
Site Visit: 3:00 PM Site Visit onsite (Ferry Terminal Road, just south of Charles' Restaurant). At the conclusion of the site visit, the Planning Commission will resume the public hearing on this matter at the scheduled 5:00 PM on July 24, 2019.

ANACORTES PLANNING COMMISSION



July 24, 2019

Municipal Building Council Chambers

6th Street and "Q" Avenue

AGENDA

5:00 P.M.

[VIEW PACKET MATERIALS HERE](#)

1. **Roll Call**
2. **Minutes of July 10, 2019**
3. **Correspondence**
4. **New Business**
Public Hearing: Pre-Decision Open Record Hearing, Calwest, Inc., Ferry Terminal Road Conditional Use Permit for 9-duplexes & preliminary approval of 9-lot short plat

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.



Planning Commission Public Hearing Minutes for July 10, 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 10, 2019 to order at approximately 5 p.m.

Roll Call

Members Present: Commissioners Cleland-McGrath, MacKenzie, Graf, and Mount
Absent: Commissioners McNett, Doll, and Moffitt

Minutes

Minutes from May 22 were approved as read.

Correspondence

No new correspondence were submitted.

New Business –

Proposed Amendments to Chapter 18.04 State Environmental Policy Act (SEPA)

Don Measamer, Director of Planning, presented a proposal to amend the Anacortes Municipal Code provisions under AMC 18.04 to remove outdated WAC references, replace the words “shall” with the word “must,” and the add the specification that within the R1 Zone Categorical Exemptions do not apply to both lands covered by water and their buffers.

Ian Munce, 1711 Quail Drive, Anacortes; provided public testimony in support of the amendment; he believes the R1 zone is a critically important transitional zone with many sensitive areas. This proposal will provide clarification of the current SEPA requirements, which is useful and transparent, and will allow an opportunity for neighbor comments on water related issues.

With no further comment, Acting Chair Cleland-McGrath closed the public hearing.

Commissioners discussed the project; Commissioner MacKenzie made a motion to recommend approval of the Proposed Amendments to City Council. Commissioner Graf seconded. The motion passed 4-0.

With no further discussion, Acting Chair Cleland-McGrath concluded the meeting at approximately 5:17 p.m.



Planning Commission Agenda Bill

Meeting Date: 7/24/2019 **Agenda Item:**

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 Commission by	
X	Don Measamer, Director

Action Type	
X	Pre-decision open record public Hearing
X	Discussion
X	Possible Action

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 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. A pre-decision open-record public hearing before the Planning Commission is scheduled for 5:00 PM on July 24, 2019. Please bring your packets with you to the hearing. Please note, that the Planning Commission will conduct a site visit onsite at 3:00 PM on July 24th prior to the hearing.

Recommendation: The Department of Planning, Community, and Economic Development recommends that the Planning Commission make a motion to recommend approval to City Council regarding the subject Conditional Use Permit and 9-lot Short Plat (Preliminary Approval) subject to staff's suggested conditions of approval.

Attachments:

Planning Commission's Draft 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

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



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

PRE-DECISION OPEN-RECORD

PUBLIC HEARING DATE: 5:00 PM on Wednesday, July 24, 2019
Site Visit: 3:00 PM on Wednesday, July 24, 2019

CLOSED-RECORD DECISION

HEARING DATE: 6:00 PM on Monday, August 19, 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

CURRENT ZONING: Commercial Marine (CM) Zoning District

SURROUNDING ZONING & LAND USES:

Direction:	Zoning:	Present Land-Use:
North:	CM & R2 Zoning Districts	Vacant land, Parking Lot, Charles' 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

DRAFT FINDINGS OF FACT:

I. 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.

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

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.
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. 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.

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.

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, 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.

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 trees located onsite which correspond to 96.842 tree unit credits per AMC Chapter 16.50. All 51 trees area slated

for removal. As conditioned below, ninety-seven (97) trees will be required to be planted onsite as part of this development.

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 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.

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 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. 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).

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.
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.
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 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 private road providing ingress and egress off of Ferry Terminal Road.

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

STAFF ANALYSIS:

Duplexes are not a listed use in AMC 17.46.020. However, single-family residences do require two (2) off-street parking spaces per residence per AMC 17.46.020. Each of the nine (9) duplexes however will meet this off-street parking requirement as each has a garage and driveway sufficient to park two (2) or more vehicles off-street.

- 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. 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 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) single-family residences/ duplexes will be permitted 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:

Any new building permit application to construct a single-family residence on the vacant lot will be reviewed for conformance with applicable stormwater regulations per AMC 19.76. Additionally, a stormwater vault will be constructed on proposed lot #3. Although the project site is relatively steep, 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.

10. The subject proposal **is, is not** 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 of the Conditional-Use Permit **have, have not** been complied with.
2. The project **is, is not** 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 Short Plat request 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, approval with conditions, or denial** to City Council concerning the subject Conditional Use Permit & Preliminary Short Plat requests subject to staff's suggested conditions of approval 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, 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. 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.
9. Any stormwater facility improvements shall be completed prior to grading, per the Department of Ecology's current stormwater manual and City standards.
10. 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).
11. 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.
12. Before final short plat submittal or approval, the land surveyor shall place the respective property corners of the subject property.
13. Prior to any clearing/fill/grade work, civil construction plans consistent with the City of Anacortes's Development Regulations and Engineering Development Standards, including but not limited to, clearing and grading plan, erosion/drainage plan, site utility/infrastructure improvements plan, roadway improvement plan, signage plan, street lighting plan, and other plans and/or information required by the Planning and Public Works Departments shall be submitted for review and approval.
14. Prior to clearing and grading activities, the applicant shall provide an erosion and sediment control plan prepared in compliance with the City's standards and the 2012 DOE Stormwater Manual (as amended in 2014) for Western Washington, including location and methods of drainage, surface water management, locations and methods of erosion control, a vegetation management and/or replanting plan, and/or other means for maintaining long-term soil stability.
15. 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.
16. 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
17. Grading shall not adversely impact adjacent properties.
18. 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.

19. Mailbox locations shall be reviewed and approved by the City of Anacortes Public Works Department and the U.S. Postal Service.
20. 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.
21. Automatic fire sprinkler systems may be required for each residence as required by the Fire Marshall.
22. All utilities shall be placed underground.
23. 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.
24. The applicant shall submit a sign permit application if a sign advertising the development /subdivision is proposed.
25. 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. One-way direction from west to east.
 - V. Appropriate signage, shall be installed at Park Avenue and Ridge Way to identify ingress and egress locations.
 - VI. 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. Recommend a Public Access Easement 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.
26. 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. 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 (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).

These Findings of Fact, Conclusions of Law, and Recommendation were adopted by the City of Anacortes' Planning Commission on **July 24, 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
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**



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.

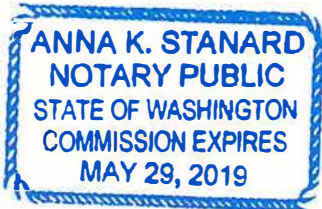
Date: November 22, 2017 amended 9/10/2019

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.

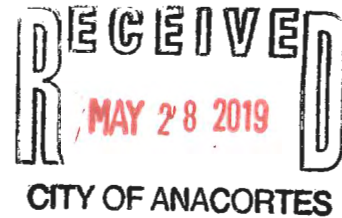
Signed: _____
Applicant

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

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

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.

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

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.

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

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				

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.

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

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 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
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

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.,

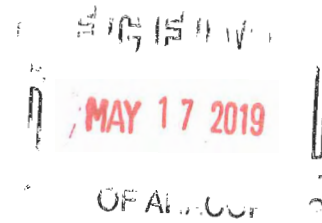
Submitted herewith are:

- **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.

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 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
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. A detailed response was submitted on August 31, 2018. (see attached) with revised site plans submitted on November 16, 2018.
- On Monday, January 28, 2019 a meeting was held with various City staff and the Applicant, the Applicant's civil engineer and geotechnical engineer. A decision was made to submit for a short plat to be reviewed and processed concurrently with the CUP application pursuant to AMC 19.20.060. In addition, several other items in the original submittal were noted by Planning for clarification, study and resubmittal including an archeological study, 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 other health issues. All units will be accessible by level, no-step entrances and most will

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

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.

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

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.

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

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 WIDT H	1/2 ROW	SQUARE FOOTAG E
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	1/2 of Abutting ROW - TOTAL SQUARE FT.			43,500
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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
Skagit County Parcels 58123 and 58124
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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:

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

City of Anacortes



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. 1. ^{Earth} 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

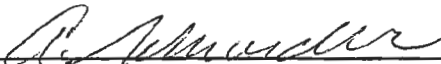
16. Utilities

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 1, 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 $\frac{1}{4}$ of the southwest $\frac{1}{4}$ 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-



Figure 1. Parcel Map (Source: Skagit County Imap)



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)

1:4,514

0 0.0375 0.075 0.15 mi

0 0.05 0.1 0.2 km

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.



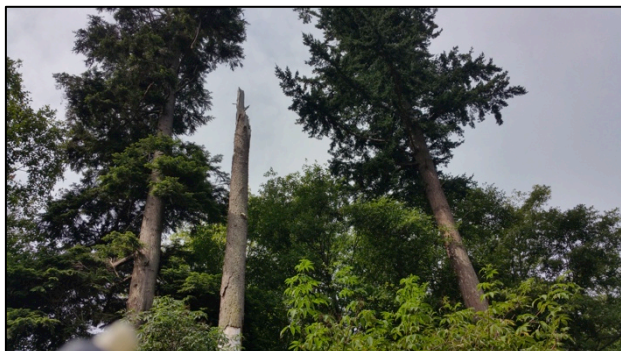
Photos 1 and 2. Access driveway and open grass and gravel parking area.



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

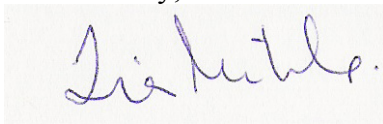
Proposed development on the subject property will result in removal of second-growth aged mixed deciduous and coniferous upland forest. The City's Tree Preservation Ordinance (Section 16.50) will be applicable. It is recommended that any large-size trees that may be cut on the site be preserved for placement 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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- WDNR. 2017. Forest Practices Interactive Water Typing Map. Available online at <https://fortress.wa.gov/dnr/protectiongis/fpamt/index.html>. Accessed on June 28, 2017.

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.

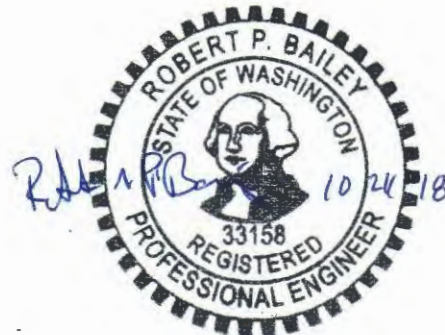
We appreciate the opportunity to provide our geotechnical services. Should you have any questions or require further information, please contact Bob Bailey in our office at (360) 766-4414.

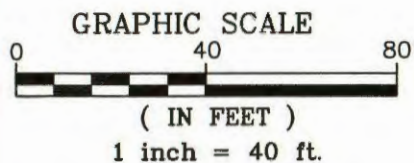
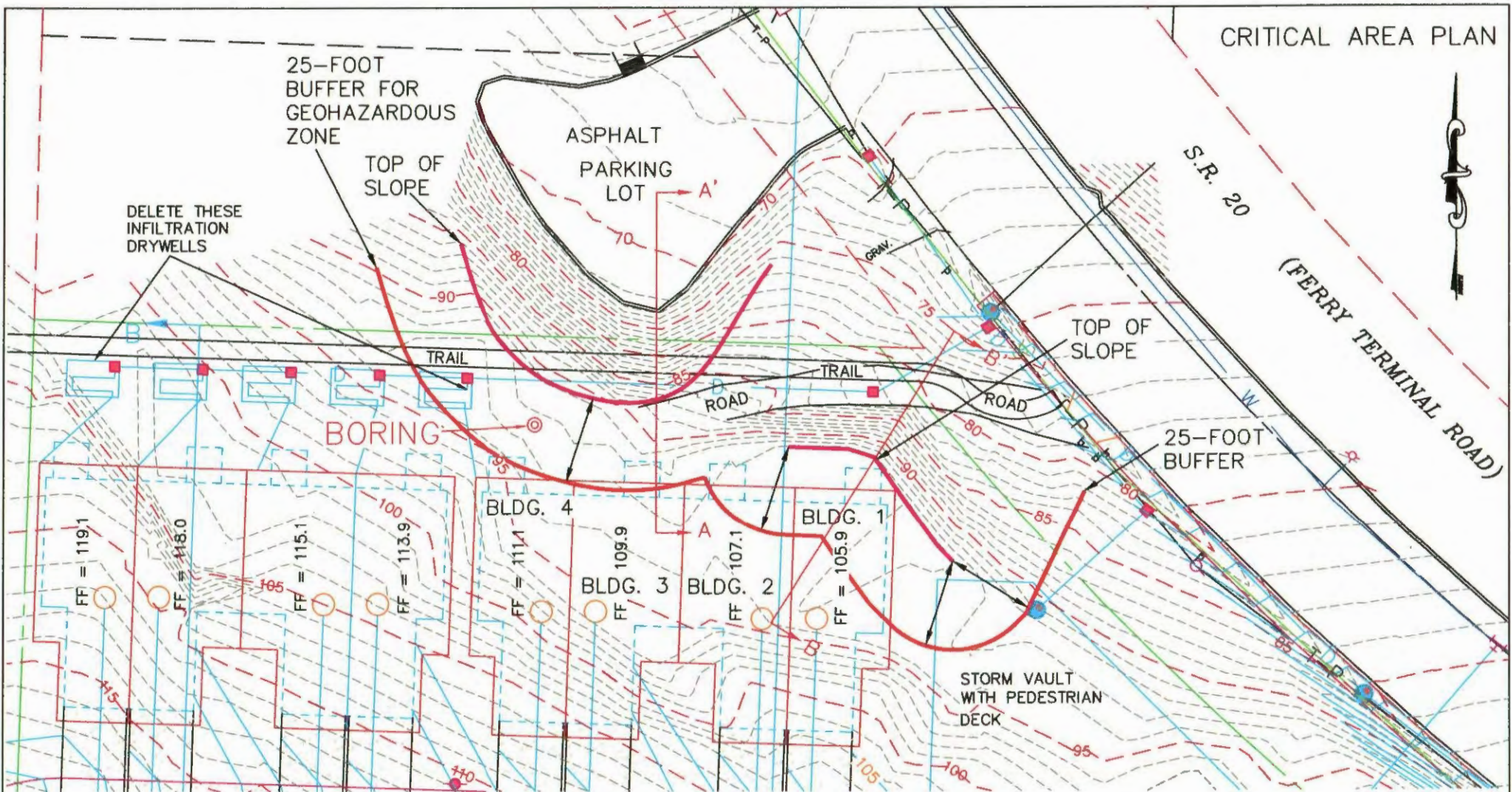
Sincerely

EDISON ENGINEERING

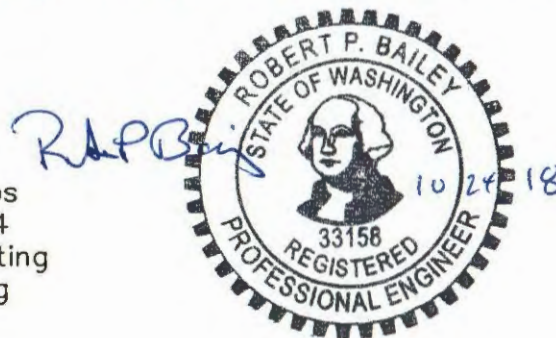


Robert P. Bailey, M.S.C.E., P.E.
Geotechnical Engineer



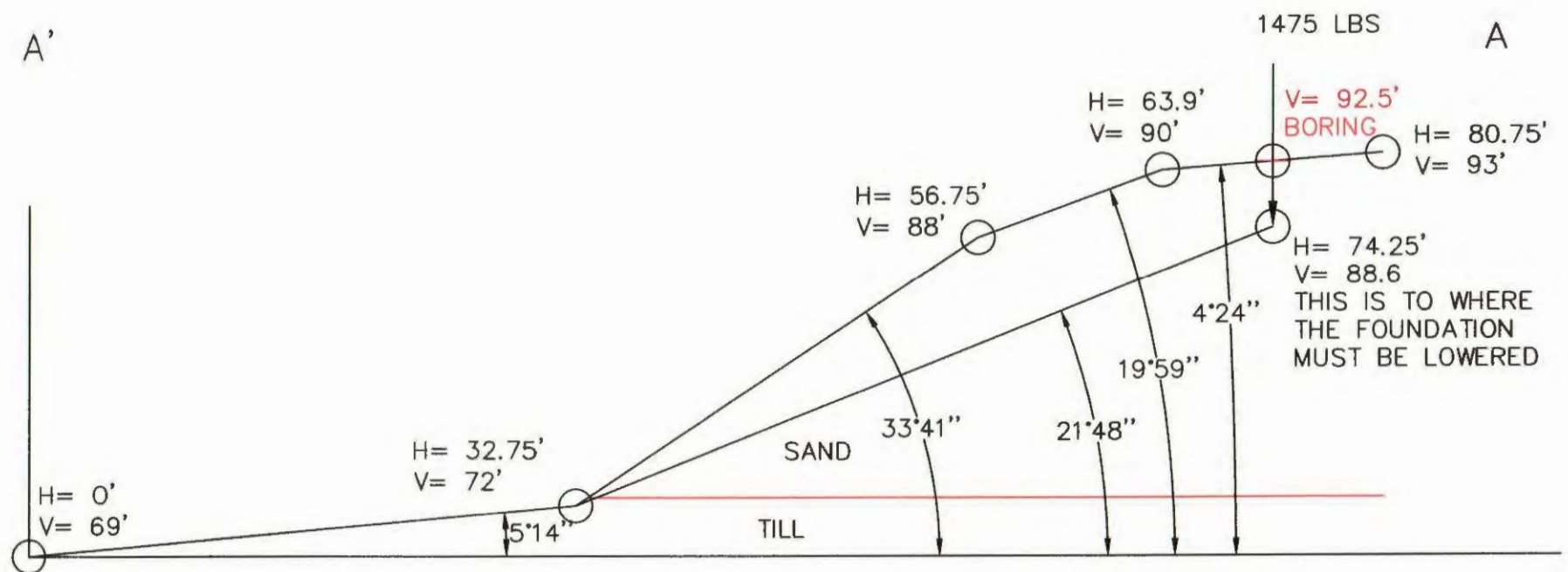


Owners: Calwest Inc.
 Address: Ferry Road Condos
 Parcel: P58123 & P58124
 Permit: Anacortes Permitting
 Preparer: Edison Engineering
 Date: June, 2018
 Revision: October, 2008



This drawing was
 a survey it has
 been added to
 and is
 approximate.
NOT A SURVEY

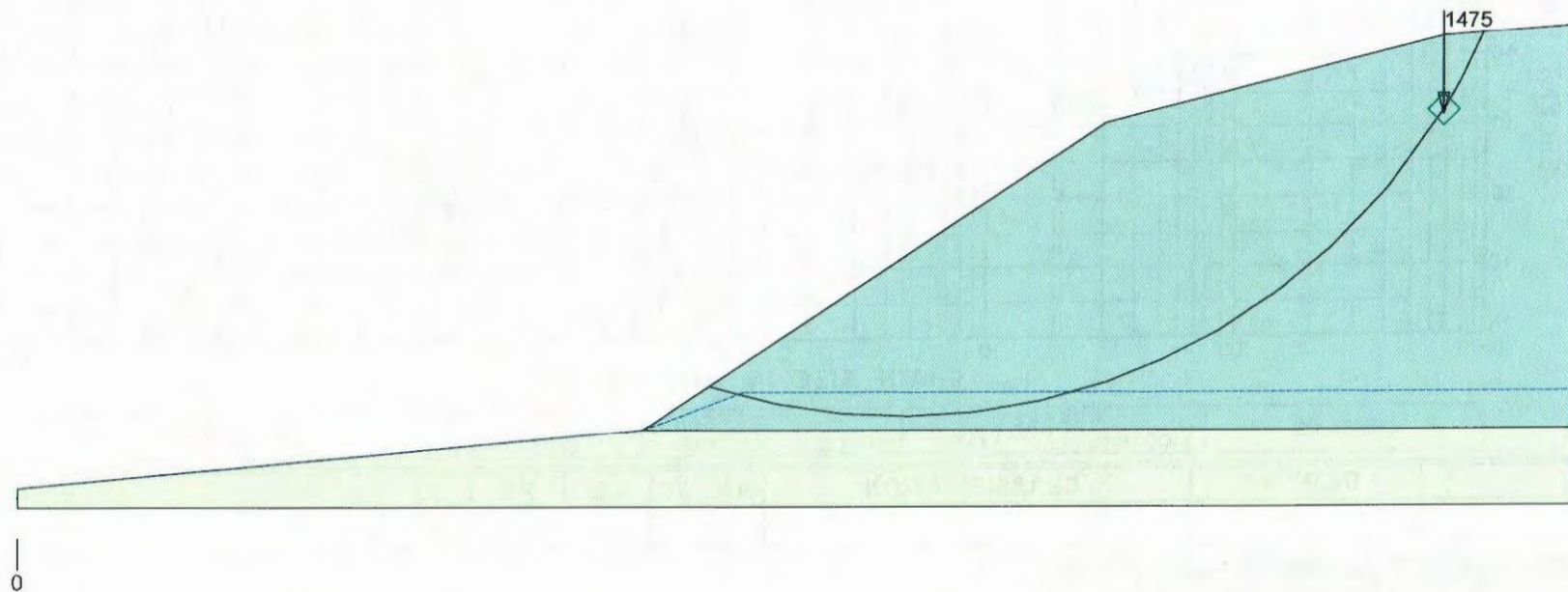
SCHEMATICS A'-A



Western Geotechnical - Ferndale, WA
217039B
Calwest
10/15/18
Anacortes, WA - Section A-A
Static Analyses

	Gamma pcf	C psf	Phi deg	Piezo Surf.
Sand	125	25	34	1
Till	135	500	36	0


 $F = 1.890$



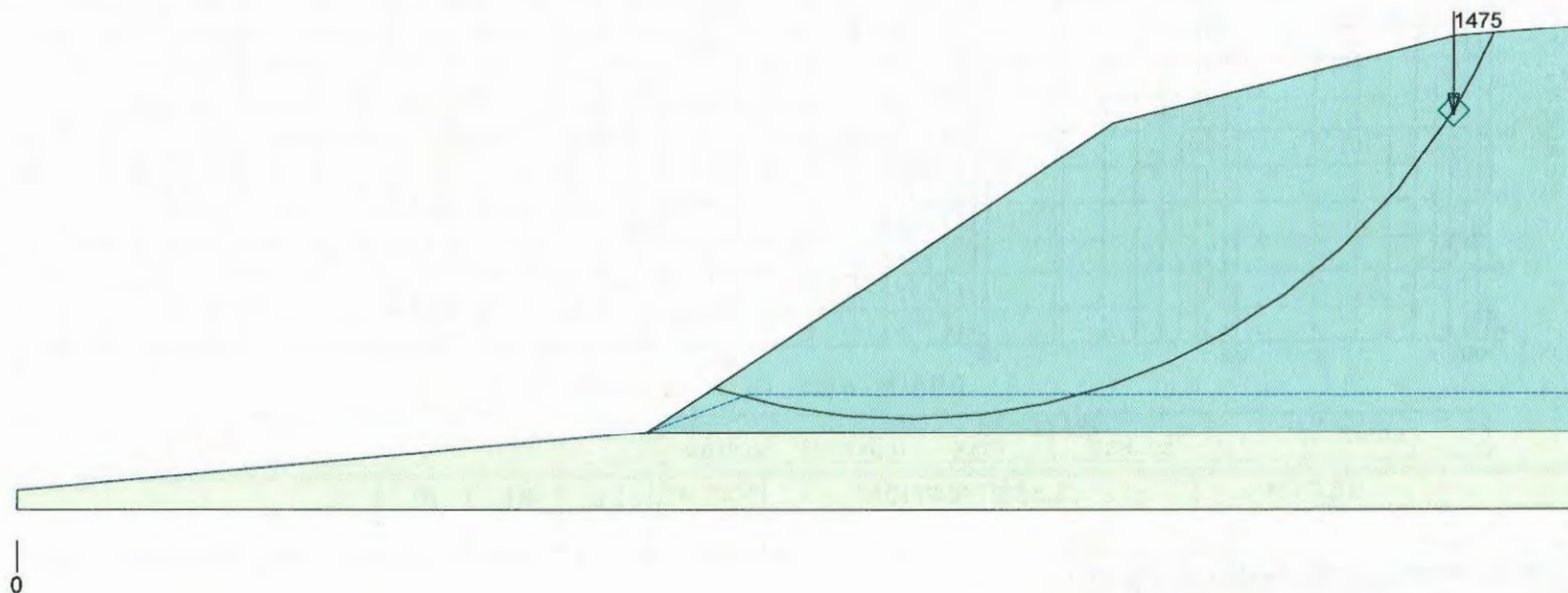
	Gamma	C	Phi	Piezo
	pcf	psf	deg	Surf.
Sand	125	25	34	1
Till	135	500	36	0

Seismic coefficient = 0.129

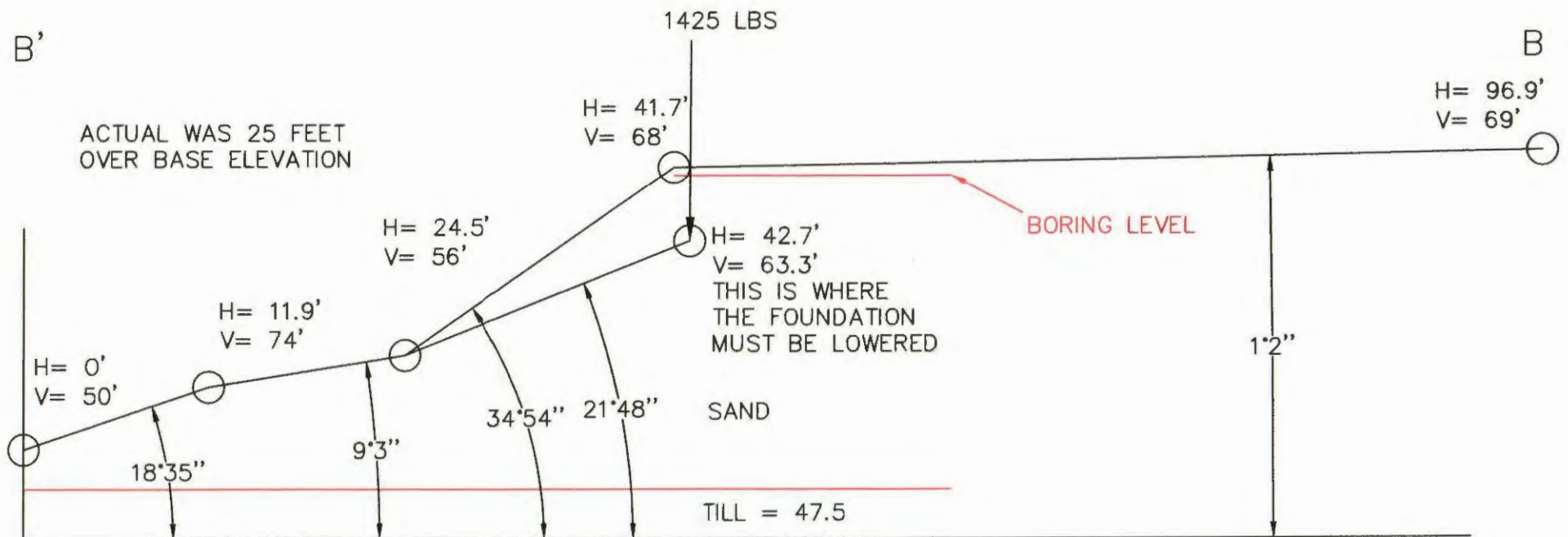
Western Geotechnical - Ferndale, WA
 217039B
 Calwest
 10/15/18
 Anacortes, WA - Section A'-A
 Dynamic Analyses



 $F = 1.451$



SCHEMATICS B'-B



	Gamma	C	Phi	Piezo
	pcf	psf	deg	Surf.
Sand	125	50	34	1
Till	135	500	36	0

Western Geotechnical - Ferndale, WA

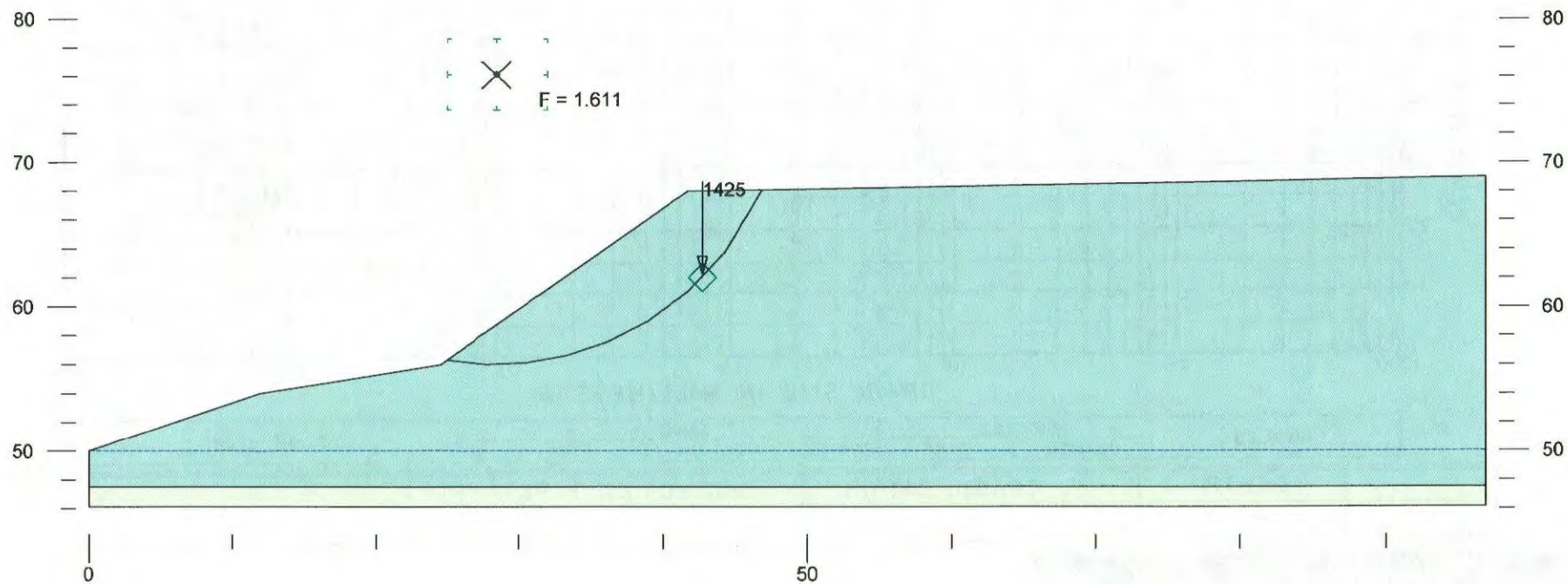
217039

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

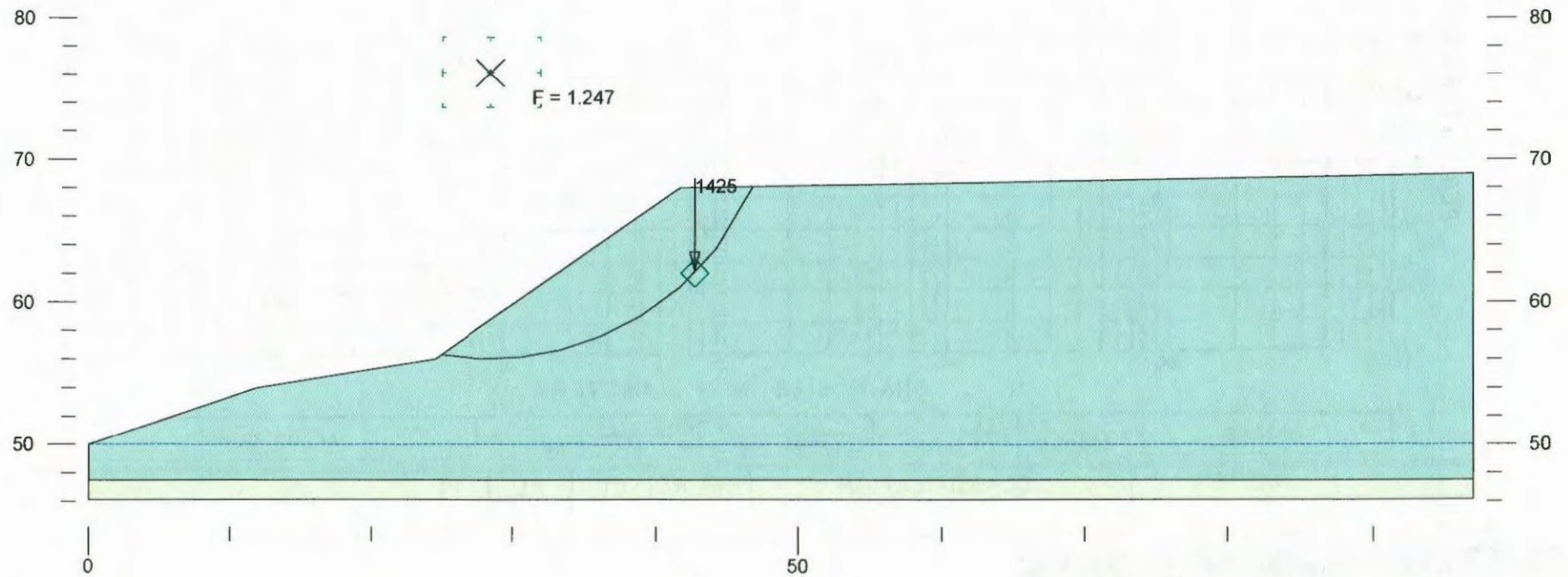
217039

Calwest

10/15/18

Anacortes, WA - Section B-B

Dynamic 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.					

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.					

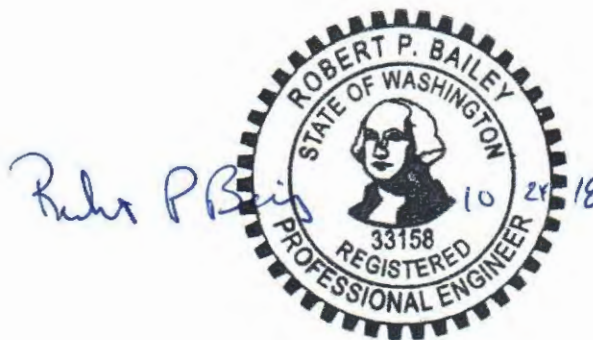
Test Pit No.	Depth Interval (ft.)	USCS Symbol	Soil Description	Sample No./ Depth (ft.) Moisture (%)	Depth (ft) Penetration (ft) /Blows
TP-8	0.0 - 0.25	OL-SM	Brown organic-rich sand with gravel (Topsoil), (soft, dry)		
	0.25 - 0.75	SP	Yellow brown poorly graded Sand (medium dense, dry)	8-1 / 0.35 ft 8.1 %	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.					



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

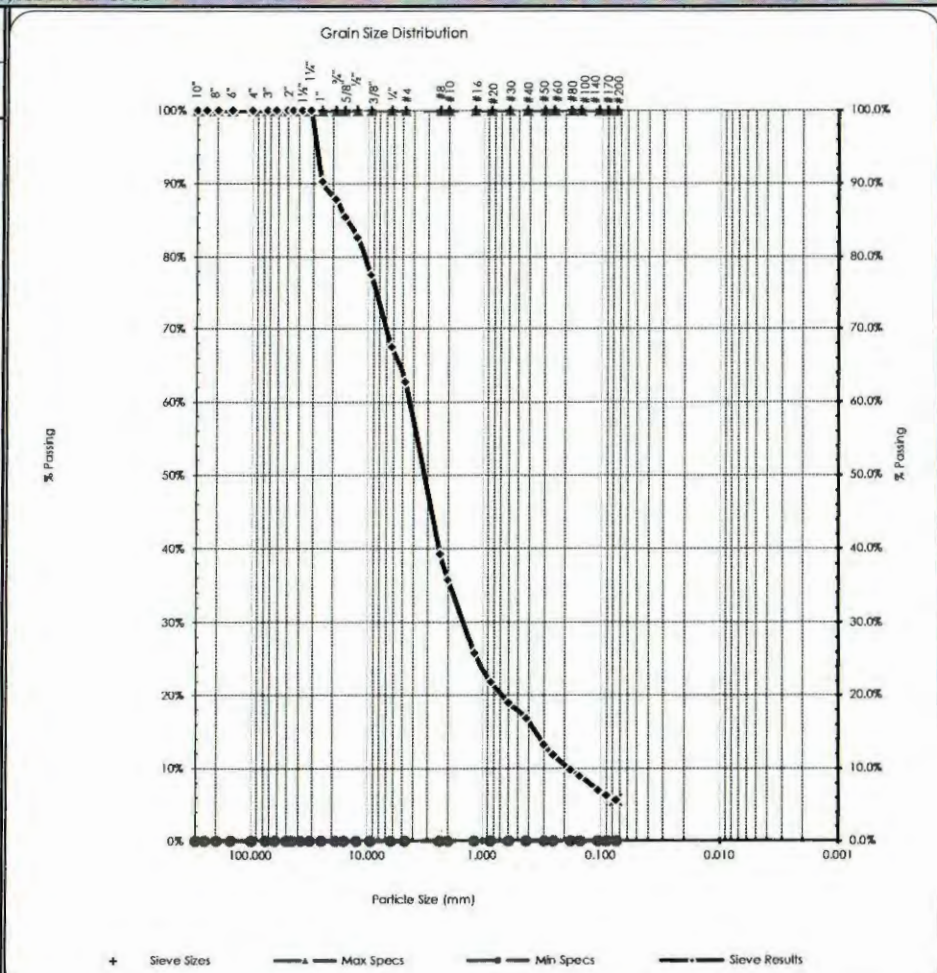
Sample Meets Specs ? N/A

$D_{(5)} = 0.066$ 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

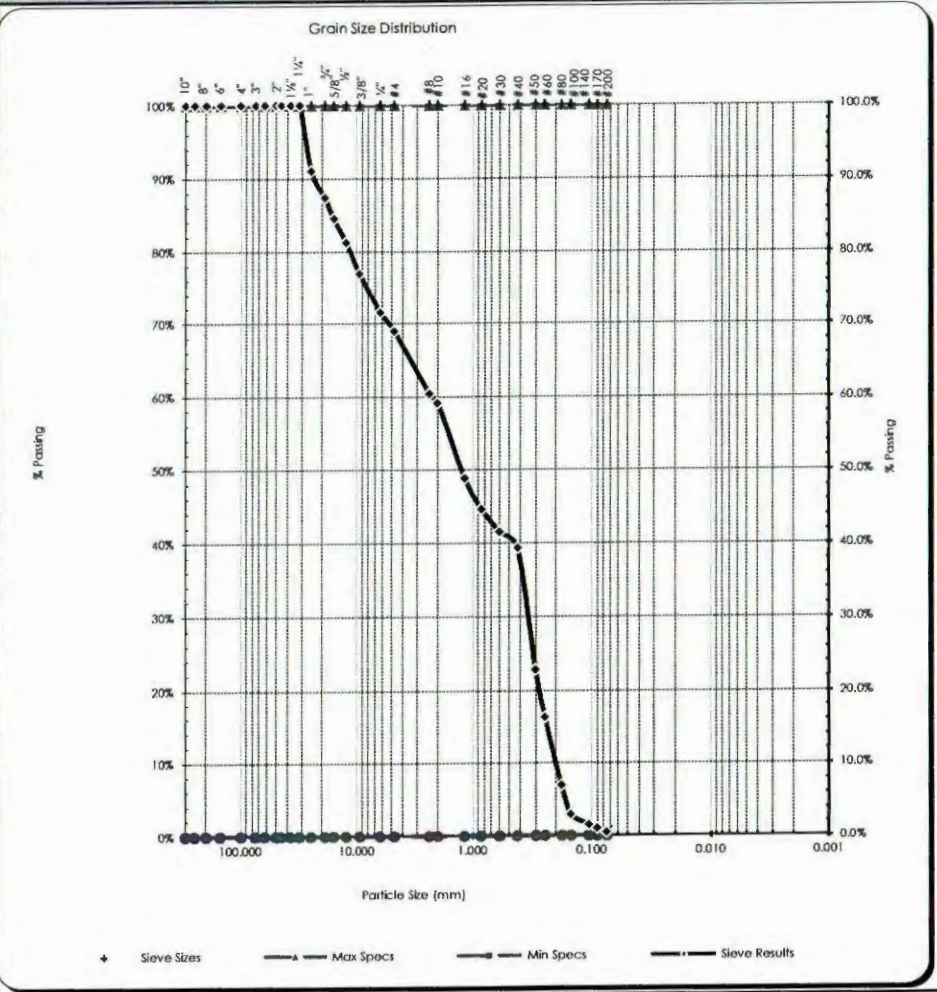
Sample Meets Specs ? N/A

$D_{(5)} = 0.165$ 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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Comments:

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

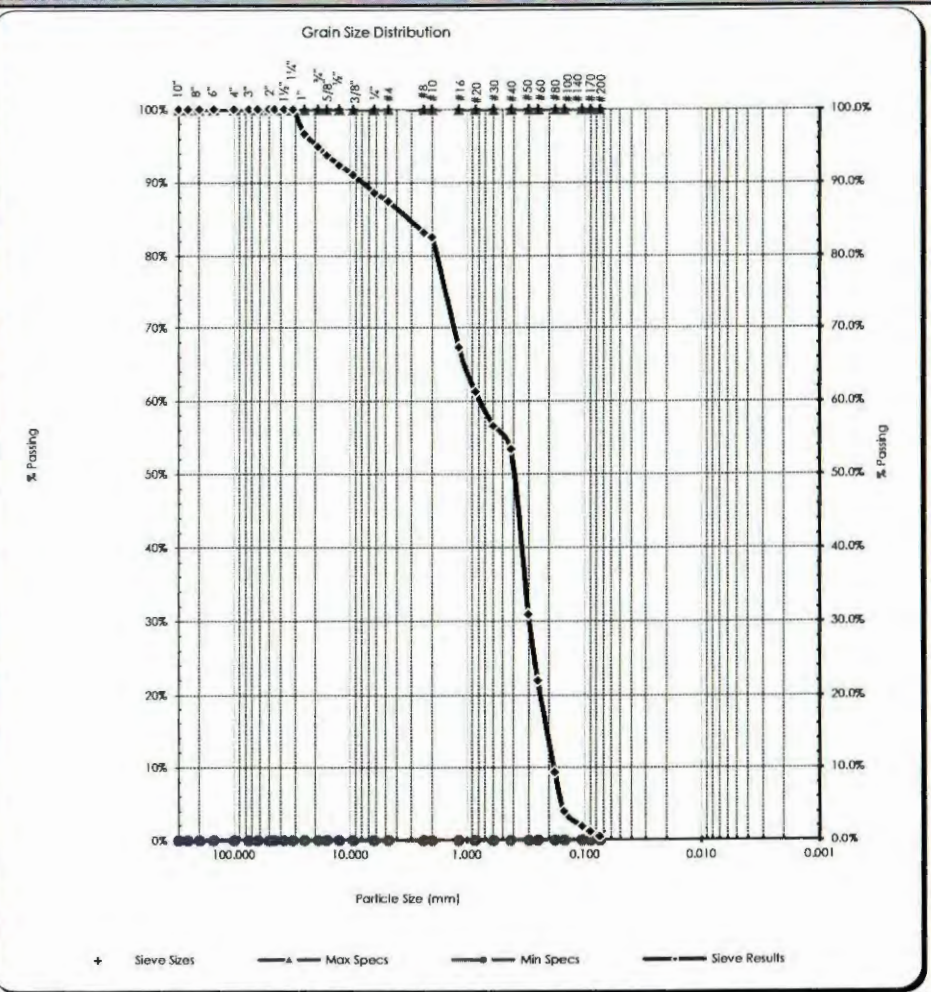
Specifications
 No Specs

Sample Meets Specs ? N/A

$D_{(5)} = 0.156$ mm % Gravel = 12.5% Coeff. of Curvature, $C_c = 0.60$
 $D_{(10)} = 0.184$ mm % Sand = 87.0% Coeff. of Uniformity, $C_u = 4.26$
 $D_{(15)} = 0.211$ mm % Silt & Clay = 0.5% Fineness Modulus = 2.85
 $D_{(30)} = 0.295$ mm Liquid Limit = n/a Plastic Limit = n/a
 $D_{(50)} = 0.406$ mm Plasticity Index = n/a Moisture %, as sampled = 2.1%
 $D_{(60)} = 0.783$ mm Sand Equivalent = n/a Req'd Sand Equivalent =
 $D_{(90)} = 8.081$ 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	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

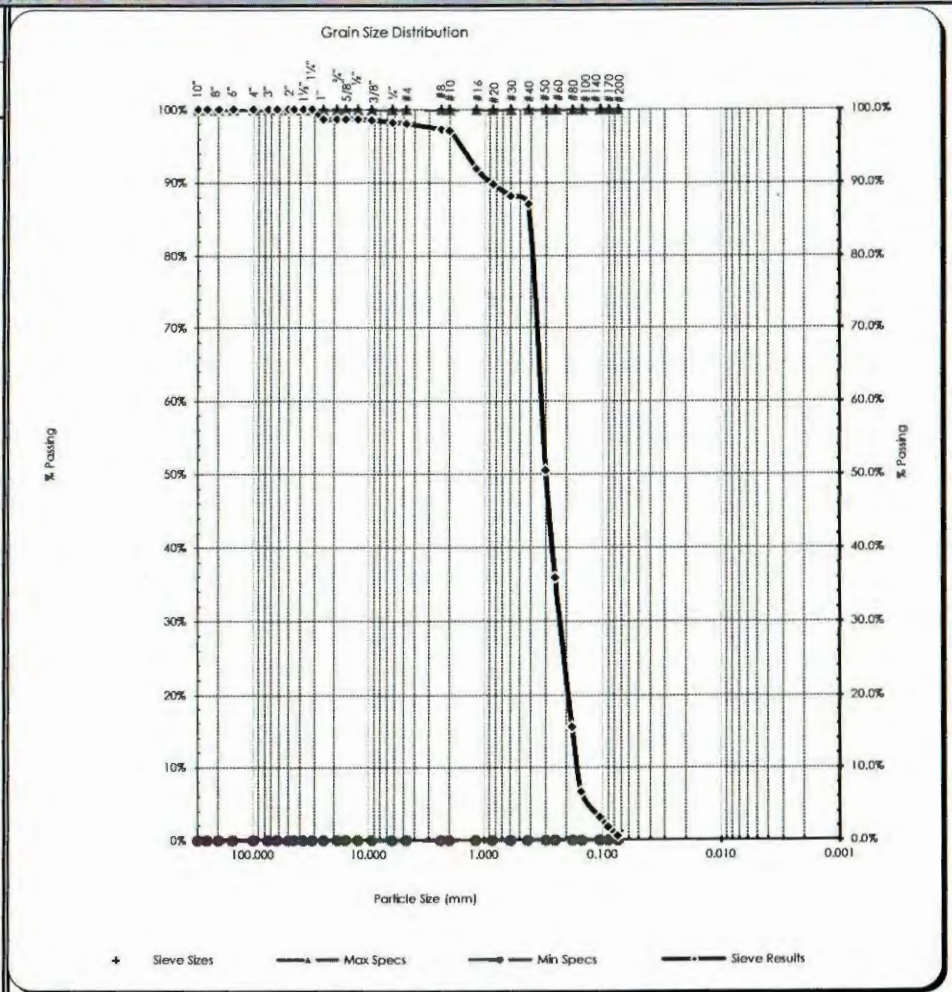
Specifications
 No Specs

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

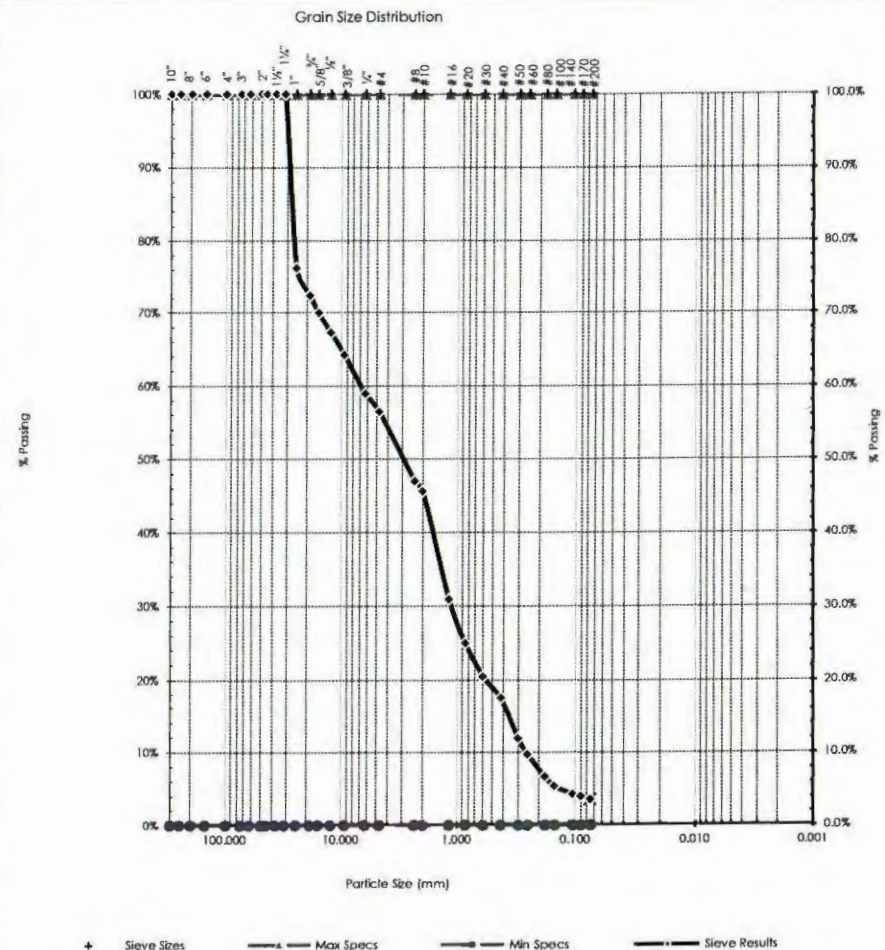
$D_{(5)} = 0.136$ mm % Gravel = 43.6%
 $D_{(10)} = 0.257$ mm % Sand = 52.8%
 $D_{(15)} = 0.371$ mm % Silt & Clay = 3.6%
 $D_{(30)} = 1.130$ mm Liquid Limit = n/a
 $D_{(50)} = 3.121$ mm Plasticity Index = n/a
 $D_{(60)} = 6.943$ mm Sand Equivalent = n/a
 $D_{(90)} = 28.761$ mm Fracture %, 1 Face = n/a
 Dust Ratio = 8/39 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 0.72$
 Coeff. of Uniformity, $C_u = 27.05$
 Fineness Modulus = 4.91
 Plastic Limit = n/a
 Moisture %, as sampled = 2.4%
 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	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

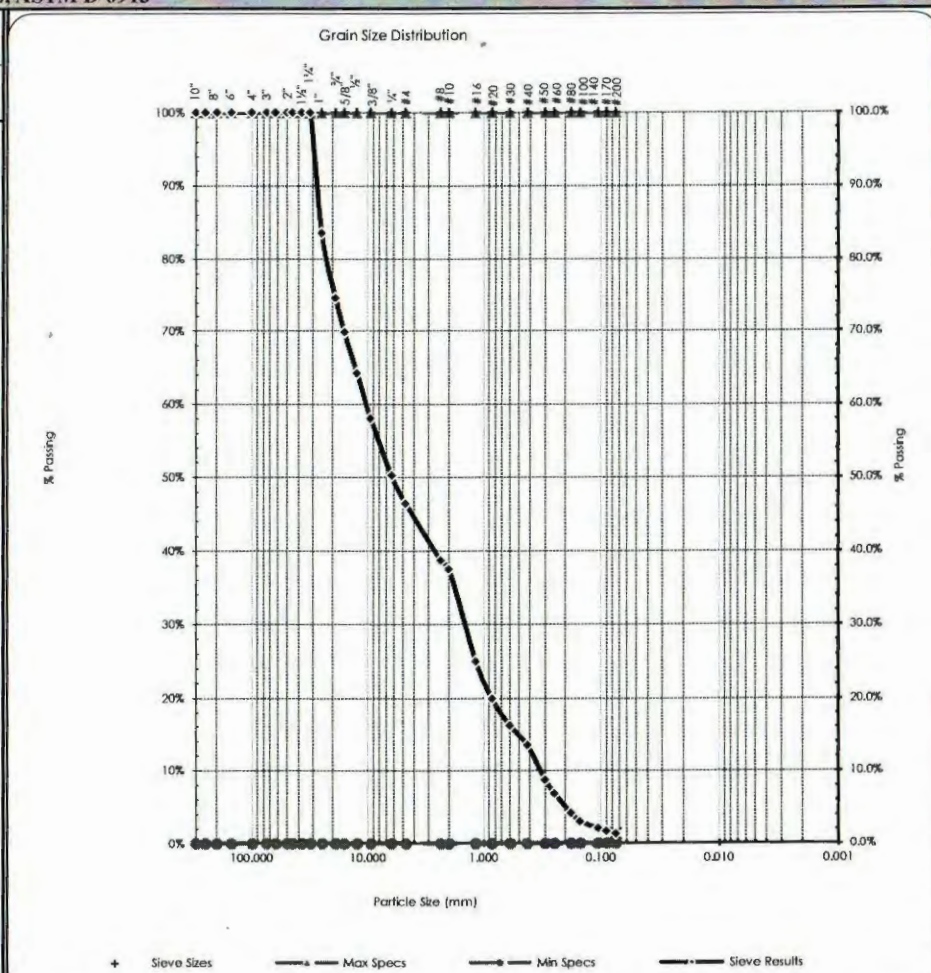
Sample Meets Specs ? N/A

$D_{(5)} = 0.202$ 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%	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		39%	100.0%	0.0%
#10	2.00	38%	38%	100.0%	0.0%
#16	1.18		25%	100.0%	0.0%
#20	0.850		20%	100.0%	0.0%
#30	0.600		16%	100.0%	0.0%
#40	0.425	13%	13%	100.0%	0.0%
#50	0.300		9%	100.0%	0.0%
#60	0.250		7%	100.0%	0.0%
#80	0.180		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

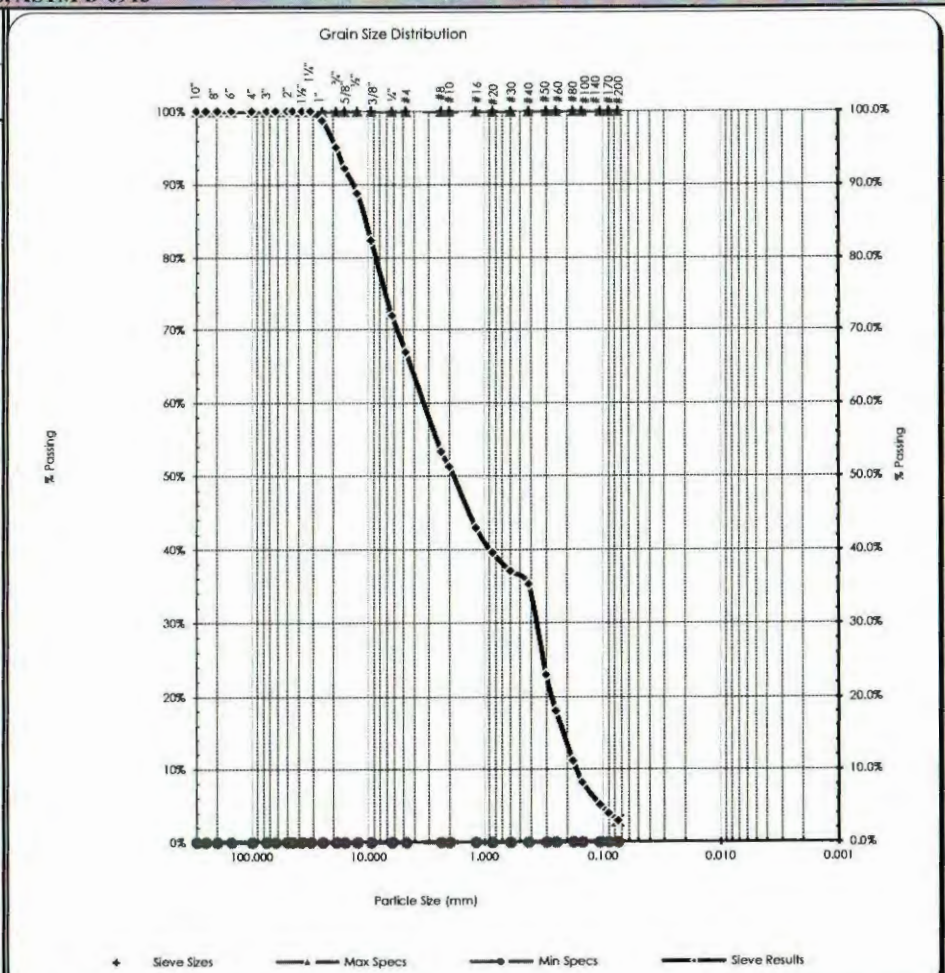
$D_{(5)} = 0.105$ mm % Gravel = 33.1%
 $D_{(10)} = 0.169$ mm % Sand = 64.0%
 $D_{(15)} = 0.219$ mm % Silt & Clay = 2.9%
 $D_{(30)} = 0.371$ mm Liquid Limit = n/a
 $D_{(50)} = 1.877$ mm Plasticity Index = n/a
 $D_{(60)} = 3.534$ mm Sand Equivalent = n/a
 $D_{(90)} = 13.720$ mm Fracture %, 1 Face = n/a
 Dust Ratio = 1/12 Fracture %, 2+ Faces = 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 =

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

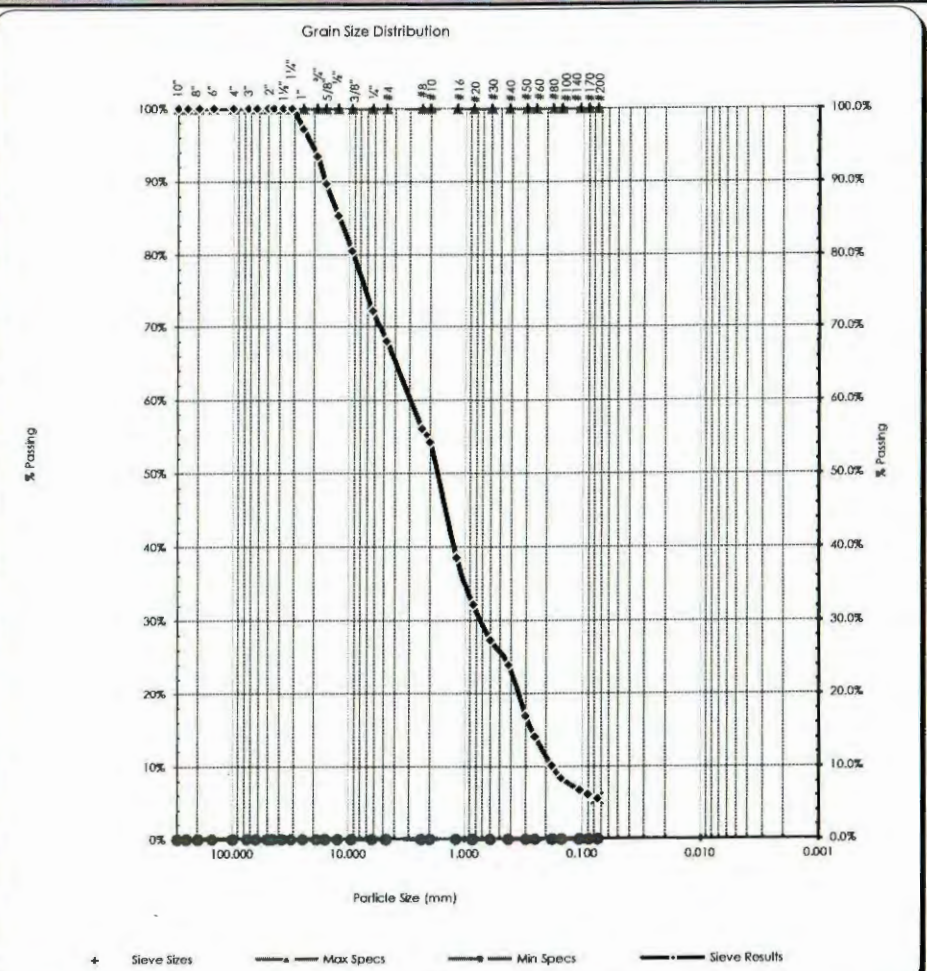
Sample Meets Specs ? N/A

$D_{(5)} = 0.067$ 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

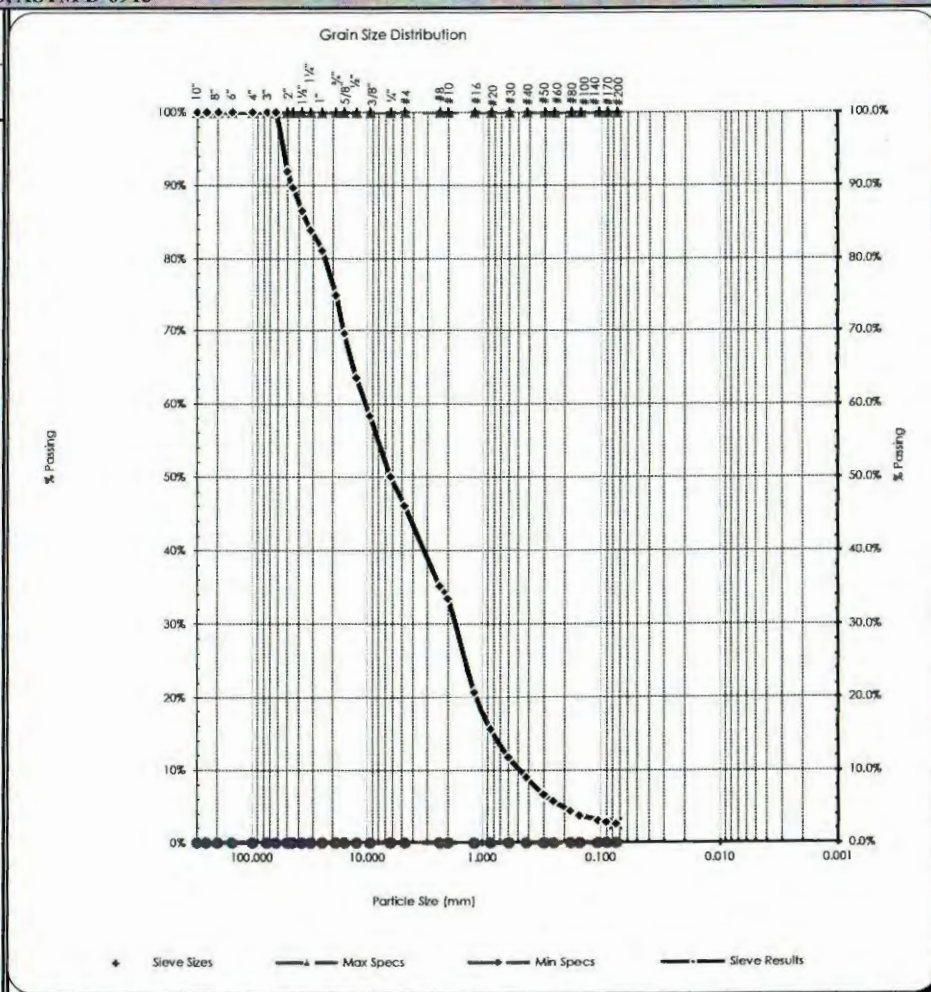
Sample Meets Specs ? N/A

$D_{(5)} = 0.213$ 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%	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
 2.5'

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

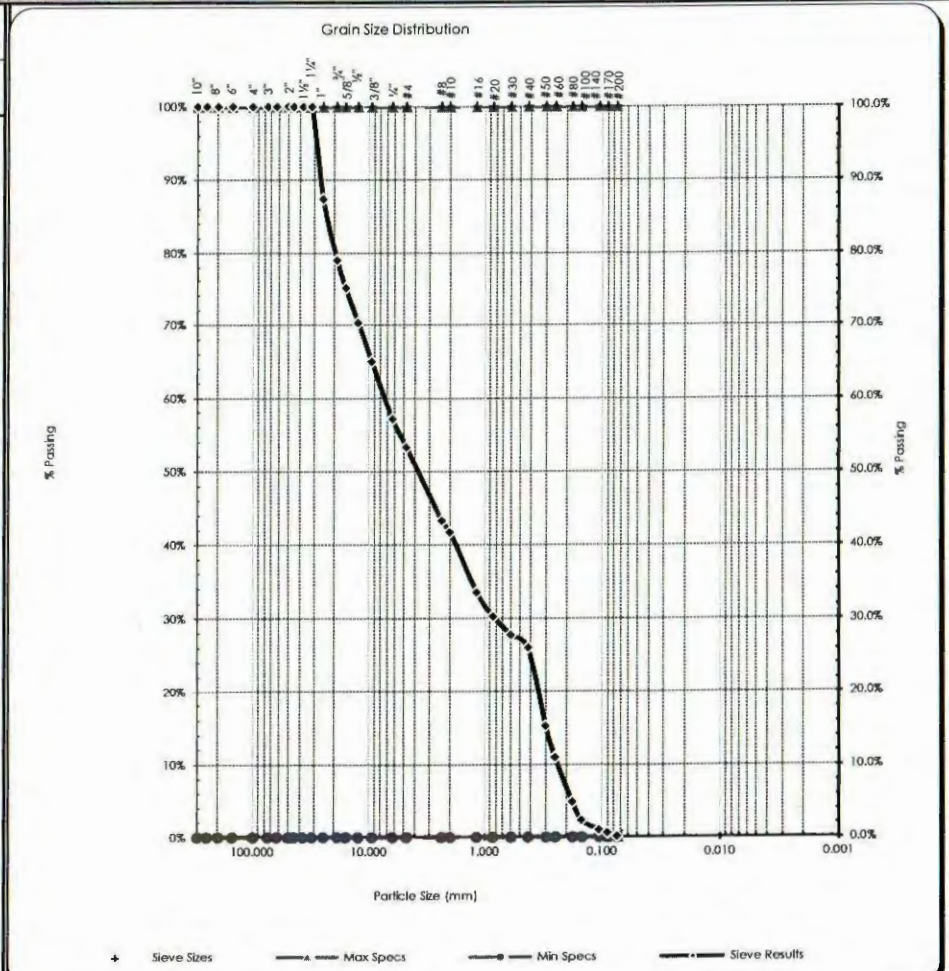
Sample Meets Specs ? N/A

$D_{(5)} = 0.181$ 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

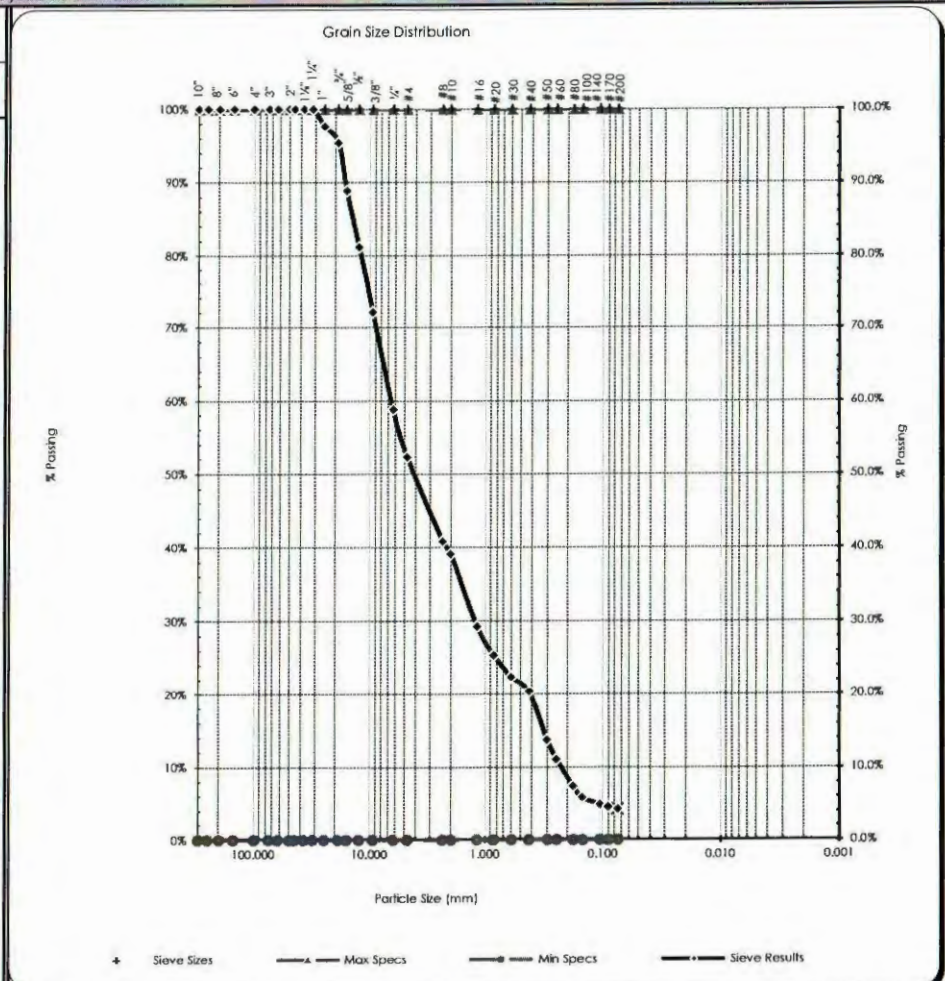
Sample Meets Specs ? N/A

$D_{(5)} = 0.111$ 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

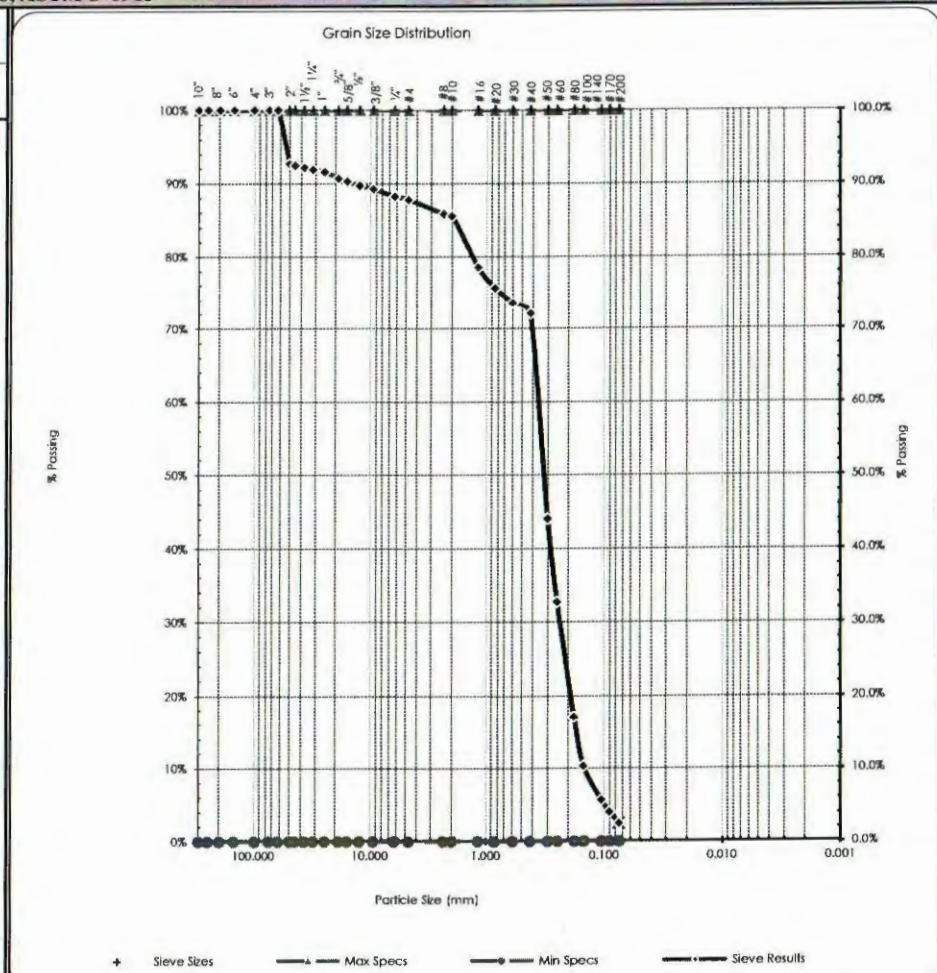
Sample Meets Specs ? N/A

$D_{(5)} = 0.099$ mm % Gravel = 12.2%
 $D_{(10)} = 0.147$ mm % Sand = 85.3%
 $D_{(15)} = 0.171$ mm % Silt & Clay = 2.4%
 $D_{(30)} = 0.238$ mm Liquid Limit = n/a
 $D_{(50)} = 0.327$ mm Plasticity Index = n/a
 $D_{(60)} = 0.371$ mm Sand Equivalent = n/a
 $D_{(90)} = 14.347$ mm Fracture %, 1 Face = n/a
 Dust Ratio = 2/59 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

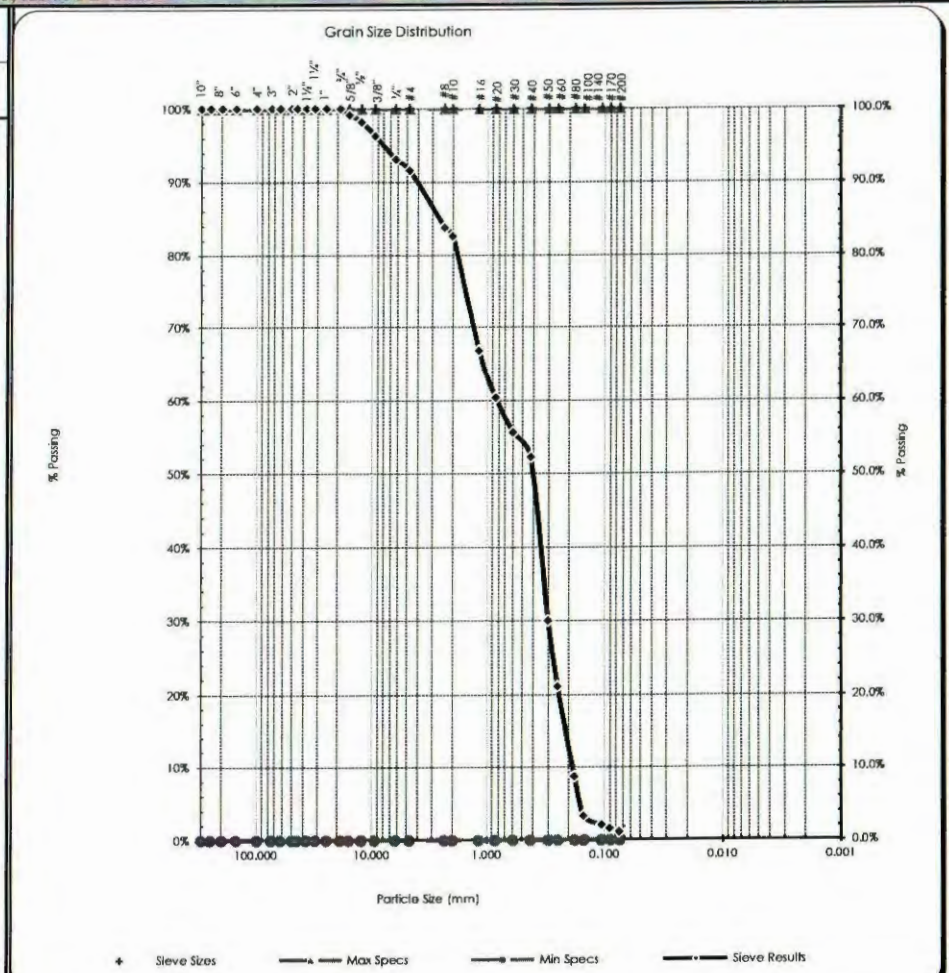
$D_{(5)} = 0.159$ mm % Gravel = 8.4%
 $D_{(10)} = 0.187$ mm % Sand = 90.4%
 $D_{(15)} = 0.216$ mm % Silt & Clay = 1.1%
 $D_{(30)} = 0.300$ mm Liquid Limit = n/a
 $D_{(50)} = 0.412$ mm Plasticity Index = n/a
 $D_{(60)} = 0.827$ mm Sand Equivalent = n/a
 $D_{(90)} = 4.267$ mm Fracture %, 1 Face = n/a
 Dust Ratio = 1/46 Fracture %, 2+ Faces = n/a

Coeff. of Curvature, $C_c = 0.58$
 Coeff. of Uniformity, $C_u = 4.41$
 Fineness Modulus = 2.73
 Plastic Limit = n/a
 Moisture %, as sampled = 2.2%
 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	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

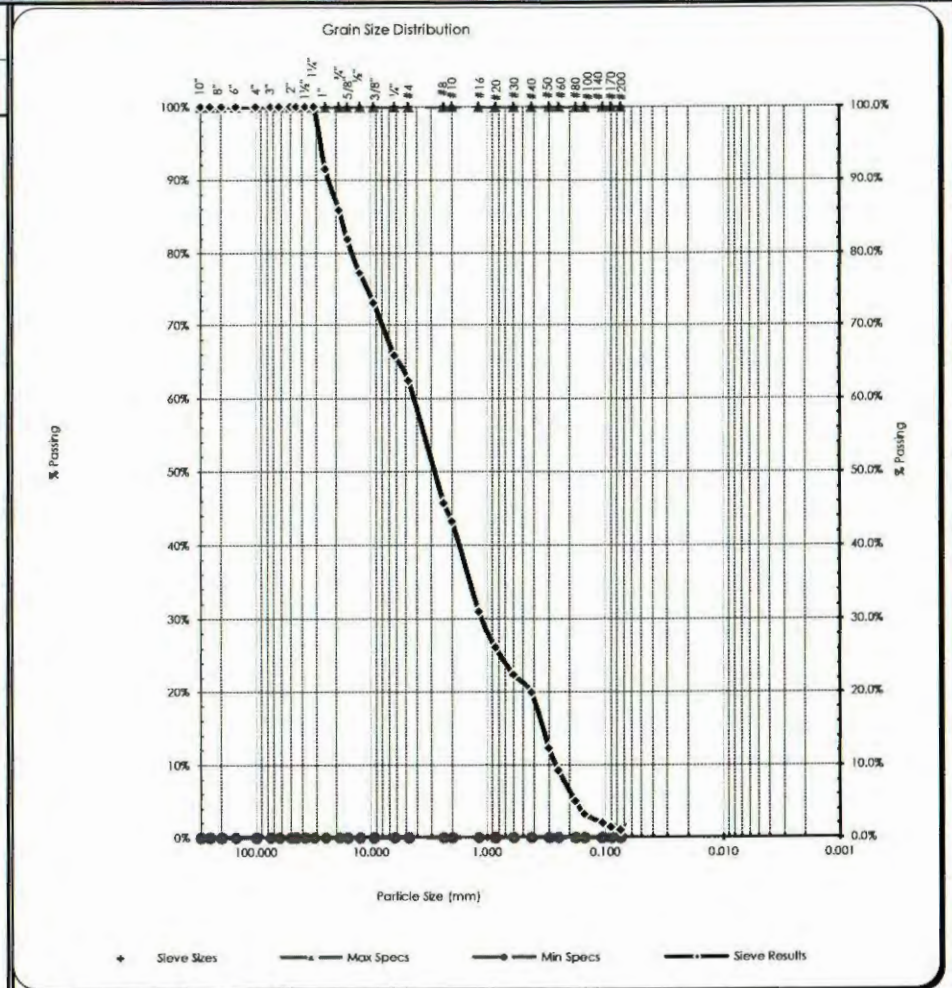
Sample Meets Specs ? N/A

$D_{(5)} = 0.179$ 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

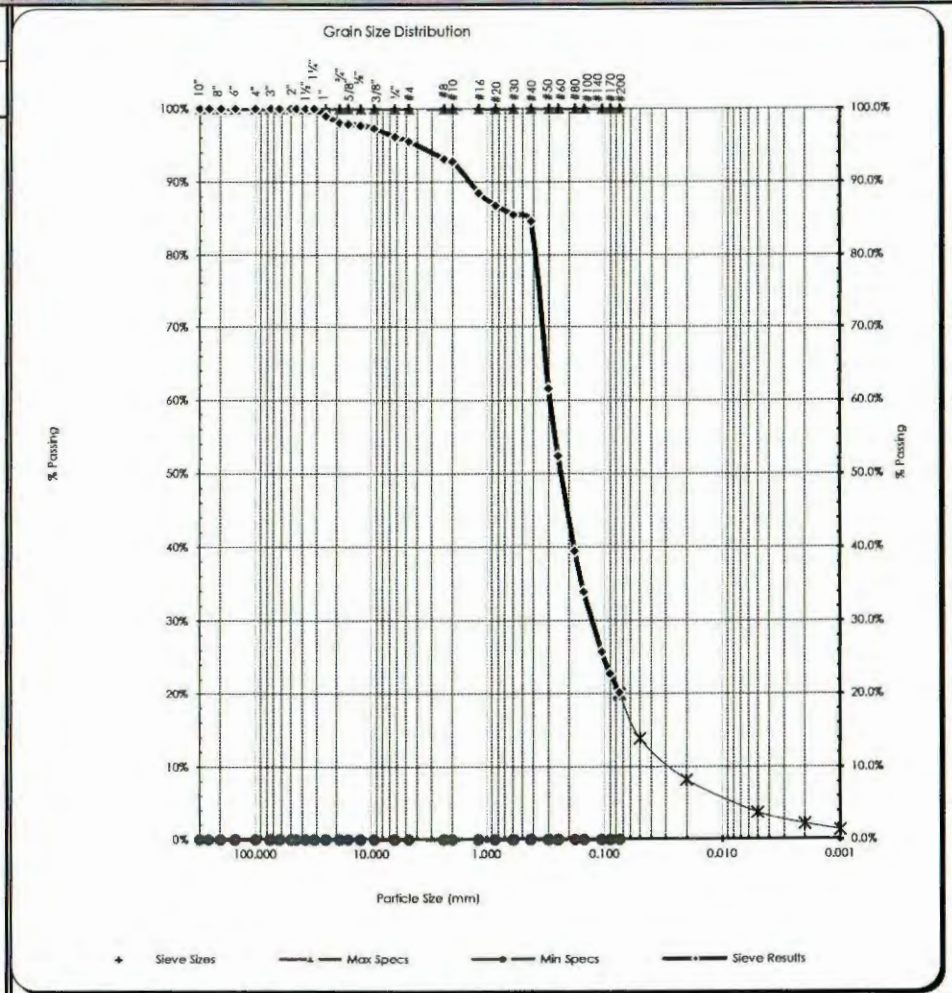
$D_{(5)} = 0.019$ mm % Gravel = 4.5%
 $D_{(10)} = 0.037$ mm % Sand = 75.4%
 $D_{(15)} = 0.056$ mm % Silt & Clay = 20.1%
 $D_{(30)} = 0.129$ mm Liquid Limit = n/a
 $D_{(50)} = 0.237$ mm Plasticity Index = n/a
 $D_{(60)} = 0.292$ mm Sand Equivalent = n/a
 $D_{(90)} = 1.469$ mm Fracture %, 1 Face = n/a
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																																																																																																					
2	11	10.4%	0.0362 mm																																																																																																					
5	9	8.5%	0.0231 mm																																																																																																					
15	8	7.5%	0.0134 mm																																																																																																					
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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

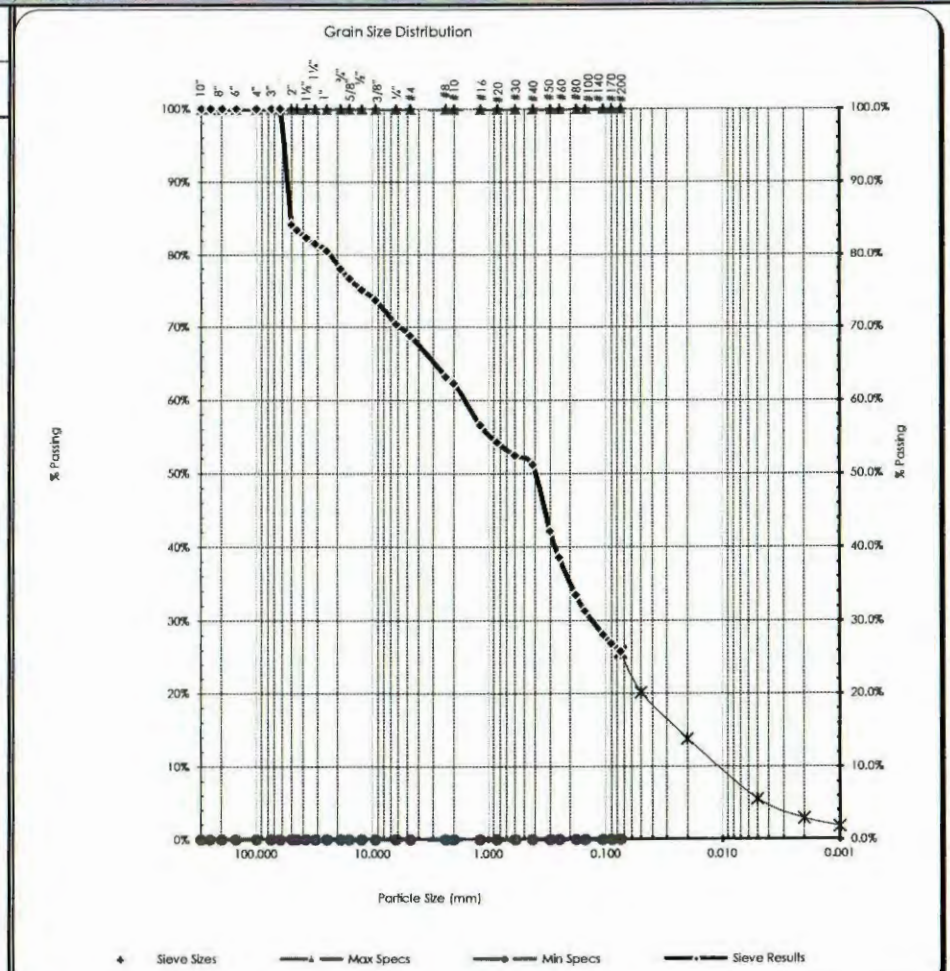
Specifications
 No Specs

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%

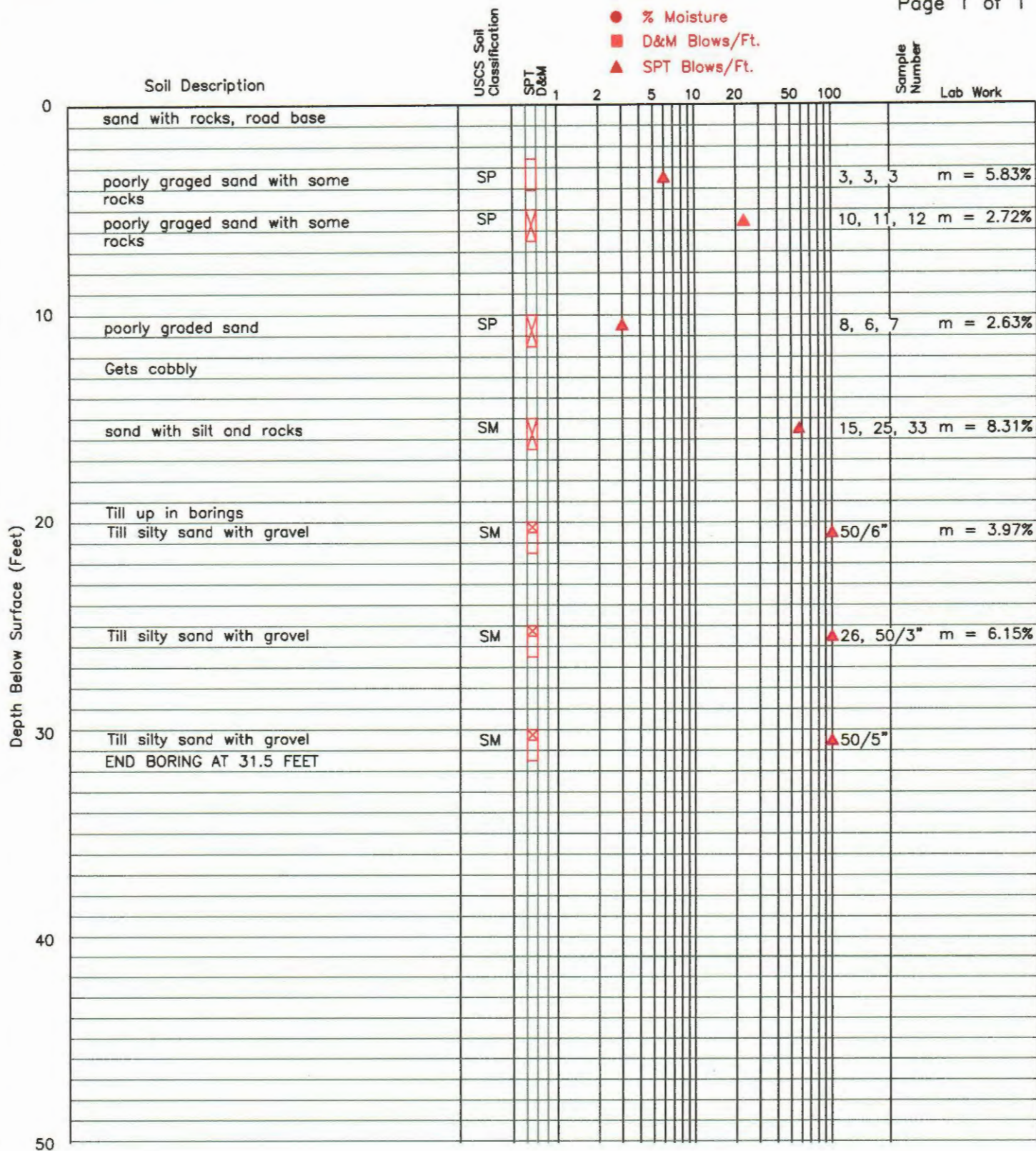


TP-10/48'

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																																																																																																												
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All results apply only to actual locations and materials tested. As a mutual protection to clients, the public and ourselves, all reports are submitted as the confidential property of clients, and authorization for publication of statements, conclusions or extracts from or regarding our reports is reserved pending our written approval.



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

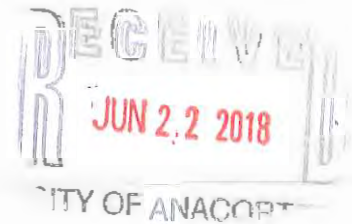
DATE: 10/9/18

SCALE:

H: N/A

V: N/A

EDISON ENGINEERING
14952 Washington St.
Anacortes WA 98221



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.

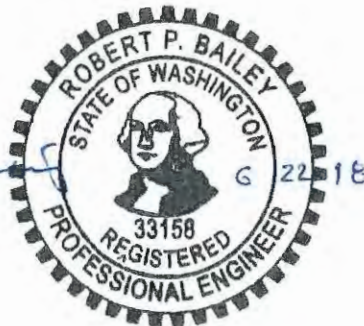
We appreciate the opportunity to provide our geotechnical services. Should you have any questions or require further information, please contact Bob Bailey in our office at (360) 766-4414.

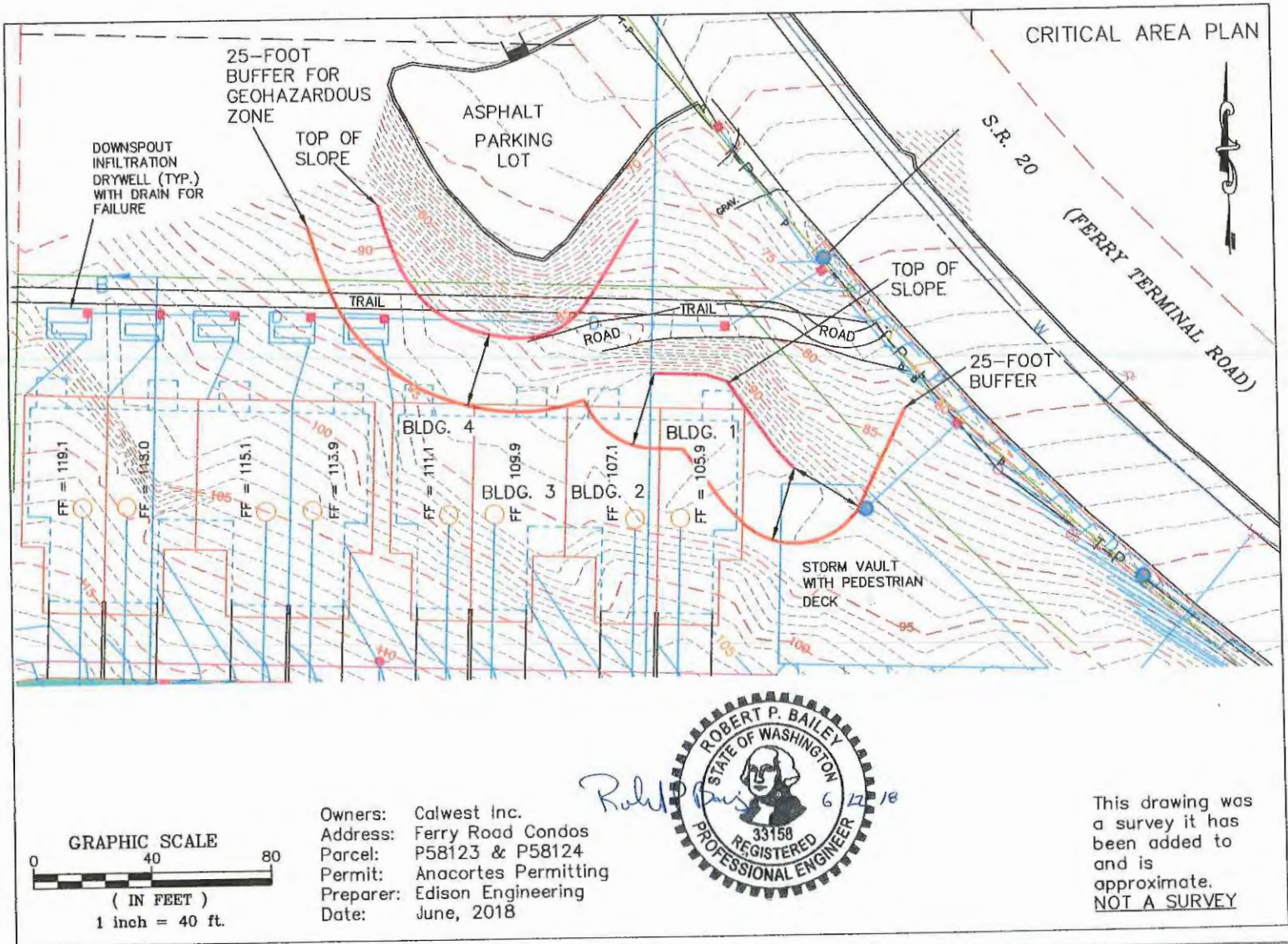
Sincerely

EDISON ENGINEERING

Robert P. Bailey

Robert P. Bailey, M.S.C.E., P.E.
Geotechnical Engineer





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

TABLE OF CONTENTS

INTRODUCTION.....	1
PURPOSE AND SCOPE OF SERVICES	1
Literature Review	2
Seismic Zone.....	3
SITE CONDITIONS	3
Surface Conditions.....	3
Subsurface Conditions	3
Ground Water Conditions.....	4
CONCLUSIONS AND RECOMMENDATIONS	4
General.....	4
Liquefaction Potential.....	4
Site Preparation.....	4
Fill and Compaction.....	5
Foundation Support	6
Settlement Potential	6
Floor Slab Support.....	6
Lateral Earth Pressures	6
Rockery Walls.....	7
Drainage Considerations.....	8
Pavement Sections	8
CLOSURE.....	9

APPENDICES

Topographic / Vicinity Map
Site Plan
Test Pit Logs (5)
Unified Soils Classification System Key
Compaction Equipment and Methods (2)
Sieve Analysis (16)
Hygrometer Report (2)

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

August 15, 2017

Report: Geotech Engineering (Norman & Woods Short Plat for Calwest, Inc.)

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 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 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

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

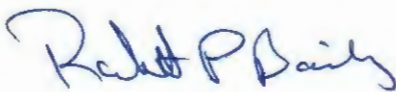
This report is intended for Allan Schroeder (Calwest Inc.) or his representatives for the project described in this report. It is not to be used by other parties at or away from the project site without the specific consent of Edison Engineering.

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.

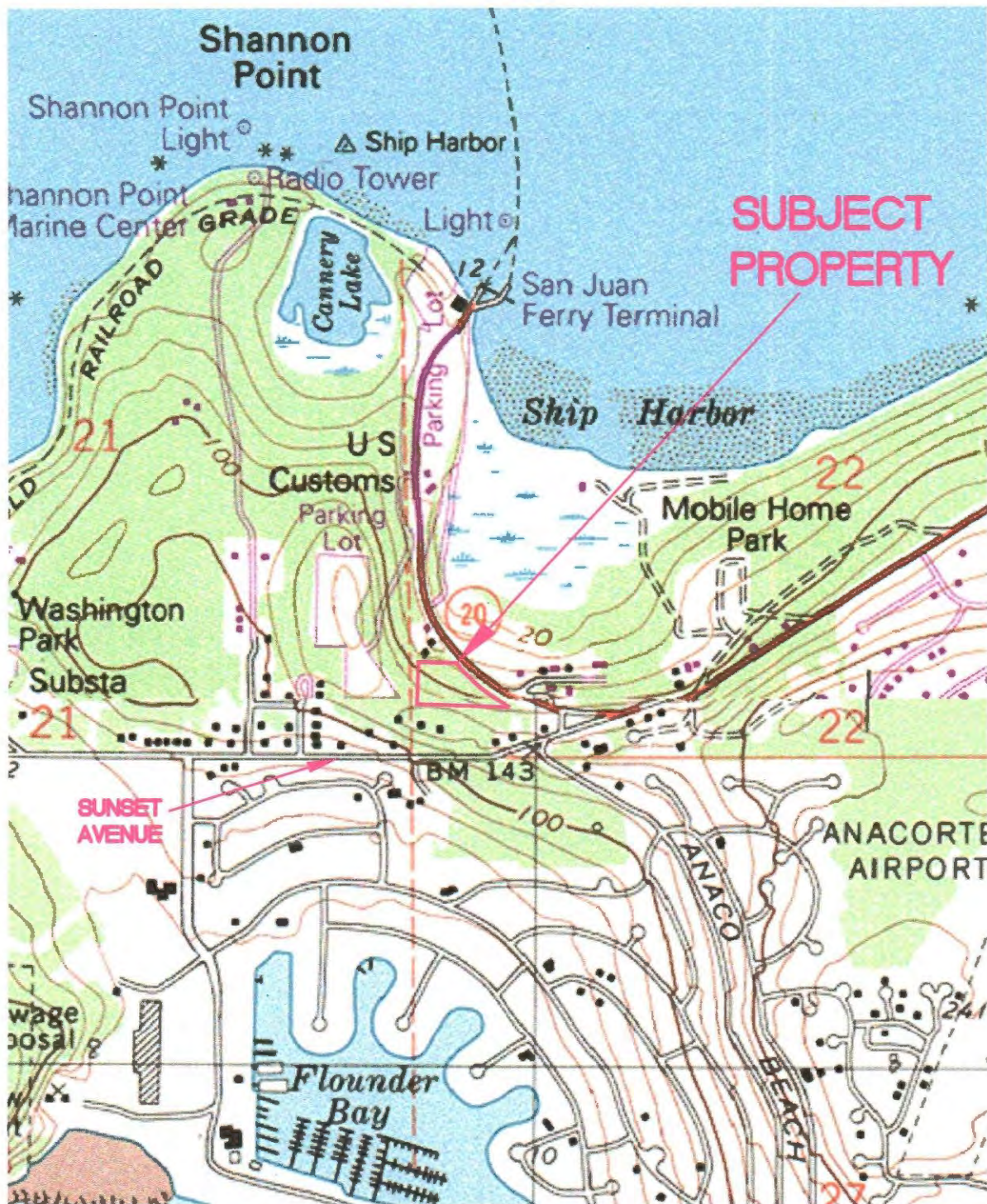
Sincerely,

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 Washington St.
 Anacortes WA 98221

(360) 202-4884
 Edisoneng@cs.com

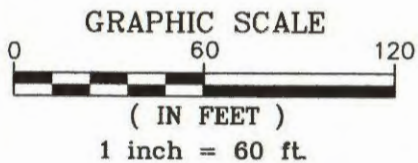
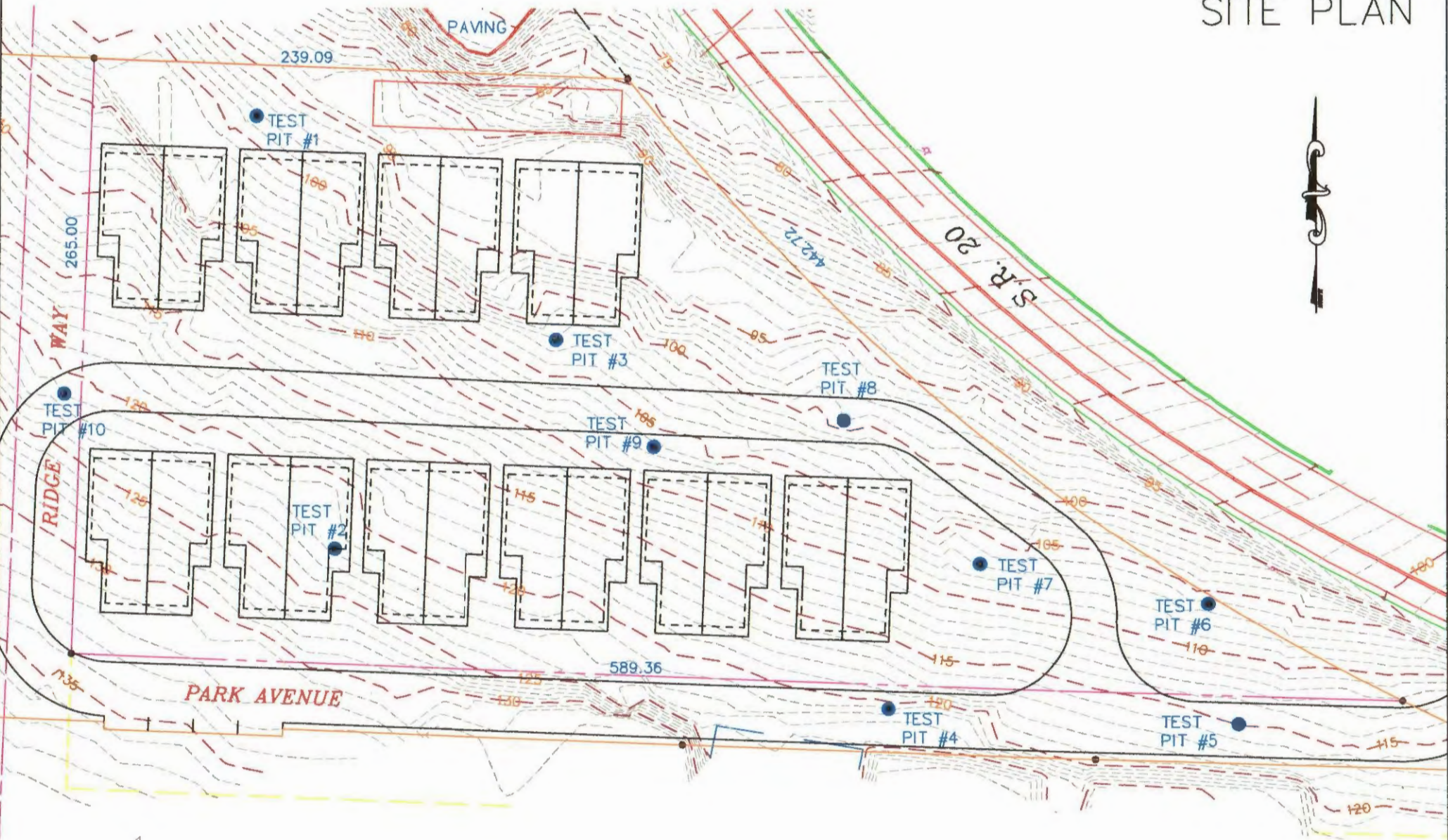
TOPOGRAPHIC / VICINITY MAP
 CALWEST, INC.: WEST OF SPUR 20
 ANACORTES, WASHINGTON

DATE: 8/12/17

SCALE: 1"=1000

N/A

SITE PLAN



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:	rpj
DRAWN BY:	rpj
CHECKED BY:	rpj

**EDISON
ENGINEERING**

P.O. Box 164
Bow, WA 98232

Phone / Fax
(360) 766-4144

KEY TO SOILS

UNITED SOIL CLASSIFICATION SYSTEM

DATE: n/a SCALE: H: n/a V: 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

Gary A. Norris, P.E., P.T.O.E.
DN Traffic Consultants, Inc.
PO Box 547
Preston, Washington 98050-0547

July 31, 2017

Client

Allen Schroeder
Portalis Homes
4819 Portalis Way
Anacortes, WA 98221

TABLE OF CONTENTS

INTRODUCTION	1
PROJECT DESCRIPTION	1
EXISTING CONDITIONS.....	3
ROADWAYS.....	3
<i>Ferry Terminal Road (SR 20).....</i>	<i>3</i>
<i>Oakes Avenue (SR 20)/Sunset Avenue</i>	<i>3</i>
<i>Sunset Avenue.....</i>	<i>5</i>
TRANSIT/NON-MOTORIZED FACILITIES	5
TRANSIT.....	5
PARK AND RIDE LOTS.....	5
NON-MOTORIZED FACILITIES.....	5
TRAFFIC VOLUMES	5
LEVEL OF SERVICE	6
CRASH HISTORY	6
PLANNED AND PROGRAMMED IMPROVEMENTS	8
FUTURE CONDITIONS WITHOUT PROJECT	8
BACKGROUND TRAFFIC VOLUMES.....	8
<i>Pipeline Projects</i>	<i>9</i>
<i>Historical Growth Rate</i>	<i>9</i>
LEVEL OF SERVICE	9
FUTURE CONDITIONS WITH PROJECT	9
TRAFFIC VOLUMES	9
<i>Project Trip Generation</i>	<i>11</i>
TRIP DISTRIBUTION/TRAFFIC ASSIGNMENT	11
LEVEL OF SERVICE	11
OTHER ISSUES.....	14
<i>Sight Distance.....</i>	<i>14</i>
<i>Impact of Ferry Traffic.....</i>	<i>14</i>
<i>Proposed Roundabout</i>	<i>14</i>
<i>Traffic Impact Fees.....</i>	<i>14</i>
CONCLUSIONS.....	14
TECHNICAL APPENDIX	16

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.

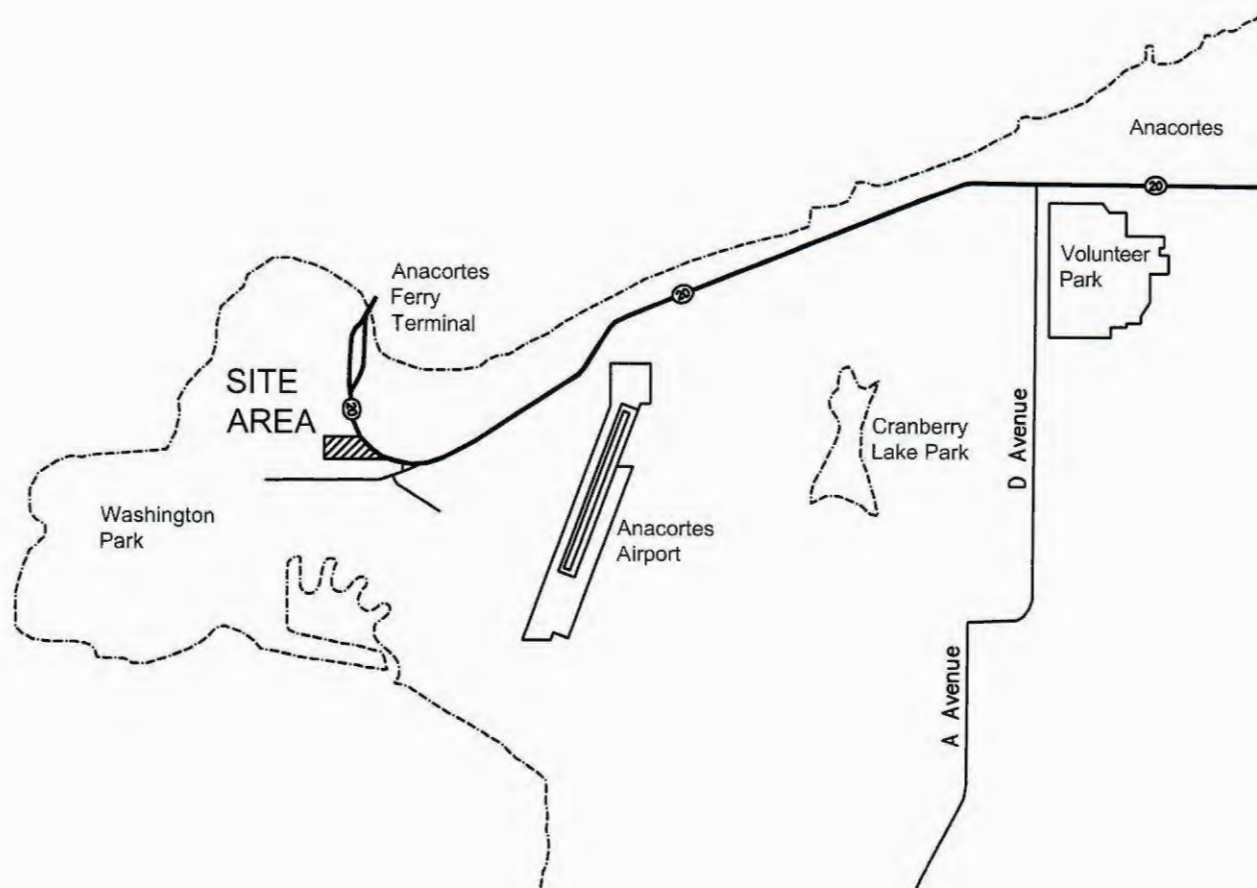
The proposed development includes ten (10) individual structures with two (2) townhouse units per structure. Overall, the site includes 2.25 acres and is bounded by a 30-foot unimproved right of way on the south (Park Avenue) which widens to 60 feet on the west end and 60 feet on the east end where the 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

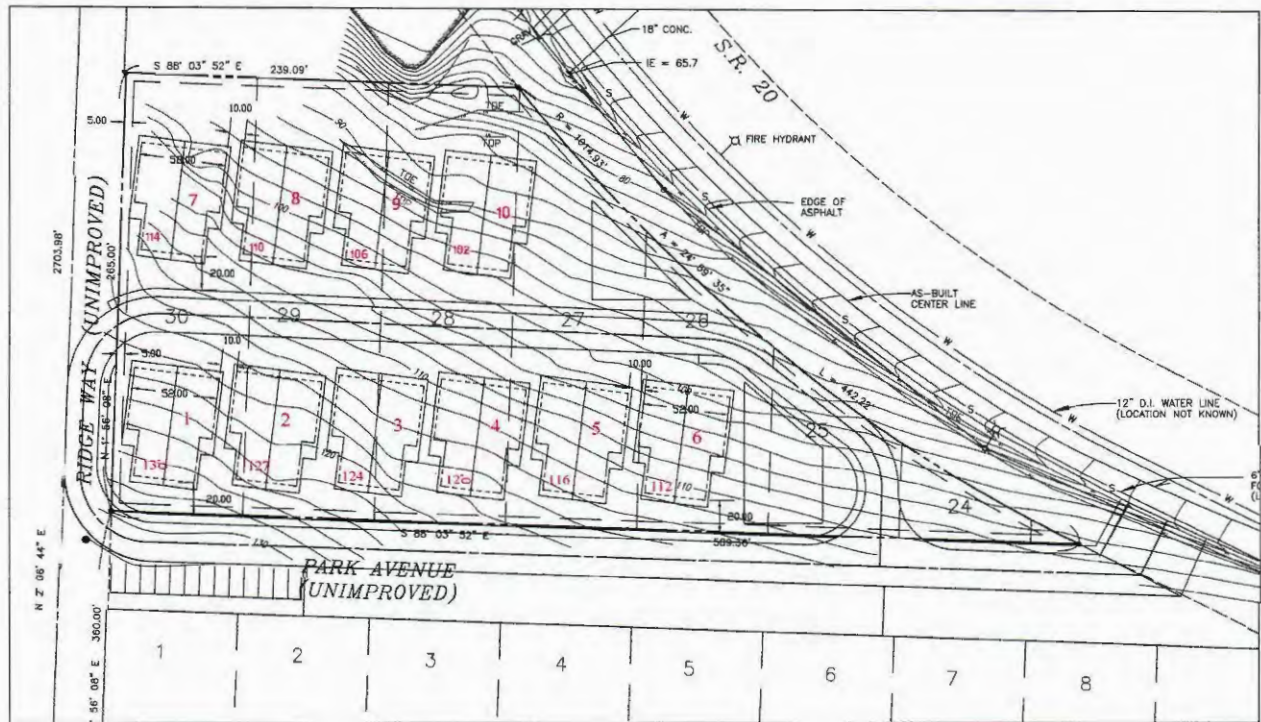
In the vicinity of the site, Ferry Terminal Road (SR 20) is approximately 33 feet wide and is channelized for three lanes with one 11-foot lane south bound and two 11-foot lanes north bound and two (2) to four (4) foot shoulders on each side. As Ferry Terminal Road (SR 20) approaches the Oakes Avenue/Sunset 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

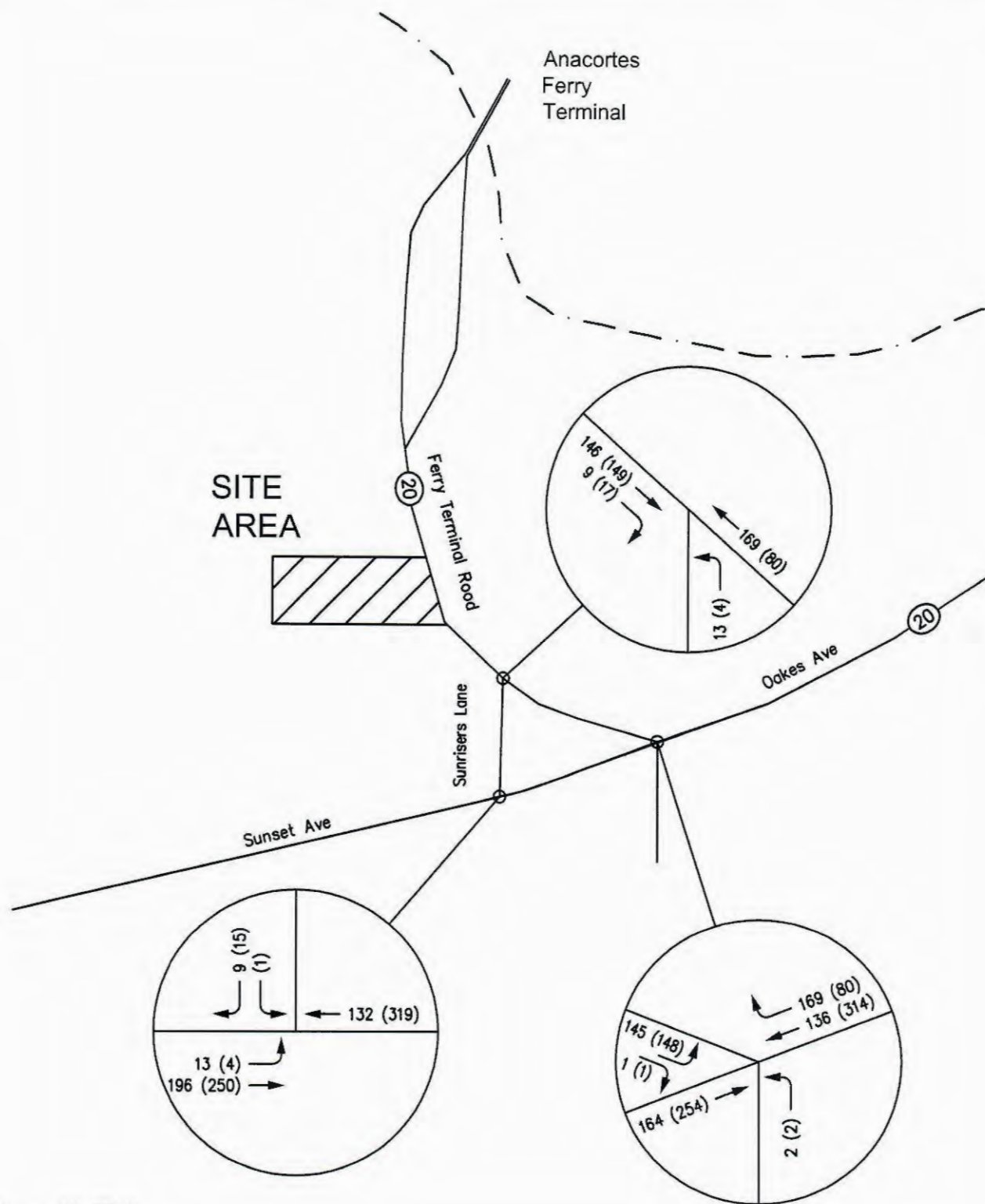
(xx) - Seconds of delay per vehicle

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



XX - AM PEAK
 (XX) - PM PEAK

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EXISTING PEAK HOUR VOLUMES

FIGURE 3

CHARLES
 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

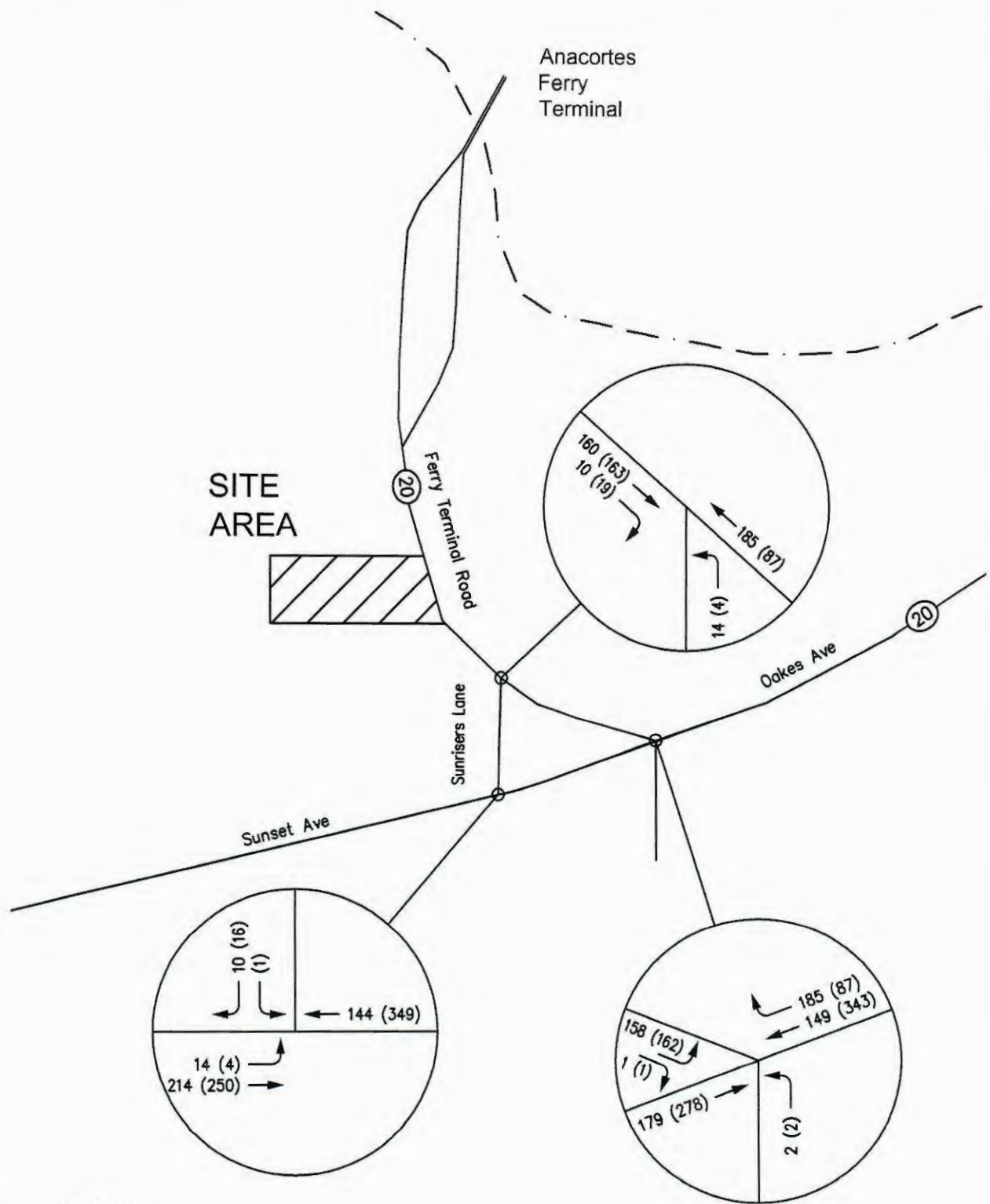
The Future Conditions with Project analysis provides a statement of what traffic related conditions will be like in the horizon year with the project. The analysis simply adds anticipated project impacts to the horizon year background traffic conditions. The analysis defines anticipated project trip 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

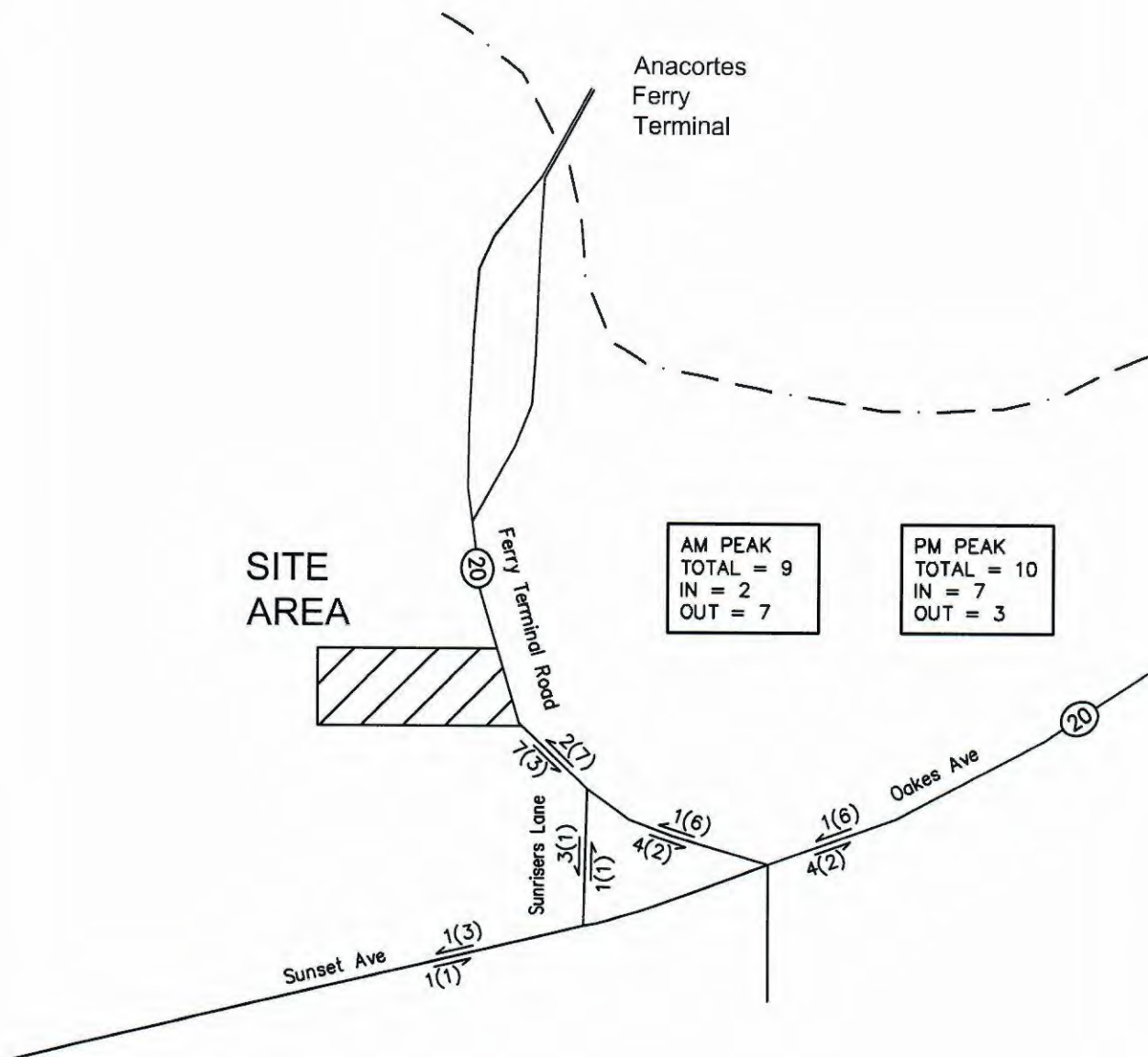
The 2020 with project PM peak hour level of service at the analysis intersections is provided in Table 5. The existing and 2015 without project levels of service are shown for comparison purposes.

Table 5. 2020 With Project PM Peak Hour Level of Service

	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.

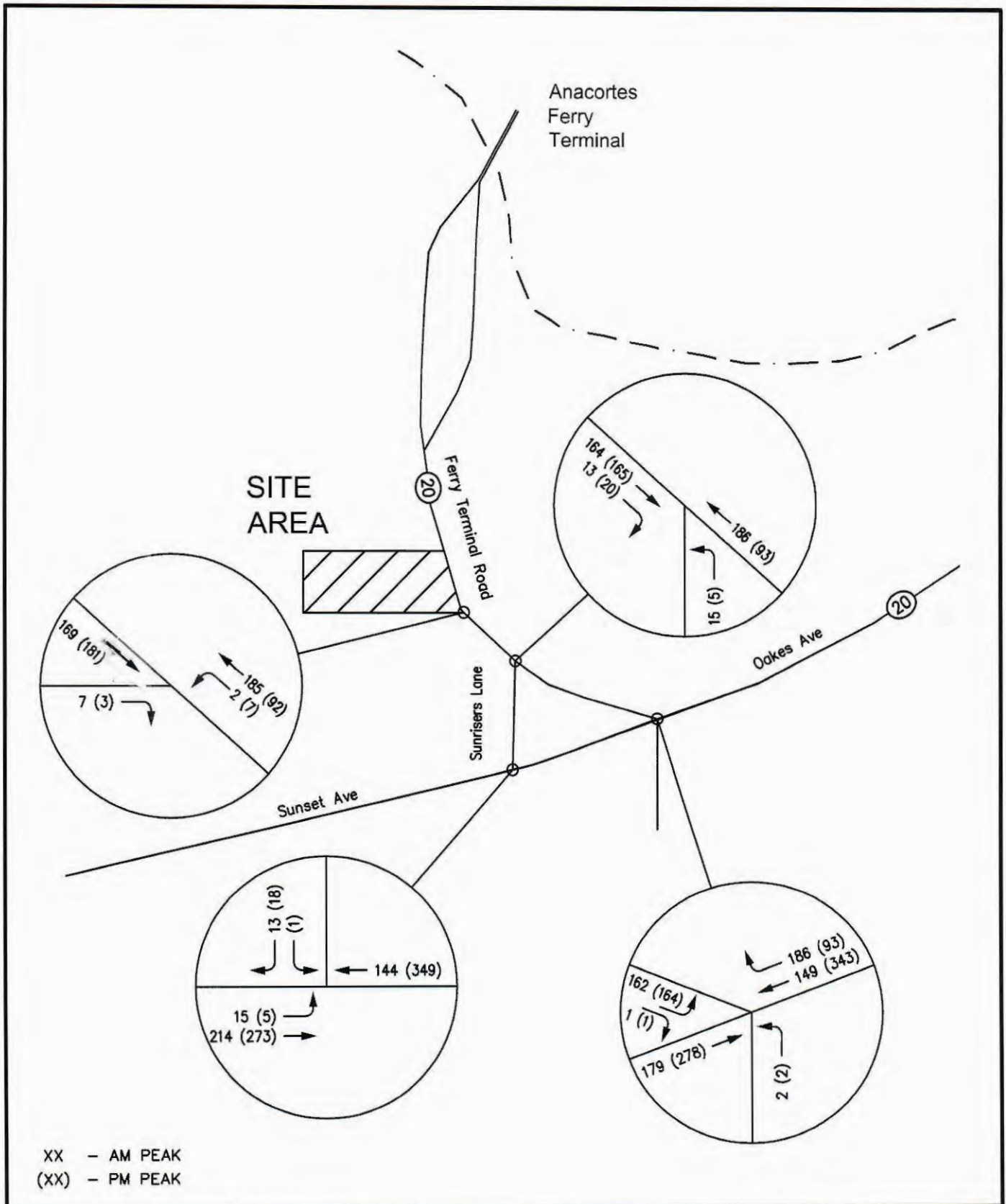


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PROJECT PEAK HOUR VOLUMES

FIGURE 5

CHARLIES
VILLAS



DN TRAFFIC CONSULTANTS	2020 W/ PROJECT PEAK HOUR VOLUMES FIGURE 6	CHARLIES VILLAS
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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.

Table of Contents

Management Summary	I
Table of Contents	II
Introduction	1
Project Area Location	1
Project Description	1
Summary of Environmental Setting	1
Current Conditions	1
Geomorphic Setting	2
Archaeological Setting	2
Ethnographic Context	3
Historic Land Use	4
Records Search	5
Previously Recorded Archaeological Sites	5
Previous Cultural Resource Investigations	6
Investigation	7
Expectations	7
Methods	7
Results	7
Conclusion and Recommendations	8
References	8
Appendix A: Project Maps	10
Appendix B: Test Pit Tables	13

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.

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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

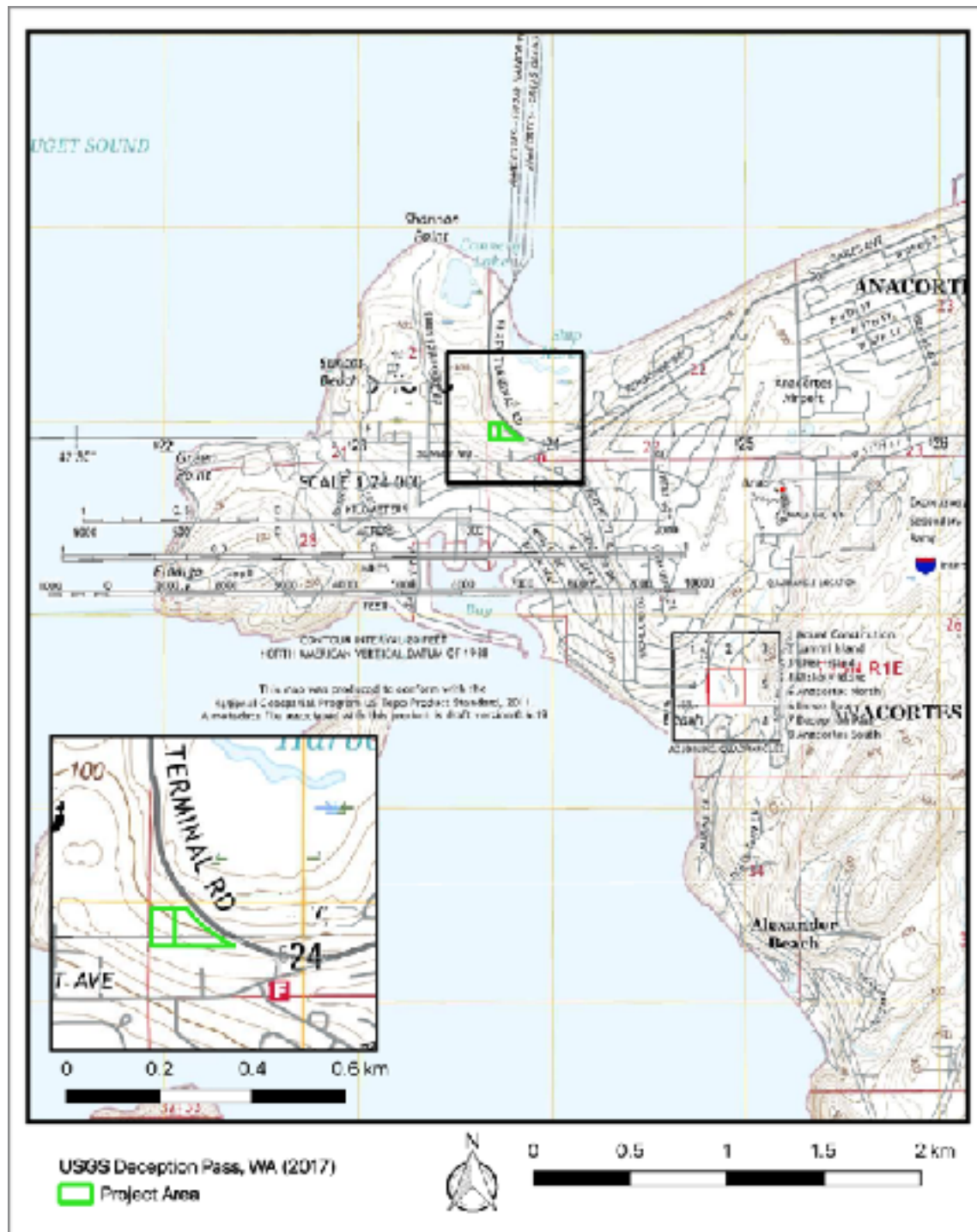


Figure 1. Project Area stretches across portions of USGS 1:24000 Decption Pass, WA (2017) and Cypress Island, WA (2017) Topographic Maps.



Figure 2. Orthophotographic map of project area (imagery NAIP 2017)

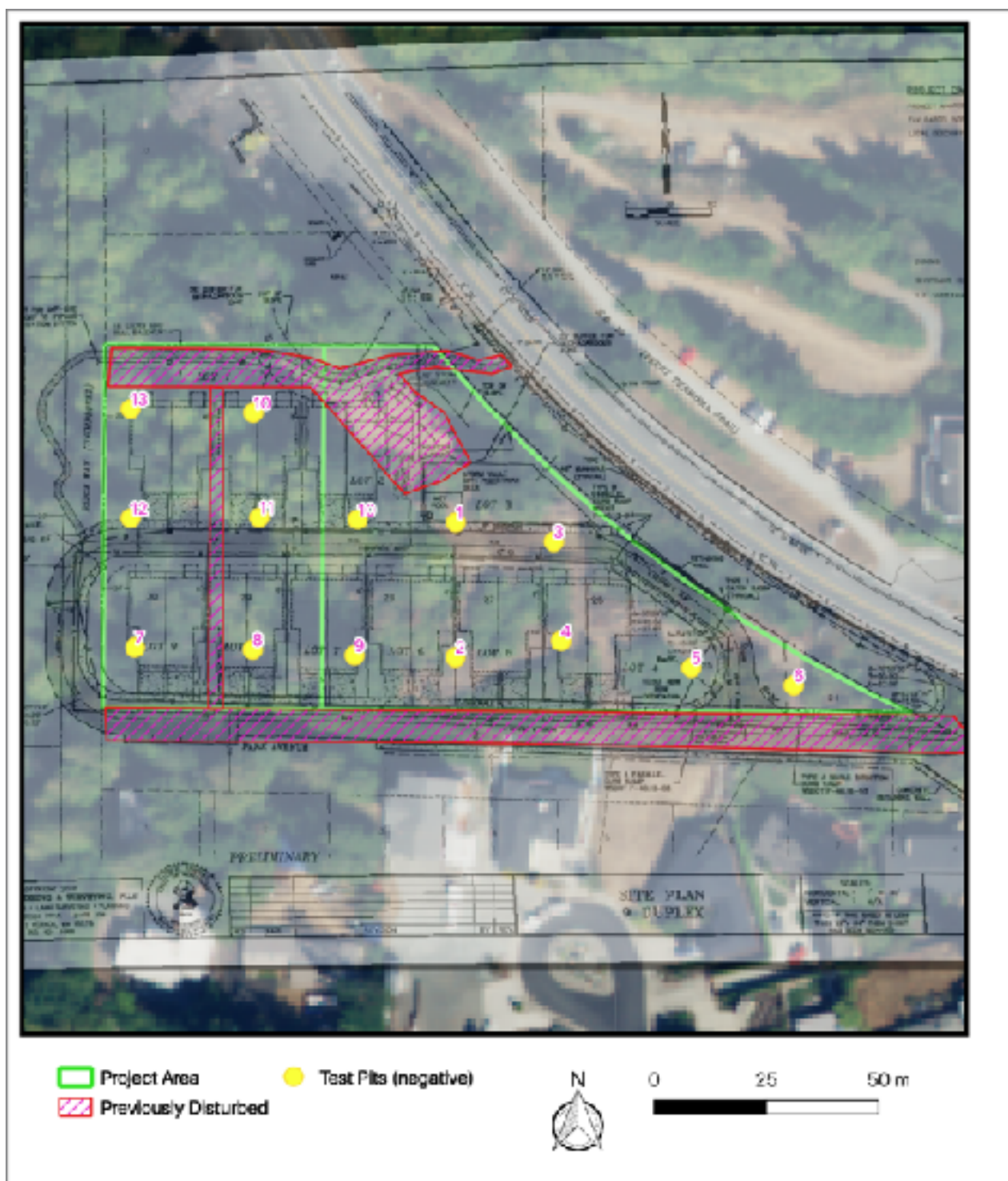


Figure 3. Map showing test pits and previously disturbed areas over a georeferenced project map.

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.

15119 McLean Road
Mount Vernon, WA 98273

Office: 360.428.5810
Fax: 360.428.1822
Cell: 360.770.9921

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.

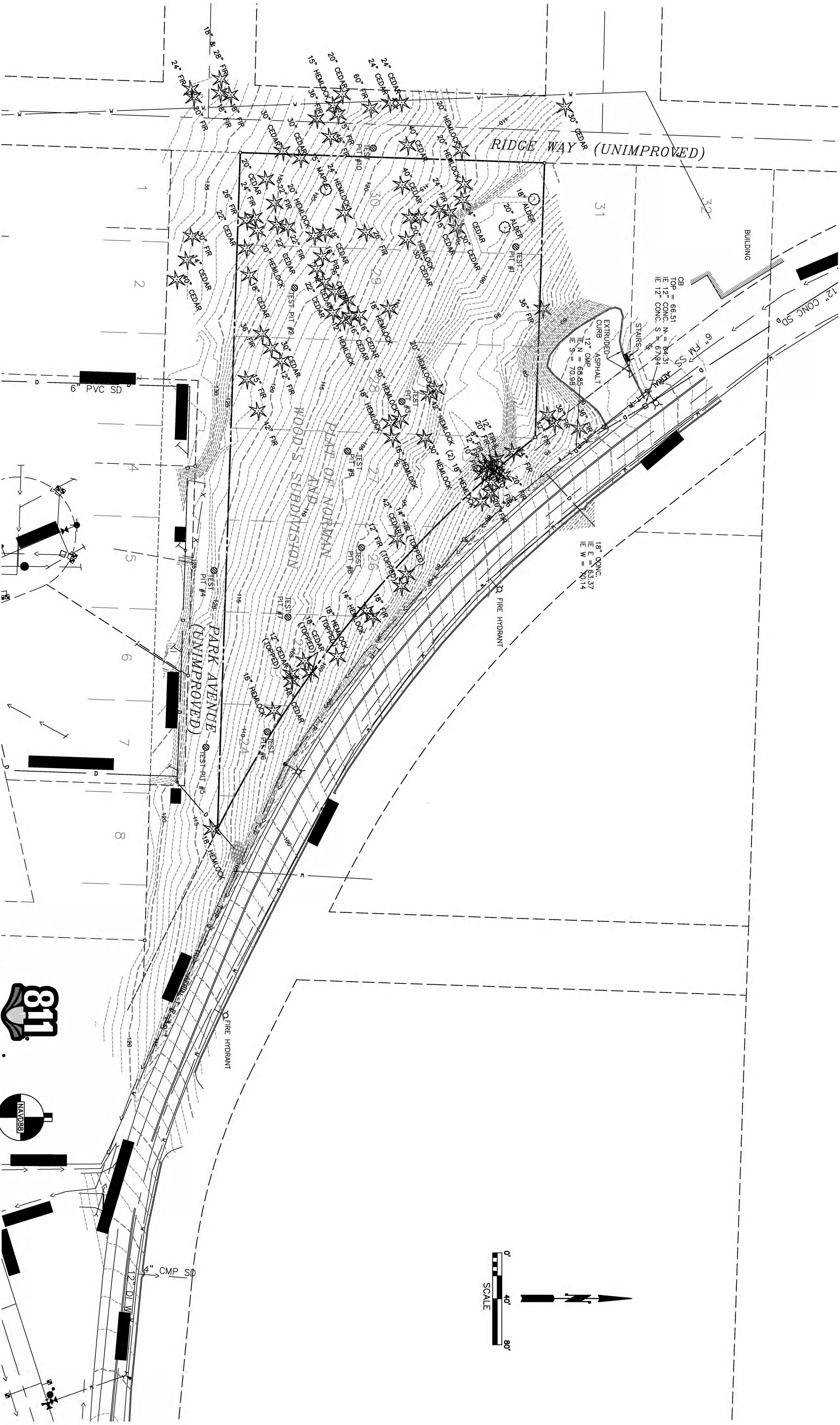
Let us know if you have any questions regarding this Level 1, Limited Visual Tree Assessment.

Literature Cited

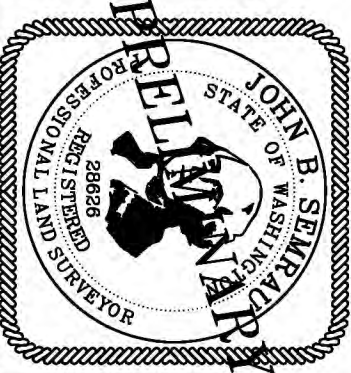
ISA Tree Risk Assessment Manual, Dunster, L., Smiley, T., Matheny, N., and Lilly, S. 2013 International Society of Arboriculture.

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.



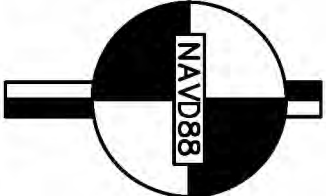
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SEARAU ENGINEERING & SURVEYING, PLLC
CIVIL ENGINEERING • LAND SURVEYING • PLANNING
2718 RIVERSIDE DRIVE - SUITE 208
MOUNT VERNON, WA 98273
360-424-9566



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: 5565TP.DWG
JOB NO.: 5565
SHEET: 2

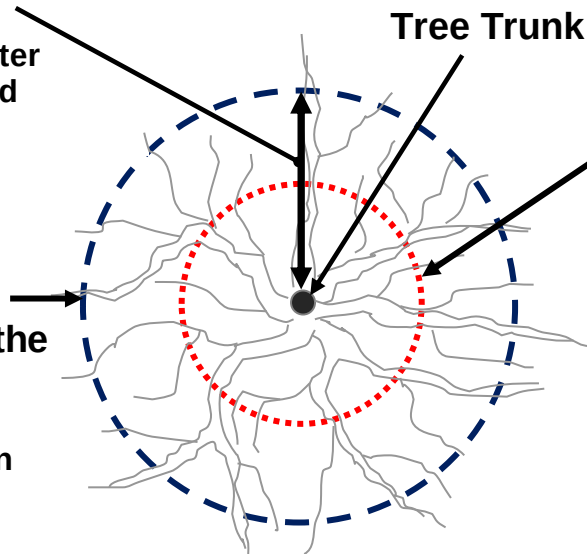
CRITICAL ROOT ZONE (CRZ) EXPLANATION

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.



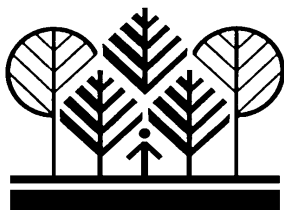
**Interior Critical Root
Zone (ICRZ)**
= the inner half of the
CRZ

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

15119 McLean Road
Mount Vernon, WA 98273

Office (360) 428-5810
Fax (360) 428-1822
Cell (360) 770-9921

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

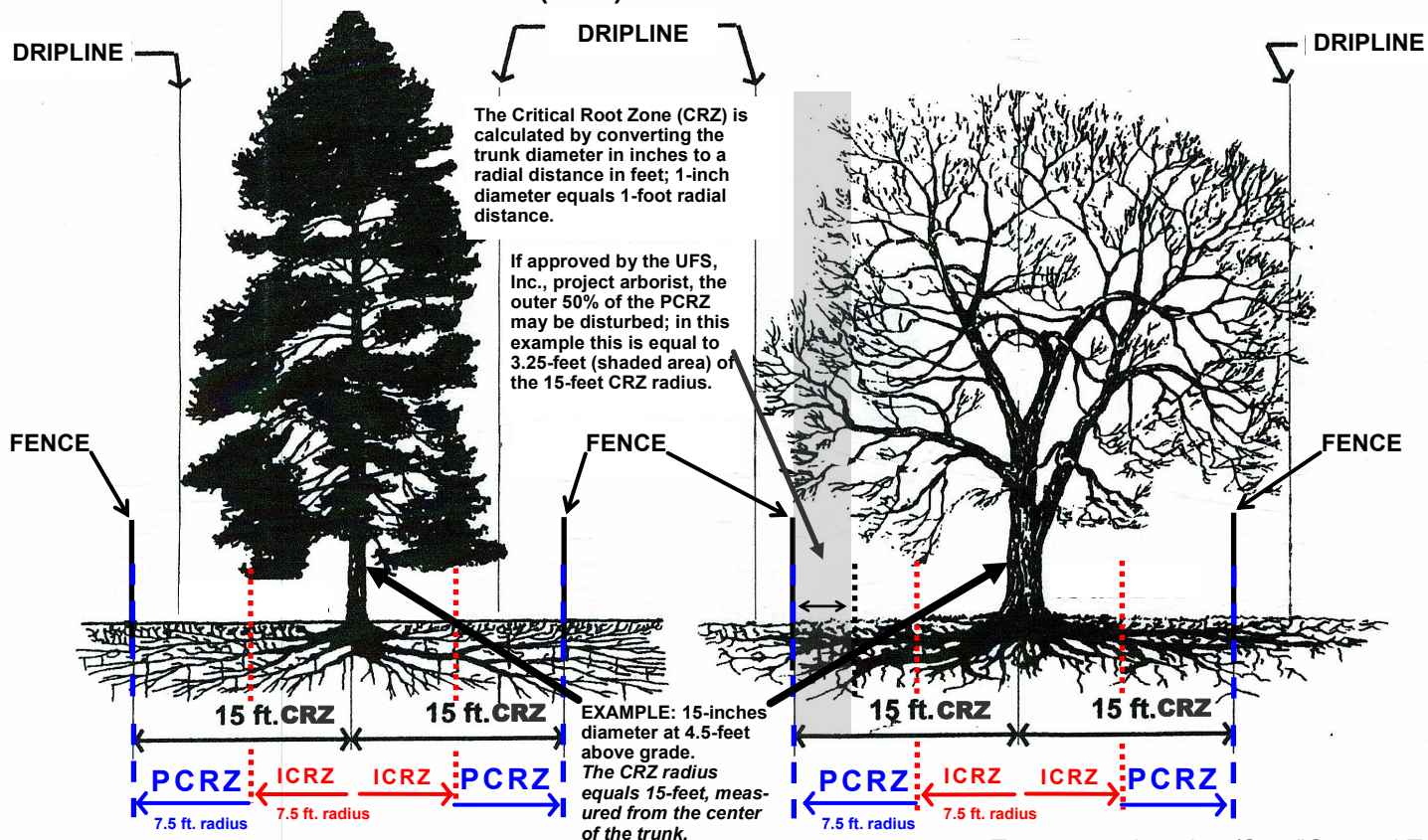
material which may be used. Grade cuts are usually more detrimental than grade filling within the CRZ and should be reviewed by the arborist well in advance of construction.

- 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.



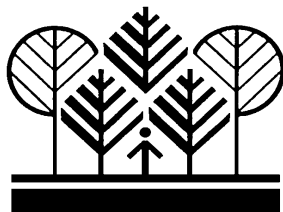
Tree protection sign (See “General Tree Protection Guidelines”, item no. 8).

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

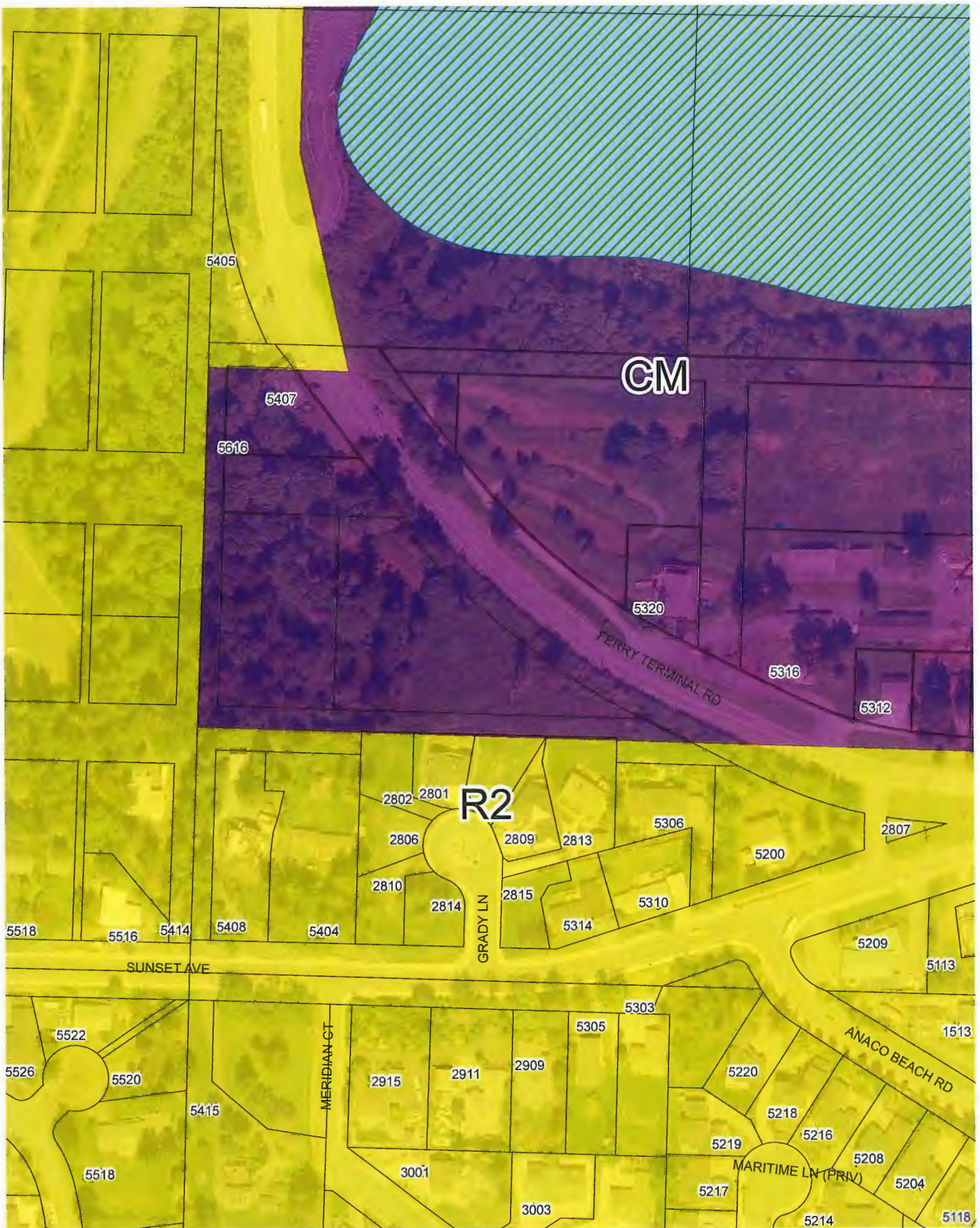
Any plans and/or illustrations in this Assessment are included only to help the Client visualize the issues in this Assessment and shall not be relied upon for any other purpose.

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
P58123XrefID
3808-000-028-0006Quarter 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
(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 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

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

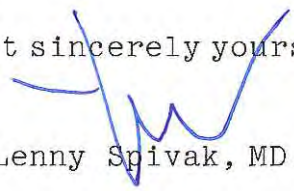
in Island County, immediately to the south of us. The Geotechnical Report is silent as to these two issues, yet "concludes" (with considerable reservation) that the local soil structure is not conducive to seismic liquefaction. I am not a geologist, but I would really be interested in at least seeing 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 creat 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

Page 1

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 reason's 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

Page 2

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 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 as 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

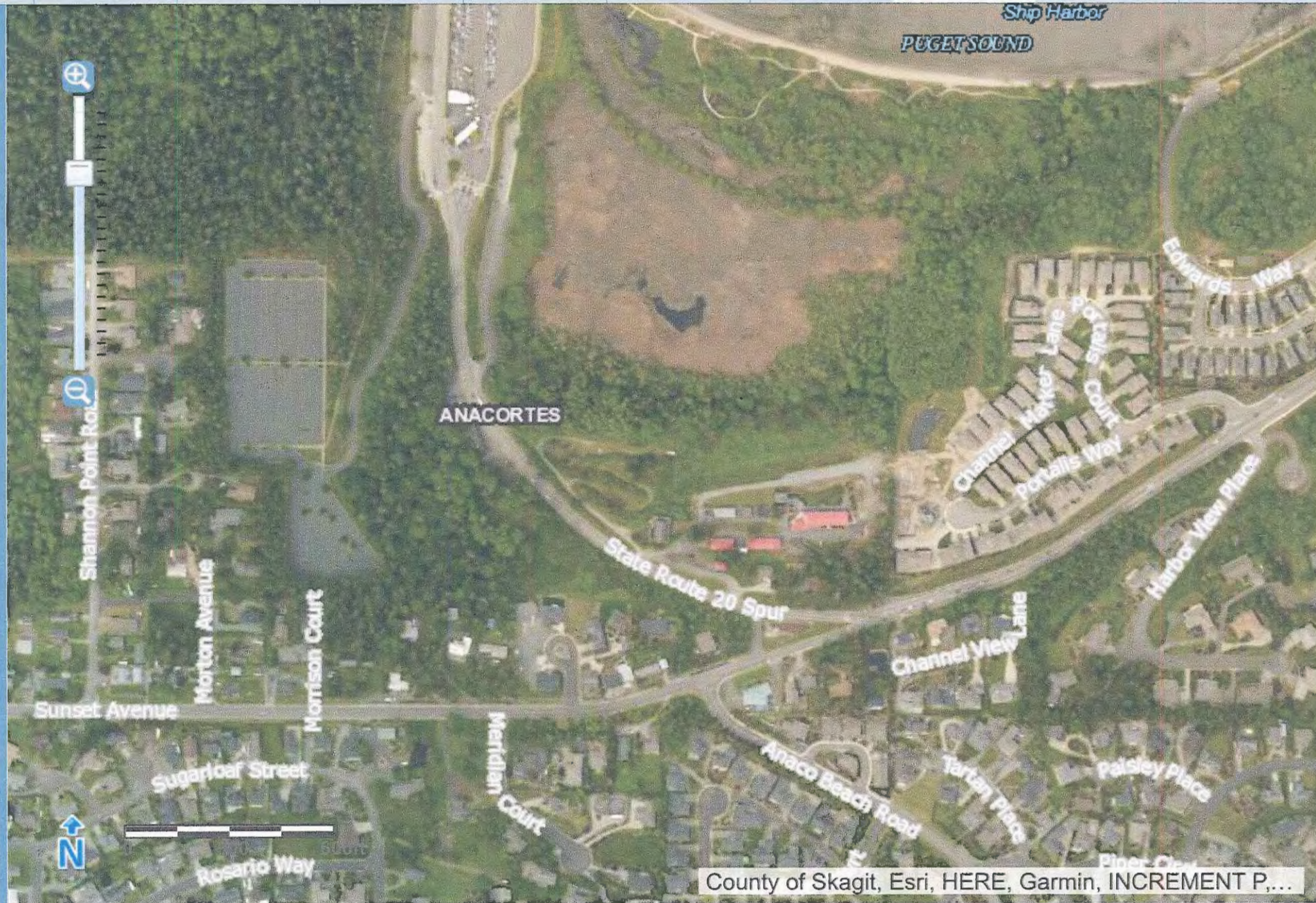
jagfly@gmail.com



skagitcounty.net



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Peter Downing
5404 Sunset Ave
Anacortes WA
98221

a/so
at

Box 159
Orcas WA 98280

360-298-1731
376-2835

jagfly@gmail.com

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 Resources 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 Schroders 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: [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.
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 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

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 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.

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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

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

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

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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.

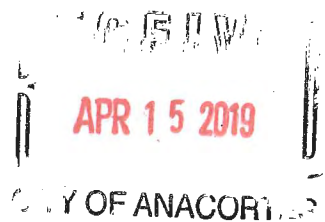
Please note that any response from you will be on file for viewing by the applicant, the public, Planning Commission, and City Council.

Let me know if you have any questions!

Kait Nelson
Associate Planner

EXHIBIT #06:

THIRD PARTY REVIEW –GEOTECHNICAL & STORMWATER



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

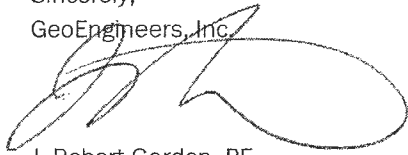
when the utility lines are in the buffer. In this case, it is our opinion that burying the stormwater pipe in the buffer is an acceptable and even a more preferable option. Using high density polyethylene pipe with fused joints may not be necessary, but would certainly add another level of protection 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,

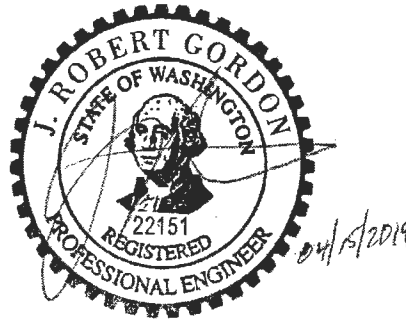
GeoEngineers, Inc.



J. Robert Gordon, PE
Principal

JRG:tlm

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September 10, 2018

City of Anacortes
P.O. Box 547
Anacortes, Washington 98221

Attention: Libby Graze

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.

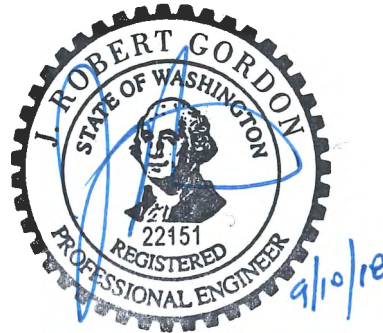


We appreciate the opportunity to provide these services. Please call if you have any questions regarding this peer review letter.

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.

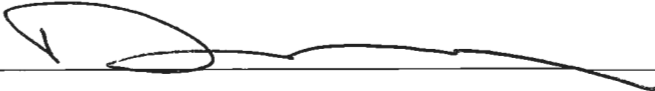
6. Prior to any construction activities (grading, cut, fill, etc.) taking place onsite, the applicant shall secure a Forest Practice Permit with the Washington State Department of Natural Resources. A copy of this approved permit shall be given to the City of Anacortes Planning Department for review 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





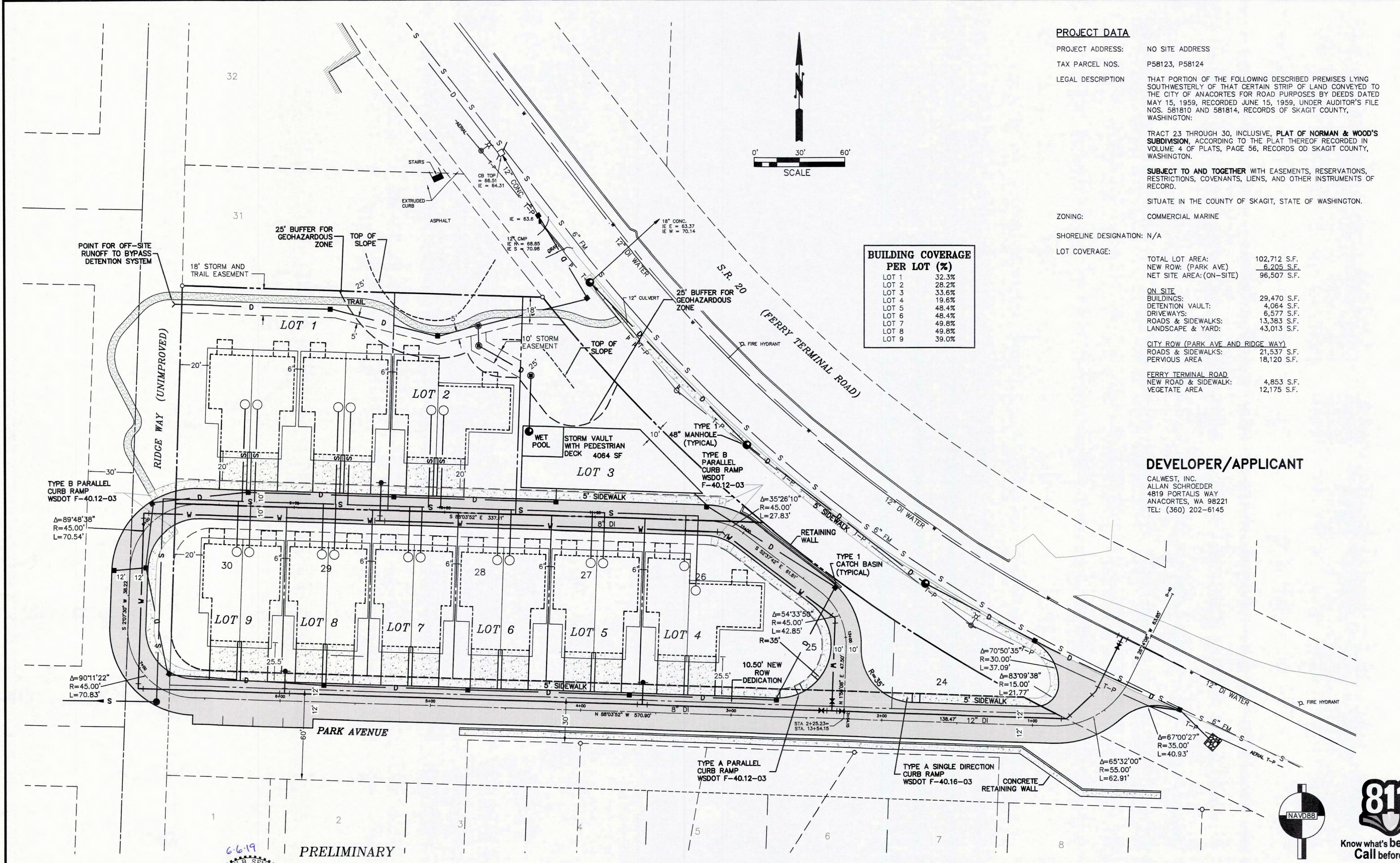
From subject
property up
above looking
down on
adjacent
parking lot that
sits next to
Charlies'
Restaurant





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:

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.

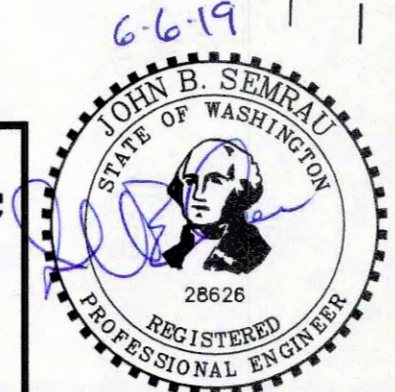
CITY ROW (PARK AVE AND RIDGE WAY)	
ROADS & SIDEWALKS:	21,537 S.F.
PERVIOUS AREA	18,120 S.F.

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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360-424-9566



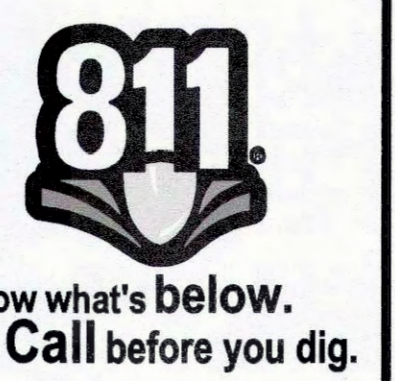
PRELIMINARY			
NO.	DATE	REVISION	BY REV.

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



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 55, 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:

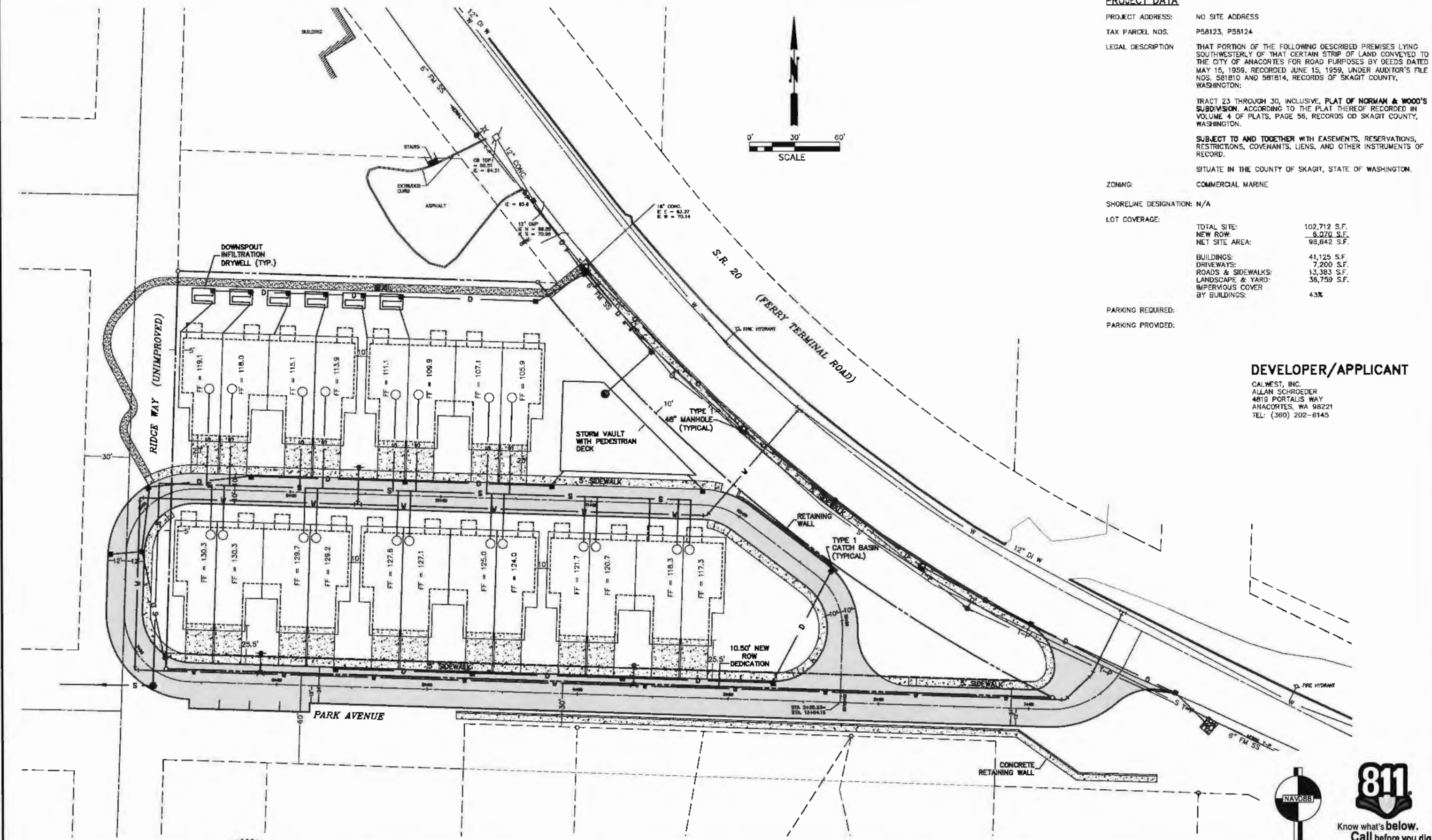
TOTAL SITE:	102,712 S.F.
NEW ROW:	8,070 S.F.
NET SITE AREA:	98,642 S.F.
BUILDINGS:	41,125 S.F.
DRIVEWAYS:	7,200 S.F.
ROADS & SIDEWALKS:	13,383 S.F.
LANDSCAPE & YARD:	36,759 S.F.
IMPERVIOUS COVER BY BUILDINGS:	43%

PARKING REQUIRED:

PARKING PROVIDED:

DEVELOPER/APPLICANT

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



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360-424-9368



NO.	DATE	REVISION	BY	REV.

SITE PLAN 5 FOUR-PLEX

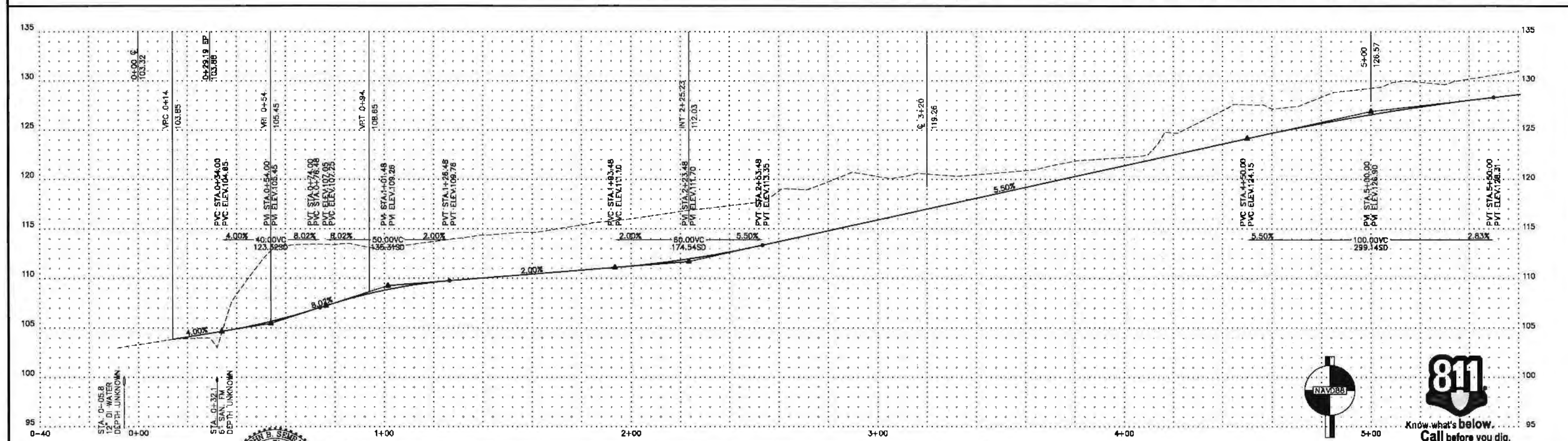
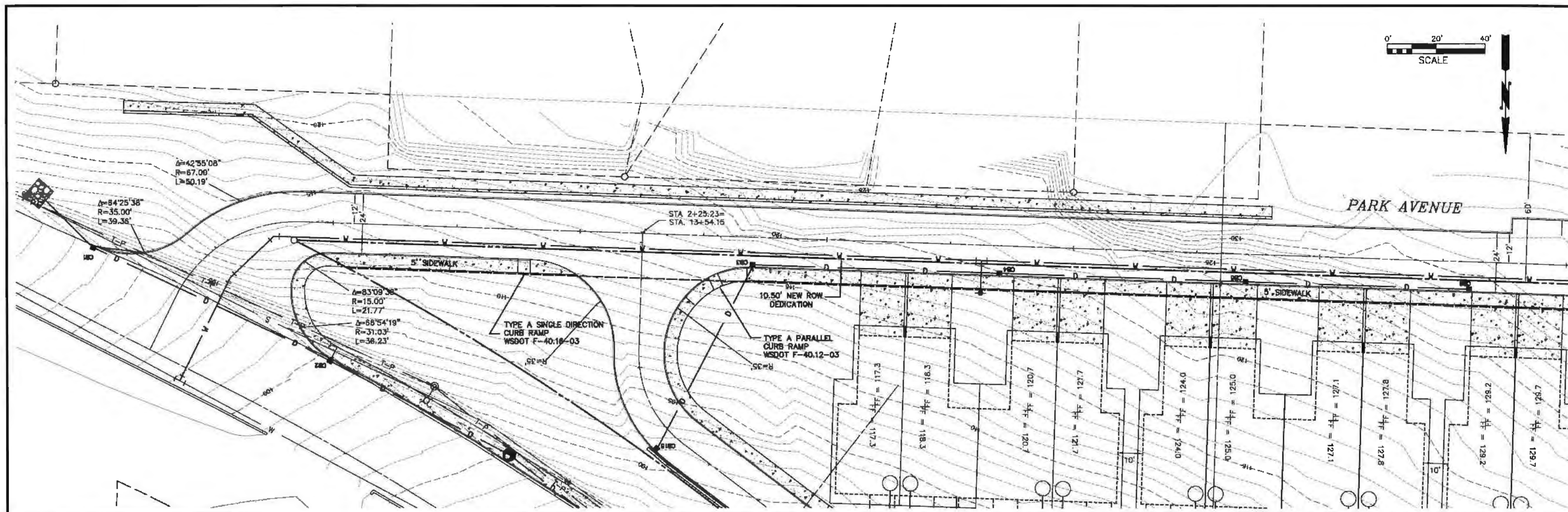
SCALES:
HORIZONTAL: 1" = 30'
VERTICAL: N/A
NOTE: IF THIS SHEET IS LESS THAN 22" x 34" THEN SHEET HAS BEEN REDUCED

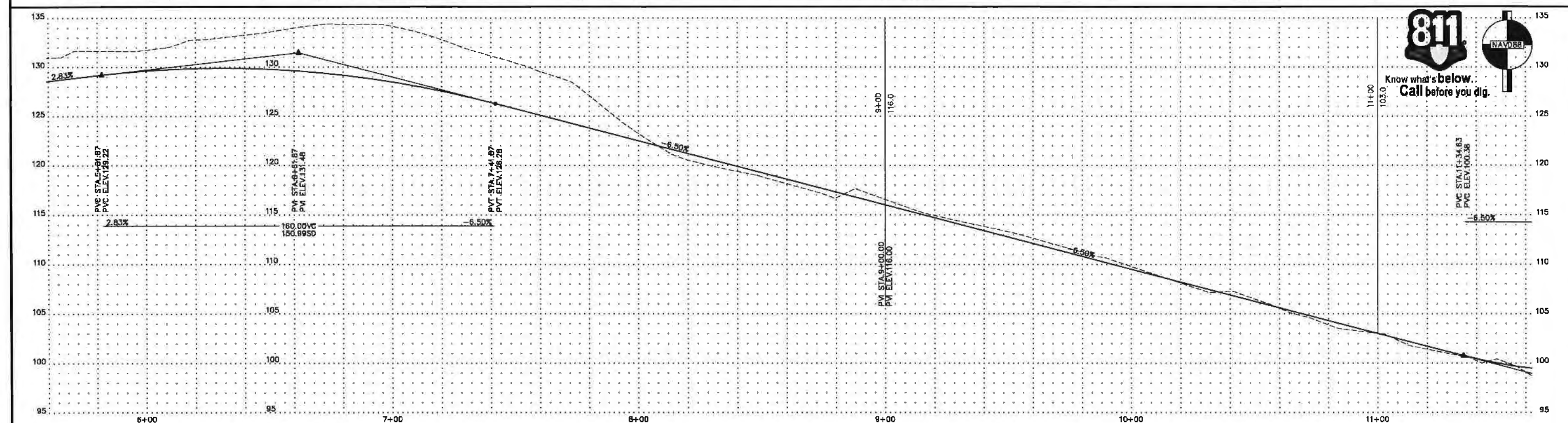
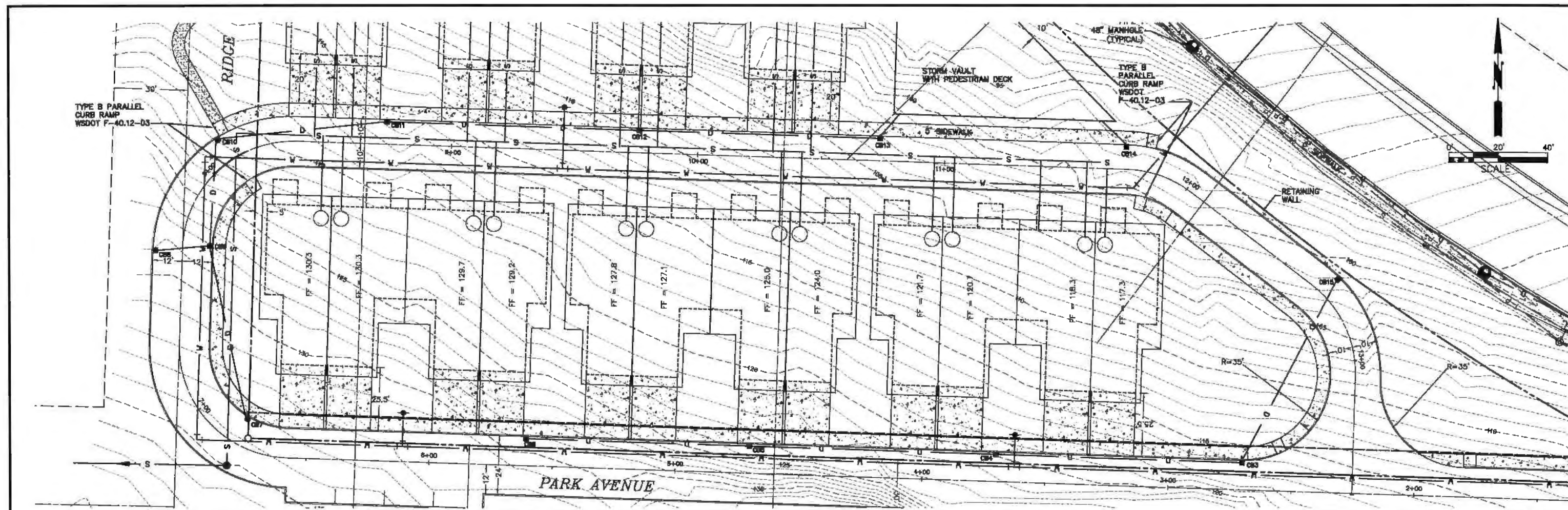
CALWEST, INC., 20 UNIT
CONDITIONAL USE PERMIT
SECTION 22, T. 35 N., R. 1 E., W.M.
ANACORTES, WASHINGTON

FIELD BK/Pg: 305/28-41
DATE: 11/15/17
DRAWING: 5585SHT3-D4.DWG
JOB NO.: 5585
SHEET: C3 OF



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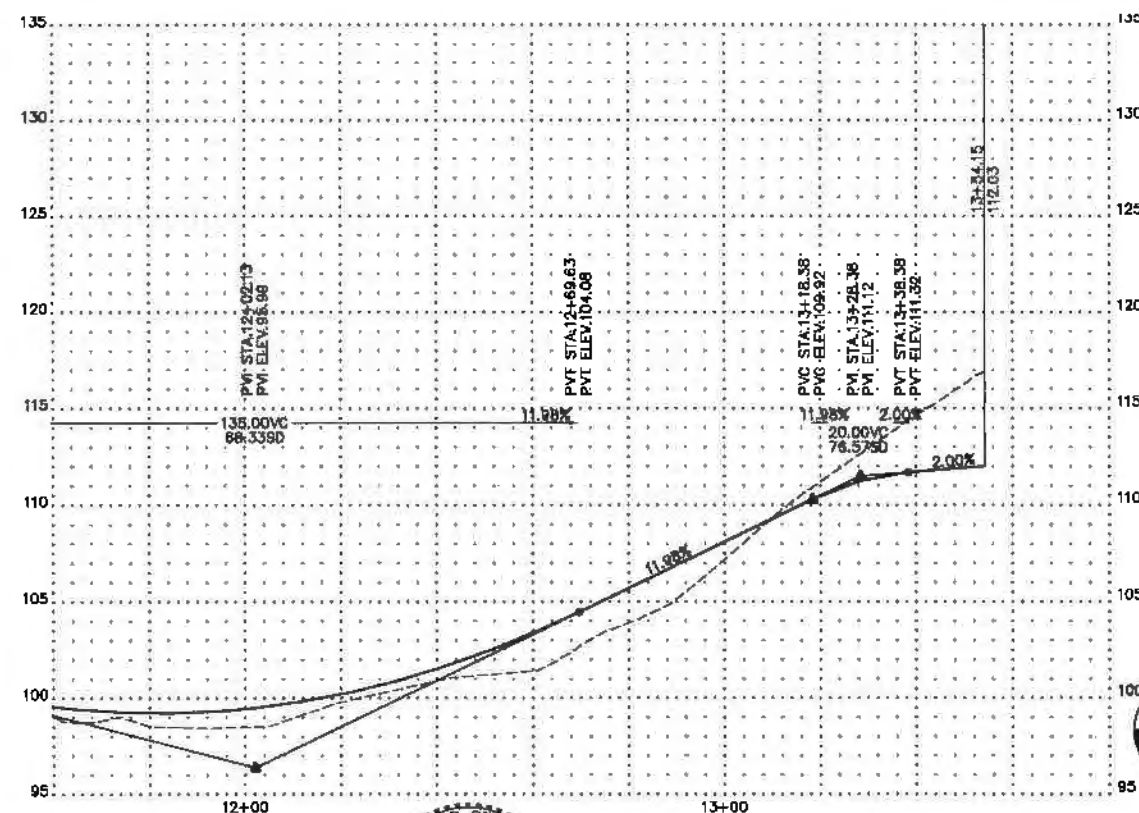
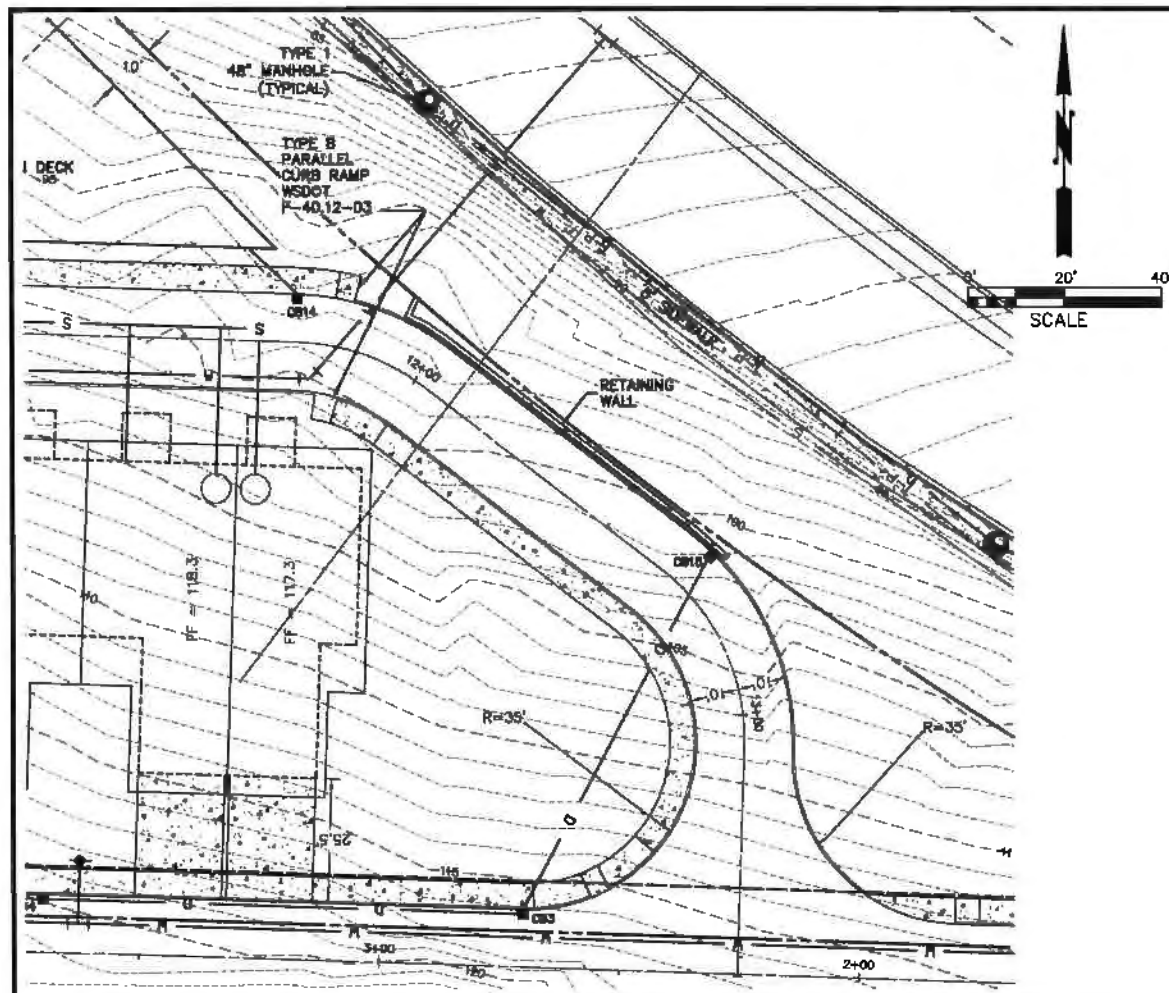
NO.	DATE	REVISION	BY	REV.

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: 305/28-41
 DATE: 11/16/17
 DRAWING: 5585PNP.DWG
 JOB NO.: 5585
 SHEET: C5 OF



811
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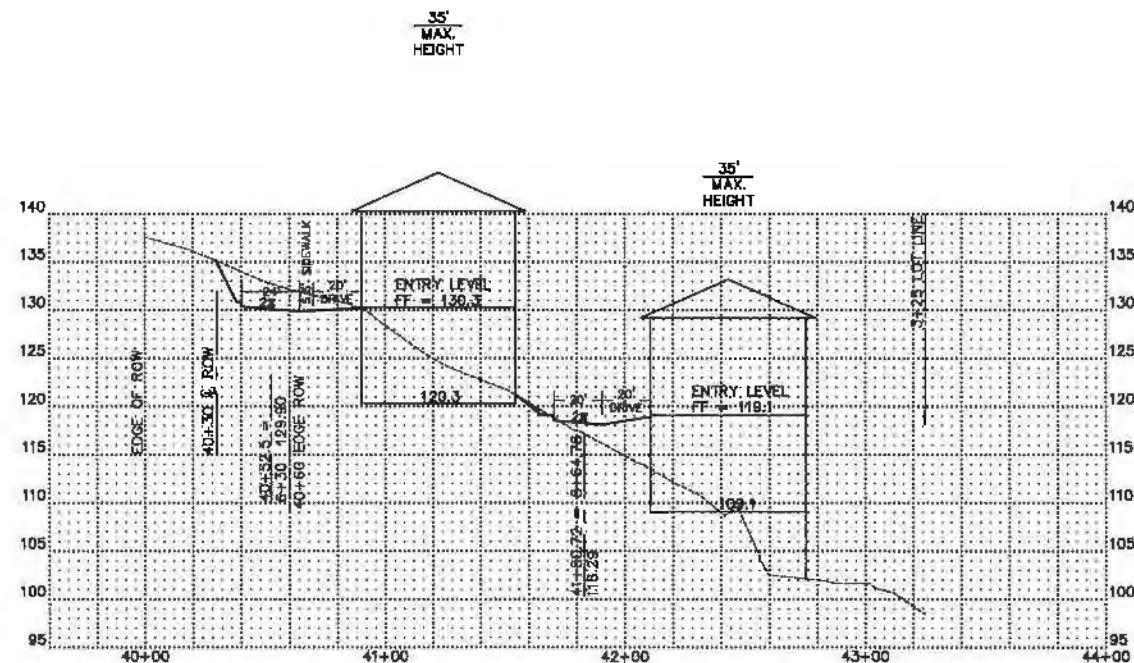
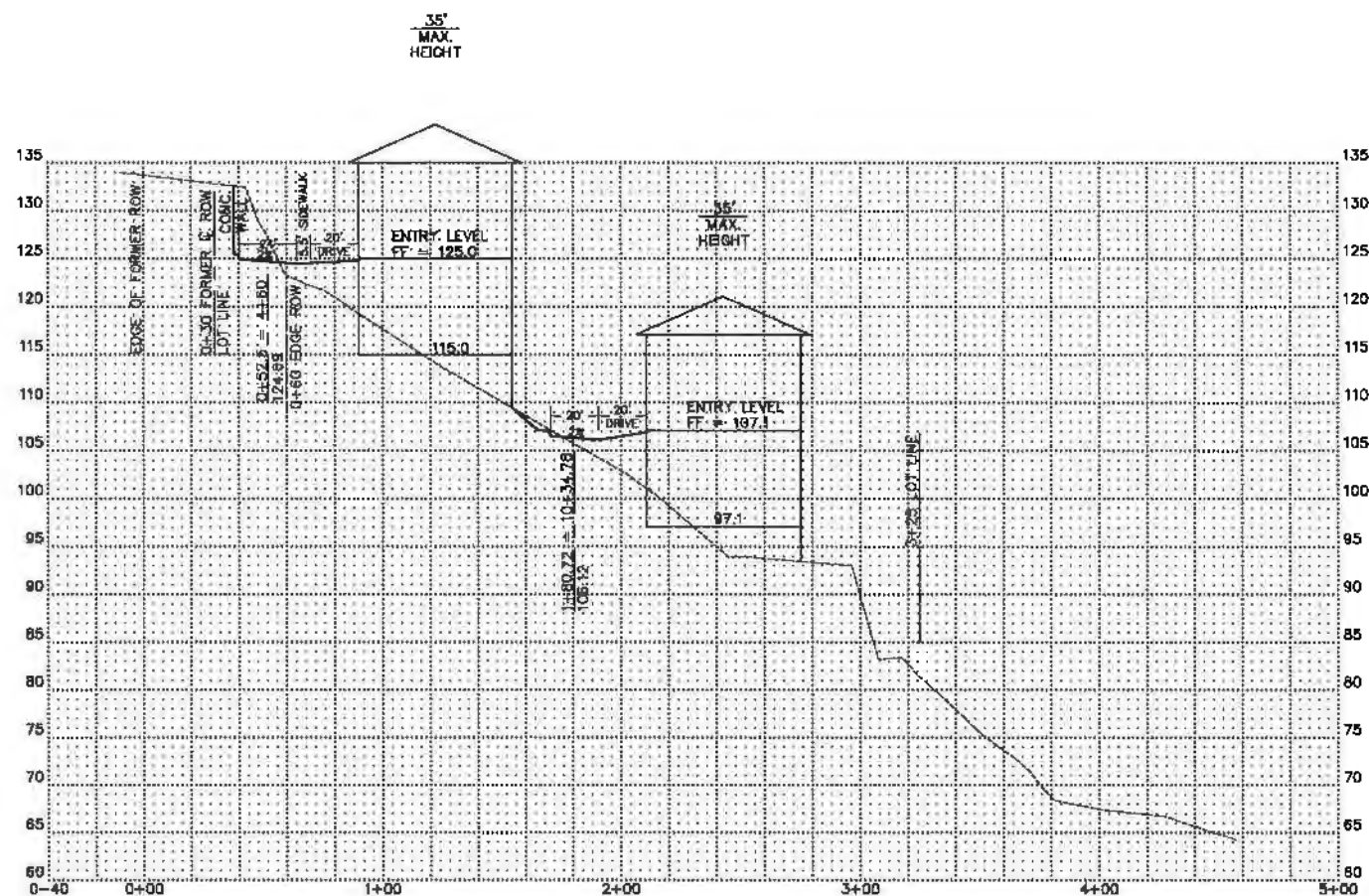
NO.	DATE	REVISION	BY	REV.

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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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: 305/28-41
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

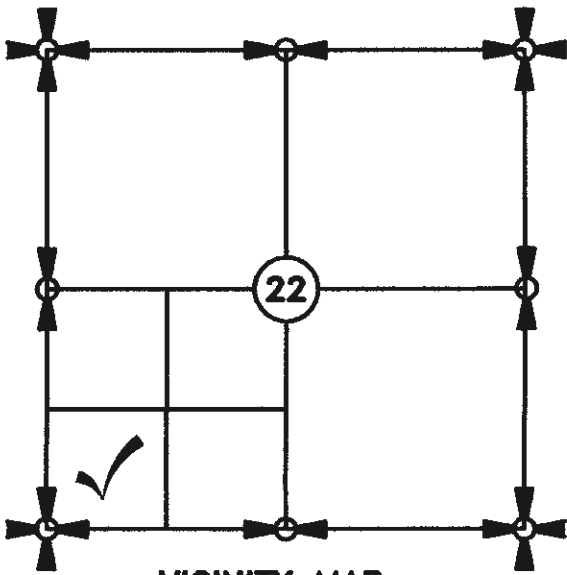
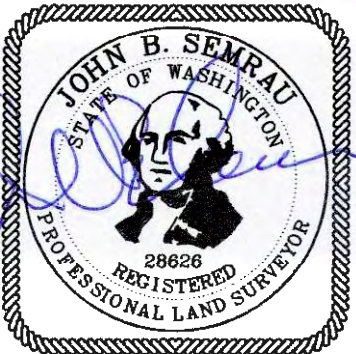
DEVELOPER/APPLICANT

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



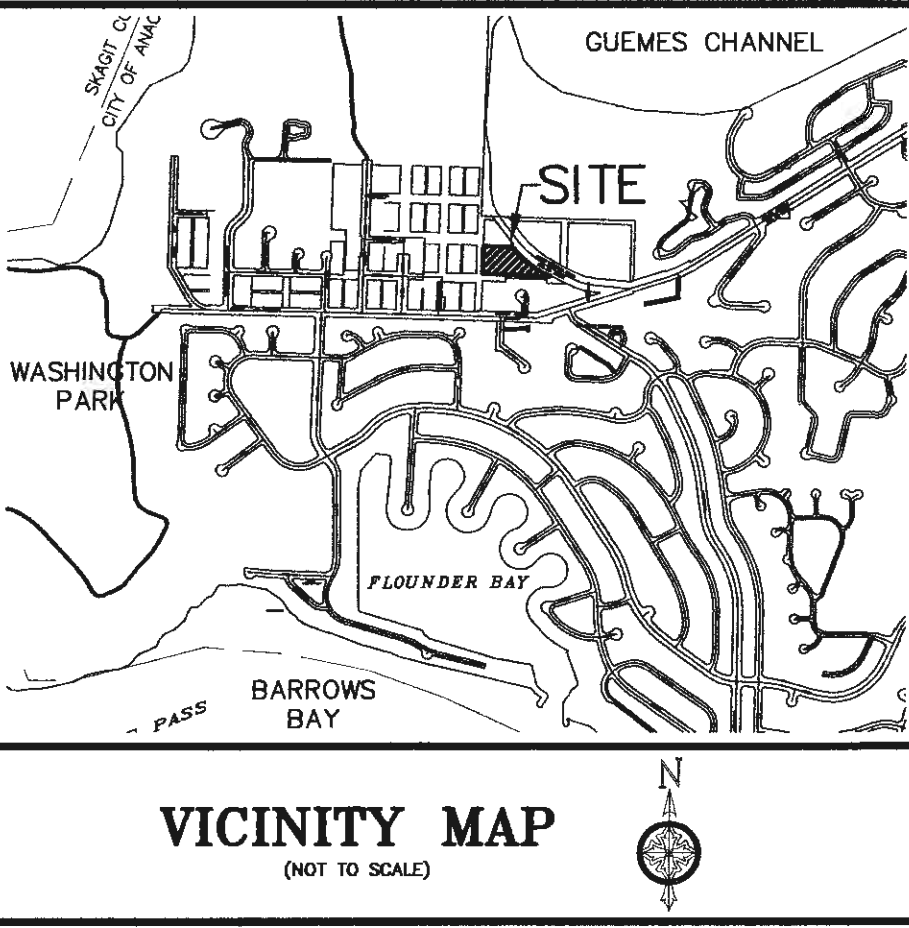
VICINITY MAP
N.T.S.

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

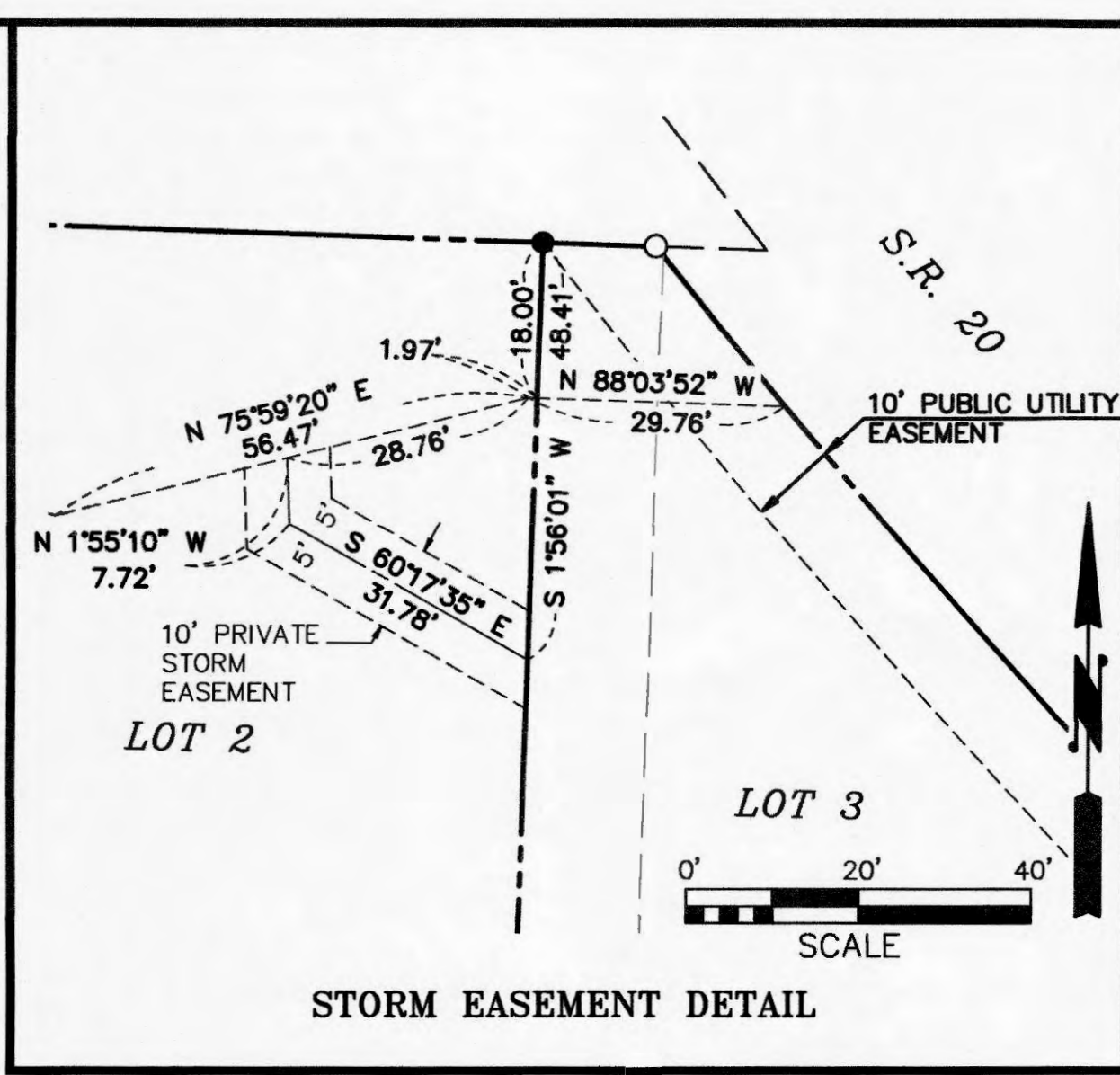
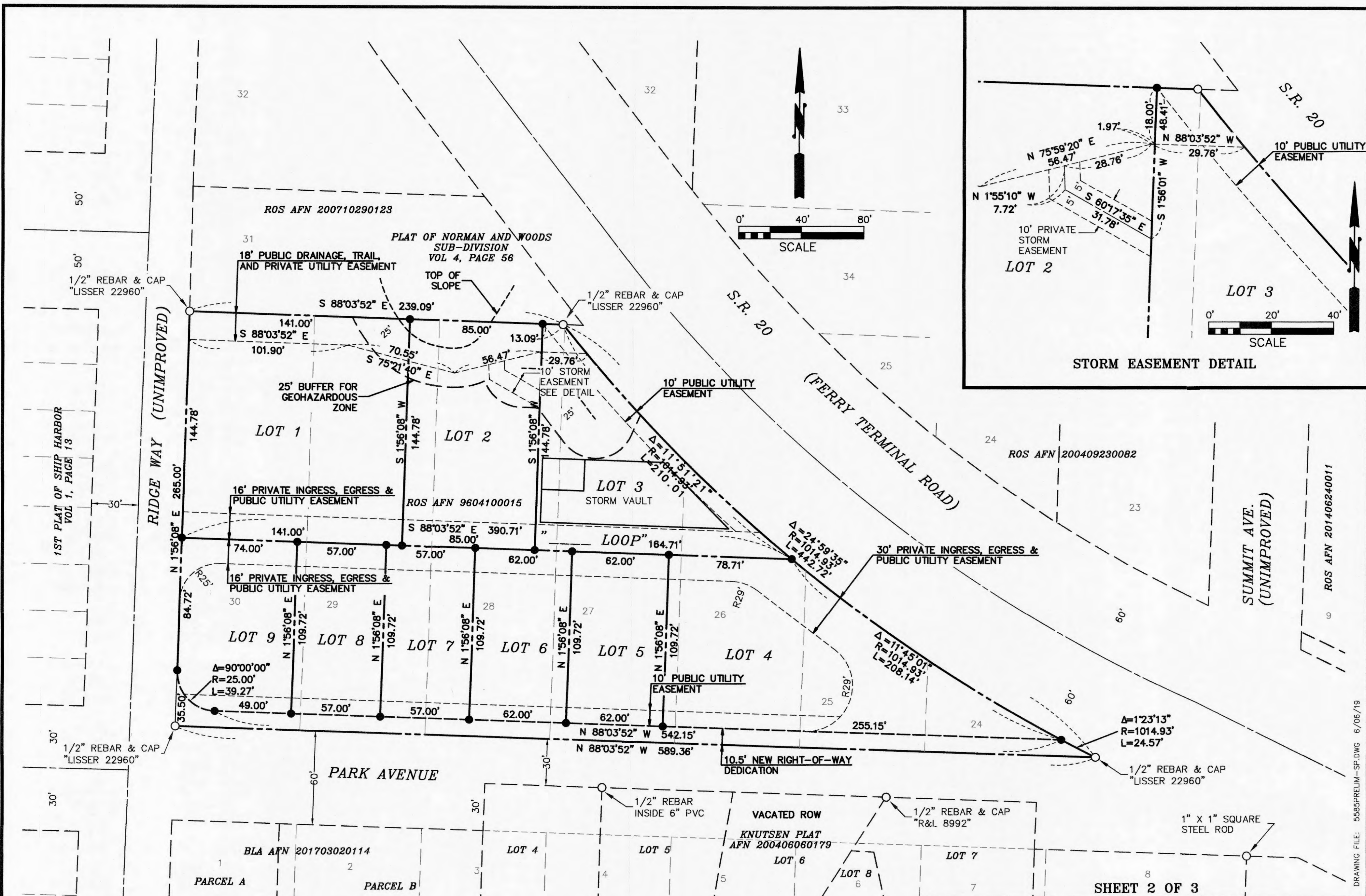
SHORT PLAT NO.

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. .
MERIDIAN: ASSUMED

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

SCALE: N/A
JOB NO. 5585



PRELIMINARY

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

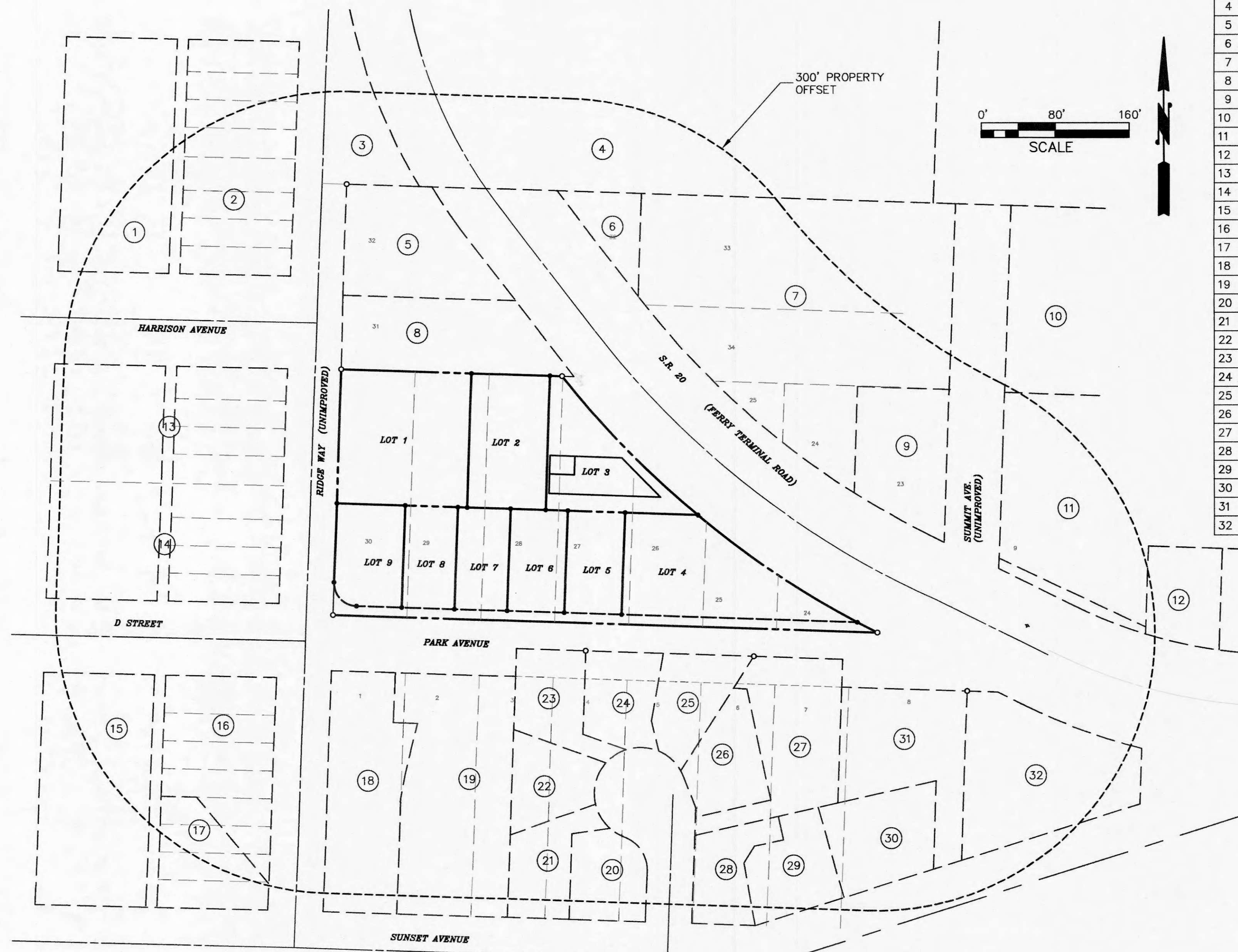
CUP-2018-0002		SHORT PLAT NO.	
SURVEY IN A PORTION OF THE SW 1/4 OF THE SW 1/4, SECTION 22, T. 35 N., R. 1 E., W.M. FOR: CALWEST, INC.			
FB. .	PG. .	SEMRAU ENGINEERING & SURVEYING SURVEYING • ENGINEERING • PLANNING MOUNT VERNON, WA 98273 360-424-9566	SCALE: 1"= 40' JOB NO. 5585
MERIDIAN: ASSUMED			

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

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.
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