERGY
CUSTOMER CONSTRUCTION SERVICES
TEL: (888) 321-7779

CASCADE NATURAL GAS
1520 SOUTH 2ND STREET
MOUNT VERNON, WA 98273
CONTACT: JAMES HOBBS, P.E.
TEL: (360) 336-3876

ANACORTES WATER
14489 RIVER BEND RD.
MOUNT VERNON, WA 98273
CONTACT: BECKY FOX
TEL: (360) 299-1501

COMCAST
400 SEQUOIA DRIVE
BELLINGHAM, WA 98226
CONTACT: CASEY JONES
TEL: (360) 527-8243

FRONTIER COMMUNICATIONS
595 PEASE ROAD
BURLINGTON, WA 98233
CONTACT: BRIAN SMITH
TEL: (360) 707-0641

PLAN CONTENTS	DRAWING TITLE
SHEET NO.	
C1	COVER SHEET AND VICINITY MAP
C2	TOPOGRAPHIC SURVEY
C3	SITE PLAN
C4	ROADWAY PLAN AND PROFILE
C5	ROADWAY PLAN AND PROFILE
C6	ROADWAY PLAN AND PROFILE
C7	CROSS-SECTIONS



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CIVIL ENGINEERING • LAND SURVEYING • PLANNING
2118 RIVERSIDE DRIVE - SUITE 208
MOUNT VERNON, WA 98273
360-424-9566

NO.	DATE	REVISION	BY	REV.

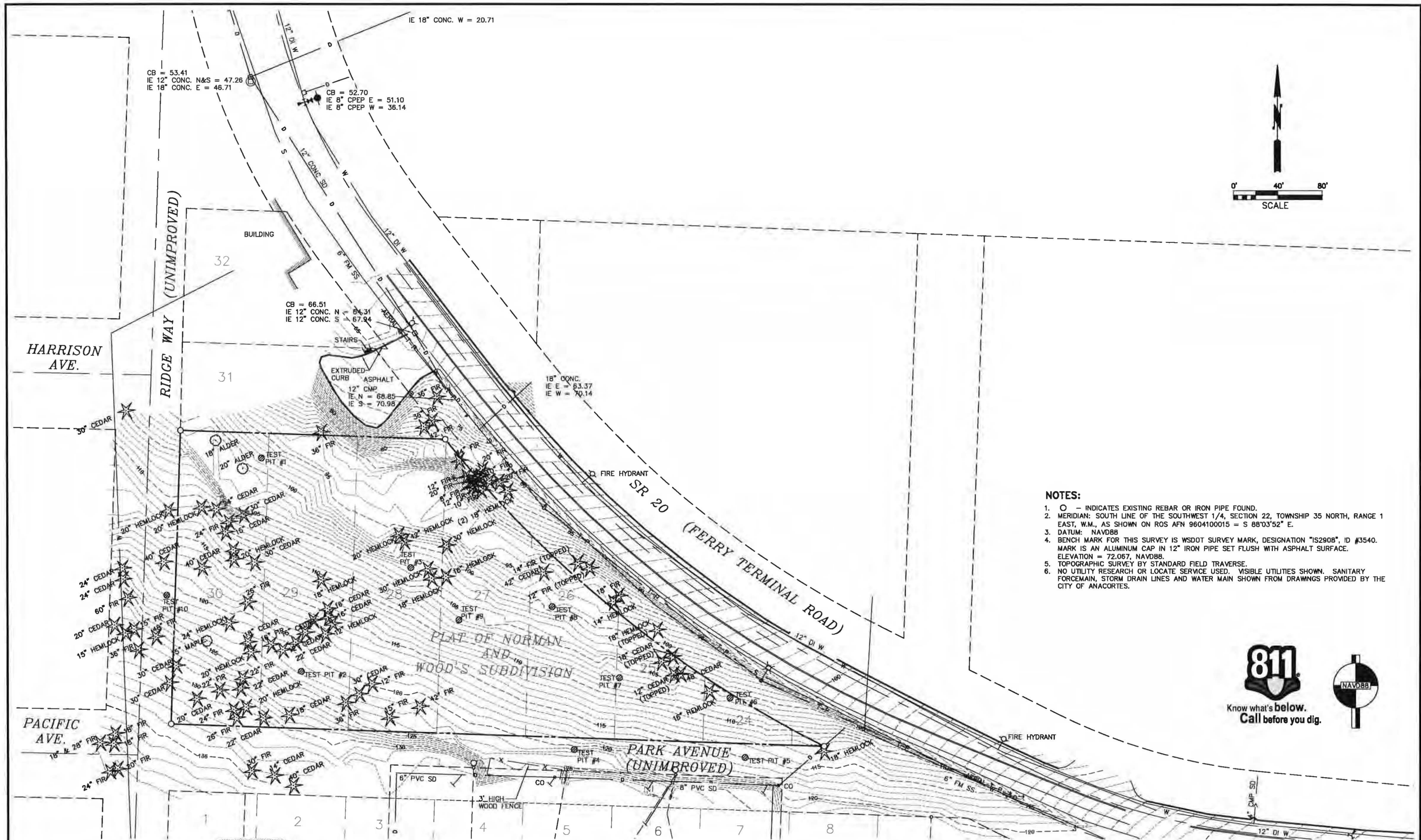
COVER SHEET AND VICINITY MAP

SCALES:
HORIZONTAL: 1" = 60'
VERTICAL: N/A

NOTE: IF THIS SHEET IS LESS THAN 22"x 34" THEN SHEET HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT**
SECTION 22, T. 35 N., R. 1 E., W.M.
MOUNT VERNON, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 11/21/17
DRAWING: 5585COVER.DWG
JOB NO.: 5585
SHEET: C1 OF



NOTES:

1. O - INDICATES EXISTING REBAR OR IRON PIPE FOUND.
2. MERIDIAN: SOUTH LINE OF THE SOUTHWEST 1/4, SECTION 22, TOWNSHIP 35 NORTH, RANGE 1 EAST, W.M., AS SHOWN ON ROS AFN 9604100015 = S 88°03'52" E.
3. DATUM: NAVD88
4. BENCH MARK FOR THIS SURVEY IS WSDOT SURVEY MARK, DESIGNATION "IS2908", ID #3540. MARK IS AN ALUMINUM CAP IN 12" IRON PIPE SET FLUSH WITH ASPHALT SURFACE. ELEVATION = 72.067, NAVD88.
5. TOPOGRAPHIC SURVEY BY STANDARD FIELD TRAVERSE.
6. NO UTILITY RESEARCH OR LOCATE SERVICE USED. VISIBLE UTILITIES SHOWN. SANITARY FORCEMAIN, STORM DRAIN LINES AND WATER MAIN SHOWN FROM DRAWINGS PROVIDED BY THE CITY OF ANACORTES.



Know what's below.
Call before you dig.



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2118 RIVERSIDE DRIVE - SUITE 208
MOUNT VERNON, WA 98273
360-424-9566



NO.	DATE	REVISION	BY	REV.

**TOPOGRAPHIC
SURVEY**

SCALES:
HORIZONTAL: 1" = 40'
VERTICAL: N/A
NOTE: IF THIS SHEET IS LESS THAN 22"x 34" THEN SHEET HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT**
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 11/15/17
DRAWING: 5585TP.DWG
JOB NO.: 5585
SHEET: C2 OF

PROJECT DATA

PROJECT ADDRESS: NO SITE ADDRESS
TAX PARCEL NOS. P58123, P58124
LEGAL DESCRIPTION: THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, PLAT OF NORMAN & WOOD'S SUBDIVISION, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OF SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

ZONING: COMMERCIAL MARINE

SHORELINE DESIGNATION: N/A

LOT COVERAGE:

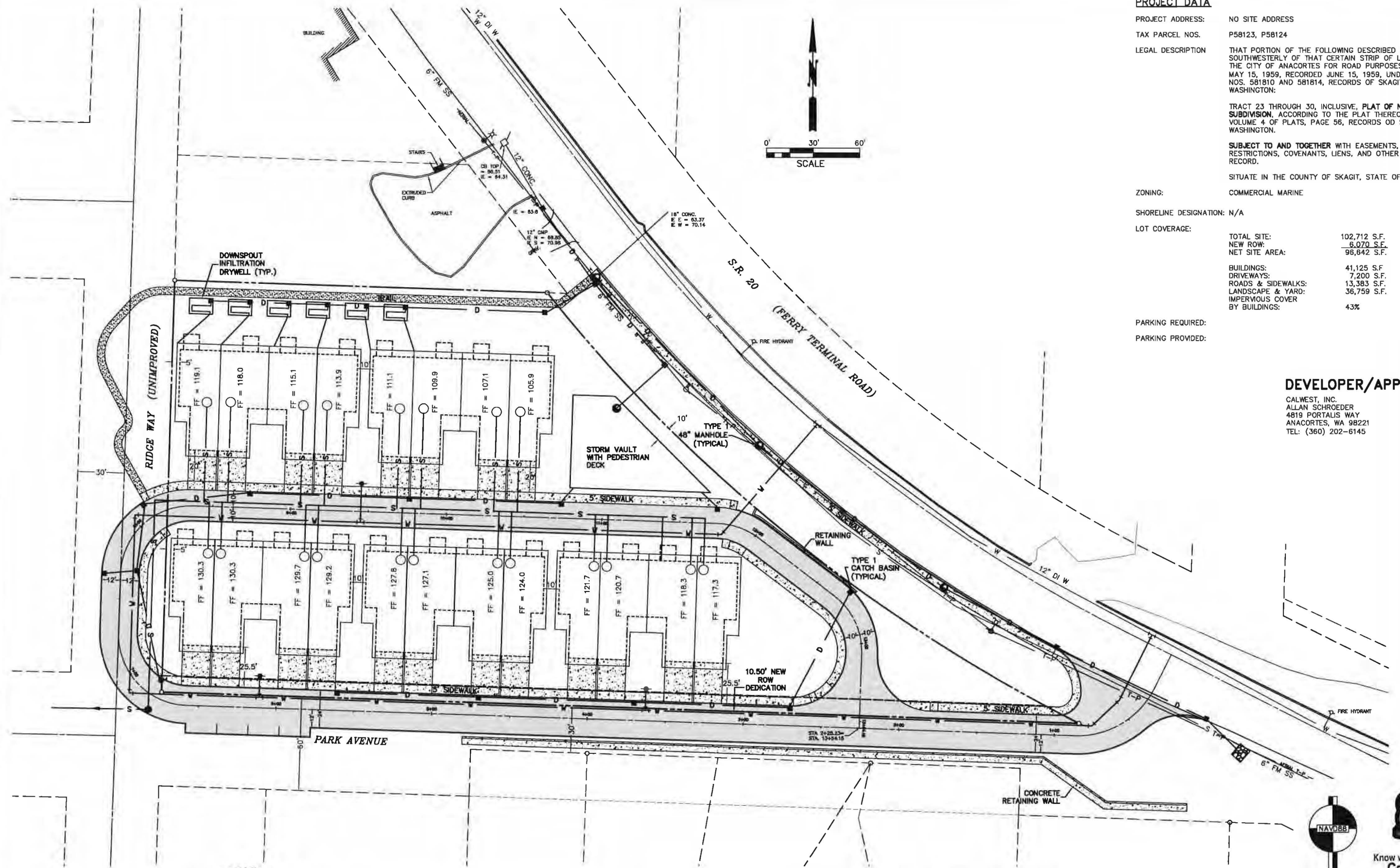
TOTAL SITE:	102,712 S.F.
NEW ROW:	8,070 S.F.
NET SITE AREA:	96,642 S.F.
BUILDINGS:	41,125 S.F.
DRIVEWAYS:	7,200 S.F.
ROADS & SIDEWALKS:	13,383 S.F.
LANDSCAPE & YARD:	36,759 S.F.
IMPERVIOUS COVER BY BUILDINGS:	43%

PARKING REQUIRED:

PARKING PROVIDED:

DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALUS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145



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CIVIL ENGINEERING • LAND SURVEYING • PLANNING
2118 RIVERSIDE DRIVE - SUITE 208
MOUNT VERNON, WA 98273
360-424-9566



NO.	DATE	REVISION	BY	REV.

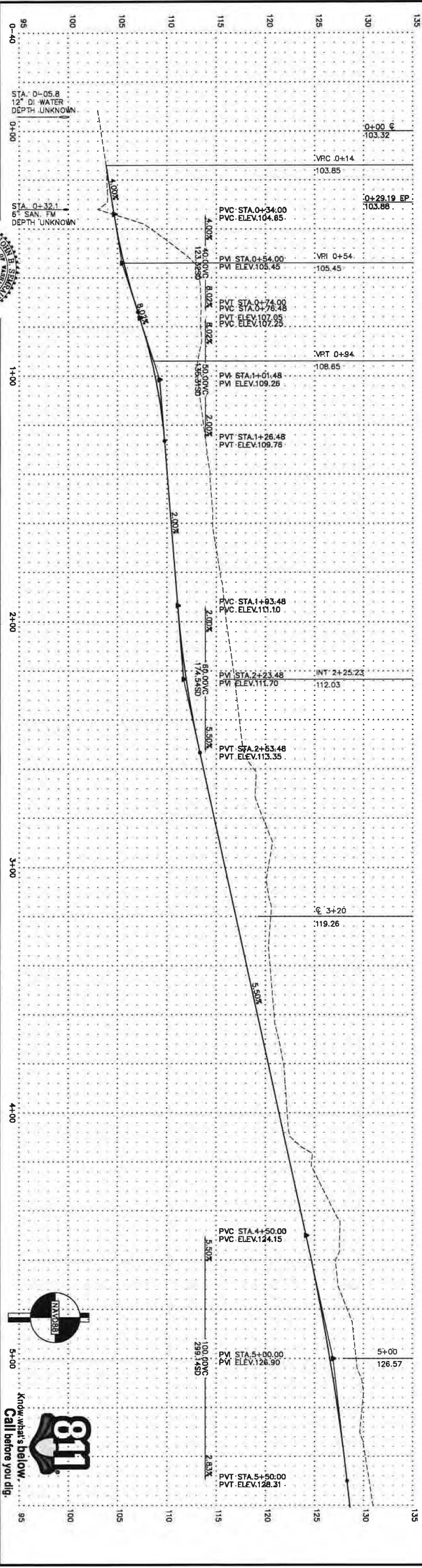
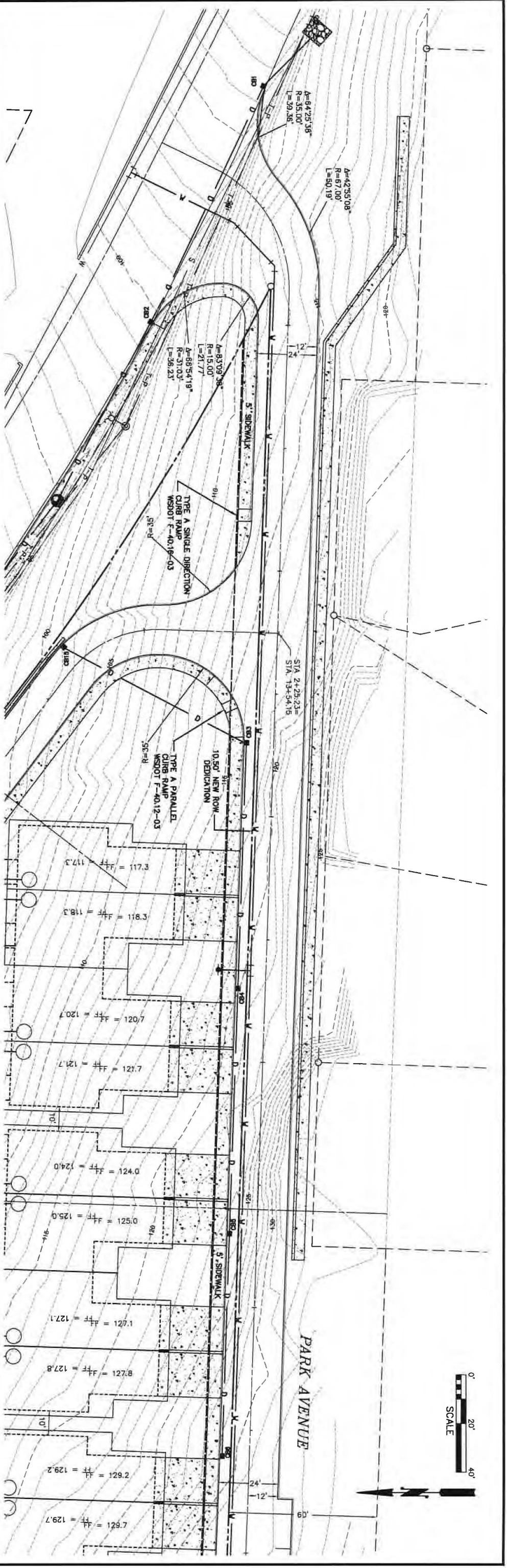
SITE PLAN 5 FOUR-PLEX

SCALES:
HORIZONTAL: 1" = 30'
VERTICAL: N/A
NOTE: IF THIS SHEET IS LESS THAN 22"x 34" THEN SHEET HAS BEEN REDUCED

CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/28-41
DATE: 11/15/17
DRAWING: 5585SHT3-D4.DWG
JOB NO.: 5585
SHEET: C3 OF





SEARAU ENGINEERING & SURVEYING, PLLC
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MOUNT VERNON, VA 98273
360-424-9566

NO.	DATE	REVISION	BY	REV.

ROADWAY PLAN & PROFILE
STA. -0+40 - 5+60

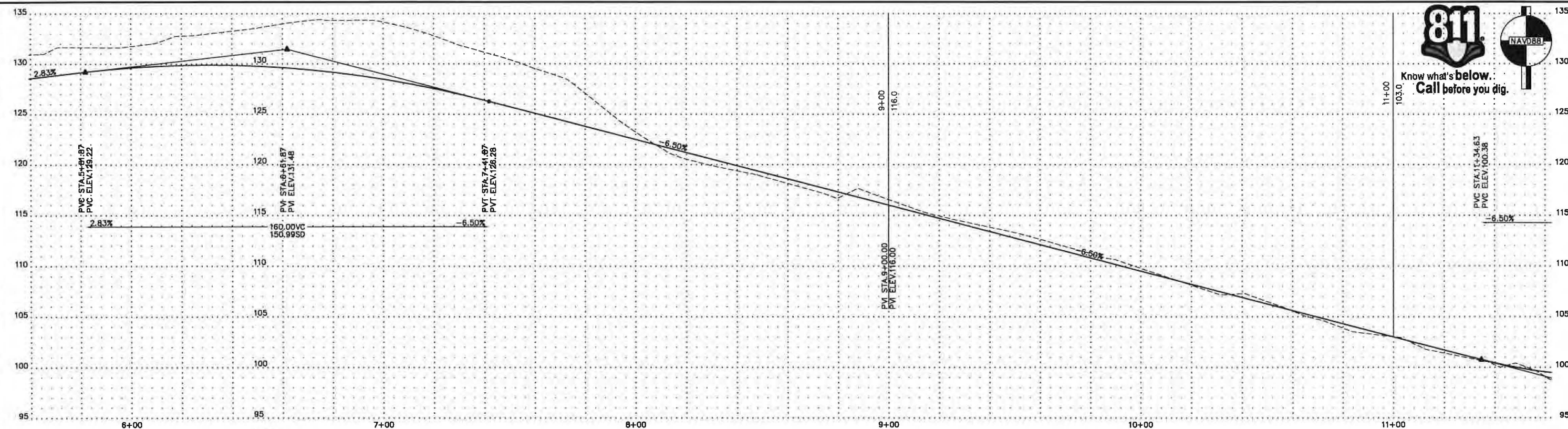
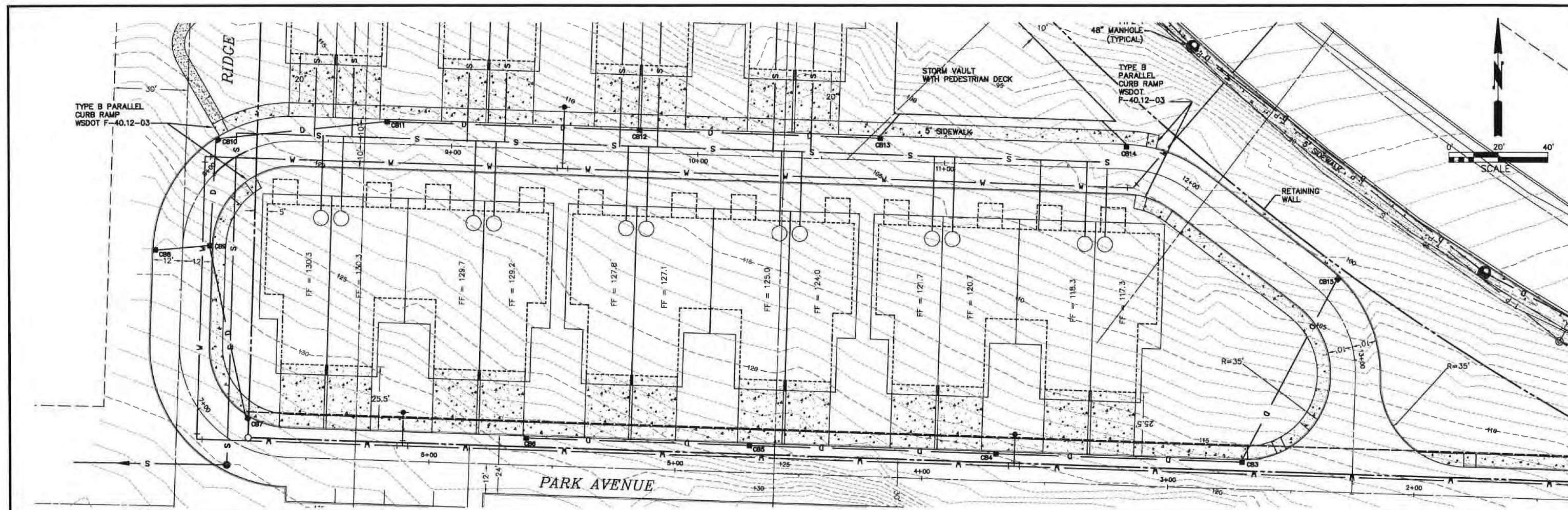
SCALES:
HORIZONTAL: 1" = 20'
VERTICAL: 1" = 5'

NOTE: IF THIS SHEET IS LESS
THAN 22" x 34" THEN SHEET
HAS BEEN REDUCED

CALWEST, INC. 20 UNIT
CONDITIONAL USE PERMIT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/Pg: 305/26-41
DATE: 11/17/17
DRAWING: 5585PNDWG
JOB NO.: 5585
SHEET: C4 OF

Know what's below.
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 MOUNT VERNON, WA 98273
 360-424-9566



NO.	DATE	REVISION	BY	REV.

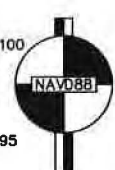
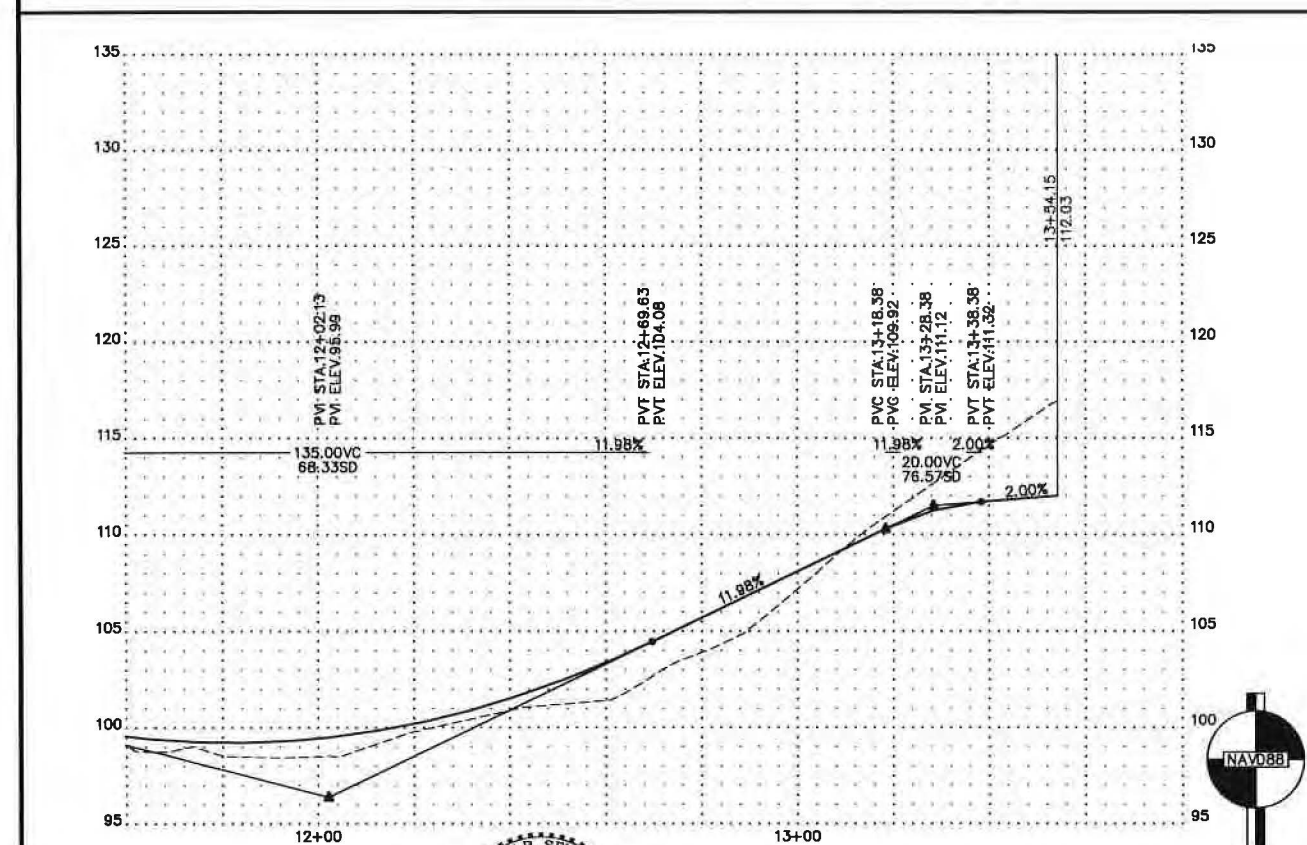
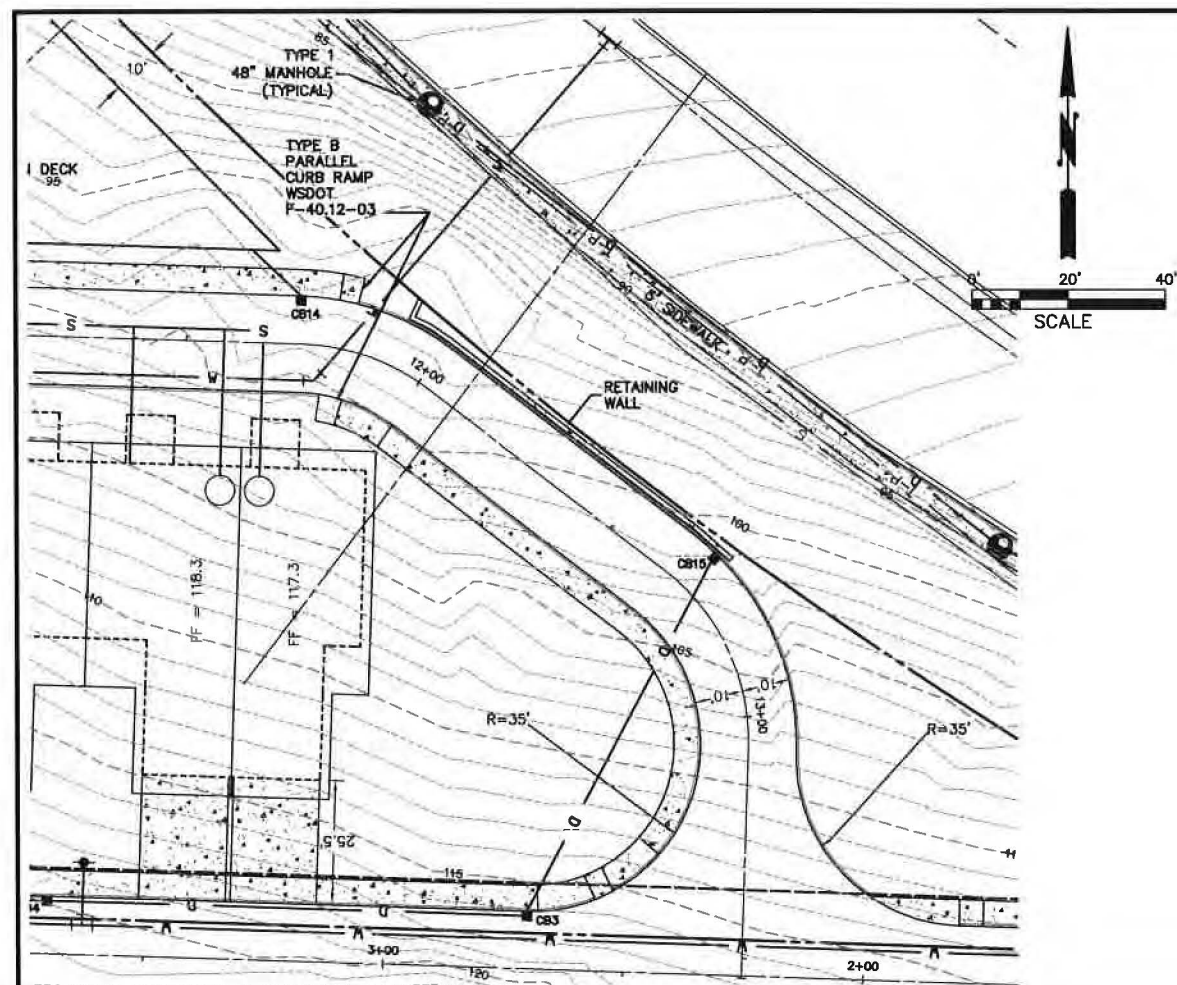
ROADWAY PLAN & PROFILE STA. 5+60 - 11+60

SCALES:
 HORIZONTAL: 1" = 20'
 VERTICAL: 1" = 5'

NOTE: IF THIS SHEET IS LESS THAN 22" x 34" THEN SHEET HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
 CONDITIONAL USE PERMIT**
 SECTION 22, T. 35 N., R. 1 E., W.M.
 ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
 DATE: 11/16/17
 DRAWING: 5585PNP.DWG
 JOB NO.: 5585
 SHEET: C5 OF



811
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360-424-9566



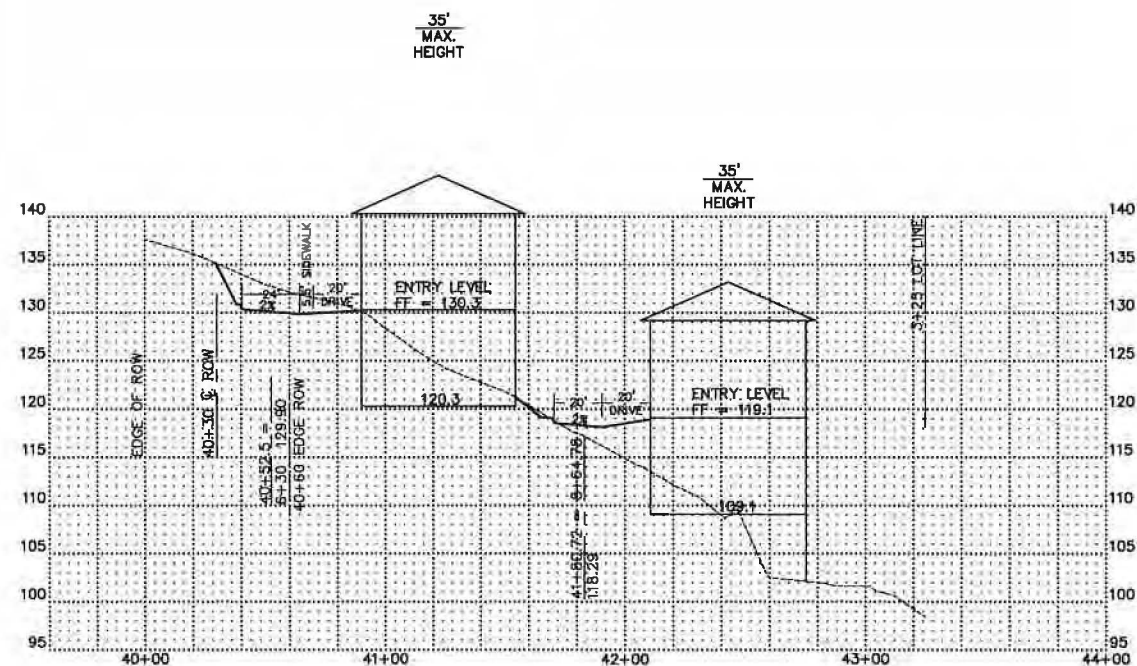
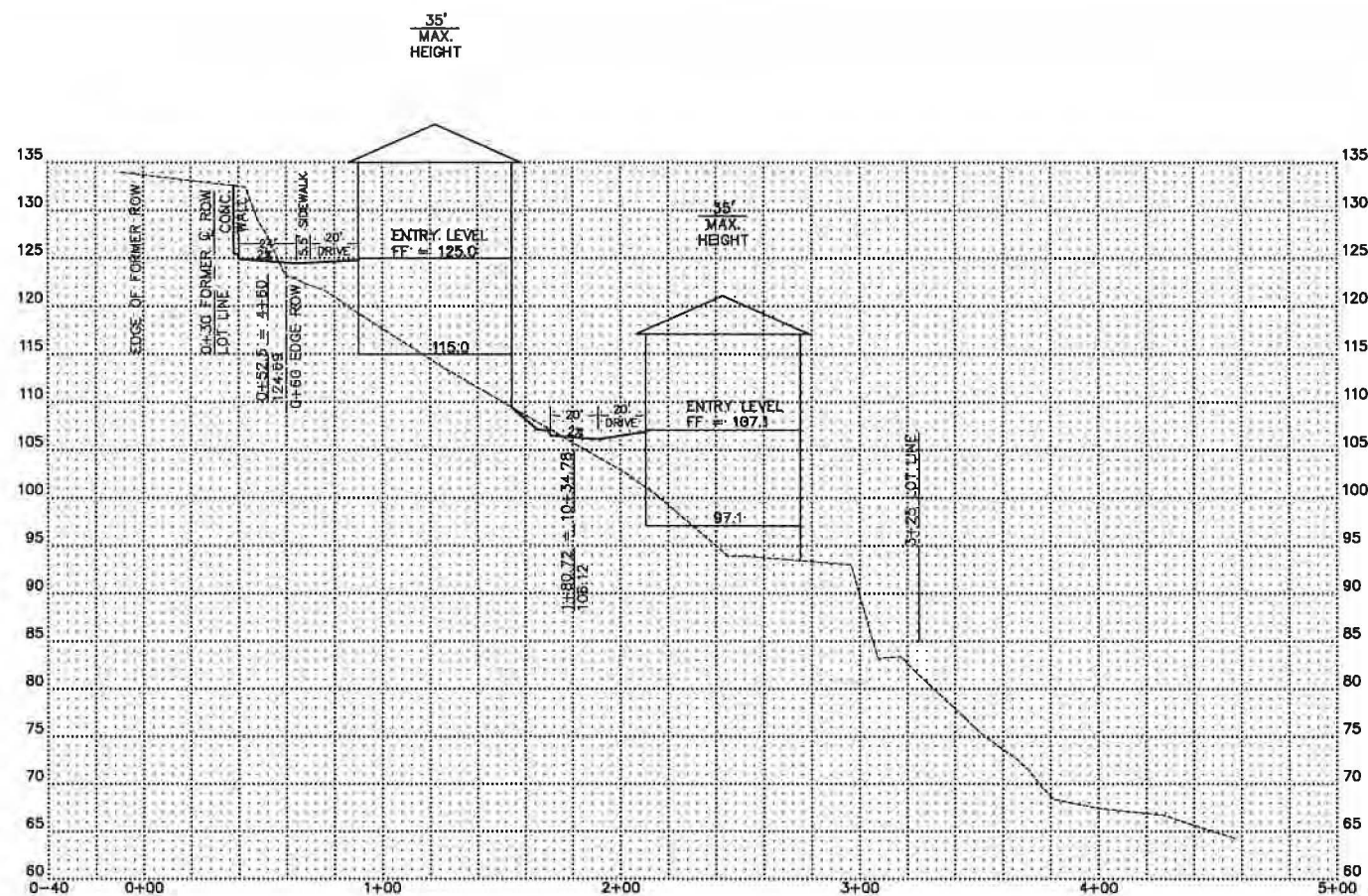
NO.	DATE	REVISION	BY	REV.

ROADWAY PLAN & PROFILE STA. 11+60 - 13+54.15

SCALES:
HORIZONTAL : 1" = 20'
VERTICAL : 1" = 5'
NOTE: IF THIS SHEET IS LESS
THAN 22"x 34" THEN SHEET
HAS BEEN REDUCED

CALWEST, INC.
SHORT PLAT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG:	305/26-41
DATE:	11/17/17
DRAWING:	5585PNP.DWG
JOB NO.:	5585
SHEET:	C6 OF



811
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2118 RIVERSIDE DRIVE - SUITE 208
MOUNT VERNON, WA 98273
360-424-9566

NO.	DATE	REVISION	BY	REV.

CROSS SECTIONS

SCALES:
HORIZONTAL: 1" = 40'
VERTICAL: 1" = 10'
NOTE: IF THIS SHEET IS LESS
THAN 22" x 34" THEN SHEET
HAS BEEN REDUCED

**CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT**
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/PG: 305/26-41
DATE: 11/17/17
DRAWING: 5585PNP.DWG
JOB NO.: 5585
SHEET: C7

LEGAL DESCRIPTION

THAT PORTION OF THE FOLLOWING DESCRIBED PREMISES LYING SOUTHWESTERLY OF THAT CERTAIN STRIP OF LAND CONVEYED TO THE CITY OF ANACORTES FOR ROAD PURPOSES BY DEEDS DATED MAY 15, 1959, RECORDED JUNE 15, 1959, UNDER AUDITOR'S FILE NOS. 581810 AND 581814, RECORDS OF SKAGIT COUNTY, WASHINGTON:

TRACT 23 THROUGH 30, INCLUSIVE, **PLAT OF NORMAN & WOOD'S SUBDIVISION**, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 4 OF PLATS, PAGE 56, RECORDS OD SKAGIT COUNTY, WASHINGTON.

SUBJECT TO AND TOGETHER WITH EASEMENTS, RESERVATIONS, RESTRICTIONS, COVENANTS, LIENS, AND OTHER INSTRUMENTS OF RECORD.

SITUATE IN THE COUNTY OF SKAGIT, STATE OF WASHINGTON.

DEDICATION

KNOW ALL PEOPLE BY THESE PRESENTS THAT WE, THE UNDERSIGNED OWNERS OF INTEREST IN THE LAND HEREBY SHORT SUBDIVIDED, HEREBY DECLARE THIS SHORT PLAT TO BE THE GRAPHIC REPRESENTATION OF THE SHORT SUBDIVISION MADE HEREBY, AND DO HEREBY DEDICATE TO THE USE OF THE PUBLIC FOREVER ALL STREETS AND AVENUES NOT SHOWN AS PRIVATE HEREON AND DO DEDICATE THE USE THEREOF FOR ALL PUBLIC PURPOSES NOT INCONSISTENT WITH THE USE THEREOF FOR PUBLIC HIGHWAY PURPOSES, AND ALSO THE RIGHT TO MAKE ALL NECESSARY SLOPE FOR CUTS AND FILLS UPON THE LOTS SHOWN THEREON IN THE ORIGINAL REASONABLE GRADING OF SAID STREETS AND AVENUES, AND FURTHER DEDICATE TO THE USE OF THE PUBLIC ALL EASEMENTS AND TRACTS SHOWN ON THIS SHORT PLAT FOR ALL PUBLIC PURPOSES AS INDICATED THEREON, INCLUDING BUT NOT LIMITED TO PARKS, OPEN SPACES, UTILITIES, AND DRAINAGE UNLESS SUCH EASEMENTS OR TRACTS ARE SPECIFICALLY IDENTIFIED ON THIS SHORT PLAT AS BEING DEDICATED OR CONVEYED TO A PERSON OR ENTITY OTHER THAN THE PUBLIC IN WHICH CASE WE DO HEREBY DEDICATE SUCH STREETS, EASEMENTS, OR TRACT TO THE PERSON OR ENTITY IDENTIFIED AND FOR THE PURPOSE STATED.

FURTHER THE UNDERSIGNED OWNERS OF THE LAND HEREBY SHORT SUBDIVIDED WAIVE FOR THEMSELVES, THEIR HEIRS AND ASSIGNS AND ANY PERSON OR ENTITY DERIVING TITLE FOR THE UNDERSIGNED, ANY OR ALL CLAIMS FOR DAMAGES AGAINST THE CITY OF ANACORTES, ITS SUCCESSORS AND ASSIGNS TO WHICH MAY BE OCCASIONED BY THE ESTABLISHMENT, CONSTRUCTION, OR MAINTENANCE OF ROADS AND/OR DRAINAGE SYSTEMS WITHIN THIS SHORT SUBDIVISION OTHER THAN CLAIMS RESULTING FROM INADEQUATE MAINTENANCE BY THE CITY OF ANACORTES.

FURTHER THE UNDERSIGNED OWNERS OF THE LAND HEREBY SHORT SUBDIVIDED AGREE FOR THEMSELVES, THEIR HEIRS AND ASSIGNED TO INDEMNIFY AND HOLDS THE CITY OF ANACORTES, ITS SUCCESSORS AND ASSIGNS, HARMLESS FROM ANY DAMAGE, INCLUDING COSTS OF DEFENSE, CLAIMED BY PERSONS WITHIN OR WITHOUT THIS SHORT SUBDIVISION TO HAVE BEEN CAUSED BY ALTERATIONS OF THE GROUND SURFACE, VEGETATION, DRAINAGE, OR SURFACE OR SUBSURFACE WATER FLOWS WITHIN THIS SHORT SUBDIVISION OR BY ESTABLISHMENT, CONSTRUCTION OR MAINTENANCE OF THE ROADS WITHIN THIS SHORT SUBDIVISION.

THIS SUBDIVISION, DEDICATION, WAIVER OF CLAIMS AND AGREEMENT TO HOLD HARMLESS IS MADE WITH THE FREE CONSENT AND IN ACCORDANCE WITH THE DESIRES OF THE OWNERS.

IN WITNESS THEREOF WE SET OUR HANDS AND SEALS

ALLAN SCHROEDER, PORTALIS, LLC
STATE OF WASHINGTON)
) SS.
COUNTY OF SKAGIT)

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT **ALLAN SCHROEDER** SIGNED THE INSTRUMENT AND ACKNOWLEDGED IT TO BE HIS FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

NOTARY PUBLIC
DATED: _____
MY APPOINTMENT EXPIRES: _____

SURVEYOR'S CERTIFICATE

THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECTION IN CONFORMANCE WITH THE REQUIREMENTS OF THE SURVEY RECORDING ACT AT THE REQUEST OF ALLAN SCHROEDER IN MARCH OF 2019.

JOHN B. SEMRAU, P.E., P.L.S., CERTIFICATE NO. 28626
SEMRAU ENGINEERING & SURVEYING, P.L.L.C.
2118 RIVERSIDE DRIVE SUITE 208
MOUNT VERNON, WA 98273
PHONE 360-424-9566

DATE: _____

CITY OF ANACORTES APPROVALS:

EXAMINED AND APPROVED THIS _____ DAY OF _____, 20____.

CITY ENGINEER

EXAMINED AND APPROVED THIS _____ DAY OF _____, 20____.

DIRECTOR OF PLANNING, COMMUNITY, & ECONOMIC DEVELOPMENT.

SKAGIT COUNTY APPROVALS:

TREASURER'S CERTIFICATE: I HEREBY CERTIFY THAT ALL TAXES HERETOFORE LEVIED AND WHICH HAVE BECOME A LEIN UPON THE LANDS DESCRIBED ABOVE HAVE BEEN FULLY PAID AND DISCHARGED ACCORDING TO THE RECORDS OF MY OFFICE UP TO AND INCLUDING THE YEAR _____.

CERTIFIED THIS _____ DAY OF _____, 20____.

SKAGIT COUNTY TREASURER

PROJECT DATA

PROJECT ADDRESS: NO SITE ADDRESS
TAX PARCEL NOS. P58123, P58124
ZONING: COMMERCIAL MARINE
MINIMUM LOT SIZE: N/A
SHORELINE DESIGNATION: N/A
LOT COVERAGE:
TOTAL LOT AREA: 102,712 S.F.
NEW ROW: ("____ LOOP") 6,205 S.F.
NET SITE AREA:(ON-SITE) 96,507 S.F.
1/2 ABUTTING ROW 50,007 S.F.
1.148 ACRES
GROSS AREA 146,514 S.F.
3.364 ACRES
ALLOWED DENSITY 94 UNITS
(28 UNITS/GROSS ACRE X 3.214)
PROPOSED DENSITY 18 UNITS

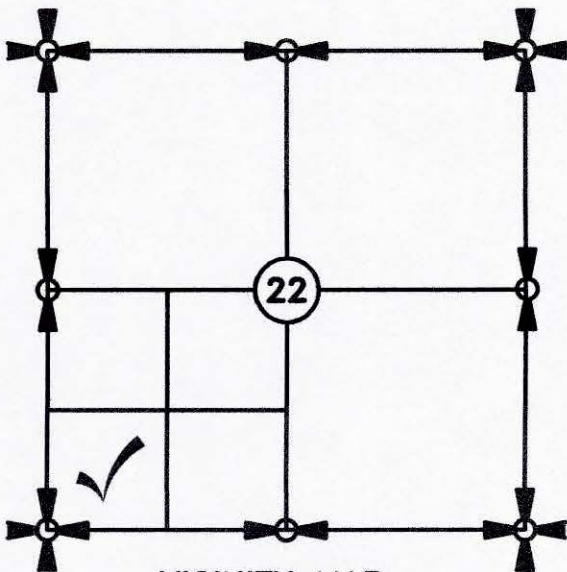
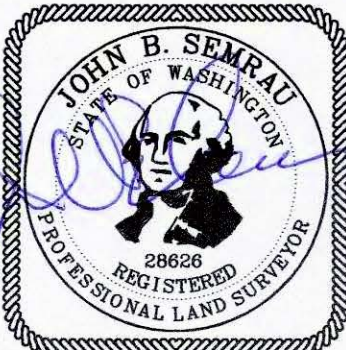
DEVELOPER/APPLICANT

CALWEST, INC.
ALLAN SCHROEDER
4819 PORTALIS WAY
ANACORTES, WA 98221
TEL: (360) 202-6145

BUILDING COVERAGE PER LOT (%)

LOT 1 32.3%
LOT 2 28.2%
LOT 3 33.6%
LOT 4 19.6%
LOT 5 48.4%
LOT 6 48.4%
LOT 7 49.8%
LOT 8 49.8%
LOT 9 39.0%

PRELIMINARY
6-6-19

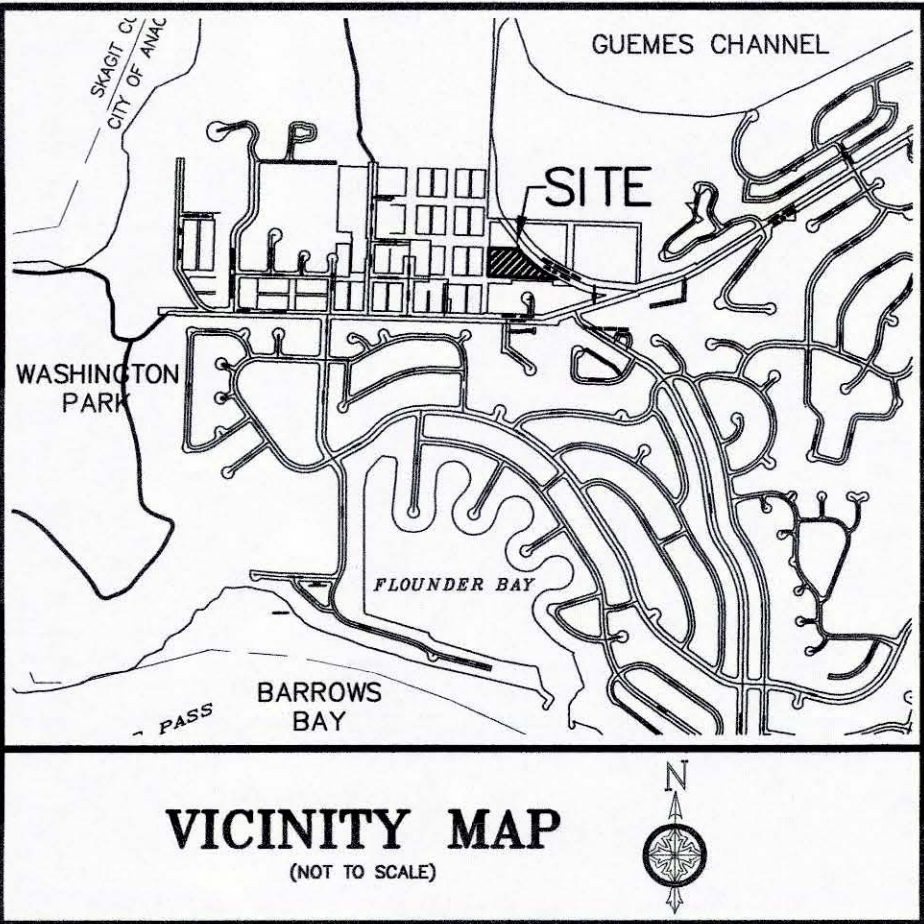


VICINITY MAP
N.T.S.

AUDITOR'S CERTIFICATE

FILED FOR RECORD THIS ____ DAY OF _____, 20____ AT _____ M. UNDER AUDITOR'S FILE # _____, AT THE REQUEST OF SEMRAU ENGINEERING AND SURVEYING, PLLC.

SKAGIT COUNTY AUDITOR DEPUTY AUDITOR



LOT AREA AND ADDRESS INFORMATION

LOT 1	20,414 SQ. FT.	0.47 ACRES	5410, 5412, 5414, 5416 "____ LOOP"
LOT 2	12,306 SQ. FT.	0.28 ACRES	5418, 5420 "____ LOOP"
LOT 3	12,112 SQ. FT.	0.28 ACRES	
LOT 4	17,577 SQ. FT.	0.40 ACRES	5308, 5310 "____ LOOP"
LOT 5	6,803 SQ. FT.	0.16 ACRES	5312, 5314 "____ LOOP"
LOT 6	6,803 SQ. FT.	0.16 ACRES	5316, 5318 "____ LOOP"
LOT 7	6,254 SQ. FT.	0.14 ACRES	5320, 5400 "____ LOOP"
LOT 8	6,254 SQ. FT.	0.14 ACRES	5402, 5404 "____ LOOP"
LOT 9	7,985 SQ. FT.	0.18 ACRES	5406, 5408 "____ LOOP"
NEW ROW	6,205 SQ. FT.	0.14 ACRES	
TOTAL	102,712 SQ. FT.	2.36 ACRES	

PROPOSED EASEMENTS (SEE SHEET 2)

- 18' PUBLIC DRAINAGE, TRAIL, AND PRIVATE UTILITY EASEMENT – EASEMENT FOR PUBLIC STORM SEWER INLETS AND PIPING, AREA FOR PUBLIC HIKE/BIKE TRAIL, AND FOR PRIVATE UTILITIES FOR THE RESIDENCES ON SITE.
- 10' PRIVATE STORM EASEMENT – AREA FOR INLETS AND PIPING FOR STORM SEWER OUTLET FROM STORM VAULT.
- 10' PUBLIC UTILITY EASEMENT – AREA FOR PUBLIC UTILITIES TO INSTALL THEIR FACILITIES.
- 16' & 30' PRIVATE INGRESS, EGRESS & PUBLIC UTILITY EASEMENTS – AREA FOR PRIVATE ACCESS TO RESIDENCES & AREA FOR PUBLIC UTILITIES TO INSTALL THEIR FACILITIES.

PROPOSED RIGHT-OF-WAY DEDICATION (SEE SHEET 2)

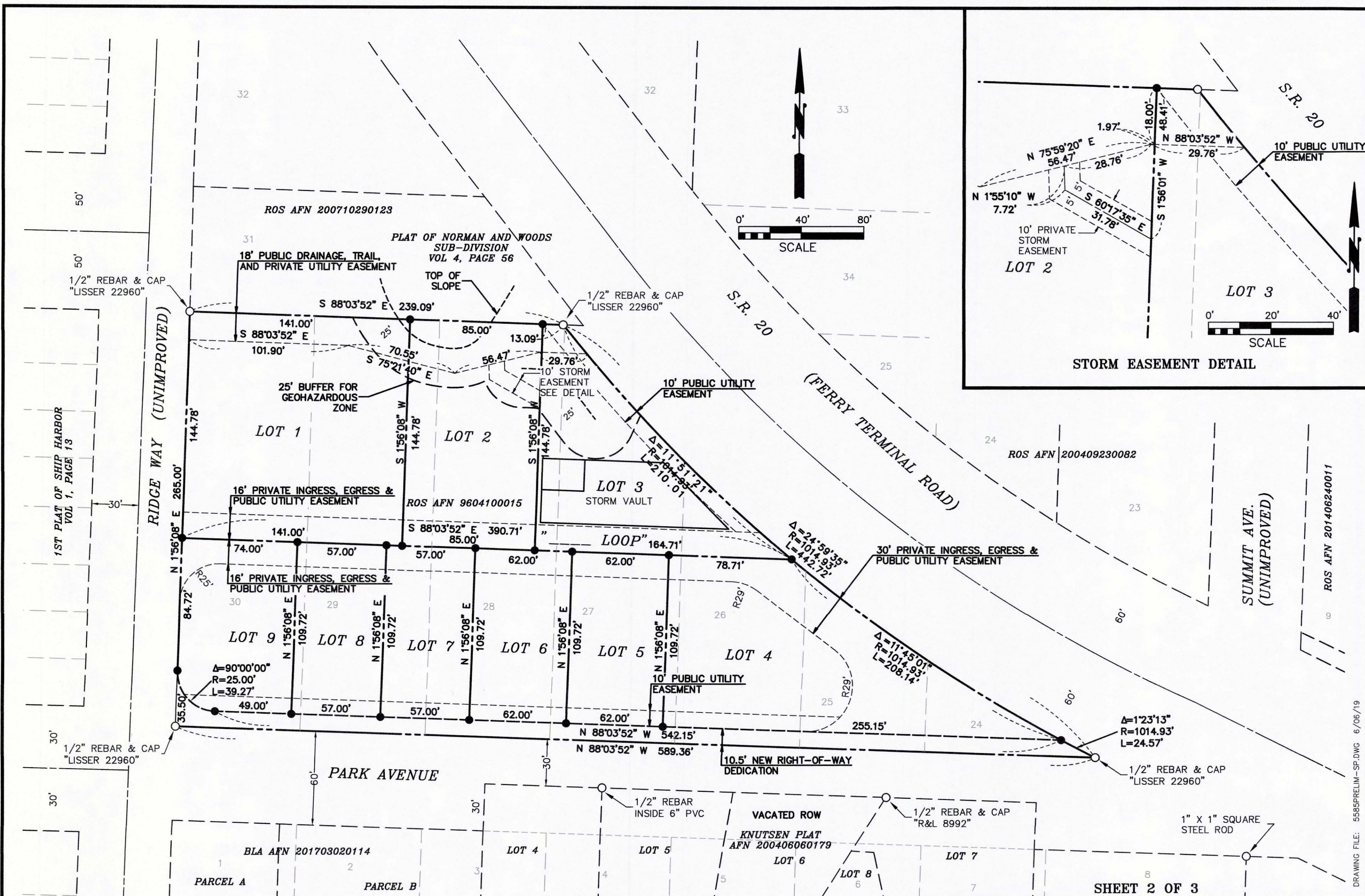
10.5' WIDE (MEASURED PERPENDICULARLY) STRIP ABUTTING THE NORTH LINE OF EXISTING PARK AVENUE FROM SR 20 (FERRY TERMINAL ROAD) WESTERLY TO RIDGE WAY WITH A 25' RADIUS CURVE AT THE WEST END TYING INTO THE EXISTING EASTERLY RIGHT-OF-WAY OF RIDGE WAY.

SHEET 1 OF 3

CUP-2018-0002 SHORT PLAT NO.

SURVEY IN A PORTION OF THE
SW 1/4 OF THE SW 1/4
SECTION 22, T. 35 N., R. 1 E., W.M.
FOR: CALWEST, INC.

FB. . PG. . SEMRAU ENGINEERING & SURVEYING SCALE: N/A
MERIDIAN: ASSUMED SURVEYING • ENGINEERING • PLANNING
MOUNT VERNON, WA 98273 360-424-9566 JOB NO. 5585



PRELIMINARY

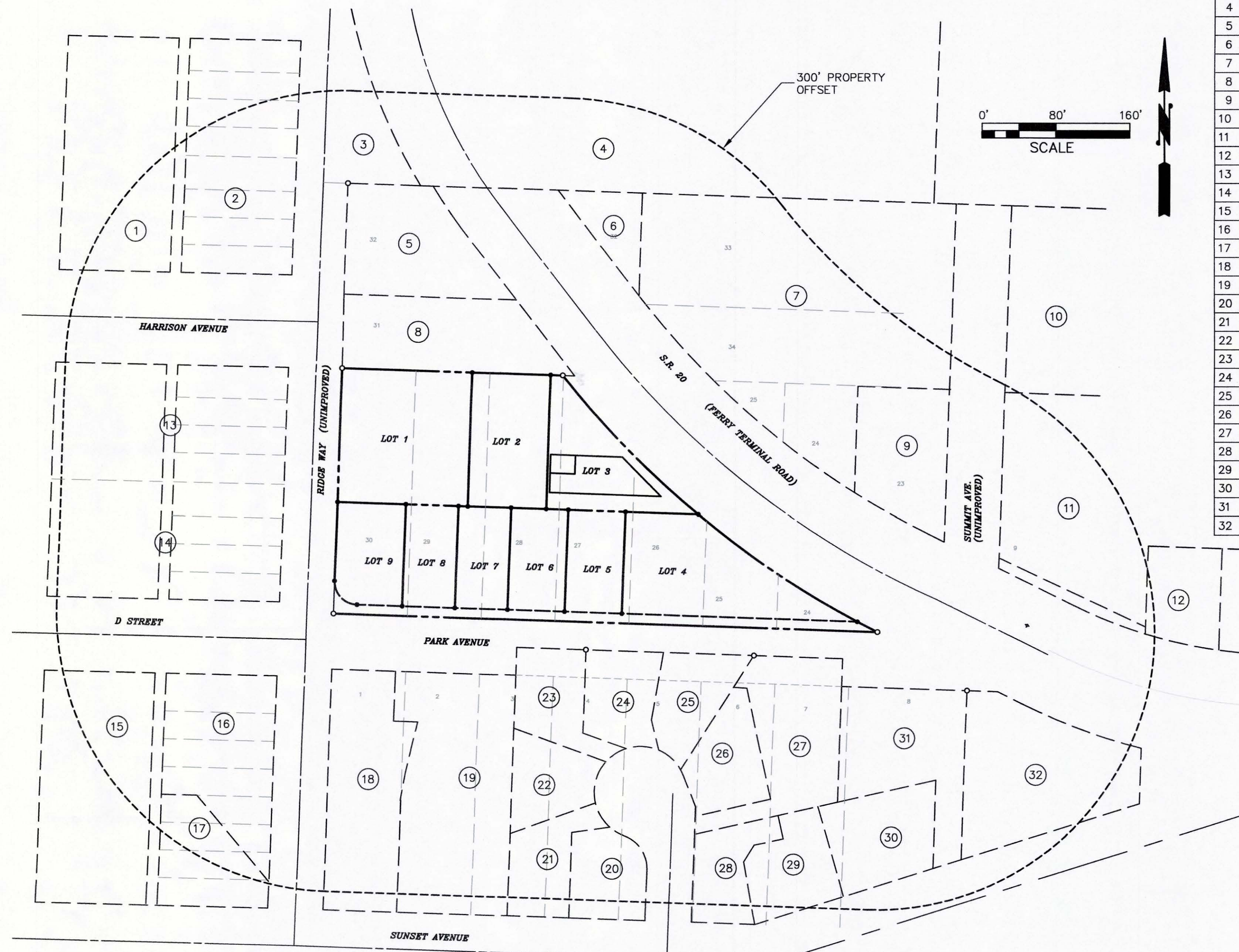
- KEY**
- - INDICATES SET 1/2" REBAR & CAP, "SEMRAU 28626"
 - - INDICATES FOUND CORNER AS DESCRIBED.
 - ⊙ - INDICATES EXISTING MONUMENT IN CASE FOUND.

CUP-2018-0002		SHORT PLAT NO.	
SURVEY IN A PORTION OF THE SW 1/4 OF THE SW 1/4, SECTION 22, T. 35 N., R. 1 E., W.M. FOR: CALWEST, INC.			
FB. .	PG. .	SEMRAU ENGINEERING & SURVEYING SURVEYING • ENGINEERING • PLANNING MOUNT VERNON, WA 98273 360-424-9566	SCALE: 1"= 40'
MERIDIAN:	ASSUMED		JOB NO. 5585

DRAWING FILE: 5585PRELIM-SP.DWG 6/06/19

OWNERSHIP TABLE

1	P58968	STATE OF WASHINGTON DOT
2	P58966	STATE OF WASHINGTON DOT
3	P31673	SALISH SEA MARKETPLACE LLC
4	P31672	PORT OF ANACORTES
5	P58126	SALISH SEA MARKETPLACE LLC
6	P58127	B AND R INVESTMENT GROUP LLC
7	P58128	DILLER, DILLER & DILLER LLC
8	P58125	SALISH SEA MARKETPLACE LLC
9	P58122	DILLER, DILLER & DILLER LLC
10	P58120	MAYVEMBER LIMITED LIABILITY COMPANY
11	P58121	MAYVEMBER LIMITED LIABILITY COMPANY
12	P58116	MAYVEMBER LIMITED LIABILITY COMPANY
13	P58972	STATE OF WASHINGTON DOT
14	P58969	STATE OF WASHINGTON DOT
15	P59005	VIKKI S. MEACHAM
16	P59001	ALLENE C. QUINN
17	P59002	JEFFERY R. AND LISA A. BLOHM
18	P58108	SPIVAK REVOCABLE LIVING TRUST
19	P58109	PETER DOWNING
20	P126312	JASON R ZAHARRIS
21	P126313	DOUGLAS G. AND SUZANNE KNUTSON
22	P126314	DOUGLAS G. AND SUZANNE KNUTSON
23	P126315	DOUGLAS G. AND SUZANNE KNUTSON
24	P126316	ELLIOT H. AND MOLLY J. JOHNSON
25	P126317	SARAH D. AND JOHN L. LOUDERMILK
26	P126318	JAMES E. AND MARIANNE PROSSER
27	P126319	AMY M. ARISCO
28	P125360	RONALD F. WATTS
29	P58112	DENNIS C. FERAGEN
30	P58113	LORIANN MALONE
31	P58114	JAMIE M. VAN ARSDALL
32	P58115	FRONTIER PROPERTY TAX DEPT. NCA



SHEET 3 OF 3

CUP-2018-0002

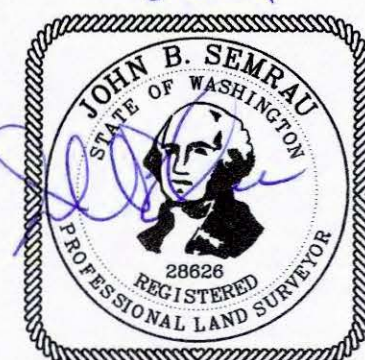
SHORT PLAT NO.

SURVEY IN A PORTION OF THE
SW 1/4 OF THE SW 1/4,
SECTION 22, T. 35 N., R. 1 E., W.M.
FOR: CALWEST, INC.

FB. . PG. .
MERIDIAN: ASSUMED

SEMRAU ENGINEERING & SURVEYING
SURVEYING • ENGINEERING • PLANNING
MOUNT VERNON, WA 98273 360-424-9566

SCALE: 1" = 80'
JOB NO. 5585



PRELIMINARY















PLANNING COMMISSION

Continued Pre-Decision Open-Record Public Hearing

6:00 PM on August 14, 2019

(Continued from: July 24, 2019, @ 5:00 PM)

By: Kevin Cricchio, AICP, ISA, WPIT, Senior Planner

CUP-2018-0002:

FOR CLARIFICATION PURPOSES TO ANSWER QUESTIONS
POSED BY THE PLANNING COMMISSION ON 7-24-19 AND TO
POINT OUT CHANGES TO THE RESPECTIVE FINDINGS OF
FACT, AN ABBREVIATED PRESENTATION FOLLOWS.

CUP-2018-0002:

SUBJECT PROPOSAL:

The subject proposal includes a Conditional Use Permit to permit the construction of 9-duplexes (18 dwelling-units total) on the subject property. Additionally, preliminary approval of a 9-lot short plat of the subject property is sought with a stormwater vault to be located on lot #3. This project is also subject to SEPA Environmental Review.

CUP-2018-0002:

PROJECT LOCATION:

The project site is located off Ferry Terminal Road, South of Charlie's Restaurant, which is located in a portion of Section 22, Township 35 North, Range 01 East, Willamette Meridian.

APPLICANT & LANDOWNER:

Calwest Inc.
Allan Schroeder
4819 Portalis Way
Anacortes, WA 98221

CUP-2018-0002:

SUBJECT PARCEL NUMBERS:

P58123 & P58124

CURRENT ZONING:

Marine Mixed Use (MMU) Zoning District (Effective 8-5-19 following city council adoption of Ordinance 3040)

PREVIOUSLY ZONED:

Commercial Marine

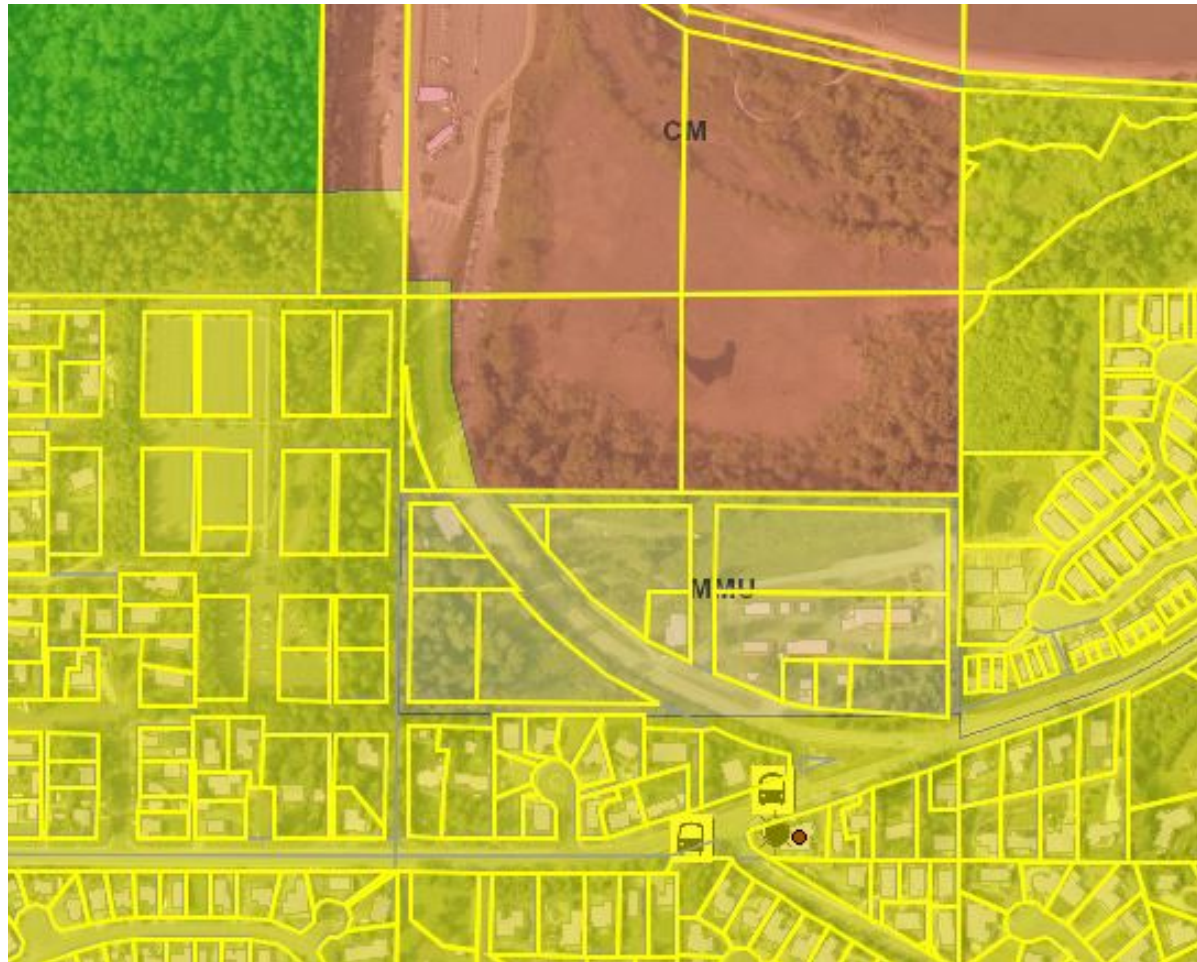
CUP-2018-0002:

SURROUNDING ZONING & LAND USES:

Direction:	Zoning:	Present Land-Use:
North:	CM & R2 Zoning Districts	Vacant land, Parking Lot, Charlies' Restaurant.
South:	R2 Zoning District	Unopened right-of-way & Single-family residences
East:	MMU & R2 Zoning Districts	State Route Twenty (SR20)
West:	R2 Zoning District	Unopened right-of-way & Single-family residences

CUP-2018-0002:

NEW ZONING MAP (EFFECTIVE 8-5-19):



CUP-2018-0002:

PROJECT CHRONOLOGY, GENERAL BACKGROUND, & VESTING:

1. A pre-application conference is required for Conditional Use Permit applications per AMC Table 19.20.030-1.
2. Accordingly, a pre-application conference meeting was held on **November 15, 2016 (PRE-2016-0035)**. The pre-application conference was to discuss constructing approximately ten (10) duplexes [twenty (20) dwelling units] onsite.
3. Additionally, a neighborhood meeting is required for Conditional Use Permit applications prior to application submittal per AMC Table 19.20.030-1.
4. Accordingly, a neighborhood meeting was conducted at **6:00 PM on November 15, 2017** in the Senior Center regarding the construction of 20 dwelling units in a paired or clustered format. The neighborhood meeting notice was posted on the project site, published in the Anacortes American newspaper, and mailed to neighboring landowners within 300 feet of the subject property as is required by AMC 19.20.120(D).

CUP-2018-0002:

PROJECT CHRONOLOGY, GENERAL BACKGROUND, & VESTING: CONTINUED:

5. On May 7, 2018, PCED received the applicant's Conditional Use Permit and Preliminary Short Plat applications. The applicant decreased the twenty (20) dwelling units originally proposed [in a paired and clustered format] to nine (9) duplexes [eighteen (18) dwelling units] total.
6. Following a review of the application material submitted, the subject application was deemed incomplete on June 12, 2018.
7. Following resubmittal of revised application material, the subject applications were deemed complete on July 6, 2018.
8. When the subject applications were deemed complete [back in 2018], the underlying zoning district was Commercial Marine (CM). Effective August 5, 2019, however the underlying zoning district changed to Marine Mixed Use (MMU) when Ordinance #3040 was adopted by council. This is a vested application however and the former rules and regulations for the Commercial Marine Zoning District apply.

CUP-2018-0002:

NOA, NOH, & PROCESSING:

- Because the Planning Commission's July 24, 2019, Pre-Decision Open Record was continued to August 14, 2019, Planning Department staff issued a "Notice of Continuance" in accordance with state law and posted this on city hall's doors. Additionally, a "Revised Notice of Hearing" was published in the Anacortes American newspaper on August 7, 2019; posted onsite in two (2) different locations; mailed to neighboring landowners within 300' of the subject properties; mailed to parties of record; and posted on the city's website, at the local USPS office, in the library, and at city hall.

CUP-2018-0002:

CRITICAL AREAS REVIEW:

Threatened & Endangered Species:

No federal threatened or endangered species were determined to be located on the subject property. Additionally, both Planning Department staff and the applicant's consultant [Advanced Environmental Solutions] determined that there are no designated Washington State Department of Fish and Wildlife (WDFW) Priority Habitat(s) or Species (PHS) located on the subject property or within 300' of it. Lastly, WDFW was solicited for comment and no comment was received.

Additionally, according to the Advanced Environmental Solution' report, evidence of pileated wood pecker foraging was observed on several large sized snags and other large woody debris of various ages and sizes. The pileated woodpecker is listed as an early warning bird on the city's vulnerable species in forested areas. Additionally, it listed as a WA State candidate for listing as endangered, threatened, or sensitive. Accordingly condition of approval #28 is recommended hereafter to be added to the findings of fact regarding the recommended preservation of wood debris and snags in open space areas when feasible.

CUP-2018-0002:

GEOLOGICALLY HAZARDOUS AREAS:

One or more steep slopes are located along the north /northeastern portion of the subject property. These slopes meet the definition of a landslide hazard area per AMC 17.70.190(B)(9) as they are greater than forty (40) percent or steeper and have a vertical relief of ten or more feet.

AMC 17.70.260(A)(1), requires that the minimum buffer from the landslide hazard area to be fifty (50) feet. This buffer however can be reduced to ten (10) feet when a qualified professional demonstrates to the Planning Director's satisfaction that the reduction will adequately protect the proposed development, adjacent developments and uses, and the subject critical area. The project geotechnical engineer [Edison Engineering] recommends a twenty-five (25)-foot buffer from the top of bank.

The City of Anacortes third party review consultant -GeoEngineers reviewed the applicant's geotechnical report/ analysis and concurred with the proposed buffer reduction of 25 feet from top of bank. The city's third party review consultant further stated that patios and decks could go within this buffer. This twenty-five foot buffer has been conditioned below accordingly.

CUP-2018-0002:

TREE ASSESSMENT/PRESERVATION PLAN:

According to the Tree Assessment Plan, there are 51 surveyed trees and an estimated 64 trees that were not surveyed onsite. All of these trees are slated for removal.

The required tree unit credits for replanting is calculated by determining the net area of a project site; subtracting the total public and private road right-of-way area from the gross site area. The net area is then divided by 1,000 to determine the total Tree Unit Credits required either by retaining trees onsite and/or replanting.

Accordingly, the project's gross site area is 102,712 square feet and the public and private road right-of-way is 6,070 square feet. The net area is 96,642 square feet. This corresponds to 96.642 tree unit credits. As conditioned below, ninety-seven (97) trees (96.642 tree unit credits rounded up) will need to be replanted.

CUP-2018-0002:

TRAFFIC IMPACT ANALYSIS:

A level two (2) traffic impact analysis was prepared by the DN Traffic Consultants, Inc. of Preston, Washington dated July 31, 2017. According to the report, 10 PM peak hours will result from this project. The mitigation fee of \$900 per PM peak hour trip for multifamily is \$900 per PM peak hour trip resulting in a traffic impact fee of \$9,000.

The Public Works Department recently reviewed the submitted Traffic Impact Analysis. Because the report was written in 2017, old rates for impact fees were used. Based on the new rate, the total impact fee for 10 peak hour trips would be $10 \times \$2,730.77 = \$27,307.70$ owing to the city. The subject MDNS has been conditioned below accordingly.

Please note, that condition of approval number 22(T) below (and as stated above) which is part of an issued SEPA MDNS, requires that the applicant pay \$27,307.70 traffic impact fee prior to final short plat or building permit application approval. This fee however varies based on the current traffic impact fee in place at time of building permit issuance. So, condition #23 below has been added hereto to modify condition number 22(T).

CUP-2018-0002:

AGENCY & DEPARTMENT COMMENT:

The Planning Commission asked Planning Department staff for comment from the Fire Marshall and newer more recent comment from WSDOT. Accordingly this has been provided to which can be found in **Exhibit #05**. Additionally, these comments can be found as conditions within your staff report.

CUP-2018-0002:

ZONING:

1. Although the subject property currently lies in the Marine Mixed Use Zoning District, the subject applications [CUP & 9-Lot Short Plat] are vested to the old underlying zoning district –Commercial Marine (CM).
2. Multi-family units in the Commercial Marine Zoning District require a Conditional Use Permit per AMC 17.21.040(B).
3. Per AMC 17.06.285, a multi-family dwelling means “development on single-ownership lot consisting of two or more dwelling units. Commonly used terms are duplex which contains two dwelling units, triplex which contains three, and fourplex which contains four. A structure containing more than four connected dwelling units is commonly called an apartment building or complex.”
4. The applicant proposes constructing nine (9) duplexes on nine (9) lots that are part of the preliminary short plat (part of this subject applications).

CUP-2018-0002:

ZONING CONTINUED:

- On page 8 and 9 of your staff report, a “Concurrency” finding of fact has been added.
- On page 9 of your staff report a “multi-family” finding of fact has been added.
- Lastly, on the bottom of page 11 and top to the middle part of page 12 of your staff report, two new findings of fact have been added regarding short plats.

CUP-2018-0002:

CHANGES TO CONDITIONS OF APPROVAL:

1. A Public Works Department condition that was in the July 24, 2019 staff report requiring one-way travel within the development has been omitted from the staff report. Two way travel is now permissible.
2. As stated above, condition number 23 within your staff report has been added thus modifying condition #22(T) of the issued SEPA MDNS (condition #22 of the staff report).
3. Condition #24 of your staff report has been added regarding requirements of Fire Marshall.
4. Condition #25 of your staff report has been added regarding more recent /newer comment from WSDOT.
5. Conditions #26 and #27 of your staff report have been added regarding short plats.

CUP-2018-0002:

RECOMMENDED CONDITIONS OF APPROVAL:

As previously stated above (page #11), there is evidence of the pileated woodpecker foraging on several trees and snags onsite. Accordingly, condition of approval #28 is hereby suggested to be added to the Revised Draft Planning Commission's Findings of Fact, Conclusions of Law, and Recommendation as follows:

28. Prior to any construction plan approval (i.e., clearing, grading, import, export, construction activities, etc.) onsite being permitted by the City of Anacortes, the applicant/ landowner shall submit to the City of Anacortes Planning & Parks Departments for review and approval a revised landscape plan that shows how Advanced Environmental Solutions' recommendations as found in the reconnaissance-level critical area report are being met with regard to the preservation of large sized snags and woody debris onsite designated for use by native fauna including but not limited to the pileated woodpecker. Preserved snags and woody debris shall be located in open space areas. The landscape designer who revises said landscape plan shall work with the applicant's Tree Assessment/ Preservation Consultant to determine what trees and snags onsite would make the best candidate for preservation without creating any hazards to people, property, or improvements. A report from the applicant's tree consultant detailing the decision making process shall accompany the revised landscape plan that is submitted to the city for review and approval.

EXHIBIT #12:

PLANNING COMMISSION'S MINUTES



Planning Commission Public Hearing Minutes for July 24, 2019

This is not a verbatim transcript of the meeting and is written in an attempt to capture the general spirit of the discussion based upon notes and video observation by the author. To view the video recording of this meeting, click [here](https://www.anacorteswa.gov/700/Watch-Meetings), or go to

<https://www.anacorteswa.gov/700/Watch-Meetings>.

Acting Chair Cleland-McGrath called the Public Hearing of July 24, 2019 to order at approximately 5 p.m.

Roll Call

Members Present: Commissioners, Cleland-McGrath, Graf, Moffitt, Mount and Doll

Absent: Commissioners, McNett, and MacKenzie

Minutes

Minutes from July 10 stand as presented.

Correspondence

One new written comment was submitted to the record.

New Business –

Announcement

Kevin Cricchio, Senior Planner announced that the Planning Commission will now meet at 6:00 PM.

Pre-Decision Open Record Public Hearing – Conditional Use Permit CUP-2018-0002

Acting Chair Cleland-McGrath executed the Appearances of Fairness Doctrine prior to Quasi-judicial hearing.

Kevin Cricchio, Senior Planner, presented a request for a Conditional Use Permit to permit the construction of 9-duplexes (18 dwelling-units total) on the subject property. Additionally, preliminary approval of a 9-lot short plat of the subject property is sought with a stormwater vault to be located on lot #3. This project is also subject to SEPA Environmental Review. The project site is located off Ferry Terminal Road, South of Charlie's Restaurant, which is located in a portion of Section 22, Township 35 North, Range 01 East, Willamette Meridian. The subject property is located in the Commercial Marine Zoning District.

Stephen Nicol, Attorney for Calwest Inc. resident of 1204 Cleveland Ave, Mount Vernon; provided public testimony in response to project complaints including emergency response, geologically hazardous areas, property values, local vegetation/wildlife, parking.

Commissioners discussed traffic concerns and requested clarification from the Public Works Department.

John Semrau, PE, Project Engineer for Calwest Inc. resident of 1005 Digby Road, Mount Vernon; provided testimony and requested revisions to project elements including streets, sewer, and then explained the traffic study.

Allene Quinn, resident of 5414 Sunset Ave, Anacortes; provided testimony in opposition to the development expressing concerns with vegetation and wildlife impacts.

Dr. Lenny Spivak, resident of 5408 Sunset Ave, Anacortes; provided testimony in opposition to the development expressing concerns with tree loss and traffic impacts.

John Hillburn, resident of 1502 Latitude Circle, Anacortes; provided testimony expressing general concerns regarding traffic impacts.

Jim Prosser, resident of 2813 Grady Lane, Anacortes; provided testimony expressing general concerns for traffic along Ferry Terminal Way.

Peter Downing, resident of 5404 Sunset Ave, Anacortes; provided testimony in opposition to the development expressing concerns regarding trees, wildlife, and parking.

Kevin Cricchio, Senior Planner clarified that Fire and WADOT comments were submitted during the Pre-App conference to clarify questions.

Bert Clay, resident of 4927 Portalis Way, Anacortes; provided testimony in favor of the development supporting the increase in diversity of affordable housing options.

Allan Schroeder, Project Proponent, 4819 Portalis Way, Anacortes; provided testimony that the project is meant to change the look and upgrade the entrance to the city for visitors.

John Hillburn, resident of 1502 Latitude Circle, Anacortes; Questioned the ability to use traffic mechanisms to help with these areas and improve traffic flow?

Eric Shjarback, City Engineer described that the traffic was extensively studied and addressed in the Transportation Comprehensive Plan.

Dr. Lenny Spivak, resident of 4508 Sunset Ave, Anacortes; questioned the impact of construction on neighboring trees and eagle habitat.

Kevin Cricchio, Senior Planner, submitted to the record Public Works response to the Access.

With no further comment, Acting Chair Cleland-McGrath closed the public hearing at 7:05 PM.

Commissioners discussed the project and the need for more information in order to make a decision. Acting Chair continued the matter until August 14 with the request for additional information on the project timeline, required elements, report expirations, and an updated project packet.

With no further discussion, Acting Chair Cleland-McGrath concluded the meeting at approximately 7:47 p.m.



Planning Commission Public Hearing Minutes for August 14th, 2019

This is not a verbatim transcript of the meeting and is written in an attempt to capture the general spirit of the discussion based upon notes and video observation by the author. To view the video recording of this meeting, click [here](https://www.anacorteswa.gov/700/Watch-Meetings), or go to <https://www.anacorteswa.gov/700/Watch-Meetings>.

Chair McNett called the Public Hearing of August 14th, 2019 to order at approximately 6 p.m.

Roll Call

Members Present: Commissioners Cleland-McGrath, Graf, Mount, MacKenzie, and Doll

Absent: Commissioner Moffitt

Minutes

Minutes from July 24 stand as presented.

Correspondence

None.

Old Business

Continued Pre-Decision Public Meeting – Conditional Use Permit CUP-2018-0002

Kevin Cricchio, Senior Planner, presented proposed revisions to the record of CUP-2018-0002 (Calwest Inc. Ferry Terminal Road conditional use permit for 9 duplexes & preliminary approval of a 9-lot short plat); including additional project materials as requested by the Commissioners and revised conditions of approval.

The Commissioners asked several questions to clarify the project material, answers were provided by City and project staff including Kevin Cricchio, Senior Planner; Steve Lange, Engineering Tech IV; John Semrau of Semrau Engineering & Surveying; and Eric Shjarback, City Engineer.

Commissioners continued their discussion.

A motion by Commissioner MacKenzie was made to recommend approval of CUP-2018-0002 to include the proposed revisions conditions of approval.

A second for the motion was made by Commissioner McNett.

The motion passed 5-1.

With no further discussion, Chair McNett concluded the meeting at approximately 7:27 p.m.

DONATION OF “NEW EYES”

Sculpture Donation for Public Display

To be placed in
the Central
Business
District.

Artist Peregrine O'Gormley





City Council Agenda Bill

Meeting Date: 8/26/2019

Agenda Item: 7a

Subject: Donation of Public Art – “New Eyes” by Peregrine O’Gormley – purchased by citizen for public placement.

Staff Contact: Jonn Lunsford

Approved for Submittal to Council by	
	Laurie Gere, Mayor
	Steve Hoglund, Finance Director
	Darcy Swetnam, City Attorney

Action Type	
	Ordinance No.
	Code Revision?
	Resolution No.
	Contract
	Public Hearing
X	Donation Acceptance

Summary Statement: Staff seeks Council approval to accept a donation of art to place in a public space within the downtown corridor (central business district).

Background: A citizen has purchased “New Eyes” and would like to donate it to the City and locate it somewhere in the downtown corridor. Seeking approval from Arts Commission, Parks Committee and the City Council. Could be minor installation costs.

Budget Impact	
Amount Budgeted	
Budget Account (BARS)	
Proposed Expenditure	\$250
Budget Amendment Required?	
Revenue Source	

Proposed Contract	
Contractor	
Amount	
Start Date	
End Date	

Previous Council/Committee Action: Proposal presented to Anacortes Arts Commission on 8/14 and the Parks and Recreation Committee on 8/16.

Competing Viewpoints Considered: N/A

Recommended Motion: Move that City Council accept the donation of “New Eyes” and authorize the Mayor to work with appropriate staff on placement.

Alternative Actions: Deny the donation request.

Attachments (listed in order presented):

New Eyes Bronze Edition 36 x 16 x 16 \$7,250



The background features abstract, overlapping green geometric shapes, primarily triangles and polygons, in various shades of green, creating a modern, layered effect.

Implementation of HB 1406 City of Anacortes Resolution 2054

Overview of HB 1406

- This is not an additional tax – local jurisdictions are just retaining a portion of the sales and use taxes already paid.
- All cities and counties are eligible. If a city and county both act to implement it is shared. Skagit County passed Resolution of intent August 5, 2019.
- Department of Revenue determines the maximum revenue, based on state fiscal year 2019 taxable retail sales with the county or city. Aprx \$41,00.00, .0073%, 1/2 share, \$833,000 over 20 years , \$83,000, .0146%, full share, \$1,666,000 over 20 years (based on MRSC Projections)
- Authority expires after 20 years.

Use of the funds

- Acquiring, rehabilitating, or constructing affordable housing, which may include new units of affordable housing within an existing structure or facilities providing supportive housing services under RCW 71.24.385; or funding the operations and maintenance costs of new units of affordable or supportive housing.
- Cities with a population of less than 100,000 could also use the revenue for rental assistance.
- The housing and services may only be provided to persons whose income is at or below sixty percent of the median income of the county imposing the tax.

Use of the funds

Bonding and revenue sharing:

- Cities or counties imposing the tax may issue general obligation or revenue bonds and may pledge the revenue collected for repayment of the bonds.
- A county or city may enter into an interlocal agreement with other local government or public housing authorities to pool the tax receipts received and pledging those taxes to bonds. This would allow the city to enter into an agreement with the County or the Anacortes Housing Authority for project related use of the revenue.

Qualifying Tax

- Cities can levy the maximum authority if they have levied one of the qualifying local taxes before or within the first year. Staff is working on gathering additional information on Qualifying Local Taxes.
- Property Tax Levy authorized under RCW 84.55.050, if used solely for affordable housing. Regular property tax levy.
- Affordable housing levy (property tax levy) under RCW 84.52.105. Maximum of fifty cents per thousand, declaration of emergency regarding affordable housing, adoption of an affordable housing financing plan for expenditure of the funds.
- Sales and use tax for affordable housing and related services under RCW 82.14.530. The city must have adopted at least half of the authorized maximum rate of one tenth of one percent.

Qualifying Tax

- Sales tax for chemical dependency and mental health under RCW 82.14.460, **population over 30K and only in Pierce County**
- All four of the Qualifying taxes require the City Council to submit a ballot proposition to a vote of the people for approval.
- Special election ballot deadline for February 11, 2020 is December 11, 2019 and the April 28, 2020 special election ballot deadline is February 28, 2020
- Campaign costs?
- Special election costs range \$20,000 to \$40,000, election costs are distributed among participating jurisdictions based on the number of measures each has on the ballot and the number of voters in each of the participating jurisdictions.

Timelines

- Resolution of Intent must be adopted by January 28, 2020.
- The legislation must be adopted by July 28, 2020,
- Department of Revenue requires 30-days notice of adoption of sales tax credits and the change must occur on a first day of the month (RCW 82.14.055)
- Considering the necessary actions, the earliest possible use of the funds is this fall.

MEMO

To: Mayor Gere and City Council Members Johnson, Walters, Young, Adams, Moulton, MacDougal and Miller

Cc: Planning Director Measamer

From: Susan G. Rooks, Commissioner, Anacortes Housing Authority

Date: August 22, 2019

Subject: Resolution 2054/SHB 1406

Unfortunately, I will not be unable to attend the City Council meeting on August 26. I would, however, ask you to support Resolution 2054/SHB 1406, which is a step toward providing more affordable housing in our community. At this time, I am not advocating for one funding mechanism over another; that I trust to your judgement.

First, I want to share with you some information about the Anacortes Housing Authority (AHA).

Currently, we own 183 units that house approximately 350 people. We serve a wide variety of clients: those who have fallen on hard times because of illness, job loss, or rent increases; the physically and developmentally disabled; the elderly; people with mental health issues and families with children. Many of our clients have few—if any—other housing options, and most of our clients hold jobs that simply do not pay enough to enable them to find housing on the open market.

Our holdings include studio and one bedroom apartments, duplexes and 4-plexes, and townhouses with up to four bedrooms. We operate both public housing, which is subject to HUD rules, and tax credit properties, which have more flexible policies.

As of today, we have 197 heads-of-household, who are income-qualified, on our waiting lists, but we have had only nine vacancies since January 2019. (There were only 23 vacancies in all of 2018). This means that many of those on our waiting lists will either wait years for an available unit or give up. Furthermore, the AHA, under HUD rules for public housing, gives preference to local residents.

The AHA operates at 100 percent occupancy: our move out/lease up time averages only 5.49 days. That includes the day a tenant vacates; the time spent by our maintenance staff repainting, cleaning and repairing the unit; and the day the unit is leased. Our quick turn-around times are the result of efficiencies implemented by Executive Director Brian Clark. This means that when a unit becomes vacant, we can rapidly house someone on the waiting list; it also is an important factor in our ability to secure HUD funding for our public housing program because we maximize our operating subsidy when we have high occupancy rates.

In the past week, I have spoken with two individuals who are no longer able to afford housing here in Anacortes. One is a recently single 71-year-old man who has an internet business. The rent for his two-bedroom, one bath house is \$1450 plus utilities. That is now more than he feels he can pay. The other is a young woman who has been working for a small business on

Commercial Ave. That business is closing in a few days, and she will be unemployed at least temporarily. She, her significant other, and their young child are moving out of their rental and into an RV because their landlord is raising their rent.

While we cannot end the housing crisis—or house in a timely manner the individuals described above—we can do more, we can make a dent in the numbers of those who need affordable housing. The AHA owns outright—that is with no debt—two properties where we could quickly create more affordable housing. One is at 1008 19th St and the other is the Olson Building, which sits on a 9,000 square foot lot. And the AHA has the organization and procedures in place to manage additional units and to handle construction oversight.

Your support for 2054/1406 will help us attract needed investment dollars for these projects. It is my sincere hope that you will vote for the sales tax set-aside for affordable housing. Anacortes clearly needs more housing options for its residents.

Thank you,

SGR



City Council Agenda Bill

Meeting Date: 8/26/2019

Agenda Item: 7b

Subject: Resolution 2054 declaring the intent of the City of Anacortes to adopt legislation to authorize a sales and use tax for affordable and supportive housing consistent with Substitute House Bill 1406.

Staff Contact: Don Measamer

Approved for Submittal to Council by	
x	Laurie Gere, Mayor
x	Steve Hoglund, Finance Director
	Darcy Swetnam, City Attorney

Action Type	
	Ordinance No.
	Code Revision?
X	Resolution No. 2054
	Contract
	Public Hearing
	Staff Report

Summary Statement: [SHB 1406](#) provides authority for cities and counties to take advantage of a .0146 percent sales tax that is credited against the state's share of the sales tax. The revenue can be used for the acquisition, construction or rehabilitation of affordable housing or facilities providing supportive housing, and for the operations and maintenance costs of affordable housing or supportive housing. Because it is credited against the state's share of the sales tax, the imposition of this tax will not result in any increase in the sales tax the consumer pays. In order to impose the sales tax, the City must adopt a notice of intent to impose the sales tax and, subsequently, adopt an ordinance imposing the sales tax. Once the ordinance setting forth legislation is adopted by the city council the City will begin receiving this revenue.

Based on 2018 sales tax data .0146 percent would amount to approximately \$84,272.00, however if the county participates the amount of tax would be reduced to 0.0073% (50%) to \$42,136.00. Skagit County passed a resolution of intent on August 5, 2019 and are now working on specific regulations by ordinance.

City staff continues to gather information on what other Cities in Skagit County are considering regarding a Resolution of intent and a Qualifying Local Tax adoption.

Background: A Qualifying Local Tax, 0.1%, would need to be approved by the voters prior to the July 27, 2020 deadline to take advantage of the full .0146 percent if the county declares intent for the tax. To do so would require a ballot measure for a special election either February 11, 2020 or April 28, 2020. A special election could cost

upwards of \$30,000 and a successful campaign would also need to be in motion very soon.

Budget Impact	
Amount Budgeted	
Budget Account (BARS)	
Proposed Expenditure	
Budget Amendment Required?	
Revenue Source	

Proposed Contract	
Contractor	
Amount	
Start Date	
End Date	

Previous Council/Committee Action: The Housing Affordability and Community Services committee met on August 1, 2019 recommending that staff bring the proposed resolution before City Council as soon as possible for approval. City Council reviewed the proposed resolution at its [August 19, 2019](#) meeting.

Competing Viewpoints Considered: Conversations are ongoing in regards with working in cooperation with Skagit County and Anacortes Housing Authority

Recommended Motion: I move to approve Resolution 2054 declaring the intent of the City of Anacortes to adopt legislation to authorize a sales tax for affordable and supportive housing consistent with substitute House Bill 1406.

Alternative Actions: Deny resolution 2054 and allow the county full use of the tax for county wide projects with very little input from the city.

Attachments (listed in order presented): Proposed Resolution 2054

RESOLUTION No. 2054

A RESOLUTION OF THE ANACORTES CITY COUNCIL DECLARING THE INTENT OF THE CITY OF ANACORTES TO ADOPT LEGISLATION TO AUTHORIZE A SALES AND USE TAX FOR AFFORDABLE AND SUPPORTIVE HOUSING IN ACCORDANCE WITH SUBSTITUTE HOUSE BILL 1406 (CHAPTER 338, LAWS OF 2019), AND OTHER MATTERS RELATED THERETO.

WHEREAS, in the 2019 Regular Session, the Washington State Legislature approved, and the Governor signed, Substitute House Bill 1406 (Chapter 338, Laws of 2019) (“SHB 1406”); and

WHEREAS, SHB 1406 authorizes the governing body of a city or county to impose a local sales and use tax for the acquisition, construction or rehabilitation of affordable housing or facilities providing supportive housing, and for the operations and maintenance costs of affordable or supportive housing; and

WHEREAS, the tax will be credited against state sales taxes collected within the City and, therefore, will not result in higher sales and use taxes within the City and will represent an additional source of funding to address housing needs in the City; and

WHEREAS, the tax must be used to assist persons whose income is at or below sixty percent of the City median income; and

WHEREAS, many people are paying well beyond 30% of their income on rent and the City has determined that imposing the sales and use tax to address this need will benefit its citizens; and

WHEREAS, in order for a city or county to impose the tax, within six months of the effective date of SHB 1406, or January 28, 2020, the governing body must adopt a resolution of intent to authorize the maximum capacity of the tax, and within twelve months of the effective date of SHB 1406, or July 28, 2020, must adopt legislation to authorize the maximum capacity of the tax; and

WHEREAS, this resolution constitutes the resolution of intent required by SHB 1406; and

WHEREAS, the City Council now desires to declare its intent to impose a local sales and use tax as authorized by SHB 1406 as set forth herein;

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF ANACORTES AS FOLLOWS:

Section 1. Resolution of Intent. The City Council declares its intent to adopt legislation to authorize the maximum capacity of the sales and use tax authorized by SHB 1406 within one year of the effective date of SHB 1406, or by July 28, 2020.

Section 2. Further Authority; Ratification. All City officials, their agents, and representatives are hereby authorized and directed to undertake all action necessary or desirable from time to time to carry out the terms of, and complete the actions contemplated by, this resolution. All acts taken pursuant to the authority of this resolution but prior to its effective date are hereby ratified.

Section 3. Effective Date. This resolution shall take effect immediately upon its passage and adoption.

Passed by majority vote of the City Council in open meeting this _____ day of _____, 2019.

Laurie M. Gere, Mayor

Approved as to form and Legality:

Darcy Swetnam, WSBA # 40530
City Attorney

ATTEST:

Steve D. Hogland, City Clerk Treasurer

Anacortes Water Treatment Plant

Skagit River 42-inch Water Line Project – Phase 2

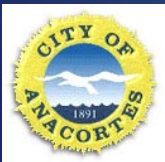
#18-070-WTR-003

\$329,601

Second Clearwell Project

#19-137-WTR-001

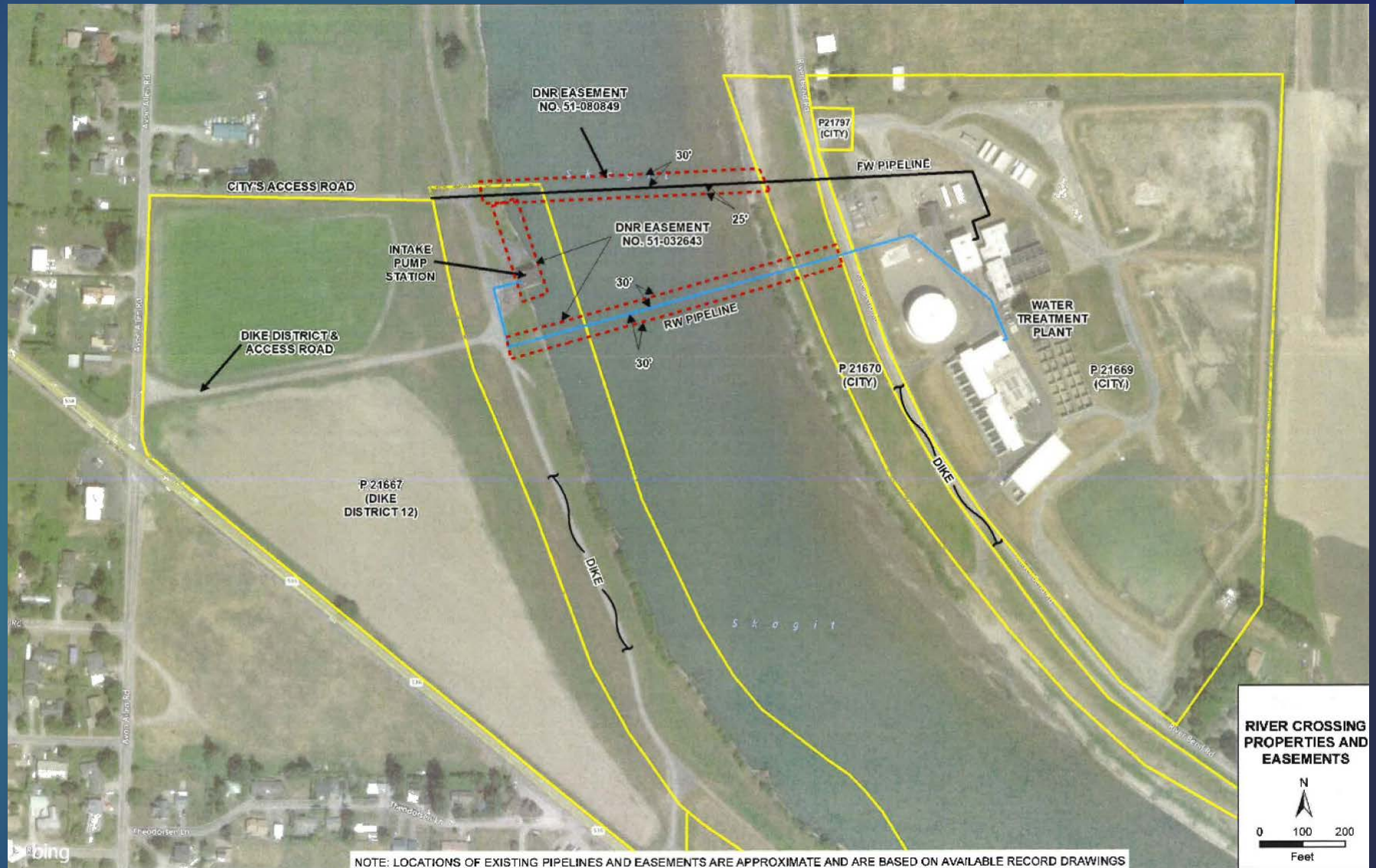
\$184,251



CITY OF ANACORTES PUBLIC WORKS

Raw Water Line - Objective

- The city intends to construct a second raw water pipeline, parallel to an existing pipe under the Skagit River
- The additional asset will provide for redundancy of raw water supply and greater resiliency of its water supply system



Skagit River Pipeline Project Area

Raw Water Line - Background

- The city owns and operates the intake pump station at the point of withdrawal on the west side of the Skagit River
- Through a single 42-inch pipe, buried under the river bed, water is supplied from the intake station to the water treatment plant on the east side of the river
- The existing pipe line was installed in 1969
- It is believed to be in fair condition based on observations of the section of pipe at the intake station and terminal sections at the plant
- The condition of the segment under the river is not known



Intake
Pump
Station

Raw Water Line – Horizontal Directional Drilling



Raw Water Line - HDD

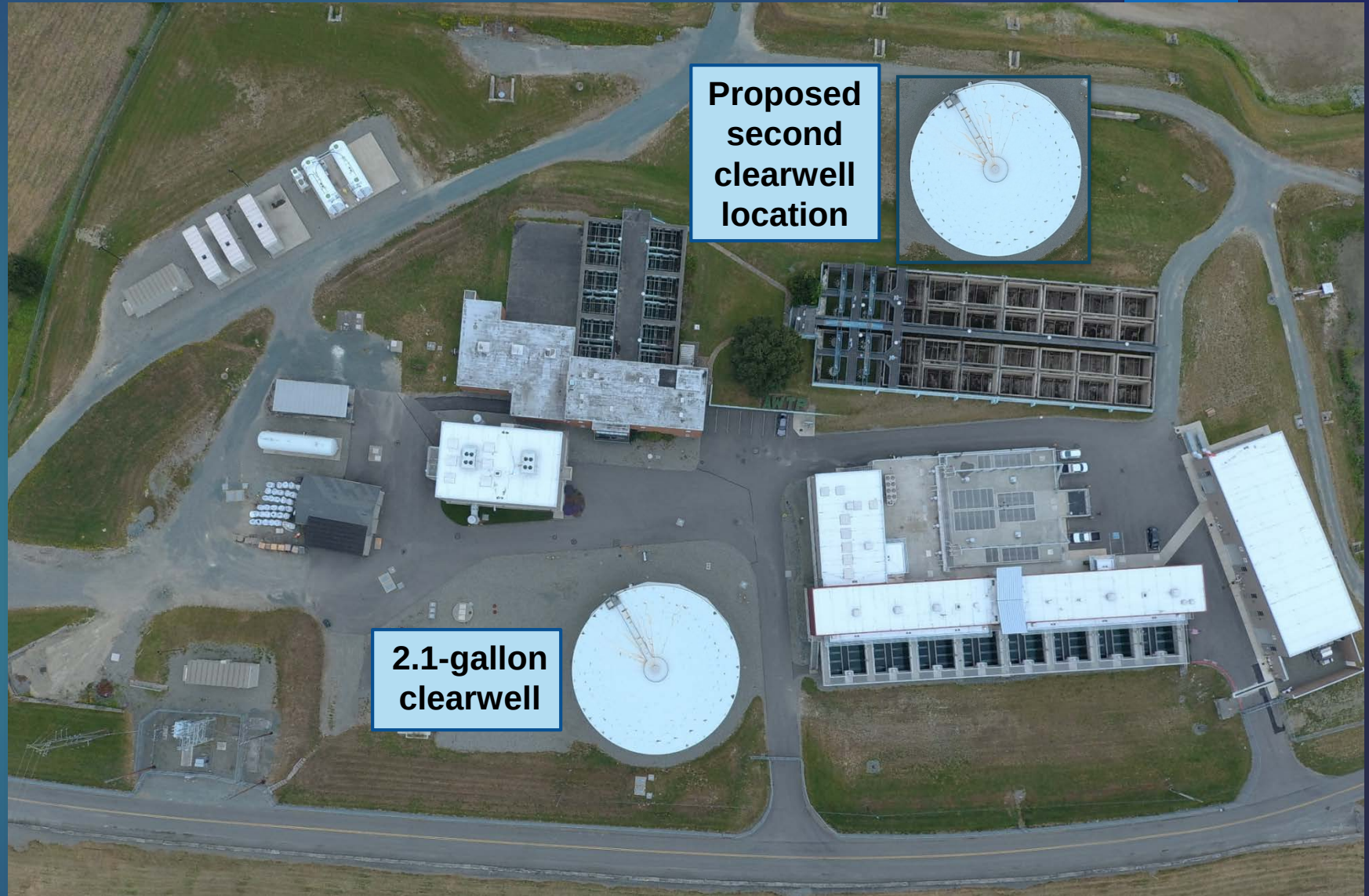


Raw Water Line – Phase 2

- The goal is to complete final design and obtain necessary permits by the end of 2019, and construct the pipeline in 2020
- Council approved the Raw Water Line project under the Capital Facilities Plan, and Phase 1 – Preliminary Engineering by HDR was approved by Council in November 2018
- Phase 2 will include:
 - geotechnical borings in the Skagit River near the proposed pipeline and a geotechnical report
 - a bathymetric survey
 - final design
 - project implementation schedule
 - estimate of project capital costs
 - bidding documents and assistance
- Engineering services need to be completed to enable a 2020 construction time frame
- Contract is on a time-and-materials basis not-to-exceed \$329,601
- Regional Capital Reserve Funds
- Phase 3, which will include a contract with HDR for services during construction, will be brought before council in the future

Second Clearwell - Objective

- The city intends to construct a second clearwell to operate in parallel with the existing one at the water treatment plant
- It will have the same hydraulic elevations and at least 2.1 million gallon capacity
- The second clearwell will provide for redundancy and greater reliability of treatment operations



Second Clearwell would go east of plant's old sedimentation basin

Second Clearwell - Background

- The water treatment plant has a design rated production capacity of 42 million gallons per day
- The final step in treatment before pumping the finished water to distribution is chlorine contacting in a tank (commonly referred to as a clearwell)
- The design of the plant assumed a second clearwell would be added in the future



2.1-Million-Gallon Clearwell at Water Treatment Plant

Clearwell Baffles

- To provide for adequate chlorine contacting efficiency and performance, both the existing and new clearwell will have internal baffling
- Therefore, this project includes the design for baffle systems for both clearwells



Second Clearwell

- The goal is to complete final design and obtain necessary permits by the end of 2019, and construct the clearwell in 2020
- Phase 1 will include:
 - establishing the basis of design for the second clearwell and internal baffles for it and the existing clearwell
 - geotechnical data and a design recommendations report
 - topographical survey base map of area at and around the proposed location for the clearwell
 - final design drawings and technical specifications
 - opinion of probable construction cost based on the basis of design
 - bidding documents and assistance
- Engineering services need to be completed to enable a 2020 construction time frame
- Contract is on a time-and-materials basis not-to-exceed \$184,251
- Regional Capital Reserve Funds
- Phase 2, which will include a contract with HDR for services during construction, will be brought before council in the future

Questions?

Skagit River 42-inch Water Line Project – Phase 2

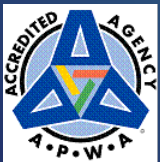
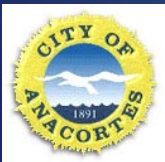
#18-070-WTR-003

\$329,601

Second Clearwell Project

#19-137-WTR-001

\$184,251



CITY OF ANACORTES PUBLIC WORKS



City Council Contract Agenda Bill

Meeting Date: 8/26/2019 **Agenda Item:** 7c

Subject: Contract Award – Skagit River 42” Water Line Project - Phase 2 #18-070-WTR-003

Staff Contact: Fred Buckenmeyer

Approved for Submittal to Council by:
Darcy Swetnam, City Attorney

Action Type: Contract Award

Summary Statement: City staff seeks City Council consent to award a contract in the amount of \$329,601.00 to HDR Engineering, Inc. to perform Skagit River 42” Water Line Project - Phase 2. Phase 2 includes include geotechnical borings within the Skagit River near the proposed pipeline alignment and a geotechnical report, a bathymetric survey of the proposed pipeline alignment in Skagit River, a final design for the pipeline and associated work, an updated project implementation schedule, an updated estimate of project capital costs, bidding documents including the final design drawings and specifications for construction of the pipeline, and bidding phase assistance.

Background:

1. **History:** The City of Anacortes owns and operates the intake pump station at the point of withdrawal on the west side of the Skagit River that supplies raw water to the City's water treatment plant on the east side of the river. A single 42-inch concrete pipe, buried under the river bed, extends from the intake station to the plant. This pipe was installed in 1969 and is believed to be in fair condition based on observations of the section of pipe at the intake station and terminal sections at the plant; the condition of the segment under the river is not known. The city intends to construct a second raw water pipeline, parallel to the existing pipe, to provide for redundancy of raw water supply and greater resiliency of its water supply system. The goal is to complete final design and obtain necessary permits by the end of 2019, and construct the pipeline in 2020. This project was approved by Council under the Capital Facilities Plan. Engineering services are needed to be done now to enable a 2020 construction time frame.
2. **Key Terms:**
 - Contract is on a time-and-materials basis not-to-exceed \$329,601.00.
 - The period of performance under this Agreement is through March 31, 2020.
3. **Competitive Bidding:** Per RCW 39.80 this engineering consultant was selected from the City's MRSC Architectural, Landscape Architectural, and Engineering Service Roster to provide a proposal for this scope of work, after which a price was negotiated.

Previous Council/Committee Action: A [contract](#) with Widener & Associates for the Design Assistance and Permitting portion of the project was approved by City Council at the [5/14/18](#) meeting. Contract [18-070-WTR-002](#) with HDR for Phase 1 Preliminary Engineering of the project was approved by City Council at the [11/19/18](#) meeting.

Competing Viewpoints Considered: N/A

Recommended Motion: I move that City Council authorize the Mayor to sign contract 18-070-WTR-003 with HDR Engineering, Inc. in the amount of \$329,601.00 to perform the Skagit River 42” Water Line Project - Phase 2.

Alternative Actions: Not award the contract

Attachments: Contract 18-070-WTR-003

Contractor	HDR Engineering, Inc.
Contract Amount	\$329,601.00
Earmarked Funds (2019 & 2020)	\$2,264,000.00
BARS #	401.000.594.34.63
Budget Amendment Required?	No
Start Date	Notice to Proceed
End Date	3/31/20



AGREEMENT 18-070-WTR-003
Between
THE CITY OF ANACORTES
AND
HDR ENGINEERING, INC.

Skagit River 42" Water Line Project - Phase 2

This Agreement, hereinafter referred to as "Agreement", made and entered into between the City of Anacortes, hereinafter referred to as the "City", and HDR Engineering, Inc., hereinafter referred to as the "Consultant";

WHEREAS, the City requires professional services of the Consultant;

NOW, THEREFORE, in consideration of mutual benefits accruing, it is agreed by and between the parties hereto as follows:

1. **Scope of Work.** Under this Agreement, the Consultant will perform Phase 2 of Skagit River 42" Water Line Project. Specifically, the Consultant shall provide services in accordance with Exhibit A which is attached hereto and incorporated by reference. Work shall be performed under the direction of Jeff Marrs, who may be reached at (360) 428-1598, or by email at jeffm@cityofanacortes.org.

2. **Price.** The work performed under this Agreement shall be performed on a time-and-materials (T&M) basis not-to-exceed **Three Hundred Twenty-Nine Thousand Six Hundred One Dollars (\$329,601.00)**. Per task fee estimates are detailed in Exhibit A.

3. **Period of Performance.** The period of performance under this Agreement is through March 31, 2020.

4. **Subcontracts.** The Consultant shall give notice in advance of placing any subcontract and will identify subcontracts before subcontracted work begins. "Subcontract" means any contract entered into by a sub Consultant to furnish supplies or services for performance of the prime Consultant or a sub Consultant. It includes, but is not limited to, purchase orders, and changes and modifications to purchase orders. The following information shall be included (i) a description of the supplies or services to be subcontracted, (ii) identification of the type of subcontract to be used (iii) identification of the proposed sub Consultant, (iv) proposed subcontract price. Unless consent or approval specifically provides otherwise, consent by the City shall not constitute a determination –

- (1) of the acceptability of any subcontract terms or conditions;
- (2) Of the allowability of any cost under this Agreement,; or
- (3) To relieve the Consultant of any responsibility for performing this Agreement.

The Consultant shall give immediate written notice, reference Clause Notices, of any action or suit filed and prompt notice of any claim made against the Consultant by any sub Consultant or vendor that, in the opinion of the Consultant, may result in litigation related in any way to this Agreement, with respect to which the Consultant may be entitled to reimbursement from the City.

5. **Invoicing.** All invoices shall include a cover page that states: Company Name, Invoice Date, Due Date (30 days), Invoice Number, Invoice Period, Project Manager Name, AGREEMENT Number, Agreement Price, amount requested per invoice and cumulative invoiced amount. Invoices shall include actual hours worked by Period, by Labor Category. The Consultant must invoice **MONTHLY** for quantities delivered during the invoice period, and no more frequently than monthly, and allow 30 calendar days from receipt of the invoice for payment. Invoices should be sent by US mail to City of Anacortes, Accounts Payable, PO Box 547, Anacortes, WA 98221, or by email to accountspayable@cityofanacortes.org.

The City shall notify the Consultant within fifteen (15) calendar days from receipt of invoice if there are any objections or disputes with the invoice. The Consultant shall then resubmit a new invoice less the disputed amount and payment shall be made within 30 calendar days. Any disputed amounts may be submitted under the Disputes clause contained herein.

6. **Ownership and Use of Documents.** All finished and unfinished documents and material prepared by the Consultant with funds paid by the City pursuant to the terms of this Agreement shall become the property of the City and shall be forwarded to the City upon its request. Documents and materials shall include but not be limited to plans, specifications, reports, electronic and non-electronic data, and other design documents prepared by the Consultant. Pursuant to RCW 42.56.70, all information and documents produced under this Agreement may be subject to public disclosure. Any modification or reuse of such materials for purposes other than those intended by this Agreement shall be at City's sole risk and without liability to Consultant.

7. Defense and Indemnity Agreement. Consultant shall defend, indemnify and hold the Public Entity, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the Public Entity.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the Public Entity, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

8. General and Professional Liability Insurance.

A. Insurance Term: The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

B. No Limitation: Consultant's maintenance of insurance as required by this Agreement shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

C. Minimum Scope of Insurance: Consultant shall obtain insurance of the types and coverages described below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be as least as broad as Insurance Services Office (ISO) form CA 00 01.
2. Commercial General Liability insurance shall be at least as broad as ISO occurrences form CG 00 01 and shall cover liability arising from premises, operations, stop-gap independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the work performed for the City using an additional insured endorsement at least as broad as ISO CG 20 26.
3. Worker's Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Professional Liability insurance appropriate to the Consultant's profession.

D. Minimum Amounts of Insurance: Consultant shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence and \$2,000,000 general aggregate.
3. Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.

E. Other Insurance Provision: The Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

F. Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

G. Verification of Coverage: Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work.

H. Notice of Cancellation: The Consultant shall provide the City with written notice of any policy cancellation within two business days of their receipt of such notice.

I. Failure to Maintain Insurance: Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days' notice to the Consultant to correct the breach, immediately terminate the contract, or at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.

J. City Full Availability of Consultant Limits: If the Consultant maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this Agreement or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Consultant.

9. Registered or Licensed Consultant. The City is prohibited from executing an Agreement with a Consultant who is not registered or licensed as required by the laws of the state. In addition, a City of Anacortes business license is required for any business working inside the city limits whose annual value of products, gross proceeds of sales, or gross income of the business in the city is more than \$2,000. Business licenses can be obtained through the State of Washington Department of Revenue (DOR) Business Licensing Service (BLS) at bls.dor.wa.gov.

10. Inspection. The Project Manager shall have power to reject instruments of services which fail to comply with the requirements of this Agreement, but in case of dispute the Consultant may appeal to the City Attorney, whose decision shall be final, subject to the Disputes clause contained herein. The Consultant shall comply with any and all orders and instructions given by the representative of the particular Department administering the Agreement in accordance with the terms of the Agreement. Nothing herein contained shall be taken to relieve the Consultant of his/her obligations or responsibilities under the Agreement. However, the Consultant shall be responsible for its own methods and conduct during the period of performance.

11. Standard of Care. The Consultant represents that Consultant has the necessary knowledge, skill, and experience to perform the Services required by this Agreement. Consultant and any persons employed by Consultant shall use their professional skill and efforts to perform the Work in a professional manner consistent with sound engineering practices, in accordance with the usually and customary professional care required for services of the type described in the Scope of Work herein provided at the same time and in the same locale. The City's remedy for a failure to meet the above Standard of Care shall be the re-performance of the Service or an equitable adjustment in the monies paid for the Professional Services, at the City's discretion

12. Discrimination Prohibited. During the performance of this Agreement, the Consultant and subConsultants shall not discriminate in violation of any applicable federal, state and/or local law or regulation on the basis of age, sex, race, creed, religion, color, national origin, marital status, disability, honorably discharged veteran or military status, pregnancy, sexual orientation, gender identity, or any other classification protected under federal, state, or local law. This provision shall include but not be limited to the following: employment, upgrading, demotion, transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, selection for training, and the provision of services under this Agreement. Consultant agrees to comply with the applicable provisions of State and Federal Equal Employment Opportunity and Nondiscrimination statutes and regulations.

13. Consultant is an Independent Consultant. The parties intend that an independent Consultant relationship will be created by this Agreement. No agent, employee or representative of the Consultant shall be deemed to be an agent, employee or representative of the City for any purpose. Consultant shall be solely responsible for all acts of its agents, employees, representatives and sub Consultants during the performance of this Agreement.

14. The City's Right to Terminate Agreement.

A. Termination for Default: If the Consultant defaults by failing to perform any of the obligations of the Agreement and fails to cure the default within a reasonable period of time following written notice thereof, or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Consultant in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere. If the Agreement is terminated for default, the Consultant shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Consultant. The Consultant shall bear any extra expenses incurred by the City in completing the work, including all increased costs for completing the work, and all damage sustained, or which may be sustained by the City by reason of such default. If a notice of termination for default has been issued and it is later determined for any reason that the Consultant was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the Termination for Public Convenience paragraph hereof.

B. Termination for Public Convenience: The City may terminate the Agreement in whole or in part whenever the City determines, in its sole discretion that such termination is in the best interests of the City. Whenever the Agreement is terminated in accordance with this paragraph, the Consultant shall be entitled to payment for actual work performed at unit Agreement prices for completed items of work. An equitable adjustment in the Agreement price for partially completed items of work will be made, but such adjustment shall not include provision for loss of anticipated profit on deleted or uncompleted work. Termination of this Agreement by the City at any time during the term, whether for default or convenience, shall not constitute a breach of Agreement by the City.

15. **Changes/Additional Work.** The City may engage Consultant to perform services in addition to those listed in this Agreement, and Consultant will be entitled to additional compensation for authorized additional services or materials. The City shall not be liable for additional compensation until and unless any and all additional work and compensation is approved in advance in writing and signed by both parties to this Agreement. If conditions are encountered which are not anticipated in the Scope of Services, the City understands that a revision to the Scope of Services and fees may be required. Provided, however, that nothing in this paragraph shall be interpreted to obligate the Consultant to render or the City to pay for services rendered in excess of the Scope of Services unless or until a modification to this Agreement is approved in writing by both parties.

16. **Non-waiver.** Waiver by the City of any provision of this Agreement or any time limitation provided for in this Agreement shall not constitute a waiver of any other provision.

17. **Non-assignable.** The services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

18. **Covenant Against Contingent Fees.** The Consultant warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for the Consultant, to solicit or secure this Agreement, and that he has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultant, any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award of making of this Agreement. For breach or violation of this warranty, the City shall have the right to annul this Agreement without liability or, in its discretion to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

19. **Disputes**

A. General: Differences between the Consultant and the City, arising under and by virtue of this Agreement shall be brought to the attention of the City at the earliest possible time in order that such matters may be settled or other appropriate action promptly taken. The provisions of this Clause shall survive the expiration or termination of this Agreement.

B. Notice of Potential Claims: The Consultant shall not be entitled to additional compensation which otherwise may be payable, or to extension of time for (1) any act or failure to act by the Contracting Agent or the City, or (2) the happening of any event or occurrence, unless the Consultant has given the City a written Notice of Potential Claim within 10 days of the commencement of the act, failure, or event giving rise to the claim, and before final payment by the City. The written Notice of Potential Claim shall set forth the reasons for which the Consultant believes additional compensation or extension of time is due, the nature of the cost involved, and insofar as possible, the amount of the potential claim. Consultant shall keep full and complete daily records of the Work performed, labor and all costs and additional time claimed to be additional.

C. Detailed Claim: The Consultant shall not be entitled to claim any such additional compensation, or extension of time, unless within 30 days of the accomplishment of the portion of the work from which the claim arose, and before final payment by the City, the Consultant has given the City a detailed written statement of each element of cost or other compensation requested and of all elements of additional time required, and copies of any supporting documents evidencing the amount or the extension of time claimed to be due.

D. Dispute Resolution: In the event of a dispute between the City and the Consultant arising of this Agreement, or any obligation hereunder the dispute shall first be referred to the representatives designated by the City and the Consultant to have oversight over the administration of this Agreement. Said representatives shall meet within thirty (30) calendar days of receipt of detailed claim, and the parties shall make a good faith effort to achieve a resolution of the dispute. In the event the parties are unable to resolve the dispute under the procedure set forth above, then the parties hereby agree that the matter shall be referred to mediation. The parties shall mutually agree upon a mediator to assist them in resolving their differences. Any expenses incidental to mediation shall be borne equally by the parties. If either party is dissatisfied with the outcome of the mediation, that party may then pursue any available judicial remedies.

20. **Force Majeure.** Definition: Except for payment of sums due, neither party shall be liable to the other or deemed in default under this Agreement if and to the extent that such party's performance of this Agreement is prevented by reason of force majeure. The term "force majeure" means an occurrence that is beyond the control of the party affected and could not have been avoided by exercising reasonable diligence. Force majeure shall include acts of God, war, riots, strikes, fire, floods, epidemics, or other similar occurrences. Notification: If either party is delayed by force majeure, said party shall provide written notification within forty-eight (48) hours. The notification shall provide evidence of the force majeure to the satisfaction of the other party. Such delay shall cease as soon as practicable and written notification of same shall be provided. The time of completion shall be extended by Agreement modification for a period of time equal to the time that the results or effects of such delay prevented the delayed party from performing in accordance with this Agreement. Rights Reserved: The City reserves the right to cancel the Agreement and/or purchase materials, equipment or services from the best available source during the time of force majeure, and Consultant shall have no recourse against the City.

21. **Compliance with Laws.** The Consultant in the performance of this Agreement shall comply with all applicable Federal, State or local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, and licensing of individuals, and any other standards or criteria as described in the Agreement to assure quality of services. The Consultant specifically agrees to pay any applicable business and occupation (B&O) taxes, which may be due on account of this Agreement.

22. **Severability.** If any term or condition of this Agreement or the application thereof to any person(s) or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications which can be given effect without the invalid term, condition or application. To this end, the terms and conditions of this Agreement are declared severable.

23. **Governing Law.** This Agreement shall be governed by and construed under the laws of the State of Washington. Any action brought under the Agreement or relating to the Project shall be brought in the Superior Court of the State of Washington in Skagit County Washington.

24. **Survival of Agreement Termination.** The articles relating to Defense and Indemnity, Ownership and Use of Documents, The City's Right to Terminate Agreement, Governing Law, and Disputes, shall survive completion of the services, payment in full of the compensation and termination of this Agreement.

25. **Notices.** Receipt of any notice shall be deemed effective three days after deposit of written notice in the U.S. mail, with proper postage and properly addressed. Notices shall be sent to the following addresses:

CITY:

City of Anacortes
Tiffany Matson
904 6th Street
PO Box 547
Anacortes, WA 98221

CONSULTANT:

HDR Engineering, Inc.
Greg Pierson
500 108th Ave NE, Suite 1200
Bellevue, WA 98004

The parties acknowledge that there has been an opportunity to negotiate the terms and conditions of this Agreement and agree to be bound accordingly;

CITY OF ANACORTES

HDR ENGINEERING, INC.

By _____
Laurie Gere, Mayor

Signature

Date _____

Printed Name

Title

Date

COA CONTRACT 18-070-WTR-003

EXHIBIT A

City of Anacortes - Skagit River Raw Water Pipeline Project

Scope of Services for HDR

August 2019

Phase 2 – Final Design

Background

The City of Anacortes (City) owns and operates an intake pump station (IPS) at the point of withdrawal on the Skagit River that supplies raw water to the City's water treatment plant (WTP) on the opposite side of the river. Currently, a single 42-inch diameter concrete cylinder pipe, buried under the river bed, extends from the IPS to the WTP. This pipe was installed in 1969 and is believed to be in fair condition based on observations of the initial section of the pipe at the IPS and terminal sections of the pipe at the WTP site; the condition of the segment buried under the river is not known.

The City intends to construct a second raw water pipeline, parallel to the existing pipeline, to provide for redundancy of raw water supply and greater resiliency of its water supply system. The project schedule goal is to complete preliminary engineering by the end of 2018; complete final design and obtain the necessary permits by the end of 2019; and construct the pipeline in 2020.

The purpose of Phase 2 is to prepare the final design and bidding documents for the construction of the new raw water pipeline.

Overall Objectives for Phase 2

1. Perform geotechnical borings within the Skagit River near the proposed pipeline alignment and prepare an updated geotechnical report.
2. Perform a bathymetric survey of the proposed pipeline alignment within the Skagit River.
3. Complete the final design for the new pipeline and associated work.
4. Prepare an updated project implementation schedule.
5. Prepare an updated estimate of project capital costs.
6. Prepare the bidding documents include the final design drawings and specifications for construction of the new pipeline.
7. Provide bidding phase assistance.

Task 210 – Project Management and Quality Control

Objectives

Manage the project, including:

- Coordination of project staff and work activities.
- Coordinate and communicate with the City.
- Provide Quality Control reviews of all deliverables.
- Track and report project status and schedule.
- Invoicing.

Approach

1. Track work progress, labor effort, budget, and schedule status on a weekly basis.
2. Communicate with the City's project manager on a weekly basis or as needed on project status. Work with the City to identify and resolve issues or concerns with scope of services, deliverables, budget, or schedule.
3. Setup and maintain the project files. HDR uses an intranet-based file management system (Project Wise) that enables the access and sharing of project documents with HDR project staff and subcontractors, City staff, and the City's contractors to facilitate the sharing and transfer of files.

Deliverables

1. Project scope of services, budget, and schedule
2. Monthly progress reports and invoices
3. Input for contract amendments, as required

Assumptions

1. The duration of the project will be 9 months.
2. Invoices will be HDR standard invoice format.
3. Expense backup will not be provided with invoices but will be available for review if requested.

Task 220 – In-River Geotechnical Investigation for the Pipeline Crossing

Objective

Perform a geotechnical investigation of the soils conditions within the Skagit River near the proposed pipeline alignment to inform the requirements for final design.

Geotechnical Consultant Services (Shannon & Wilson)

Subtask 221 Geotechnical Exploration

1. Explore soil conditions near the crossing midpoint by drilling 3 over-water borings to a depth of 60 feet below the river bottom from a barge.
2. The over-water borings will be performed using hollow-stem auger methods. The overwater boring will be performed using mud-rotary drilling methods. Standard Penetration Tests (SPT) will be performed at 5-foot intervals and soil samples will be recovered from the split barrel sampler used in conjunction with the SPT. Additional SPTs will be performed and additional samples will be obtained, as deemed necessary, during the exploration to further define changes in lithology. A geotechnical engineer or geologist will be present during exploratory drilling to (1) visually classify soils following American Society for Testing and Materials (ASTM) methods, (2) record blow counts during SPTs, and (3) collect and store samples of soil for laboratory testing and further classification. To support potential future analysis during final design if a method other than horizontal directional drilling (HDD) is selected, the land boring will be completed by installing a 2-inch-diameter monitoring well with approximately 10 feet of well screen and will be constructed according to State requirements. Cuttings will be hauled away and surface will be restored to its original condition.

Subtask 222 Laboratory Testing

A laboratory soil testing program will be performed on selected samples to provide necessary characterization of soil properties.

1. The soil samples will be reviewed in the laboratory by a qualified geologist to confirm the soil description and classification performed in the field and to provide another level of quality assurance of the boring logs and cross-sections.
2. A representative group of samples (one per boring) will be evaluated for corrosion potential using the standard DIPRA battery of tests. Sample used for DIPRA test will be from the approximate level of the pipeline at that location.
3. Laboratory testing will be performed on selected soil samples taken from the boring to estimate soil parameters for preliminary design. The testing program will consist of approximately 2 Atterberg Limits tests and 2 gradation analyses.

Subtask 223 Technical Analysis

1. Evaluate geologic and hydrogeologic conditions based on information acquired through the subsurface conditions evaluation and laboratory testing relative to the planned trenchless pipeline construction.
2. Based on the results of borings and laboratory tests, engineering studies will be performed and recommendations developed for trenchless crossing options. If obstructions are anticipated, HDR will make recommendations to alleviate their impact in the trenchless method selected.
3. Comment on anticipated construction difficulties identified from soils analysis.
4. Participate in one internal project team meeting and one meeting with the project team and the City to discuss geotechnical aspects of the design of the pipeline.

Subtask 224 Prepare Geotechnical Reports

1. The updated Geotechnical Data Report will contain the results of soils laboratory testing and the boring logs from the over-water borings.

2. The updated Geotechnical Design Recommendations Report will include a brief summary of the field and laboratory testing, a subsurface profile indicating the location of the pipeline, and conclusions and recommendations to support preliminary engineering of a single preferred trenchless method.

City Responsibilities

1. Review draft technical reports and provide comments to be incorporated in the final versions.
2. Obtain all permits needed to complete the over-water exploration program.

Assumptions

1. Technical analysis is anticipated to focus on HDD, given the City's past successful experience with HDD on the Finished Water pipeline. Engineering analysis to support design of other trenchless methods, such as shoring and backstop reaction loads and dewatering will not be required.
2. Previous geotechnical information gathered for the WTP construction project will be used as much as practical.
3. The scope of services does not include specific environmental drilling.
4. Applicable permits and approvals or waivers from Corps of Engineers, Washington Department of Fish and Wildlife (WDFW), Washington Department of Ecology (DOE), USFWS/NMFS, and Skagit County for exploratory work within the Skagit River will be obtained by the City.
5. No permit application fees are anticipated for this initial exploratory work.
6. Assume the over-water borings will be done from a drilling barge and will be completed in 5 days.

Deliverables

1. Updated Geotechnical Data Report for the HDD Crossing (Draft and Final). (PDF format)
2. Updated Geotechnical Design Recommendation Report for the HDD Crossing (Draft and Final). (PDF format)

Task 230 – River Bathymetric Survey and Support for Over-water Borings

Objectives

1. Perform a bathymetric survey of the proposed river crossing alignment.
2. Provide surveying support for the over-water geotechnical borings.

Survey Consultant Services (Pacific Surveying & Engineering)

1. Perform a bathymetric survey of the proposed river crossing alignment.
2. Provide control & monitoring surveying from either (or both) banks, w/ survey target location offset / mounted on geotechnical drill barge. Radio & visual communication w/ barge to: A) position on proposed alignment B) record XYZ coordinates of geotechnical exploration locations.

City Responsibilities

1. Obtain all necessary rights-of-entry (ROE) and inform property owners of land survey and utility locate operations on site.

Assumptions

1. The scope of services does not include construction staking or as-built surveying.
2. Field survey work will be done concurrently with the river cross-section at the pipeline crossing location.
3. Assume a single mobilization and site work over up to 5 consecutive days, as coordinated with the geotechnical schedule.
4. Access via both river and upland for site work.
5. No formal safety plan will be required for site / bathymetric work.
6. Bathymetric survey and sub-surface locates costs are included in PSE's lump sum fee.

Deliverables

1. Bathymetric survey basemap and support files (Draft and Final, in PDF / CAD formats).
2. Field survey photos (JPG format) and survey notes (PDF format).

Task 240 – Final Design

Objectives

1. Prepare final design drawings and technical specifications for the project.
2. Update the project implementation schedule.

HDR Services

1. Prepare the final design to include the following:
 - Site preparation and temporary erosion and sediment control.
 - HDD pipe crossing.
 - Pipeline connections on each side of the crossing.
 - Finished grading and restoration.
 - Prepare the 75 percent design level technical specifications, and a draft project manual to include the applicable of City of Anacortes bidding and contract documents.
 - Respond to comments from the City review of the 75-percent submittal and modify the drawings and specifications as appropriate.
 - Prepare the 90 percent design level technical specifications, and a draft project manual to include the applicable of City of Anacortes bidding and contract documents.
 - Submit the 90 percent design documents to the Department of Health (DOH) for review and approval. Respond to questions from DOH.
 - Prepare the final 100-percent design (bid ready) submittal.
2. Update project implementation schedule.

3. Update the project Risk Register.
4. Prepare for and conduct two meetings with City staff:
 - Meeting 1: Review the 75 percent design.
 - Meeting 2: Review the 90 percent design documents; specific permitting requirements; and project costs.

City Responsibilities

1. Review and provide a consolidated set of written comments on the 75 and 90 percent design drawings and specifications.
2. Provide to the HDR applicable Division 0 draft documents including bidding and form of contract documents prior to preparation of 75-percent submittal.

Assumptions

1. Design submittals will be prepared at the 75 and 100 percent design development levels.
2. The preliminary drawing list is included in Attachment A.
3. HDR's standard technical specifications in 6-digit format (Divisions 1 through 46) will be used for the project. A preliminary list of specifications is included in Attachment B.

Deliverables

1. Two half-size sets of the 75 percent drawings and technical specifications for City review and approval.
2. Two copies of the final 90 percent documents, which includes; one half size (11" x 17"), one full size (22" x 34") set of the final design drawings, and technical specifications.
3. Two copies of the final Bid Ready (100%) documents, which includes; one half size (11" x 17") and one full size (22" x 34") set of the final design drawings. One set of the 90 percent specifications to the CITY for building permit and grading permit review and approval.
4. Two copies of the project manual that includes the 100 percent drawings, technical specifications and applicable Division 0 documents.
5. Two copies of Bid Ready project manual.
6. An electronic copy of the final deliverable on a Compact Disc (CD). The specifications will be PDF format.
7. Updated project implementation schedule. (PDF format)
8. Risk Register, updated up to 2 times. (MS Excel format)

Task 250 – Opinion of Probable Construction Cost

Objective

Prepare an Opinion of Probable Construction Cost (OPCC) for the project.

HDR Services

1. Develop an OPCC with detailed breakdown showing unit quantities and estimated unit pricing based on the 90 percent design drawings. (To be used for Engineer's Estimate during bidding.)
2. Prepare a memorandum with the OPCC summarizing costs and approximate range of accuracy.

City Responsibilities

1. Review and comment on OPCC.

Assumptions

1. The final OPCC will estimate unit quantities and list estimated unit costs based on the 90 percent drawings.
2. OPCC will include costs for sales tax, engineering/administration/legal, construction management, and contingencies, in addition to the construction costs.
3. OPCC provided by Consultant will be developed on a basis of experience and judgment. However, since the Consultant has no control over labor or material costs, market conditions, or bidding procedures; Consultant does not warrant that bid prices or the ultimate construction costs will not vary from these opinions.
4. The 90% Design OPCC will be a Class 2 estimate with an approximate accuracy range of plus or minus 10 percent.

Deliverable

1. Memorandum documenting the OPCC based on the 90 percent design.

Task 260 – Bidding Support Services

Objectives

1. Provide assistance with the pre-bid conference.
2. Respond to bidders' questions and prepare addenda to the bidding documents, as required.
3. Assist the City with analysis of the bids received.

HDR Services

1. Attend a pre-bid conference with the City and prospective bidders and explain the scope of the project.
2. Interpret contract drawings and specifications during the bid advertisement period in response to bidders' questions.
3. Provide text and/or drawings for up to three draft addenda packages.
4. Provide assistance to the City, as requested, to analyze bids.
5. Review the apparent low bid and report and provide input on contractor qualifications.

City Responsibilities

1. Coordinate electronic contract document distribution to a plan center of the City's choice.

2. Coordinate production of any required hardcopy sets.
3. Serve as primary contact for bidders' questions.
4. Prepare and issue addenda.
5. Research and confirm contractor qualifications.
6. Perform bid review and determine responsive bids.
7. Award the contract and prepare contract documents for execution by the City and the successful contractor.

Assumptions

1. The project will be bid as one package and will be awarded and contracted under a single contract.
2. There will be up to three addenda packages.
3. Bid evaluation support will be conducted for a period not to exceed one (1) month.

Deliverables

1. Written draft addenda items.
2. Responses to bidders' questions.
3. Recommendation letter regarding contract award.

Schedule

The proposed project schedule milestones are listed below.

Milestones	Target Date
Updated geotechnical report (Task 220)	September 30, 2019
75% Design (Task 240)	October 15, 2019
100% Design / Bidding Documents (Task 240) and OPCC (Task 250)	December 15, 2019

Fee Estimate

The fee estimate for the scope of services described above is shown in the table below.

Task	Labor	Subconsultants and Expenses	Total
210 - Project Management and QC	\$35,833	\$845	\$36,678
220 – In-River Geotechnical Investigation	\$8,129	\$88,005	\$96,134
230 - River Bathymetric Survey	\$1,042	\$14,986	\$16,028
240 – Final Design	\$148,195	\$1,240	\$149,435
250 – Opinion of Probable Construction Cost	\$15,297	\$14	\$15,311
260 – Bidding Support Services	\$15,996	\$19	\$16,015
Total Estimated Fee	\$329,601		

Anacortes Water Treatment Plant

Skagit River 42-inch Water Line Project – Phase 2

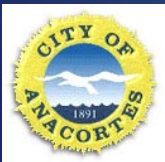
#18-070-WTR-003

\$329,601

Second Clearwell Project

#19-137-WTR-001

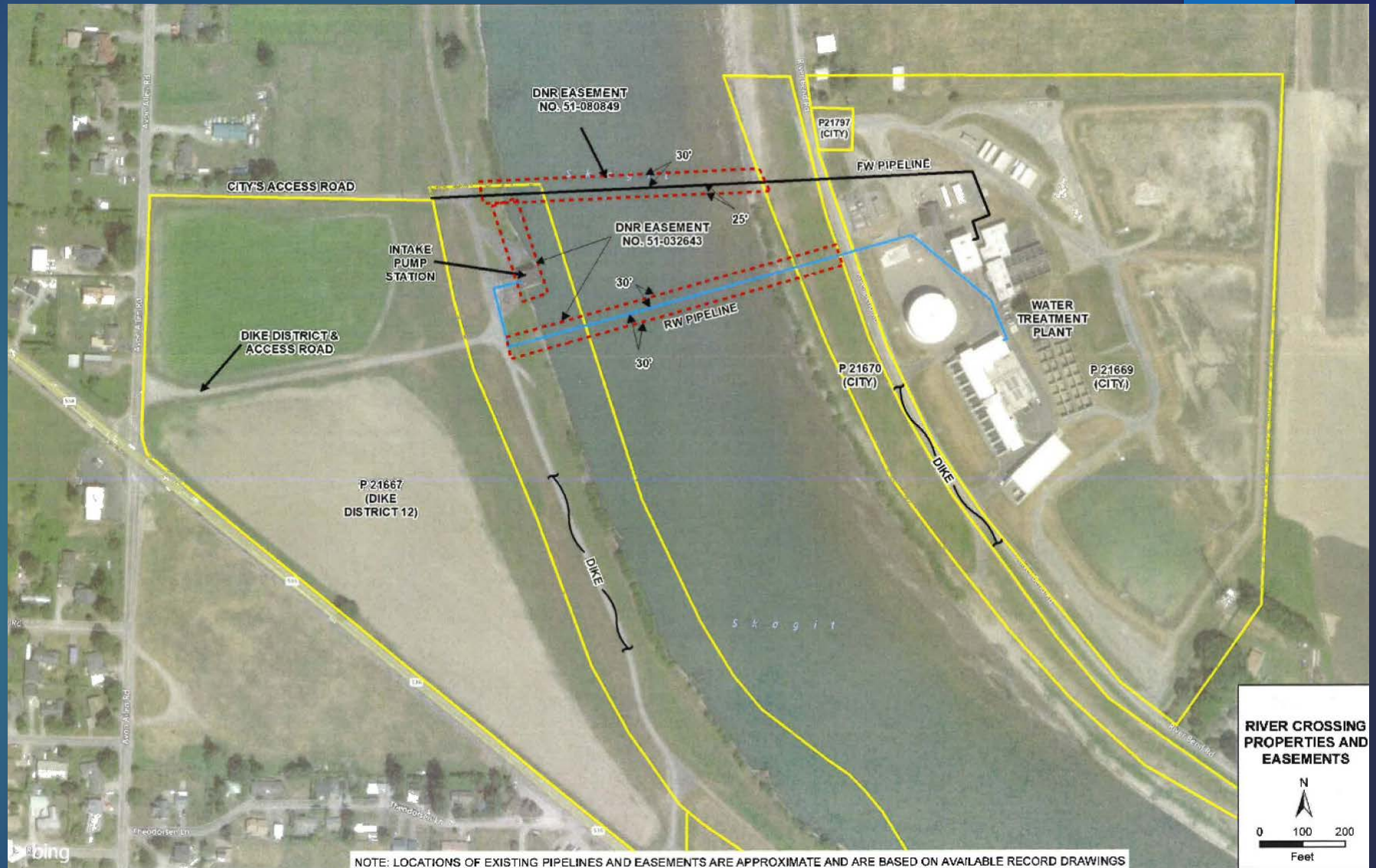
\$184,251



CITY OF ANACORTES PUBLIC WORKS

Raw Water Line - Objective

- The city intends to construct a second raw water pipeline, parallel to an existing pipe under the Skagit River
- The additional asset will provide for redundancy of raw water supply and greater resiliency of its water supply system



Skagit River Pipeline Project Area

Raw Water Line - Background

- The city owns and operates the intake pump station at the point of withdrawal on the west side of the Skagit River
- Through a single 42-inch pipe, buried under the river bed, water is supplied from the intake station to the water treatment plant on the east side of the river
- The existing pipe line was installed in 1969
- It is believed to be in fair condition based on observations of the section of pipe at the intake station and terminal sections at the plant
- The condition of the segment under the river is not known



Intake
Pump
Station

Raw Water Line – Horizontal Directional Drilling



Raw Water Line - HDD

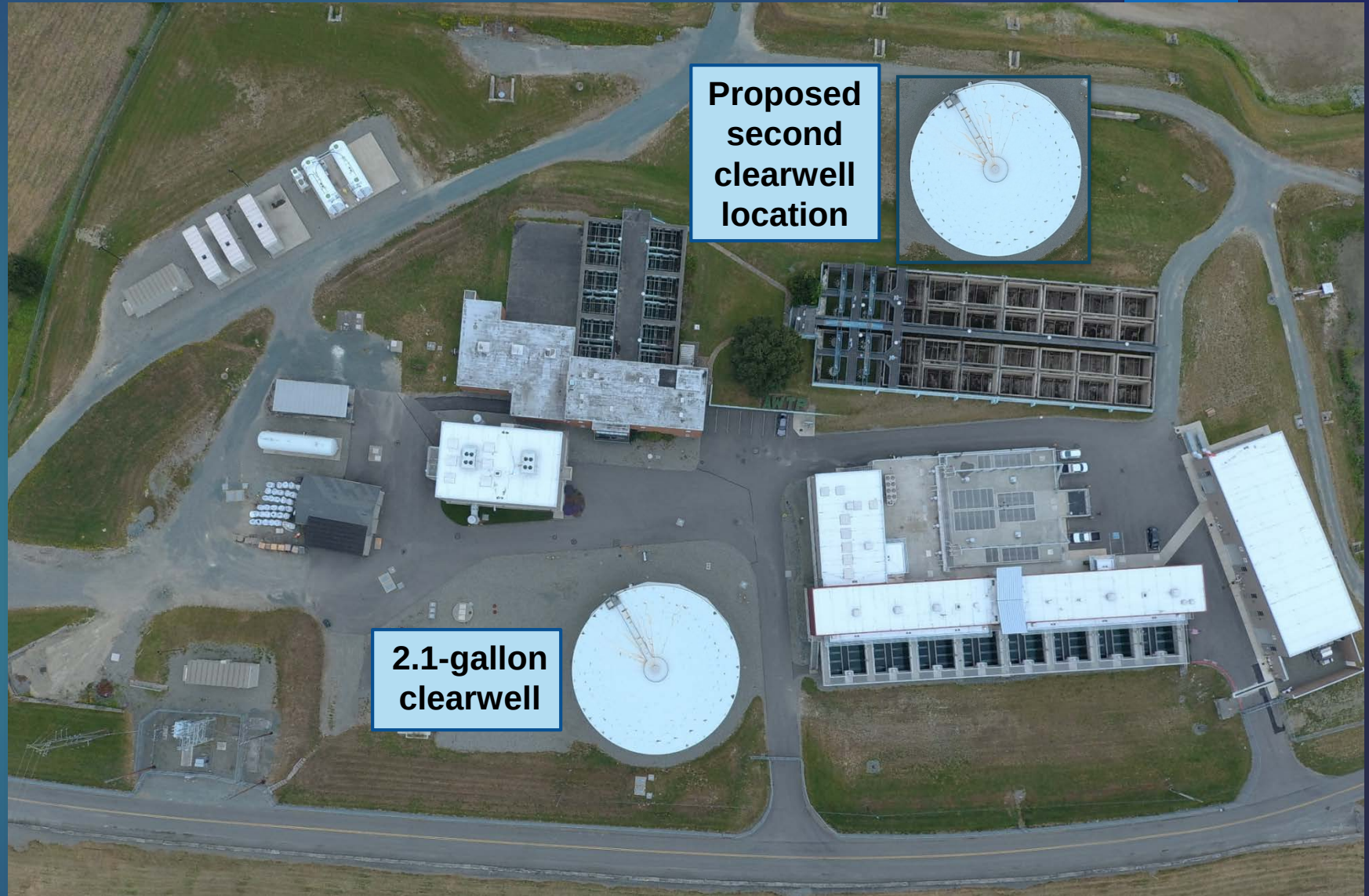


Raw Water Line – Phase 2

- The goal is to complete final design and obtain necessary permits by the end of 2019, and construct the pipeline in 2020
- Council approved the Raw Water Line project under the Capital Facilities Plan, and Phase 1 – Preliminary Engineering by HDR was approved by Council in November 2018
- Phase 2 will include:
 - geotechnical borings in the Skagit River near the proposed pipeline and a geotechnical report
 - a bathymetric survey
 - final design
 - project implementation schedule
 - estimate of project capital costs
 - bidding documents and assistance
- Engineering services need to be completed to enable a 2020 construction time frame
- Contract is on a time-and-materials basis not-to-exceed \$329,601
- Regional Capital Reserve Funds
- Phase 3, which will include a contract with HDR for services during construction, will be brought before council in the future

Second Clearwell - Objective

- The city intends to construct a second clearwell to operate in parallel with the existing one at the water treatment plant
- It will have the same hydraulic elevations and at least 2.1 million gallon capacity
- The second clearwell will provide for redundancy and greater reliability of treatment operations



Second Clearwell would go east of plant's old sedimentation basin

Second Clearwell - Background

- The water treatment plant has a design rated production capacity of 42 million gallons per day
- The final step in treatment before pumping the finished water to distribution is chlorine contacting in a tank (commonly referred to as a clearwell)
- The design of the plant assumed a second clearwell would be added in the future



2.1-Million-Gallon Clearwell at Water Treatment Plant

Clearwell Baffles

- To provide for adequate chlorine contacting efficiency and performance, both the existing and new clearwell will have internal baffling
- Therefore, this project includes the design for baffle systems for both clearwells



Second Clearwell

- The goal is to complete final design and obtain necessary permits by the end of 2019, and construct the clearwell in 2020
- Phase 1 will include:
 - establishing the basis of design for the second clearwell and internal baffles for it and the existing clearwell
 - geotechnical data and a design recommendations report
 - topographical survey base map of area at and around the proposed location for the clearwell
 - final design drawings and technical specifications
 - opinion of probable construction cost based on the basis of design
 - bidding documents and assistance
- Engineering services need to be completed to enable a 2020 construction time frame
- Contract is on a time-and-materials basis not-to-exceed \$184,251
- Regional Capital Reserve Funds
- Phase 2, which will include a contract with HDR for services during construction, will be brought before council in the future

Questions?

Skagit River 42-inch Water Line Project – Phase 2

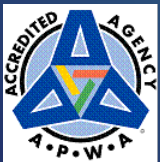
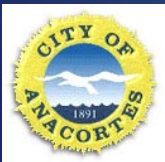
#18-070-WTR-003

\$329,601

Second Clearwell Project

#19-137-WTR-001

\$184,251



CITY OF ANACORTES PUBLIC WORKS



City Council Contract Agenda Bill

Meeting Date: 8/26/2019 **Agenda Item:** 7d

Subject: Contract Award – WTP Second Clearwell Tank Project - Design #19-137-WTR-001

Staff Contact: Fred Buckenmeyer

Approved for Submittal to Council by:
Darcy Swetnam, City Attorney

Action Type: Contract Award

Summary Statement: City staff seeks City Council consent to award a contract in the amount of \$184,251.00 to HDR Engineering, Inc. to perform the design and bidding assistance for the WTP Second Clearwell Tank project. The work provided for this project will include establishing the basis of design for the second clearwell and the internal baffles for it and the existing clearwell, a geotechnical data and design recommendations report, an updated topographical survey base map of the area at and around the proposed location for the second clearwell, final design drawings and technical specifications, an updated opinion of probable construction cost based on the basis of design, and project bidding documents and bidding assistance.

Background:

1. **History:** The City of Anacortes owns and operates a water treatment plant that has a design rated production capacity of 42 million gallons per day. The final step of the treatment process before pumping the finished water to distribution is chlorine contacting in a tank (commonly referred to as a clearwell). The plant currently has a single clearwell with a capacity of 2.1 million gallons, however the design of the plant assumed a second clearwell would be added in the future to provide for redundancy and greater reliability of treatment operations. The second clearwell will operate in parallel with the existing one, will have the same hydraulic elevations and will have at least 2.1 million capacity. To provide for adequate chlorine contacting efficiency and performance, both the existing and new clearwell will have internal baffling. Therefore, this project includes the design for baffle systems for both clearwells. This project was approved by Council under the Capital Facilities Plan. Engineering services are needed to be done now to enable a 2020 construction time frame. A future contract with HDR for services during construction is expected.
2. **Key Terms:**
 - Contract is on a time-and-materials basis not-to-exceed \$184,251.00.
 - The period of performance under this Agreement is through March 31, 2020.
3. **Competitive Bidding:** Per RCW 39.80 this engineering consultant was selected from the City's MRSC Architectural, Landscape Architectural, and Engineering Service Roster to provide a proposal for this scope of work, after which a price was negotiated.

Previous Council/Committee Action: N/A

Competing Viewpoints Considered: N/A

Recommended Motion: I move that City Council authorize the Mayor to sign contract 19-137-WTR-001 with HDR Engineering, Inc. in the amount of \$184,251.00 to perform the WTP Second Clearwell Tank Project - Design.

Alternative Actions: Not award the contract

Attachments: Contract 19-137-WTR-001

Contractor	HDR Engineering, Inc.
Contract Amount	\$184,251.00
Earmarked Funds	\$0
BARS #	401.000.594.34.63
Budget Amendment Required?	Yes
Revenue Source?	Regional Capital Reserve Funds
Start Date	Notice to Proceed
End Date	3/31/20



AGREEMENT 19-137-WTR-001
Between
THE CITY OF ANACORTES
AND
HDR ENGINEERING, INC.

WTP Second Clearwell Tank Project – Design

This Agreement, hereinafter referred to as "Agreement", made and entered into between the City of Anacortes, hereinafter referred to as the "City", and HDR Engineering, Inc., hereinafter referred to as the "Consultant";

WHEREAS, the City requires professional services of the Consultant;

NOW, THEREFORE, in consideration of mutual benefits accruing, it is agreed by and between the parties hereto as follows:

1. **Scope of Work**. Under this Agreement, the Consultant will perform the design and bidding assistance for the WTP Second Clearwell Tank project. Specifically, the Consultant shall provide services in accordance with Exhibit A which is attached hereto and incorporated by reference. Work shall be performed under the direction of Jeff Marrs, who may be reached at (360) 428-1598, or by email at jeffm@cityofanacortes.org.
2. **Price**. The work performed under this Agreement shall be performed on a time-and-materials (T&M) basis not-to-exceed **One Hundred Eighty-Four Thousand Two Hundred Fifty-One Dollars (\$184,251.00)**. Per task fee estimates are detailed in Exhibit A.
3. **Period of Performance**. The period of performance under this Agreement is through March 31, 2020.
4. **Subcontracts**. The Consultant shall give notice in advance of placing any subcontract and will identify subcontracts before subcontracted work begins. "Subcontract" means any contract entered into by a sub Consultant to furnish supplies or services for performance of the prime Consultant or a sub Consultant. It includes, but is not limited to, purchase orders, and changes and modifications to purchase orders. The following information shall be included (i) a description of the supplies or services to be subcontracted, (ii) identification of the type of subcontract to be used (iii) identification of the proposed sub Consultant, (iv) proposed subcontract price. Unless consent or approval specifically provides otherwise, consent by the City shall not constitute a determination –
 - (1) of the acceptability of any subcontract terms or conditions;
 - (2) Of the allowability of any cost under this Agreement,; or
 - (3) To relieve the Consultant of any responsibility for performing this Agreement.

The Consultant shall give immediate written notice, reference Clause Notices, of any action or suit filed and prompt notice of any claim made against the Consultant by any sub Consultant or vendor that, in the opinion of the Consultant, may result in litigation related in any way to this Agreement, with respect to which the Consultant may be entitled to reimbursement from the City.

5. **Invoicing**. All invoices shall include a cover page that states: Company Name, Invoice Date, Due Date (30 days), Invoice Number, Invoice Period, Project Manager Name, AGREEMENT Number, Agreement Price, amount requested per invoice and cumulative invoiced amount. Invoices shall include actual hours worked by Period, by Labor Category. The Consultant must invoice **MONTHLY** for quantities delivered during the invoice period, and no more frequently than monthly, and allow 30 calendar days from receipt of the invoice for payment. Invoices should be sent by US mail to City of Anacortes, Accounts Payable, PO Box 547, Anacortes, WA 98221, or by email to accountspayable@cityofanacortes.org.

The City shall notify the Consultant within fifteen (15) calendar days from receipt of invoice if there are any objections or disputes with the invoice. The Consultant shall then resubmit a new invoice less the disputed amount and payment shall be made within 30 calendar days. Any disputed amounts may be submitted under the Disputes clause contained herein.

6. **Ownership and Use of Documents**. All finished and unfinished documents and material prepared by the Consultant with funds paid by the City pursuant to the terms of this Agreement shall become the property of the City and shall be forwarded to the City upon its request. Documents and materials shall include but not be limited to plans, specifications, reports, electronic and non-electronic data, and other design documents prepared by the Consultant. Pursuant to RCW 42.56.70, all information and documents produced under this Agreement may be subject to public disclosure. Any modification or reuse of such materials for purposes other than those intended by this Agreement shall be at City's sole risk and without liability to Consultant.

7. Defense and Indemnity Agreement. Consultant shall defend, indemnify and hold the Public Entity, its officers, officials, employees and volunteers harmless from any and all claims, injuries, damages, losses or suits including attorney fees, arising out of or resulting from the acts, errors or omissions of the Consultant in performance of this Agreement, except for injuries and damages caused by the sole negligence of the Public Entity.

Should a court of competent jurisdiction determine that this Agreement is subject to RCW 4.24.115, then, in the event of liability for damages arising out of bodily injury to persons or damages to property caused by or resulting from the concurrent negligence of the Consultant and the Public Entity, its officers, officials, employees, and volunteers, the Consultant's liability, including the duty and cost to defend, hereunder shall be only to the extent of the Consultant's negligence. It is further specifically and expressly understood that the indemnification provided herein constitutes the Consultant's waiver of immunity under Industrial Insurance, Title 51 RCW, solely for the purposes of this indemnification. This waiver has been mutually negotiated by the parties. The provisions of this section shall survive the expiration or termination of this Agreement.

8. General and Professional Liability Insurance.

A. Insurance Term: The Consultant shall procure and maintain for the duration of the Agreement, insurance against claims for injuries to persons or damage to property which may arise from or in connection with the performance of the work hereunder by the Consultant, its agents, representatives, or employees.

B. No Limitation: Consultant's maintenance of insurance as required by this Agreement shall not be construed to limit the liability of the Consultant to the coverage provided by such insurance, or otherwise limit the City's recourse to any remedy available at law or in equity.

C. Minimum Scope of Insurance: Consultant shall obtain insurance of the types and coverages described below:

1. Automobile Liability insurance covering all owned, non-owned, hired and leased vehicles. Coverage shall be as least as broad as Insurance Services Office (ISO) form CA 00 01.
2. Commercial General Liability insurance shall be at least as broad as ISO occurrences form CG 00 01 and shall cover liability arising from premises, operations, stop-gap independent contractors and personal injury and advertising injury. The City shall be named as an additional insured under the Consultant's Commercial General Liability insurance policy with respect to the work performed for the City using an additional insured endorsement at least as broad as ISO CG 20 26.
3. Worker's Compensation coverage as required by the Industrial Insurance laws of the State of Washington.
4. Professional Liability insurance appropriate to the Consultant's profession.

D. Minimum Amounts of Insurance: Consultant shall maintain the following insurance limits:

1. Automobile Liability insurance with a minimum combined single limit for bodily injury and property damage of \$1,000,000 per accident.
2. Commercial General Liability insurance shall be written with limits no less than \$1,000,000 each occurrence and \$2,000,000 general aggregate.
3. Professional Liability insurance shall be written with limits no less than \$1,000,000 per claim and \$1,000,000 policy aggregate limit.

E. Other Insurance Provision: The Consultant's Automobile Liability and Commercial General Liability insurance policies are to contain, or be endorsed to contain that they shall be primary insurance as respect the City. Any insurance, self-insurance, or self-insured pool coverage maintained by the City shall be excess of the Consultant's insurance and shall not contribute with it.

F. Acceptability of Insurers: Insurance is to be placed with insurers with a current A.M. Best rating of not less than A:VII.

G. Verification of Coverage: Consultant shall furnish the City with original certificates and a copy of the amendatory endorsements, including but not necessarily limited to the additional insured endorsement, evidencing the insurance requirements of the Consultant before commencement of the work.

H. Notice of Cancellation: The Consultant shall provide the City with written notice of any policy cancellation within two business days of their receipt of such notice.

I. Failure to Maintain Insurance: Failure on the part of the Consultant to maintain the insurance as required shall constitute a material breach of contract, upon which the City may, after giving five business days' notice to the Consultant to correct the breach, immediately terminate the contract, or at its discretion, procure or renew such insurance and pay any and all premiums in connection therewith, with sums so expended to be repaid to the City on demand, or at the sole discretion of the City, offset against funds due the Consultant from the City.

J. City Full Availability of Consultant Limits: If the Consultant maintains higher insurance limits than the minimums shown above, the City shall be insured for the full available limits of Commercial General and Excess or Umbrella liability maintained by the Consultant, irrespective of whether such limits maintained by the Consultant are greater than those required by this Agreement or whether any certificate of insurance furnished to the City evidences limits of liability lower than those maintained by the Consultant.

9. Registered or Licensed Consultant. The City is prohibited from executing an Agreement with a Consultant who is not registered or licensed as required by the laws of the state. In addition, a City of Anacortes business license is required for any business working inside the city limits whose annual value of products, gross proceeds of sales, or gross income of the business in the city is more than \$2,000. Business licenses can be obtained through the State of Washington Department of Revenue (DOR) Business Licensing Service (BLS) at bls.dor.wa.gov.

10. Inspection. The Project Manager shall have power to reject instruments of services which fail to comply with the requirements of this Agreement, but in case of dispute the Consultant may appeal to the City Attorney, whose decision shall be final, subject to the Disputes clause contained herein. The Consultant shall comply with any and all orders and instructions given by the representative of the particular Department administering the Agreement in accordance with the terms of the Agreement. Nothing herein contained shall be taken to relieve the Consultant of his/her obligations or responsibilities under the Agreement. However, the Consultant shall be responsible for its own methods and conduct during the period of performance.

11. Standard of Care. The Consultant represents that Consultant has the necessary knowledge, skill, and experience to perform the Services required by this Agreement. Consultant and any persons employed by Consultant shall use their professional skill and efforts to perform the Work in a professional manner consistent with sound engineering practices, in accordance with the usually and customary professional care required for services of the type described in the Scope of Work herein provided at the same time and in the same locale. The City's remedy for a failure to meet the above Standard of Care shall be the re-performance of the Service or an equitable adjustment in the monies paid for the Professional Services, at the City's discretion

12. Discrimination Prohibited. During the performance of this Agreement, the Consultant and subConsultants shall not discriminate in violation of any applicable federal, state and/or local law or regulation on the basis of age, sex, race, creed, religion, color, national origin, marital status, disability, honorably discharged veteran or military status, pregnancy, sexual orientation, gender identity, or any other classification protected under federal, state, or local law. This provision shall include but not be limited to the following: employment, upgrading, demotion, transfer, recruitment, advertising, layoff or termination, rates of pay or other forms of compensation, selection for training, and the provision of services under this Agreement. Consultant agrees to comply with the applicable provisions of State and Federal Equal Employment Opportunity and Nondiscrimination statutes and regulations.

13. Consultant is an Independent Consultant. The parties intend that an independent Consultant relationship will be created by this Agreement. No agent, employee or representative of the Consultant shall be deemed to be an agent, employee or representative of the City for any purpose. Consultant shall be solely responsible for all acts of its agents, employees, representatives and sub Consultants during the performance of this Agreement.

14. The City's Right to Terminate Agreement.

A. Termination for Default: If the Consultant defaults by failing to perform any of the obligations of the Agreement and fails to cure the default within a reasonable period of time following written notice thereof, or becomes insolvent or is declared bankrupt or commits any act of bankruptcy or insolvency or makes an assignment for the benefit of creditors, the City may, by depositing written notice to the Consultant in the U.S. mail, postage prepaid, terminate the Agreement, and at the City's option, obtain performance of the work elsewhere. If the Agreement is terminated for default, the Consultant shall not be entitled to receive any further payments under the Agreement until all work called for has been fully performed. Any extra cost or damage to the City resulting from such default(s) shall be deducted from any money due or coming due to the Consultant. The Consultant shall bear any extra expenses incurred by the City in completing the work, including all increased costs for completing the work, and all damage sustained, or which may be sustained by the City by reason of such default. If a notice of termination for default has been issued and it is later determined for any reason that the Consultant was not in default, the rights and obligations of the parties shall be the same as if the notice of termination had been issued pursuant to the Termination for Public Convenience paragraph hereof.

B. Termination for Public Convenience: The City may terminate the Agreement in whole or in part whenever the City determines, in its sole discretion that such termination is in the best interests of the City. Whenever the Agreement is terminated in accordance with this paragraph, the Consultant shall be entitled to payment for actual work performed at unit Agreement prices for completed items of work. An equitable adjustment in the Agreement price for partially completed items of work will be made, but such adjustment shall not include provision for loss of anticipated profit on deleted or uncompleted work. Termination of this Agreement by the City at any time during the term, whether for default or convenience, shall not constitute a breach of Agreement by the City.

15. **Changes/Additional Work.** The City may engage Consultant to perform services in addition to those listed in this Agreement, and Consultant will be entitled to additional compensation for authorized additional services or materials. The City shall not be liable for additional compensation until and unless any and all additional work and compensation is approved in advance in writing and signed by both parties to this Agreement. If conditions are encountered which are not anticipated in the Scope of Services, the City understands that a revision to the Scope of Services and fees may be required. Provided, however, that nothing in this paragraph shall be interpreted to obligate the Consultant to render or the City to pay for services rendered in excess of the Scope of Services unless or until a modification to this Agreement is approved in writing by both parties.

16. **Non-waiver.** Waiver by the City of any provision of this Agreement or any time limitation provided for in this Agreement shall not constitute a waiver of any other provision.

17. **Non-assignable.** The services to be provided by the Consultant shall not be assigned or subcontracted without the express written consent of the City.

18. **Covenant Against Contingent Fees.** The Consultant warrants that he has not employed or retained any company or person, other than a bona fide employee working solely for the Consultant, to solicit or secure this Agreement, and that he has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the Consultant, any fee, commission, percentage, brokerage fee, gifts, or any other consideration contingent upon or resulting from the award of making of this Agreement. For breach or violation of this warranty, the City shall have the right to annul this Agreement without liability or, in its discretion to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

19. **Disputes**

A. General: Differences between the Consultant and the City, arising under and by virtue of this Agreement shall be brought to the attention of the City at the earliest possible time in order that such matters may be settled or other appropriate action promptly taken. The provisions of this Clause shall survive the expiration or termination of this Agreement.

B. Notice of Potential Claims: The Consultant shall not be entitled to additional compensation which otherwise may be payable, or to extension of time for (1) any act or failure to act by the Contracting Agent or the City, or (2) the happening of any event or occurrence, unless the Consultant has given the City a written Notice of Potential Claim within 10 days of the commencement of the act, failure, or event giving rise to the claim, and before final payment by the City. The written Notice of Potential Claim shall set forth the reasons for which the Consultant believes additional compensation or extension of time is due, the nature of the cost involved, and insofar as possible, the amount of the potential claim. Consultant shall keep full and complete daily records of the Work performed, labor and all costs and additional time claimed to be additional.

C. Detailed Claim: The Consultant shall not be entitled to claim any such additional compensation, or extension of time, unless within 30 days of the accomplishment of the portion of the work from which the claim arose, and before final payment by the City, the Consultant has given the City a detailed written statement of each element of cost or other compensation requested and of all elements of additional time required, and copies of any supporting documents evidencing the amount or the extension of time claimed to be due.

D. Dispute Resolution: In the event of a dispute between the City and the Consultant arising of this Agreement, or any obligation hereunder the dispute shall first be referred to the representatives designated by the City and the Consultant to have oversight over the administration of this Agreement. Said representatives shall meet within thirty (30) calendar days of receipt of detailed claim, and the parties shall make a good faith effort to achieve a resolution of the dispute. In the event the parties are unable to resolve the dispute under the procedure set forth above, then the parties hereby agree that the matter shall be referred to mediation. The parties shall mutually agree upon a mediator to assist them in resolving their differences. Any expenses incidental to mediation shall be borne equally by the parties. If either party is dissatisfied with the outcome of the mediation, that party may then pursue any available judicial remedies.

20. **Force Majeure.** Definition: Except for payment of sums due, neither party shall be liable to the other or deemed in default under this Agreement if and to the extent that such party's performance of this Agreement is prevented by reason of force majeure. The term "force majeure" means an occurrence that is beyond the control of the party affected and could not have been avoided by exercising reasonable diligence. Force majeure shall include acts of God, war, riots, strikes, fire, floods, epidemics, or other similar occurrences. Notification: If either party is delayed by force majeure, said party shall provide written notification within forty-eight (48) hours. The notification shall provide evidence of the force majeure to the satisfaction of the other party. Such delay shall cease as soon as practicable and written notification of same shall be provided. The time of completion shall be extended by Agreement modification for a period of time equal to the time that the results or effects of such delay prevented the delayed party from performing in accordance with this Agreement. Rights Reserved: The City reserves the right to cancel the Agreement and/or purchase materials, equipment or services from the best available source during the time of force majeure, and Consultant shall have no recourse against the City.

21. **Compliance with Laws.** The Consultant in the performance of this Agreement shall comply with all applicable Federal, State or local laws and ordinances, including regulations for licensing, certification and operation of facilities, programs and accreditation, and licensing of individuals, and any other standards or criteria as described in the Agreement to assure quality of services. The Consultant specifically agrees to pay any applicable business and occupation (B&O) taxes, which may be due on account of this Agreement.

22. **Severability.** If any term or condition of this Agreement or the application thereof to any person(s) or circumstances is held invalid, such invalidity shall not affect other terms, conditions or applications which can be given effect without the invalid term, condition or application. To this end, the terms and conditions of this Agreement are declared severable.

23. **Governing Law.** This Agreement shall be governed by and construed under the laws of the State of Washington. Any action brought under the Agreement or relating to the Project shall be brought in the Superior Court of the State of Washington in Skagit County Washington.

24. **Survival of Agreement Termination.** The articles relating to Defense and Indemnity, Ownership and Use of Documents, The City's Right to Terminate Agreement, Governing Law, and Disputes, shall survive completion of the services, payment in full of the compensation and termination of this Agreement.

25. **Notices.** Receipt of any notice shall be deemed effective three days after deposit of written notice in the U.S. mail, with proper postage and properly addressed. Notices shall be sent to the following addresses:

CITY:

City of Anacortes
Tiffany Matson
904 6th Street
PO Box 547
Anacortes, WA 98221

CONSULTANT:

HDR Engineering, Inc.
Greg Pierson
500 108th Ave NE, Suite 1200
Bellevue, WA 98004

The parties acknowledge that there has been an opportunity to negotiate the terms and conditions of this Agreement and agree to be bound accordingly;

CITY OF ANACORTES

HDR ENGINEERING, INC.

By _____
Laurie Gere, Mayor

Signature

Date _____

Printed Name

Title

Date

**COA CONTRACT 19-137-WTR-001
EXHIBIT A**

**City of Anacortes
WTP Second Clearwell Tank Project
Design**

**Scope of Services
for
HDR Engineering**

August 2019



**929 108th Avenue NE
Suite 1300
Bellevue, WA 98004-5549
(425) 450-6200**

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EXHIBIT A

SCOPE OF SERVICES

Background and Objective

The City of Anacortes (City) owns and operates a water treatment plant (WTP) that has a design rated production capacity of 42 million gallons per day (MGD). The final step of the treatment process before pumping the finished water to distribution is chlorine contacting in a tank (commonly referred to as a clearwell). The WTP currently has a single clearwell tank with a volume capacity of 2.1 million gallons (MG), however the design of the WTP assumed that a second clearwell tank would be added in the future to provide for redundancy and greater reliability of treatment operations. The 2nd clearwell tank will operate in parallel with the existing clearwell; will have the same hydraulic elevations; and will have at least 2.1 MG capacity.

To provide for adequate chlorine contacting efficiency and performance, both the existing and new clearwells will have internal baffling. Therefore, this project includes the design for baffle systems for both the existing and new clearwells.

The objective of this project is to design the new 2nd clearwell tank for the WTP and the internal baffles for both the existing and new clearwells.

Scope of Services

Task 110 – Project Management and QA/QC

Objectives

Manage the project, including:

- Coordination of project staff and work activities
- Coordinate and communicate with the City
- Provide QA/QC for all deliverables
- Track and report project status and schedule
- Contract management
- Invoicing

Approach

Project Management:

- Track work progress, labor effort, budget, and schedule status on a weekly basis.
- Communicate with the City's project manager on a weekly basis or as needed on project status. Work closely with the City to identify and resolve issues or concerns with scope of services, deliverables, budget, or schedule.
- Setup and maintain the project files. HDR uses an intranet-based file management system (ProjectWise) that enables the access and sharing of project documents for all HDR project staff and City staff to facilitate the sharing and transfer of files with the City.

Quality Management:

- Prepare the QMP that details the QA/QC procedures for all project deliverables and identifies the QC reviewers for each deliverable, the timing of QC reviews, and QC documentation.

Assumptions

1. The duration of the project will be 5 months.
2. Weekly project meetings will be held via phone.
3. Invoices will be HDR standard invoice format.
4. Expense backup will not be provided with invoices but will be available for review at HDR.

Deliverables

1. Project scope of services, budget, and schedule.
2. Monthly progress reports and invoices.
3. Input for contract amendments, as required.

Task 120 – Basis of Design and Project Report

Objectives

- Establish the basis of design for the new 2nd clearwell and the internal baffles for both the new and existing clearwells.
- Prepare a geotechnical data and design recommendations report.
- Prepare an updated topographical survey base map of the area at and around the proposed location for the 2nd clearwell.
- Prepare a preliminary opinion of probable construction cost (OPCC) based on the basis of design.

Consultant Services

1. HDR will identify the specific requirements and develop the basis of design for the following:
 - The capacity (size) of the new 2nd clearwell.
 - The foundation requirements for the new 2nd clearwell.
 - Appurtenances for the 2nd clearwell.
 - The internal baffle system for both clearwells.
 - Temporary or permanent facilities to maintain chlorine contacting operations during modifications of the existing clearwell and construction of the new clearwell.
 - Associated site / civil facilities, including interconnecting pipes and valves, access, grading, and restoration.
 - The coatings and the corrosion protection system for the new 2nd clearwell.

- Document the basis of design in a Project Report that will be submitted to the Washington State Department of Health (DOH). The Project Report will include the basis of design, preliminary drawings, and other relevant supporting information. The Report will meet the requirements of WAC 246-290-110 and the DOH Water System Design Manual.
 - Address DOH review comments for the Project Report.
2. Geotechnical explorations and engineering. Shannon & Wilson will perform the geotechnical explorations and prepare a report with the geotechnical data and design recommendations. This will include the following activities:
- Review subsurface utility locations and as-builts from City.
 - Perform a utility locate request.
 - Explore subsurface conditions near the center of proposed tank location with one soil boring extending to 120 feet deep.
 - Perform laboratory tests on the soil samples obtained. These will depend on the soils encountered, but are assumed to include natural water content, grain size distribution, and Atterberg limits determinations.
 - Perform engineering analyses to develop recommendations for foundation design, seismic design (per current IBC), lateral earth pressures, drainage, site preparation, fill placement, excavations and wet weather earthwork
 - Prepare a draft and final geotechnical design report presenting the results of the subsurface explorations and our engineering recommendations.
3. Site survey. Pacific Surveying and Engineering (PSE) will perform a comprehensive topographical survey of the area at and around the proposed location for the 2nd clearwell and prepare a base mapping for use in design development. This will include the following activities:
- Utilize existing published NAD 83/91 (or /98 /2007) horizontal survey control & existing published NAVD 88 vertical survey control in the project area. Review and incorporate 2009 WTP survey data where applicable.
 - Perform comprehensive sub-surface utility locates (by Applied Professional Services, Inc. as a subconsultant to PSE) over the project area.
 - Perform comprehensive topographic surveying & mapping of the project area, including: 1' contours, improvements, utilities (observed & as located), drainage, and access ways.
 - Review & incorporation of existing survey data and site plans / as-builts.
 - Preparation of a comprehensive existing conditions basemap in both PDF & CAD (C3D) formats.
 - Project management, research, layout, scheduling, PLS review & certification, & submittals.
4. Prepare preliminary drawings to illustrate the basis of design. The drawing set will reflect approximately a 30% design development level and will include, at a minimum, preliminary drawings to depict the following:
- Overall site layout
 - Clearwell structure, including the foundation, tank walls and roof

- Clearwell process mechanical components (appurtenances), including pipe, hatches, ladders, valves and vaults
 - Interior baffle configuration
 - Temporary water storage/supply facilities
 - Construction phasing plan
 - Buried piping and valves plan
 - Access and grading plan
 - Process and instrumentation diagram
 - Electrical site plan
5. Prepare a preliminary opinion of probable construction cost (OPCC) for the project.
 6. Prepare for and conduct a workshop meeting with the City to review the basis of design, evaluate preliminary costs, and identify cost savings / value-added items prior to finalizing the preliminary design. HDR's project manager and lead structural engineer will attend the workshop.

City Responsibilities

1. Review the draft Project Report and provide comments to be incorporated in the final version.
2. Participate in the workshop meeting.

Assumptions

1. The 2nd clearwell will be a circular steel ground storage tank, similar in design to the existing clearwell tank.
2. The OPCC will be a **Class 3** and will have a range of accuracy based upon American Association of Cost Estimators (AACE) International Recommended Practice No. 18R-97, Class 3, 0- to 30- percent project definition, +50% to -20% Range of Accuracy.
3. One basis of design workshop will be held with the City. The workshop will be up to 4 hours in duration. The decisions resulting from the workshop will be reflected in the Project Report.

Deliverables

1. A Project Report (draft and final) that documents the Basis of Design for the 2nd clearwell and the internal baffle systems for both clearwells. (PDF format and 3 bound copies).
2. A final geotechnical data and design recommendations report (included in the Project Report)
3. Existing conditions topographic basemap in electronic format.
4. Preliminary drawings (included in the Project Report).
5. A preliminary OPCC for the project (included in the Project Report).

Task 130 – Final Design

Objectives

- Prepare the final design drawings and technical specifications for the project.
- Prepare an updated OPCC for the project.

Approach:

1. Prepare the final design to include the following:
 - Site preparation and temporary erosion and sediment control.
 - Clearwell tank foundation.
 - Clearwell structure, including the foundation, tank walls and roof
 - Clearwell process mechanical components (appurtenances), including pipe, hatches, ladders, valves and vaults
 - Interior baffle system for both clearwells.
 - Site inter-connecting piping.
 - Finished grading and restoration.
2. Submit the 90 percent design documents to the Department of Health (DOH) for review and approval. Respond to questions from DOH.
3. Prepare the final 100-percent design into the Skagit River Raw Water Pipeline and Clearwells project bidding documents.
4. Update project implementation schedule.
5. Update the project Risk Register.
6. Develop an OPCC with detailed breakdown showing unit quantities and estimated unit pricing based on the 90 percent design drawings. (To be used for Engineer's Estimate during bidding.) Prepare a memorandum with the OPCC summarizing costs and approximate range of accuracy.
7. Prepare for and conduct one design review meeting with City staff at the 90 percent design level.

City Responsibilities

1. Review and provide a consolidated set of written comments for the 90 percent design drawings and specifications.

Assumptions

1. A design submittal will be prepared at the 90 percent design development level.
2. The preliminary drawing list is included in Attachment A.
3. HDR's standard technical specifications in 6-digit format (Divisions 1 through 46) will be used for the project.

4. The final OPCC will estimate unit quantities and list estimated unit costs based on the 90 percent drawings.
5. OPCC will include costs for sales tax, engineering/administration/legal, construction management, and contingencies, in addition to the construction costs.
6. OPCC provided by Consultant will be developed on a basis of experience and judgment. However, since the Consultant has no control over labor or material costs, market conditions, or bidding procedures; Consultant does not warrant that bid prices or the ultimate construction costs will not vary from these opinions.
7. The 90 percent design OPCC will be a **Class 2** and will have a range of accuracy based upon AACE International Recommended Practice No. 18R-97, Class 2, 30 to 60 percent project definition, +20% to -15% Range of Accuracy.
8. The 100 percent design documents will be incorporated into the bidding documents for the Skagit River Raw Water Pipeline and Clearwells Project.

Deliverables

1. Two copies of the final 90 percent documents, which includes; one half size (11" x 17"), one full size (22" x 34") set of the final design drawings, and technical specifications.
2. Two copies of the final Bid Ready (100%) documents, which includes; one half size (11" x 17") and one full size (22" x 34") set of the final design drawings. One set of the 90 percent specifications to the City for building permit and grading permit review and approval.
3. OPCC at the 90 percent design.

Schedule

The proposed project schedule milestones are listed below.

Milestones	Target Date
Basis of design and Project Report (Task 120)	September 30, 2019
Final Design (Task 130)	November 30, 2019

Fee Estimate

The fee estimate for the scope of services described above is shown in the table below.

Task	Labor	Subconsultants and Expenses	Total
110 - Project Management and QC	\$31,026	\$847	\$31,873
120 – Basis of Design and Project Report	\$25,656	\$54,520	\$80,176
130 – Final Design	\$71,236	\$966	\$72,202
Total Estimated Fee	\$184,251		



Anacortes City Council

Proposed Agenda Items for the Next Eight Weeks Beginning September 3, 2019

Subjects listed below have been tentatively suggested for consideration by the Anacortes City Council on the dates indicated. Items may be added to, removed from or rearranged on this list. Routine business such as approval of minutes and vouchers are not included. The complete Preliminary Agenda for each meeting is published at 3:00 on the Wednesday prior to the meeting. Published Agendas are subject to change and may be updated following the posting period. For additional information on agenda topics, please contact the City Clerk's office at 360-299-1960 to be directed to the sponsoring staff member.

September 3, 2019

- Interlocal 281 with Port of Anacortes: Mutual Assistance on Minor Projects (Consent)
- Interlocal 285 with Port of Anacortes: Blanket Temporary Laydown Space Agreement (Consent)
- Sewer Rate Structure Update by FCS Group (Discussion)
- Challenges and Options to Address Homelessness (Discussion)

September 9, 2019

- Municipal Fiber Update (Discussion)
- Combined Sewer Overflow (CSO) Reduction Study (Discussion/Possible Action)

September 16, 2019

- Ordinance ____: Adopting New AMC Chapter 8.10 Regarding City Parks and the Anacortes Community Forest Lands (Discussion)

September 23, 2019

October 7, 2019

October 14, 2019

October 21, 2019

- Mid Biennial Budget Review (Discussion)

October 28, 2019

Upcoming City Council Committee Meetings

The public is welcome to attend City Council Committee Meetings.

- Planning, Monday, Aug 26, 2019, 5:00 PM, Main Conference Room, City Hall
- Finance, Wednesday, Aug 28, 2019, 5:00 PM, Main Conference Room, City Hall
- Port/City Liaison, Tuesday, Sep 3, 2019, 8:30 AM, Port of Anacortes
- Public Works, Tuesday, Sep 3, 2019, 5:00 PM, Main Conference Room, City Hall
- Planning, Monday, Sep 9, 2019, 5:00 PM, Main Conference Room, City Hall
- Finance, Wednesday, Sep 11, 2019, 5:00 PM, Main Conference Room, City Hall
- Personnel, Friday, Sep 13, 2019, 9:00 AM, Main Conference Room, City Hall
- Public Works, Monday, Sep 16, 2019, 5:00 PM, Main Conference Room, City Hall
