



REVISED MITIGATED DETERMINATION OF NON-SIGNIFICANCE (MDNS)

APPLICATION NAME & NUMBER: Preliminary Plat for Blackburn Village, PLAN19-0111

PROJECT DESCRIPTION: The Blackburn Village (previously named Iris Meadows) Preliminary Plat is comprised of 47 single-family detached residential lots, one stormwater pond tract, one wetland buffer tract, and three landscaping tracts over approximately 12.7 acres. The single family lots range in size from 6,600 to 16,654 square feet.

Approximately 2,608 linear feet of new public roads will be constructed, and 790± linear feet of road improvements will be made to East Blackburn Road spanning the frontage of the project site. Utilities will consist of 2,822± linear feet (lf) of 6- and 8-inch potable water lines, 3,200± lf of 8- and 15-inch sanitary sewer lines and structures, and 3,400± linear feet of 8-, 12- and 18-inch storm sewer conveyance lines. Dry utilities (power, cable, fiber, etc) will also be constructed/installed to serve the proposed residential development.

Approximately 9,900 cubic yards of material will be excavated from this site and approximately 8,800 cubic yards of fill material will be brought to the site.

Near the northwest corner of the site an approximate 15,000 square foot wetland exists; and there is an off-site wetland near the southeast corner of the site. The Applicant plans on purchasing wetland credits for the wetland near the NW corner of the site and is observing a 100-foot buffer from the wetland near the SE corner of the site.

PROJECT LOCATION: The Skagit County Assessor describes the site as parcels: P28019, P27975, P27965, P28018, P28021, and P27988; the site is located north of East Blackburn Road and northeast of Little Mountain Road within a portion of Section 28, Township 34 North, Range 04 East, W.M.

APPLICANT:	PROPERTY OWNER:
NORDCO Group LLC (Attn: Craig Cammock)	Same as Applicant
P.O. Box 37	
Bow, WA 98232	
(360) 336-1000	

STAFF CONTACT: Rebecca Lowell, Principal Planner
Development Services Department
City of Mount Vernon
910 Cleveland Avenue
Mount Vernon, WA 98273
(360) 336-6214

The City of Mount Vernon has revised its SEPA threshold mitigated determination of Non-Significance issued on June 15, 2007 in consideration of the following changes:

1. The Applicant will be purchasing wetland credits for the on-site wetland located at the northwest corner of the site instead of trying to mitigate potential impacts to this wetland. The 2007 mitigation measures #2, #7, and #8 no longer apply and have been removed.
2. Existing conditions topographic information has been submitted. The 2007 mitigation measure #9 has been satisfied and has been removed.
3. The Applicant has decided which road connection will be made; and as such, the 2007 mitigation measure #10 no longer applies and has been removed.
4. The Applicant will be connecting to South 30th Street which means that the 2007 mitigation measure #11 no longer applies and has been removed.
5. An updated Transportation Impact Fee has been adopted by the City; and as such, the 2007 mitigation measure #12 no longer applies and has been removed.
6. The Applicant has submitted information to the Public Works Department to justify not having to complete the sanitary sewer improvements outlined in the 2007 mitigation measure #14; and as such, it has been removed.

The project proposal has been changed in the below listed ways:

1. The number of lots has decreased from 58 to 47.
2. The Applicant has obtained rights to construct an extension of 30th Street that will serve the plat.
3. The on-site wetland was re-delineated and found to be larger than what existed as part of the 2007 preliminary plat approval. Instead of trying to mitigate impacts to this wetland the Applicant will be purchasing credits from a wetland mitigation bank.
4. The stormwater analysis has been redone resulting in a much larger on-site detention pond.

The City has reaffirmed that this proposal will not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not required under RCW 43.21C.030(2)(c). This determination is based on the following findings and conclusions:

1. The above-listed mitigation measures adequately address potential impacts.
2. The Applicant has submitted the following technical reports as part of this new proposal: civil plans, Geotechnical Evaluation, Drainage Report, Traffic Concurrency Report, Archaeological Report, and Wetland Delineation Review and Update.

This "modified" MDNS is issued under WAC 197-11-340(2)(f) and does include additional notice and comment periods. The comment and appeal periods are listed near the end of this notice.

CONDITIONS BEING CONSIDERED TO MITIGATE ENVIRONMENTAL IMPACTS:

1. A truck route plan, indicating times of day and days of the week shall be submitted for review and approval by the City Engineer. Peak traffic hours during the A.M. (±7:00 – 9:00) and P.M. (±4:00 – 6:00) are to be avoided.
2. A copy of all permits required by agencies other than the City of Mount Vernon shall be submitted to the City prior to construction. The applicant shall consult with the following agencies to ascertain whether or not permits from these agencies are necessary: Federal Corps of Engineers, Washington State Department of Natural Resources, the Washington State Department of Ecology, and the Washington State Department of Fish & Wildlife. This is not an all-inclusive list of agencies that may regulate the activities proposed by the applicant. It is the applicant's sole responsibility to ensure that they are complying with all Federal, State and local permit requirements.
3. A detailed erosion control plan is required. Specific emphasis shall be placed on the construction entrance and the protection of existing streets, drainage systems, on-site critical areas and adjacent properties. The Best Management Practices (BMPs) found within the Stormwater Management Manual for Western Washington dated 2005, within Volume II, Chapter 4 shall be implemented on the site. The following erosion hazard mitigation measures shall also be implemented; however, if other measures are deemed necessary by the City they shall also be immediately implemented:

4. Wetland boundaries must be clearly marked with construction fencing in the field and then inspected by the City prior to commencing any construction activities, i.e. grading, installing utilities, etc. The flagged delineations must be maintained for the duration of the clearing and all construction activities.
5. Silt fencing shall be placed around the lower perimeter of the cleared areas. The fencing shall be regularly inspected and maintained as necessary to ensure proper function.
6. Site runoff shall be controlled by use of temporary drainage swales with rock check dams directed to temporary sediment and erosion control ponds. Construction entrances shall be stabilized with gravel pads to minimize tracking sediment off site.
7. Areas stripped of vegetation during construction shall be mulched and hydroseeded, replanted as soon as possible, or otherwise protected. During winter construction, hydroseeded areas shall be covered with clear plastic to facilitate grass growth.
8. Erosion control measures shall be immediately implemented for excavated soils that are stockpiled on the site, including but not limited to: covering the piles with plastic sheeting, the use of low stockpiles in flat areas and the use of straw bales/silt fences around pile perimeters.
9. Construction shall proceed during the drier periods of the year. Exceptions may be granted, in writing only, by the Engineering Services Manager and/or the Public Works Director.
10. A split rail fence shall be installed along all wetland boundaries and, in a prominent location, a wetland identification sign shall be placed every 150 feet or every platted lot, as applicable. Any proposed alternative to the split rail fence requirement shall be approved by the Community & Economic Development Director.
11. The current interior road design does not provide all of the plat lots with a secondary access point (on the current plat lots 1 to 34 do not have a second access point). The plat shall either be changed to include a code compliant secondary emergency vehicle access; or the future buildings on lots without two access points shall be required to install sprinkler systems.
12. East Blackburn Road along the project frontage (790± linear feet) shall be improved with a ¾ street improvement of a Minor Arterial. A ¾ street improvement consists of sidewalk, curb, gutter, all utilities, and appurtenances, and one-half of the ultimate pavement width on the development side of the right-of-way, plus a minimum 14-foot pavement width on the opposite side of the street. Additionally, the 390± linear foot portion of South 30th shall be improved with a ¾ street improvement of an Urban Collector.
13. The intersection of East Blackburn and Little Mountain Roads shall have traffic control measures installed and travel lanes reconfigured at the direction of the Engineering Services Manager.
14. Utility lines shall not be located within three feet of the 4-foot wide area where street trees will be installed.
15. An 8-foot wide sidewalk shall be installed on the east and south sides of Maddox Creek Road. This 8-foot wide sidewalk shall connect to an 8-foot wide paved trail in a 10-foot wide (minimum) tract that shall connect to East Blackburn Road. The portion of the future trail not within to-be dedicated right-of-way shall be dedicated for public access with the final plat.
16. This project includes improvements to 30th Street. All areas of 30th Street within the project shall be included in the drainage study; and the stormwater report submitted with the application shall be revised to include the project's complete drainage basin.
17. A perimeter drain shall be installed along the entire north side of the plat with the exception of the area to the north of the stormwater pond.
18. At any point during the first year following final plat approval the City's Engineering and/or Fire Departments shall be able to require that new traffic control signs be installed within the plat or adjacent to off-site road improvements that the plat was responsible for constructing if either department deems additional signs necessary. The applicant shall be responsible for installing the new traffic control signs within 30 days of an official request from the City to do so. To ensure that the new signs will be promptly installed, prior to final plat approval, the applicant shall provide the City with a financial security (bond, letter of credit, et cetera) in the amount of 150% of the actual cost for the existing traffic control signs and the cost of the installation of these signs.
19. The wetland buffer from the easterly adjoining property that extends onto the subject site shall be located within a separate tract and not be part of a residential lot. In addition, a split rail fence and wetland signage shall be placed along the landward edge of the wetland buffer area.
20. Any person engaged in ground disturbing activity who encounters or discovers historical and/or archeological materials in or on the ground shall:
 - a. Immediately cease any activity which may cause further disturbance;
 - b. Make a reasonable effort to protect the area from further disturbance; and,

- c. Report the presence and location of the material to the proper authorities in the most expeditious manner possible.

Comments on the Revised Mitigated Determination of Non-Significance (MDNS) must be submitted, in writing, no later than **OCTOBER 24, 2019**. Comments should be as specific as possible and include: your full name, your mailing address, and the name of the proposal you are commenting on. **PUBLIC COMMENTS ARE NOT ACCEPTED BY THE DEPARTMENT THROUGH EMAIL**. Comments submitted on paper are required to be mailed or delivered to the Development Services Department at the address listed above. Comments not meeting the requirements of this section are considered as not being received by the city.

Appeals of the environmental determination must be filed in writing on or before **NOVEMBER 4, 2019**. Appeals must be filed in writing together with the required \$100.00 application fee to: Hearing Examiner, City of Mount Vernon, 910 Cleveland Ave, Mount Vernon, WA 98273. Appeals to the Examiner are governed by City of Mount Vernon Municipal Code Section 15.06.215. Additional information regarding the appeal process may be obtained from the staff 'Contact Person' listed above; or by downloading a copy of the referenced MVMC at www.mountvernonwa.gov

Any person may comment on the application, receive notice and request a copy of the decision once it is made. To receive additional information regarding this project contact the Development Services Department and ask to become a party of record.

City staff has created a page on the City's website where the site plans, technical reports, and other pertinent information can be viewed. This webpage can be viewed as follows: navigate to: www.mountvernonwa.gov; once here click on 'Departments' then 'Development Services' then then 'News Notices' then scroll down the page to find the project name/number.

RESPONSIBLE PERSON: Rebecca S. Bradley-Lowell, Principal Planner



SIGNATURE

October 8, 2019

DATE

ISSUED: October 8, 2019

PUBLISHED: October 11, 2019

SENT TO: CORPS OF ENGINEERS, WA AGRICULTURE, DAHP, WA COMMERCE, WA CORRECTIONS, WA EFSEC, WDFW, WA HEALTH, DNR, STATE PARKS, PARKS COMMISSION, PSP, PSRC, WA DOT, DOE, DSHS, NW CLEAN AIR, SEPA REGISTER, SEPA UNIT, SKAT, COUNTY PDS, COUNTY ASSESSOR, DIKE AND DRAINAGE DISTRICT, SCOG, PORT OF SKAGIT, MVSD, SVC, SKAGIT COOP, SWINOMISH, UPPER SKAGIT, SAMISH, SAUK-SUIATTLE, TULALIP, AND STILLAGUAMISH TRIBES

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:

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.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

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: Project # LU06-090

1. Name of proposed project, if applicable: **Blackburn Ridge (formerly Iris Meadows) as submitted under Traffic Concurrency Permit.**
2. Name of applicant: **NORDCO GROUP LLC**
3. Address and phone number of applicant and contact person:

Point of Contact (POC) and Agent for the project:

Rex Orkney

3600 Swan Rd

Mount Vernon, WA 98273

360 610 3232

Member of NORDCO GROUP LLC and ownership group contact:

Craig Cammock

PO Box 37

Bow

WA 98232

360 336 1000

4. Date checklist prepared: **May 22nd, 2019**
5. Agency requesting checklist: **City of Mount Vernon**
6. Proposed timing or schedule (including phasing, if applicable): **Phasing is not proposed for this project. Break ground upon issuance of Clear and Grade permit by city (fall of 2019). Record final plat by July 2020.**
7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain. **None**
8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. **Wetland Study Prepared by Skagit Wetlands and Critical Areas LLC. Wetland site review and reconnaissance conducted in May 2018. Wetland review includes the update of the original wetland footprint which grew by approximately 15,000 square feet. A geotechnical site soils testing was also prepared on site April 17th, 2019 of the report is forth coming.**
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. **No**
10. List any government approvals or permits that will be needed for your proposal, if known. **Clear and Grade Permits, DOE Storm Pond Permit issued November 18th, 2015**

and is still active under Permit # WAR010628, Construction Permitting City of Mount Vernon.

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.) **Total approved lots for the original preliminary plat approval was 58 lots. Updated site plan consists of 49 SFR lots with connection to the South 30th Street “urban collector” through the procured easement on parcel number P28016. This South 30th Street connection shall be constructed per the City of Mount Vernon’s development standards. A 15” sewer main shall be constructed through the project site and improved to a 15” sewer main north on South 30th Street to the intersection of 30th Street and Withers Place (approximately 300’ from the north west corner of parcel #P28018). No other offsite sewer main improvements are needed nor required for the completion of this project.**

Sewer improvements at the south property line frontage of this project along Blackburn Road are required to the extent that the City of Mount Vernon designs for future connection to this projects sewer system for the benefit of future projects on south side of Blackburn Road.

Developer may increase or reduce the lot count for plat design or construction purposes but shall not exceed the original preliminary plat vesting lot count of 58 and no lot may be less than 6,600 square foot. Developer is required to do ¾ street improvements at Blackburn Rd at the frontage of the development only. Developer shall complete Blackburn Rd improvements from the south west corner of parcel # P27965 at address 2833 Blackburn Rd east to the south east corner of parcel #P28018. The extended project plat expiration is August 8th, 2020. In the event project is delayed because of weather or scheduling issues, developer will provide a performance bond for the right of way work to be completed at the frontage of project at East Blackburn Road for the sake of recording the plat with the Skagit County Auditors Office. In the event any performance bonds are exercised to record the plat, all submittals for building permits will be withheld from any lot created by the development until such time all performance bonds work is completed and the performance bonds are signed off by the city of Mount Vernon applicable staff.

This project will design and develop for the road center line re-alignment to future connection of little mountain to 30th St.

The Blackburn Ridge project may apply for latecomers’ fees for any sewer connection accommodation designed and built by Blackburn Ridge that benefits any future projects proposed and built to the east of this project and any project to the south side of East Blackburn Road that connects to the sewer line built by the Blackburn Ridge project.

12. Location of the proposal. Give sufficient information for a person to understand the precise location of your proposed 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. **North east corner of Blackburn Road and Little Mountain Road in the southern area of Mount Vernon WA. Maps and site locations attached to the Traffic Concurrency Report as part of this SEPA report. The project owners own two existing homes on the site commonly known as 2915 Blackburn Road and 2917 E Blackburn Road.**

B. ENVIRONMENTAL ELEMENTS

1. Earth

a. General description of the site:

(underline one): Flat, rolling, hilly, steep slopes, mountainous, other _____

b. What is the steepest slope on the site (approximate percent slope)? **10%**

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. **Clay and mixed soils. Please see Geo Technical report as attached.**

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. **No**

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. **Approximately 9,900 cubic yards of material will be excavated from the site, and approximately 8,800 cubic yards of fill material will be brought to the site. Approximately 2600 cubic yards of pit run, sand and gravel will be imported from local gravel pits.**

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe. **Yes. BMP's and a licensed and registered CESCL agent will be managing erosion control and temporary and permanent erosion and storm pond performance.**

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)? **Approximately 29%**

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any: **BMP's and a licensed and registered CESCL agent will be managing erosion control and temporary and permanent erosion and storm pond performance .**

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. **Construction equipment and truck vehicle emissions. All trucks and equipment will be properly licensed and insured for each perspective job.**

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe. **None**

c. Proposed measures to reduce or control emissions or other impacts to air, if any: **None**

3. Water

a. Surface Water:

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. **Attached to this SEPA is the entire site wetland report by Skagit Wetlands & Critical Areas LLC conducted May 18th to 26th, 2018. Neighboring wetland and coinciding buffer are addressed as well as the delineated 21,000 sq ft wetland area that NORDCO LLC has an existing purchase credit agreement with Skagit Environmental Bank for wetland banking credits offsite.**

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. **Fill and grade existing wetland per the wetland banking ordinance provided by the City of Mount Vernon. This plan and process will be managed by Skagit Environmental Bank and site developer.**

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. **Approximately 21,000 sq ft of wetland to be stripped, filled and graded. Fill material will come from local sand and gravel pits with soils reports as required and requested.**

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known. **Yes, all surface water will be diverted and run through new storm pond and storm conveyance system per the City of Mount Vernon and Department of Ecology requirements. All temporary pond, erosion control and permanent storm pond will be monitored by a licensed and registered CESCL.**

5) Does the proposal lie within a 100-year floodplain? If so, note location on the site plan. **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. **None**

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. **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. **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. **All storm water will be collected during and after construction into approved temporary and then permanent storm pond facilities on site. Storm conveyance will run into existing storm conveyance system at 30th street which eventually runs into Maddox Creek.**

- 2) Could waste materials enter ground or surface waters? If so, generally describe. **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: **Construction of an approved storm conveyance and storm pond system.**

4. **Plants**

- a. Check the types of vegetation found on the site: **Please refer to the attached wetland report.**

deciduous tree: alder, maple, aspen, other

- evergreen tree: **fir**, cedar, **pine**, other
- Various shrubs
- grass
- pasture
- crop or grain
- Orchards, vineyards or other permanent crops.
- wet soil plants: cattail, buttercup, bull-rush, 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? **Approximately 85% of existing vegetation will be altered or removed.**
- c. List threatened and endangered species known to be on or near the site. **None**
- d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: **Patrik Dylan of ECCOS Design will be providing site landscape plans to the plat requirements. This will be updated from the previously approved landscape plans.**
- e. List all noxious weeds and invasive species known to be on or near the site. **Very few known. Some Laurel and Holly plants is present that will be removed. Please refer to the critical areas report for further detail.**

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. **Horses occasionally graze on the property with an agreement with the neighbor.**

Examples include:

birds: hawk, heron, eagle, **songbirds**, other:
 mammals: deer, bear, elk, beaver, other:
 fish: bass, salmon, trout, herring, shellfish, other _____

- b. List any threatened and endangered species known to be on or near the site. **None.**
- c. Is the site part of a migration route? If so, explain. **No.**

d. Proposed measures to preserve or enhance wildlife, if any: **Property to the east, north and south have natural critter paths and habitat at this time. None of those properties have any plans to develop that we are aware of at this time.**

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. **Site and future homes will be powered by Puget Sound Energy (PSE), Cascade Natural Gas, Verizon and or Comcast and installation of 2" conduit for future fiber optic systems.**

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe. **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: **All homes to be built will abide by all current energy efficiency requirements and building codes.**

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. **None.**

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: **None.**

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment, operation, other)? **Typical residential construction noise in operational hours as required by the City of Mount Vernon.**

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. **Heavy equipment and trucking noises during normal hours of operation. During Home Construction nail attachment and sound echo per normal residential construction hours.**

3) Proposed measures to reduce or control noise impacts, if any: **Normal and general construction noises. No music at a volume at which can be heard from more than 20' away.**

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. **Property is surrounded by single family residential construction and zoning.**

b. Has the project site been used as working farmlands or working forest lands? If so, describe. 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 nonfarm or non-forest use? **No.**

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. **Existing 1200 sq ft barn to be demolished. 2 existing homes on project site. Both homes will remain but will not be occupied during construction of site.**

d. Will any structures be demolished? If so, what? **Yes, existing barn.**

e. What is the current zoning classification of the site? **R-1, 4.0**

f. What is the current comprehensive plan designation of the site? **R-1, 4.0**

- g. If applicable, what is the current shoreline master program designation of the site? **None.**
- h. Has any part of the site been classified as a critical area by the city or county? If so, specify. **Please see attached wetland site study and report. Attached is area narrative.**
- i. Approximately how many people would reside or work in the completed project? **100 to 150**
- j. Approximately how many people would the completed project displace? **None.**
- k. Proposed measures to avoid or reduce displacement impacts, if any: **None.**
- l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any: **Project has preliminary plat approval under land use permit number # LU06-090**
- m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any: **None needed.**

9. Housing

- a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing. **Project will provide up to 56 new single family residential homes for middle income housing.**
- b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing. **None.**
- c. Proposed measures to reduce or control housing impacts, if any: **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? **All SFR structures will be built per the City of Mount Vernon building ordinances and codes. No structures proposed will exceed the existing building code height of 35' for the R-1, 4.0 zoning. Municipal Code Title 17 Zoning in section 17.15.090.**

b. **Building materials will be wood, cedar and concrete siding, composite roofing and other trim components.**

b. What views in the immediate vicinity would be altered or obstructed? **None**

b. Proposed measures to reduce or control aesthetic impacts, if any: **None Needed**

11. **Light and Glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? **None**

b. Could light or glare from the finished project be a safety hazard or interfere with views? **No**

c. What existing off-site sources of light or glare may affect your proposal? **None**

d. Proposed measures to reduce or control light and glare impacts, if any: **None Needed**

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity? **Little Mountain Park and hiking trails. Big Lake, Hillcrest Park**

b. Would the proposed project displace any existing recreational uses? If so, describe. **No**

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: **None**

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? If so, specifically describe. **None**

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. **No**

- 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. **Applicant has contacted the local entities using form DAHP EZ-1 for potential historic or cultural preservation for the subject site and none of the listed entities to contact raised any concern for the project yet. Applicant has filed the form twice, once in September 2018 and again in April 2019.**

- 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. **None needed at this time.**

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. **Project will access site of 30th street and Blackburn Road in the City of Mount Vernon**

- 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? **The nearest public transit stop is at the corner of Laventure at Blackburn Road approximately 1600 feet from project site.**

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate? **None**

- 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). **ROW improvements to 30th street and sewer upgrade approximately 300' north of site. ROW improvements to Blackburn Street at project frontage to project. Connection from 30th street to Blackburn Street will be required for the project.**

- e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe. **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? **Peak hour trip generation is 58 trips.**

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: **None Needed**

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. **The size of project and addition of 56 new SFR lots should not impose any negative impact to the overall use of public services.**

b. Proposed measures to reduce or control direct impacts on public services, if any. **Impact fees paid upon each building permit are paid to help mitigate the impact to public services. This project will pay the required impact fees to obtain building permits.**

16. Utilities

a. Underline utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other Storm Conveyance.

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. **Puget Sound Energy, Cascade Natural Gas, Verizon, Comcast, City of Mount Vernon Building and Planning Department, City of Mount Vernon Public Works Department.**

C. Signature

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 its decision.

Under penalty of perjury I swear that all information provided is true and correct.

Signature: Rex W Orkney

Name of signee Rex W Orkney

Position and Agency/Organization POINT OF CONTACT - NORACO GROUP LLC

Date Submitted: 5/24/2019
- IRIS MEADOWS (BLACKBURN RIDGE)

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection, such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:



AGENT AUTHORIZATION FORM

Use this form to authorize someone other than the property owner to apply for permits for the subject property.

LU # LU06-090

Project Name: IRIS MEADOWS (BLACKBURN RIDGE)
Property Address: 2915 BLACKBURN RD
City, State, Zip: MOUNT VERNON WA 98273

AUTHORIZATION STATEMENT

I/we, as the owners of the property identified above, authorize the below listed individual to act as our agent to submit applications, receive correspondence regarding the above-listed application, and sign to receive notices on my/our behalf.

DESIGNATED AGENT

Agent Name: Rex W O'Keefe
Agent Address: 3800 SUNNY RD
Agent City, State, Zip: MOUNT VERNON WA 98273

PROPERTY OWNER SIGNATURE(S)**

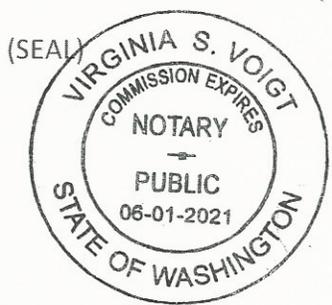
Signature: [Handwritten Signature]
Printed Name: Craig Cammodt
Title: Member Nordco Group
Company: Nordco Group
Date: 5.21.19

**Each property owner listed above must have their signature notarized

STATE OF WASHINGTON }
COUNTY OF SKAGIT } ss.

I certify that I know or have satisfactory evidence that Craig E. Cammock is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the Member of Nordco Group, LLC to be the free and voluntary act and deed of said LLC, for the uses and purposes therein mentioned.

Given under my hand and official seal this 21st day of May, 2019



Virginia S. Voigt
Notary Public
Residing at Mount Vernon
My appointment expires 6/1/21

STATE OF WASHINGTON }
COUNTY OF SKAGIT } ss.

I certify that I know or have satisfactory evidence that _____ is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the _____ to be the free and voluntary act and deed of said _____, for the uses and purposes therein mentioned.

Given under my hand and official seal this _____ day of _____, 20_____

(SEAL)

Notary Public
Residing at _____
My appointment expires _____

D. supplemental sheet for non-project actions

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.



Community & Economic Development
 Planning • Engineering • Building

910 Cleveland Avenue
 P.O. Box 809
 Mount Vernon, WA
 98273

Phone: (360) 336-6214
 Fax: (360) 336-6283
ds@ci.mount-vernon.wa.us
www.ci.mount-vernon.wa.us

MITIGATED DETERMINATION OF NON-SIGNIFICANCE & NOTICE OF PUBLIC HEARING

APPLICATION: Iris Meadows TDR Plat, LU06-090

PROJECT DESCRIPTION: The Iris Meadows Transfer of Development (TDR) plat is comprised of 58 single-family detached residential lots over approximately 12.7 acres. The single family lots range in size from 6,600 to 20,642 square feet. Near the northwest corner of the site an approximate 8,144 square foot wetland exists and near the southeast corner a wetland buffer from the adjacent property extends onto this site. Public streets will be constructed to serve the proposed lots within this development. Approximately 9,900 cubic yards of material will be excavated from this site and approximately 8,800 cubic yards of fill material will be brought to the site. Utility lines greater than eight (8)-inches in diameter will be installed.

APPLICANT/PROPONENT: Nordco Group, LLC; project contact is Bruce Lisser with Lisser and Associates, P.O. Box 1109, Mount Vernon, WA 98273, (360) 419-7442.

PROJECT LOCATION: The Skagit County Assessor describes the site as parcels: P28019, P27975, P27965, P28018, P28021, and P27988; the site is located north of East Blackburn Road and northeast of Little Mountain Road within a portion of Section 28, Township 34 North, Range 04 East, W.M.

LEAD AGENCY: Mount Vernon Community & Economic Development Department.

The lead agency for this proposal has determined that it does not have a probable adverse impact on the environment. 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 public on request.

MITIGATION MEASURES

1. A truck route plan, indicating times of day and days of the week shall be submitted for review and approval by the City Engineer. Peak traffic hours during the A.M. (±7:00 – 9:00) and P.M. (±4:00 – 6:00) are to be avoided.
2. The proposed improvements near the northwest corner of the site appear to be disturbing the existing wetland also identified within this area (Wetland “A”). Before any disturbance occurs to this wetland the applicant shall contact both the Army Corps of Engineers and the Department of Ecology to ascertain whether or not permits from either of these agencies will be necessary to disturb any portion of this wetland. The applicant shall provide proof to the City that both referenced agencies have been contacted and what each agency will require (if anything) to disturb any portion of this wetland.
3. A copy of all permits required by agencies other than the City of Mount Vernon shall be submitted to the City prior to construction. The applicant shall consult with the following agencies to ascertain whether or not permits from these agencies are necessary: Federal Corps of Engineers, Washington State Department of Natural Resources, the Washington State Department of

Ecology, and the Washington State Department of Fish & Wildlife. This is not an all inclusive list of agencies that may regulate the activities proposed by the applicant. It is the applicant's sole responsibility to ensure that they are complying with all Federal, State and local permit requirements.

4. A temporary storm drainage plan that is consistent with the Stormwater Management Manual for Western Washington dated 2005, shall be approved by the City prior to commencing the land clearing process.
5. A detailed erosion control plan is required. Specific emphasis shall be placed on the construction entrance and the protection of existing streets, drainage systems, on-site critical areas and adjacent properties. The Best Management Practices (BMPs) found within the Stormwater Management Manual for Western Washington dated 2005, within Volume II, Chapter 4 shall be implemented on the site. The following erosion hazard mitigation measures shall also be implemented; however, if other measures are deemed necessary by the City they shall also be immediately implemented:
 - a. Wetland boundaries must be clearly marked with construction fencing in the field and then inspected by the City prior to commencing any construction activities, i.e. grading, installing utilities, etc. The flagged delineations must be maintained for the duration of the clearing and all construction activities.
 - b. Silt fencing shall be placed around the lower perimeter of the cleared areas. The fencing shall be regularly inspected and maintained as necessary to ensure proper function.
 - c. Site runoff shall be controlled by use of temporary drainage swales with rock check dams directed to temporary sediment and erosion control ponds. Construction entrances shall be stabilized with gravel pads to minimize tracking sediment off site.
 - d. Areas stripped of vegetation during construction shall be mulched and hydroseeded, replanted as soon as possible, or otherwise protected. During winter construction, hydroseeded areas shall be covered with clear plastic to facilitate grass growth.
 - e. Erosion control measures shall be immediately implemented for excavated soils that are stockpiled on the site, including but not limited to: covering the piles with plastic sheeting, the use of low stockpiles in flat areas and the use of straw bales/silt fences around pile perimeters.
 - f. Construction shall proceed during the drier periods of the year. Exceptions may be granted, in writing only, by the Engineering Services Manager and/or the Public Works Director.
6. A split rail fence shall be installed along all wetland boundaries and, in a prominent location, a wetland identification sign shall be placed every 150 feet or every platted lot, as applicable. Any proposed alternative to the split rail fence requirement shall be approved by the Community & Economic Development Director.
7. Monitoring and its associated reports of any wetland mitigation areas shall be completed by an agency or consultant selected by the City. Any maintenance required as a result of the monitoring, per performance standards that will be set by the City, can be completed by the applicant and approved by the entity that completes the monitoring for the City; or the entity completing the monitoring can also complete any required maintenance work at the sole expense of the applicant. The cost of all five (5) years worth of monitoring and reporting shall be the responsibility of the applicant to pay; on a yearly basis, with the first years worth of monitoring/reporting paid for before any work commences on the site. To ensure that the monitoring/reporting and maintenance work is paid for and/or completed; two (2) separate financial securities in the form of bonds, cash deposits, or letters of credit shall be provided to the City prior to any work commencing on the

- project site. The first financial security shall be in the amount of 150% of the cost of the monitoring and reporting work necessary following the initial payment of the work required for year one (1). The second financial security shall be in the amount of 60% of the cost to purchase and install all of the project related mitigation amenities. The cost of the monitoring and maintenance shall be established by the City based upon a cost estimate provided by the agency or consultant that the City selects to perform this work.
8. If critical area impacts occur as part of this project, the applicant shall sort and haul a portion of the large woody debris (LWD), including stumps, from the on-site conifers to local repositories including SFEG, USIT, SRSC, or the County for use in mitigation projects they are involved with. The amount of LWD and stumps that are given to these groups shall be based upon; and be proportionate with, the critical area impacts incurred as part of this project.
 9. When construction plans are submitted to the City following preliminary plat approval, but before any construction starts, a topographic map shall be submitted that identifies all on-site slopes that are greater than fifteen percent (15%). Areas where the slope exceeds 15% shall be subject to the "Hillside Development Standards" outlined within Mount Vernon Municipal Code 15.40.160 and a licensed professional engineer shall demonstrate compliance with this code before construction commences. If there are recommendations from the licensed professional engineer that need to be implemented following final plat approval, those recommendations shall become conditions of final plat approval and shall be noted on the face of the plat.
 10. One of the following three (3) options shall be chosen and constructed prior to final plat approval:

Option No. 1: Obtain the necessary right-of-way to construct a 26-foot wide access road from the south side of Street B North to 30th Street. South of Street B there would be curb, gutter and sidewalk with the asphalt roadway only extended westerly as can be constructed within the property.

Option No. 2: Obtain the necessary right-of-way to construct a 26-foot wide road from the north side of Street A to Blackburn Road. North of Street A there would only be a curb, gutter and sidewalk in support of pedestrian access.

Option No. 3: Construct a 26-foot wide access road between the north side of Street A and the South side of Street B, together with a temporary 26-foot wide access road through Lot 53 to be abandoned at such time as 30th Street is completed. There would be a pedestrian access constructed north from Street A to 30th Street and south from Street B to Blackburn Road.

Regardless of which of the above three (3) options is chosen, the intersection of 30th Street shall align with the future centerline of Little Mountain Road. In addition, at the discretion of the Public Works Director, each of the three (3) options above may be modified to ensure sound engineering design as dictated by the Public Works Director.
 11. A $\frac{3}{4}$ street improvement as defined in MVMC 14.10.080(C)(2) shall be constructed on the north side of Blackburn Road from the east plat boundary to west where $\frac{3}{4}$ street improvements already exist; which is approximately 300 feet to the west of where LaVenture Road will intersect with Blackburn Road. The ultimate design width for Blackburn Road shall be that which is identified within Table 4.3 of the City's Transportation Element of the Comprehensive Plan.
 12. A $\frac{3}{4}$ street improvement as defined in MVMC 14.10.080(C)(2) shall be constructed for the extension of LaVenture and Anderson Roads from Blackburn Road to the southbound on/off ramps at the Anderson Road interchange with Interstate-5; or an equivalent arterial road improvement that is approved by the City's Public Works Director. Any equivalent arterial road improvement approved by the City's Public Works Director shall be on the Transportation Element's Capital Facilities Plan list; which is Table 4.3. The ultimate design for the Anderson and LaVenture Road improvements are identified as projects 7 through 12 on Table 4.3 of the City's Transportation Element of the Comprehensive Plan. If an updated transportation impact fee is adopted by the Mount Vernon City Council that will have either the Anderson/LaVenture or other equivalent arterial road improvements fully funded in the impact fee program and if the road

- improvements are included in the City's six (6) year Transportation Improvement Plan; the applicant may choose to pay the increased traffic impact fees instead of constructing the Anderson/LaVenture or the other equivalent arterial road improvements.
13. This project includes improvements to 30th Street. All areas of 30th Street within the project shall be included in the drainage study; and the stormwater report submitted with the application shall be revised to include the project's complete drainage basin.
 14. Sanitary sewer service is not presently available for this proposed plat. The City of Mount Vernon sewer treatment plant does have available capacity to provide treatment for the proposed plat when the following requirements are met:
 - Unless provided by others prior to final plat approval, the existing Fowler Street sewer main between 18th Street and 16th Street must be up graded to an 18" diameter main.
 - At the discretion of the Public Works director, this project shall be required to construct a sewer main large enough to carry the flows from projects and areas to the south and east, because it occupies portions of the route proposed for that purpose. The flows from the area upstream of the site are designed to flow to a low point in Blackburn Road and flow north and west to a connection point as shown on the proposed utility plan for this project. Originally these offsite flows would have been routed through the Maddox Creek project; however, it now appears that this project (Iris Meadows) may provide the most expedient route for sanitary sewer main line improvements. As such, this project shall be required to construct a 15" sewer main through the site to connect to the existing sewer main at the intersection of 30th Street and Withers Place. If this route is chosen, the sewer line in 30th Street south of Withers Place shall be required to be up-graded to a 15" diameter system (approximately 300').
 15. A perimeter drain shall be installed along the entire north side of the plat with the exception of the area to the north of Tract A (the stormwater pond), and wetland A.
 16. At any point during the first year following final plat approval the City's Engineering and/or Fire Departments shall be able to require that new traffic control signs be installed within the plat or adjacent to off-site road improvements that the plat was responsible for constructing if either department deems additional signs necessary. The applicant shall be responsible for installing the new traffic control signs within 30 days of an official request from the City to do so. To ensure that the new signs will be promptly installed, prior to final plat approval, the applicant shall provide the City with a financial security (bond, letter of credit, et cetera) in the amount of 150% of the actual cost for the existing traffic control signs and the cost of the installation of these signs.
 17. The wetland buffer from the easterly adjoining property that extends onto the subject site shall be located within a separate tract and not be part of a residential lot. In addition, a split rail fence and wetland signage shall be placed along the landward edge of the wetland buffer area.

PUBLIC HEARING: A hearing before the Hearing Examiner will be held on **WEDNESDAY, JULY 11, 2007 AT 5:30 P.M.** at the Mount Vernon Police and Court Campus, located at 1805 Continental Place in Mount Vernon.

CONTACT PERSON: Rebecca Bradley-Lowell, Senior Planner
 City of Mount Vernon, CEDD
 910 Cleveland Avenue, Mount Vernon WA 98273
 Telephone - 360-336-6214; Facsimile - 360-336-6283

Environmental Determination Appeal Process: Appeals of the environmental determination must be filed in writing on or before 4:30 PM July 6, 2007 (10 days from the date of publication, excluding holidays).

Appeals must be filed in writing together with the required \$100.00 application fee to: Hearing Examiner, City of Mount Vernon, P.O. Box 809, Mount Vernon, WA 98273. Appeals to the Examiner are governed by City of Mount Vernon Municipal Code Section 15.06.215. Additional information regarding the appeal process may be obtained from the City of Mount Vernon Community & Economic Development Department, (306)336-6214

This MDNS is issued after using the optional MDNS process in WAC 197-11-355. There is no further comment period on this MDNS. There is a 10 day appeal period.

RESPONSIBLE PERSON: Jana Hanson, Community & Economic Development Director

DATE 6/22/07 **SIGNATURE** RJ Dowell for
Jana Hanson

ISSUED: June 22, 2007

PUBLISHED: June 27, 2007

SENT TO: SEPA Register; DOE; WDFW; CTED; WSDOT; DNR; USACOE; SKAT; MVSD; SVC; SCPDS; Skagit System Cooperative; SKAT; PUD; AT&T; CNG; PSE and Verizon.

STAFF REPORT	City of Mount Vernon Community & Economic Development Department ENVIRONMENTAL REVIEW
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A. BACKGROUND

SEPA THRESHOLD**DETERMINATION DATE:** June 15, 2007**APPLICATION:** Iris Meadows TDR Plat, LU06-090**PROJECT DESCRIPTION:**

The Iris Meadows Transfer of Development (TDR) plat is comprised of 58 single-family detached residential lots over approximately 12.7 acres. The single family lots range in size from 6,600 to 20,642 square feet. Near the northwest corner of the site an approximate 8,144 square foot wetland exists and near the southeast corner a wetland buffer from the adjacent property extends onto this site. Public streets will be constructed to serve the proposed lots within this development. Approximately 9,900 cubic yards of material will be excavated from this site and approximately 8,800 cubic yards of fill material will be brought to the site. Utility lines greater than eight (8)-inches in diameter will be installed.

APPLICANT/PROPONENT:

Nordco Group, LLC; project contact is Bruce Lisser with Lisser and Associates, P.O. Box 1109, Mount Vernon, WA 98273, (360) 419-7442.

PROJECT LOCATION:

The Skagit County Assessor describes the site as parcels: P28019, P27975, P27965, P28018, P28021, and P27988; the site is located north of East Blackburn Road and northeast of Little Mountain Road within a portion of Section 28, Township 34 North, Range 04 East, W.M.

SITE AREA:

± 12.7 acres

B. RECOMMENDATION

Based on analysis of probable impacts from the proposal, the Responsible Official has made the following Environmental Determination:

DETERMINATION OF NON-SIGNIFICANCE	DETERMINATION OF NON - SIGNIFICANCE - MITIGATED.
Issue DNS with a 10 day Appeal Period.	X Issue DNS-M with a 10 day Appeal Period.
	Issue DNS-M with 15 day Comment Period followed by a 10 day Appeal Period.

C. MITIGATION MEASURES

1. A truck route plan, indicating times of day and days of the week shall be submitted for review and approval by the City Engineer. Peak traffic hours during the A.M. (±7:00 – 9:00) and P.M. (±4:00 – 6:00) are to be avoided.
2. The proposed improvements near the northwest corner of the site appear to be disturbing the existing wetland also identified within this area (Wetland “A”). Before any disturbance occurs to this wetland the applicant shall contact both the Army Corps of Engineers and the Department of Ecology to ascertain whether or not permits from either of these agencies will be necessary to disturb any portion of this wetland. The applicant shall provide proof to the City that both referenced agencies have been contacted and what each agency will require (if anything) to disturb any portion of this wetland.
3. A copy of all permits required by agencies other than the City of Mount Vernon shall be submitted to the City prior to construction. The applicant shall consult with the following agencies to ascertain whether or not permits from these agencies are necessary: Federal Corps of Engineers, Washington State Department of Natural Resources, the Washington State Department of Ecology, and the Washington State Department of Fish & Wildlife. This is not an all inclusive list of agencies that may regulate the activities proposed by the applicant. It is the applicant’s sole responsibility to ensure that they are complying with all Federal, State and local permit requirements.
4. A temporary storm drainage plan that is consistent with the Stormwater Management Manual for Western Washington dated 2005, shall be approved by the City prior to commencing the land clearing process.
5. A detailed erosion control plan is required. Specific emphasis shall be placed on the construction entrance and the protection of existing streets, drainage systems, on-site critical areas and adjacent properties. The Best Management Practices (BMPs) found within the Stormwater Management Manual for Western Washington dated 2005, within Volume II, Chapter 4 shall be implemented on the site. The following erosion hazard mitigation measures shall also be implemented; however, if other measures are deemed necessary by the City they shall also be immediately implemented:

- a. Wetland boundaries must be clearly marked with construction fencing in the field and then inspected by the City prior to commencing any construction activities, i.e. grading, installing utilities, etc. The flagged delineations must be maintained for the duration of the clearing and all construction activities.
 - b. Silt fencing shall be placed around the lower perimeter of the cleared areas. The fencing shall be regularly inspected and maintained as necessary to ensure proper function.
 - c. Site runoff shall be controlled by use of temporary drainage swales with rock check dams directed to temporary sediment and erosion control ponds. Construction entrances shall be stabilized with gravel pads to minimize tracking sediment off site.
 - d. Areas stripped of vegetation during construction shall be mulched and hydroseeded, replanted as soon as possible, or otherwise protected. During winter construction, hydroseeded areas shall be covered with clear plastic to facilitate grass growth.
 - e. Erosion control measures shall be immediately implemented for excavated soils that are stockpiled on the site, including but not limited to: covering the piles with plastic sheeting, the use of low stockpiles in flat areas and the use of straw bales/silt fences around pile perimeters.
 - f. Construction shall proceed during the drier periods of the year. Exceptions may be granted, in writing only, by the Engineering Services Manager and/or the Public Works Director.
6. A split rail fence shall be installed along all wetland boundaries and, in a prominent location, a wetland identification sign shall be placed every 150 feet or every platted lot, as applicable. Any proposed alternative to the split rail fence requirement shall be approved by the Community & Economic Development Director.
7. Monitoring and its associated reports of any wetland mitigation areas shall be completed by an agency or consultant selected by the City. Any maintenance required as a result of the monitoring, per performance standards that will be set by the City, can be completed by the applicant and approved by the entity that completes the monitoring for the City; or the entity completing the monitoring can also complete any required maintenance work at the sole expense of the applicant. The cost of all five (5) years worth of monitoring and reporting shall be the responsibility of the applicant to pay; on a yearly basis, with the first years worth of monitoring/reporting paid for before any work commences on the site. To ensure that the monitoring/reporting and maintenance work is paid for and/or completed; two (2) separate financial securities in the form of bonds, cash deposits, or letters of credit shall be provided to the City prior to any work commencing on the project site. The first financial security shall be in the amount of 150% of the cost of the monitoring and reporting work necessary following the initial payment of the work required for year one (1). The second financial security shall be in the amount of 60% of the cost to purchase and install all of the project related mitigation amenities. The cost of the monitoring and maintenance shall be established by the City based upon a cost estimate provided by the agency or consultant that the City selects to perform this work.

8. If critical area impacts occur as part of this project, the applicant shall sort and haul a portion of the large woody debris (LWD), including stumps, from the on-site conifers to local repositories including SFEG, USIT, SRSC, or the County for use in mitigation projects they are involved with. The amount of LWD and stumps that are given to these groups shall be based upon; and be proportionate with, the critical area impacts incurred as part of this project.
9. When construction plans are submitted to the City following preliminary plat approval, but before any construction starts, a topographic map shall be submitted that identifies all on-site slopes that are greater than fifteen percent (15%). Areas where the slope exceeds 15% shall be subject to the "Hillside Development Standards" outlined within Mount Vernon Municipal Code 15.40.160 and a licensed professional engineer shall demonstrate compliance with this code before construction commences. If there are recommendations from the licensed professional engineer that need to be implemented following final plat approval, those recommendations shall become conditions of final plat approval and shall be noted on the face of the plat.
10. One of the following three (3) options shall be chosen and constructed prior to final plat approval:
 - Option No. 1: Obtain the necessary right-of-way to construct a 26-foot wide access road from the south side of Street B North to 30th Street. South of Street B there would be curb, gutter and sidewalk with the asphalt roadway only extended westerly as can be constructed within the property.
 - Option No. 2: Obtain the necessary right-of-way to construct a 26-foot wide road from the north side of Street A to Blackburn Road. North of Street A there would only be a curb, gutter and sidewalk in support of pedestrian access.
 - Option No. 3: Construct a 26-foot wide access road between the north side of Street A and the South side of Street B, together with a temporary 26-foot wide access road through Lot 53 to be abandoned at such time as 30th Street is completed. There would be a pedestrian access constructed north from Street A to 30th Street and south from Street B to Blackburn Road.Regardless of which of the above three (3) options is chosen, the intersection of 30th Street shall align with the future centerline of Little Mountain Road. In addition, at the discretion of the Public Works Director, each of the three (3) options above may be modified to ensure sound engineering design as dictated by the Public Works Director.
11. A $\frac{3}{4}$ street improvement as defined in MVMC 14.10.080(C)(2) shall be constructed on the north side of Blackburn Road from the east plat boundary to west where $\frac{3}{4}$ street improvements already exist; which is approximately 300 feet to the west of where LaVenture Road will intersect with Blackburn Road. The ultimate design width for Blackburn Road shall be that which is identified within Table 4.3 of the City's Transportation Element of the Comprehensive Plan.

12. A $\frac{3}{4}$ street improvement as defined in MVMC 14.10.080(C)(2) shall be constructed for the extension of LaVenture and Anderson Roads from Blackburn Road to the southbound on/off ramps at the Anderson Road interchange with Interstate-5; or an equivalent arterial road improvement that is approved by the City's Public Works Director. Any equivalent arterial road improvement approved by the City's Public Works Director shall be on the Transportation Element's Capital Facilities Plan list; which is Table 4.3. The ultimate design for the Anderson and LaVenture Road improvements are identified as projects 7 through 12 on Table 4.3 of the City's Transportation Element of the Comprehensive Plan. If an updated transportation impact fee is adopted by the Mount Vernon City Council that will have either the Anderson/LaVenture or other equivalent arterial road improvements fully funded in the impact fee program and if the road improvements are included in the City's six (6) year Transportation Improvement Plan; the applicant may choose to pay the increased traffic impact fees instead of constructing the Anderson/LaVenture or the other equivalent arterial road improvements.
13. This project includes improvements to 30th Street. All areas of 30th Street within the project shall be included in the drainage study; and the stormwater report submitted with the application shall be revised to include the project's complete drainage basin.
14. Sanitary sewer service is not presently available for this proposed plat. The City of Mount Vernon sewer treatment plant does have available capacity to provide treatment for the proposed plat when the following requirements are met:
 - Unless provided by others prior to final plat approval, the existing Fowler Street sewer main between 18th Street and 16th Street must be up graded to an 18" diameter main.
 - At the discretion of the Public Works director, this project shall be required to construct a sewer main large enough to carry the flows from projects and areas to the south and east, because it occupies portions of the route proposed for that purpose. The flows from the area upstream of the site are designed to flow to a low point in Blackburn Road and flow north and west to a connection point as shown on the proposed utility plan for this project. Originally these offsite flows would have been routed through the Maddox Creek project; however, it now appears that this project (Iris Meadows) may provide the most expedient route for sanitary sewer main line improvements. As such, this project shall be required to construct a 15" sewer main through the site to connect to the existing sewer main at the intersection of 30th Street and Withers Place. If this route is chosen, the sewer line in 30th Street south of Withers Place shall be required to be up-graded to a 15" diameter system (approximately 300').
15. A perimeter drain shall be installed along the entire north side of the plat with the exception of the area to the north of Tract A (the stormwater pond), and wetland A.
16. At any point during the first year following final plat approval the City's Engineering and/or Fire Departments shall be able to require that new traffic control signs be installed within the plat or adjacent to off-site road improvements that the plat was responsible for constructing if either department deems additional signs necessary. The applicant shall be responsible for installing the new traffic control signs within 30 days of an official request from the City to do so. To ensure that the new signs will be promptly installed, prior to final plat approval, the applicant shall provide the City with a financial security (bond, letter of credit, et cetera) in the amount of 150% of the actual cost for the existing traffic control signs and the cost of the installation of these signs.

17. The wetland buffer from the easterly adjoining property that extends onto the subject site shall be located within a separate tract and not be part of a residential lot. In addition, a split rail fence and wetland signage shall be placed along the landward edge of the wetland buffer area.

ADVISORY NOTES TO APPLICANT:

The following notes are supplemental information provided in conjunction with the environmental determination. Because these notes are provided as information only, they are not subject to the appeal process for environmental determinations.

See Section E – Comments of Reviewing Departments

D. ENVIRONMENTAL IMPACTS

In compliance with RCW 43.21C.240, project environmental review addresses only those project impacts that are not adequately addressed under existing development standards and environmental regulations.

Has the applicant adequately identified and addressed environmental impacts anticipated to occur in conjunction with the proposed development?

1. Earth

Impacts: The general topography ranges from zero to twenty (20) percent across the site. Approximately 8,800 cubic yards of fill material will be imported and approximately 9,900 cubic yards of excavation are projected for the proposed site improvements.

Mitigation Measures: The City's existing standards and regulations for erosion control will be adopted and included in an Erosion Control Plan. Staff has deemed these standards, in addition to the mitigation measures (listed above within this document), sufficient to control sedimentation and erosion. The contractor will be required to employ Best Management Practices as prescribed within the outlined mitigation measures. These standards will be in place prior to construction activity and maintained throughout the project.

Nexus: DOE *Storm Water Management Manual for Western Washington*, dated 2005; MVMC Chapter 15.40 *Additional SEPA Guidelines* (City of Mount Vernon critical area regulations); City of Mount Vernon Engineering Standards.

2. Water

Impacts: An approximate 8,144 square foot wetland has been delineated near the northwest corner of the site. The site plans submitted to-date show improvements being constructed through the southwest corner of this wetland. If the applicant plans on disturbing any portion of this wetland they will be required to obtain the requisite permits from the Army Corps of Engineers and/or the Department of Ecology. No land disturbing activities will be allowed to disturb this wetland until the applicant either has the necessary permits from the federal and state agencies listed; or they will have to show proof that they have contacted both agencies and that both agencies have agreed that permits to disturb this wetland are not necessary. A split rail

fence shall be placed around the entire perimeter of the wetland and wetland signs shall be placed every 150 feet or platted lot.

The easterly adjoining property contains a wetland and the wetland buffer from this wetland extends onto the project site. The wetland buffer area will be required to be located within a separate tract and not be part of any residential lot. In addition, a split rail fence and wetland buffer signage will be placed along the landward edge of the wetland buffer area.

Mitigation Measures: The applicant shall comply with City, State and Federal regulations.

Nexus: Chapter 15.40 *Additional SEPA Guidelines* (City of Mount Vernon critical area regulations).

3. Transportation

Impacts: Access to the site will be from a new public road that will be extended off of East Blackburn Road. Road connections will also be made near the northeast of the site to Maddox Creek Road and to the northwest to 30th Street.

Please see the attached letter from Victor L. Salemann, P.E.; which discusses the TIA review, concurrency requirements and SEPA requirements with regard to transportation issues for this project. This letter is hereby incorporated by reference and made part of this Environmental Review report.

Mitigation Measures: Listed in Section C, and compliance with City of Mount Vernon regulations. A truck route plan, indicating times of day and days of the week shall be submitted for review and approval by the City Engineer. Peak traffic hours during the A.M. (±7:00 – 9:00) and P.M. (±4:00 – 6:00) are to be avoided.

Nexus: Chapter 14.10 *Concurrency Management*; SEPA Authority, Transportation and Land Use Elements of the City's Comprehensive Plan, Chapter 9.28 *Noise*; *City of Mount Vernon's Road and Engineering Standards*.

4. Utilities

Impacts: Utilities including sanitary sewers, storm sewers, water lines, electrical and possibly natural gas will be extended through this site to serve the newly created lots. The sanitary sewer lines within the plat will be required to be upsized due to the fact that flows from neighboring properties will need to be routed through this site.

Mitigation Measures: Listed in Section C, and compliance with City of Mount Vernon regulations. The sewer main between 16th and 18th Streets will need to be up graded to alleviate sewer main capacity problems in this location.

Nexus: Mount Vernon Municipal Code Title 13, City of Mount Vernon's Road and Engineering Standards, Chapter 7 of the Mount Vernon Comprehensive Plan the Capital Facilities Element.

E. COMMENTS OF REVIEWING DEPARTMENTS

The proposal has been circulated to City Departmental / Divisional Reviewers for their review. Where applicable, review comments are incorporated into the text of this report as Mitigation Measures and/or Notes to Applicant.

- Copies of all review comments are contained in the official file.
- Copies of received review comments are attached to this report.
- Copies of received public comments are attached to this report.

Glenn Brautaset – Assistant Fire Chief:

Please see letter dated February 23, 2007

Dennis Carlson – Engineering Services Manager:

Please see the attached memorandum dated February 12, 2007

Landed Gentry, Attention: Tim Garrison, P.E. – Party of Record

Please see letter dated March 1, 2007. The sanitary sewer to serve this property shall be extended from a point that the City, the applicant and the Gentry's all agree to. SEPA mitigation measure number 10 speaks to the future alignment of 30th Street and Little Mountain Road.

Viola and Danford Richardson – Party of Record

Please see letter dated March 2, 2007. The Iris Meadows project is located approximately 170 feet to the **south** of the Richardson's property. The wetlands referenced within their attached letter are located within the Maddox Creek development, which is a completely separate project from the Iris Meadows project. The applicant of the Iris Meadows project is not putting homes and streets within the Maddox Creek development or the wetlands associated with the Maddox Creek development; and as such, staff considers this a mute issue.

The reason that so many homes are being developed within the City of Mount Vernon has to do with the housing market, which City staff has absolutely no control over. The amount of residentially zoned land versus commercial or industrial land that exists within the City is a result of planning decisions made over 15 years ago. The City's current administration is forced to live with these planning decisions; which have encumbered the City with a disproportionate amount of residentially zoned land compared to commercial and industrial lands.

The City does not keep records as to the reasons why a business might move or close their business.

Wetlands are dynamic ecosystems that are constantly changing. As such, new wetland delineations are required with any new land use application. A parcel of land that may have been a wetland 10 or 15 years ago is bound to change, which is why professional wetland scientists provide reports to the City as to the current status of wetlands on a site before City staff will process permits. It is also important to keep in mind that Federal, State and local statutes do provide ways for wetlands to be filled as long as stringent requirements are met.

Pamela DeMarco – Party of Record

Please see letter dated March 2, 2007. To address Ms. DeMarco's concerns staff is requiring that a perimeter drain be placed along the north portions of the site where residential lots will be constructed. Staff also notes that a stormwater pond is being constructed to attenuate stormwater runoff from the additional impervious surfaces that will be placed on the site.

Ms. DeMarco's concerns regarding opening up 30th Street and the challenges with driving on 27th Street are noted. 30th Street is classified as an arterial street within the City's Transportation Element of the Comprehensive Plan. A higher level of traffic is expected on 30th Street because of its arterial status.

Environmental Determination Appeal Process: Appeals of the environmental determination must be filed in writing on or before 4:30 PM July 6, 2007 (10 days from the date of publication, excluding holidays). Appeals must be filed in writing together with the required \$100.00 application fee to: Hearing Examiner, City of Mount Vernon, P.O. Box 809, Mount Vernon, WA 98273. Appeals to the Examiner are governed by City of Mount Vernon Municipal Code Section 15.06.215. Additional information regarding the appeal process may be obtained from the City of Mount Vernon's Community & Economic Development Department, (306)336-6214. This MDNS is issued after using the optional MDNS process in WAC 197-11-355. There is no further comment period on this MDNS. There is a 10 day appeal period.



DAVID EVANS
AND ASSOCIATES INC.

June 20, 2007

Ms. Rebecca Bradley-Lowell
Senior Planner
City of Mount Vernon
Community and Economic Development Department
P.O. Box 809
Mount Vernon, WA 98273

SUBJECT: IRIS MEADOWS TIA REVIEW

Dear Ms. Bradley-Lowell:

The following review comments relate to the Traffic Impact Analysis (TIA) submitted for Iris Meadows dated September 29, 2006. The report was prepared by Summit Engineers.

PROJECT DESCRIPTION

The proposed project is to develop 58 single-family residences (originally 62 in the analysis) and supporting infrastructure. The site is located north of Blackburn Road and northeast of Little Mountain Road. The proposed project is approximately 12.7 acres. Currently, this site is open space with three existing single-family residences which will remain after project completion.

There will initially be two entrances to the proposed development from the south at Blackburn Road and 30th Street and Blackburn Road with the southern portion of the Maddox Creek Road extension. Eventually, two entrances from the north will be built connecting 30th Street and Maddox Creek Road to Blackburn Road.

ASSUMPTIONS INCLUDED IN THE TIA

For this study, the engineer considered the re-striping of Blackburn Road with 15th Street, Blackburn Road with 18th Street, and Blackburn Road with Cedardale Road (as recommended to the City in the Traffic Impact Analysis dated January 2006, submitted by Chaffey Homes for the Montreaux Project). This study considered the connection of LaVenture Road with Blackburn Road. The future connection of LaVenture Road with Anderson Road was not considered for project distribution, as the completion date of the proposed project is well before the completion date of this future road connection. This study includes the unsignalized intersection of Blackburn Road with Little Mountain Road, Blackburn Road with 18th Street, Blackburn Road with 15th Street, Blackburn Road with Cedardale Road, and LaVenture Road with Section Street. This study also includes the signalized intersection of LaVenture Road with Division Street.

Ms. Rebecca Bradley-Lowell
June 20, 2007
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Section 14.10.090 Concurrency Requirements (as specified per subarea) Review

- A. *Pedestrian Level of Service (LOS): Pedestrian LOS was not explicitly addressed in the TIA. The size of this project will not generate large pedestrian volumes; however, the site is near pedestrian generators and transit can only be accessed by walking to adjacent streets that are served by transit.*
1. *Ultimate LOS: The site-generated pedestrian trips alone do not warrant ultimate pedestrian facility.*
 2. *Minimum LOS: The surrounding area includes Hillcrest Park on Blackburn Road, First Lutheran Church and Pre-School on Blackburn Road, Jefferson Elementary School on Blackburn Road, and Mt. Baker Middle School on Section Street. These facilities are typical pedestrian generators, as is the bus route on 18th Street. Minimum pedestrian facilities should be required, connecting the site frontage to these generators.*
- B. *Traffic Capacity LOS: The traffic capacity LOS analysis indicates a failure at Blackburn Road and Cedardale Road with the assumed 3 percent background growth, LOS E for the SB movement. This LOS is worse when the combined affect of other pending projects totaling over 700 units is considered as background growth, as the MVMC requires. The aggregate impact of this project is not large, but has a cumulative affect to the system. The TIA concludes that payment of impact fees would provide adequate mitigation; however, a review of the current impact fee program has identified a funding gap that will not ensure the implementation of the CFP within the GMA required timeframe. Additional review of the development applications received by the city shows that nearly 70 percent of the 20-year residential forecast is currently vested or is pending approval. This accelerated rate of development, coupled with the funding gap, results in the current impact fee being inadequate to ensure concurrency as planned in the Comprehensive Plan.*
- C. *Street Design Standard LOS: The TIA did not address Street Design LOS. Three-quarter street LOS applies to this project.*
1. *Ultimate LOS: NA*
 2. *Three-Quarter Street LOS: This project is required to provide three-quarter street LOS on the street frontage of the project and on the adjacent street system to the point where they connect to an arterial street that meets the three-quarter street LOS on the same side of the street as the development. The street frontage improvements should include 30th Street on the west side of the project and Blackburn Road on the south side of the project. The project frontage has a gap on Blackburn Road, resulting in discontinuous frontage improvements. Achieving three-quarter street LOS to the adjacent arterial system appears problematic, as no fully improved three-quarter street arterial is immediately adjacent to the site.*
 3. *Minimum Street LOS: NA*
- D. *On-Site LOS: On-site LOS is assumed adequate, providing all on-site roadways meet applicable City standards.*

Ms. Rebecca Bradley-Lowell
 June 20, 2007
 Page 3

- E. Transit LOS: *Transit service is provided on Blackburn Road and 18th Street west of the project site. Transit users would be required to walk approximately 12 blocks along Blackburn Road where no sidewalks exist to access transit.*
- F. Non-motorized Transportation LOS: *See Pedestrian Safety LOS comments.*
- G. Pavement Condition LOS: *Not addressed in the TIA or reviewed.*

Section 14.10.100 Traffic Impact Analysis Review

- A. Project Identification: *The project is adequately identified in the report.*
- B. Existing Conditions, including segments and intersections impacted by development related peak hour trips: *Existing conditions are adequately summarized in the report.*
- C. Future Conditions without project: *The future conditions section assumes a general and uniform 3 percent per year growth rate to forecast future traffic volumes. This methodology does not consider significant development approvals already vested, or pending applications submitted before this application, even though it is clearly stated in the MVMC that these items shall be considered in all transportation impact analysis reports that are completed. The future conditions without project are underestimated.*
- D. Future Conditions with project: *The future conditions analysis is based upon a manual distribution (see item E below) and underestimates impacts to Blackburn Road and overestimates impacts to 18th Street. Further, the analysis did not include the future Anderson Road Connection south of the site. Including this connection would orient the impacts of this development to the south, increasing impacts on Blackburn Road and decreasing impacts north of the project site.*
- E. Direction and distribution of development related peak hour traffic: *The distribution of future traffic was based upon existing traffic volumes and assumed traffic patterns, resulting in a trip distribution that is biased to the north where heavier existing volumes exist. The analysis did not include the future Anderson Road Connection south of the site. Including this connection would orient the impacts of this development to the south, increasing impacts on Blackburn Road and Cedardale Street in the near term and utilizing the Laventure Road extension in the future as anticipated in the Comprehensive Transportation Plan; while decreasing impacts north of the project site.*

FINDINGS

The TIA did not address the three-quarter street LOS requirements or pedestrian safety/non-motorized LOS in Section 14.10.090 of the code. The capacity LOS evaluation does not include known vested and pending applications submitted ahead of this application, and the method used to distribute traffic did not address long term redistribution of traffic to the south. The TIA assumed that city-wide impacts would be addressed by the City's Mitigation Payment System.

The current mitigation fee is not adequate to ensure that adequate capital facilities identified in the Comprehensive Plan necessary to support growth are in place to support development.

Ms. Rebecca Bradley-Lowell
June 20, 2007
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The proposed mitigation does not meet the three-quarter street LOS standard for frontage or adjacent streets.

The proposed mitigation does not meet pedestrian safety LOS.

RECOMMENDED CONDITIONS

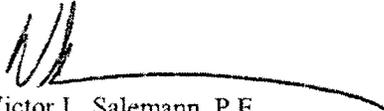
Following are the recommended conditions of approval for this project:

1. A three-quarter street improvement as defined in MVMC 14.10.080(C)(2) shall be constructed on the north side of Blackburn Road from the east plat boundary to west where three-quarter street improvements already exist, which is approximately 300 feet to the west of where LaVenture Road will intersect with Blackburn Road. The ultimate design width for Blackburn Road shall be that which is identified within Table 4.3 of the City's Transportation Element of the Comprehensive Plan.
2. A three-quarter street improvement as defined in MVMC 14.10.080(C)(2) shall be constructed for the extension of LaVenture and Anderson Roads from Blackburn Road to the southbound on/off ramps at the Anderson Road interchange with Interstate-5, or an equivalent arterial road improvement that is approved by the City's Public Works Director. Any equivalent arterial road improvement approved by the City's Public Works Director shall be on the Transportation Element's Capital Facilities Plan list, which is Table 4.3. The ultimate design for the Anderson/LaVenture Road improvements are identified as projects 7 through 12 on Table 4.3 of the City's Transportation Element of the Comprehensive Plan. If an updated transportation impact fee is adopted by the Mount Vernon City Council that will have either the Anderson/LaVenture or other equivalent arterial road improvements fully funded in the impact fee program, and if the road improvements are included in the City's Six-year Transportation Improvement Plan (TIP), the applicant may choose to pay the increased traffic impact fees instead of constructing the Anderson/LaVenture or the other equivalent arterial road improvements.
3. A three-quarter street frontage improvement should include 30th Street on the west side of the project.

These three SEPA mitigation measures ensure that the City's LOS requirements are met by ensuring that the LOS standards identified in the City's concurrency Ordinance and the transportation system improvements identified in the Transportation Element of the Comprehensive Plan most directly related to system impacts of this proposal, and currently unfunded in the Six-year TIP and unfunded in the City's impact fee program, are in place to mitigate LOS deficiencies created by development utilizing the substantive authority of the SEPA process.

Sincerely,

DAVID EVANS AND ASSOCIATES, INC.



Victor L. Salemann, P.E.
Transportation Group Manager

cc: file

VLS:pama

SEPA Recommendations

February 23, 2007

Mr. Bruce Lisser
Lisser & Associates
PO Box 1109
Mount Vernon, WA 98273

RE: SEPA Recommendations – Iris Meadows
LU 06-090

The abovementioned application has been reviewed to address issues related to fire and life safety. Based on the information provided by the applicant, no external SEPA mitigation factors will be required to provide basic fire and emergency response. Nonetheless, the following requirements must eventually be incorporated into project;

Project Requirements

Future Fire Flow

1. A written verification of available fire flow from the Skagit Public Utility District shall be required. The minimum fire flow required for the subdivision is 1,500gpm.
2. The minimum sized water line for fire protection shall be at least 8-inch ductile iron pipe.
3. The Skagit Public Utility District shall approve any improvements to the water line for fire protection.

Future Fire Hydrant Standards

4. The hydrant locations shall be approved as drawn on the submitted plans .
5. The approved fire hydrant shall be the **Clow Medallion** or **AVK Nostalgic** brand in accordance with AWWA Standard C502.
6. All fire hydrant pumper ports shall be equipped with a permanent five-inch "Storz" adapter with cap. The adapter shall have #3 Pacific Coast thread (4.828x6) rigid female by five-inch (5) ¼ turn "Storz" fitting with set screw.
7. Fire hydrants shall be set plum to the finished curb or landscape grade, whichever is the greater height. Fire hydrants shall be protected when necessary as directed by the Fire Chief.
8. All new fire hydrants installed by private contractors shall be painted in accordance with Fire Department standards before acceptance by the Fire Department. The approved paint is available from the Fire Department.

Future Access Standards

9. Future street names shall be submitted to the Fire Department for review and approval prior to Final Plat.
10. Maximum street grade shall be 10%.
11. Streets smaller than 28' shall have "no parking" signs as required by MV Municipal Code.

Page 2

12. The half-street located on 30th shall be posted “No Parking on Either Side” every 75’ starting at Blackburn Street and facing each direction.
13. All streets shall have a maximum 28’ inside, minimum 45’ outside turning radius.

Impact Fees

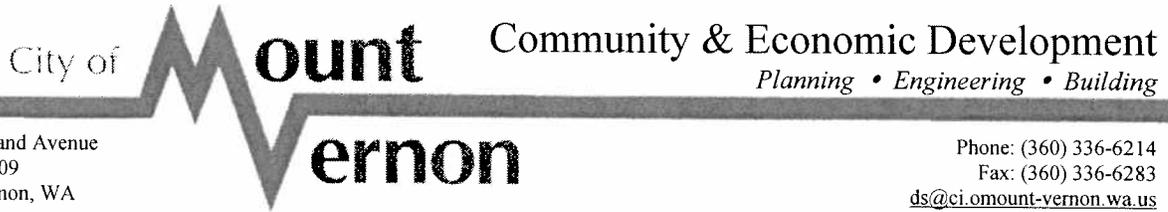
14. Fire Department impact fees shall be assessed at \$152.00 for each residential unit.

If you have any questions regarding the above, please feel free to contact me at the numbers provided above, or email me at glennb@ci.mount-vernon.wa.us .

Sincerely,

Glenn E. Brautaset
Assistant Fire Chief

CC: Mrs. Rebecca Bradley, City Planner
Mr. Dennis Carlson, Engineer



910 Cleveland Avenue
P.O. Box 809
Mount Vernon, WA
98273

Phone: (360) 336-6214
Fax: (360) 336-6283
ds@ci.omount-vernon.wa.us
www.ci.mount-vernon.wa.us

MEMORANDUM

Date: February 12, 2007

To: Rebecca Bradley

From: Dennis L Carlson, Engineering Manager
Community and Economic Development

Subject: SEPA Comments for the Plat of Iris Meadows
File Number MV LU 06-090 (amended 2/09/2007)

This project will be required to comply with current City of Mount Vernon Codes and Standards.

Concurrency

This project has submitted a Traffic Impact Analysis Report detailing the “PM Peak Hour” traffic trips generated by this project and the distribution of those trips to the City road system. Approximately 58 to 63 PM Peak Hour trips will be generated.

For emergency and safety reasons this project will be required to provide at least two vehicular access routes. The “street requirements” below may be revised to accommodate this requirement.

SEPA Requirement

- A $\frac{3}{4}$ street improvement as defined in MVMC 14.10.080(C)(2) shall be constructed on the north side of Blackburn Road from the east plat boundary to west where $\frac{3}{4}$ street improvements already exist; which is approximately 300 feet to the west of where LaVenture Road will intersect with Blackburn Road. The ultimate design width for Blackburn Road shall be that which is identified within Table 4.3 of the City’s Transportation Element of the Comprehensive Plan.
- A $\frac{3}{4}$ street improvement as defined in MVMC 14.10.080(C)(2) shall be constructed for the extension of LaVenture and Anderson Roads from Blackburn Road to the southbound on/off ramps at the Anderson Road interchange with Interstate-5; or an equivalent arterial road improvement that is approved by the City’s Public Works Director. Any equivalent arterial road improvement approved by the City’s Public Works Director shall be on the Transportation Element’s Capital Facilities Plan list; which is Table 4.3. Any equivalent arterial road improvement approved by the City’s Public Works Director shall be on the Transportation Element’s Capital Facilities Plan

list; which is Table 4.3. The ultimate design for the Anderson and LaVenture Road improvements are identified as projects 7 through 12 on Table 4.3 of the City's Transportation Element of the Comprehensive Plan. If an updated transportation impact fee is adopted by the Mount Vernon City Council that will have either the Anderson/LaVenture or other equivalent arterial road improvements fully funded in the impact fee program and if the road improvements are included in the City's six (6) year Transportation Improvement Plan; the applicant may choose to pay the increased traffic impact fees instead of constructing the Anderson/LaVenture or the other equivalent arterial road improvements.

Streets

1. Blackburn Road is a "minor arterial" City street.
2. The intersection at Maddox Creek Road shall have 30' radius curb returns.
3. The intersection at 30th Street shall have 35' radius curb returns.
4. New lots created by this plat shall not have direct vehicular access to Blackburn Road.

30th Street is an "urban collector" City street. This project shall be required to provide partial street frontage improvements along its frontage including:

One of the following three (3) options shall be chosen and constructed prior to final plat approval:

Option No. 1: Obtain the necessary right-of-way to construct a 26-foot wide access road from the south side of Street B North to 30th Street. South of Street B there would be curb, gutter and sidewalk with the asphalt roadway only extended westerly as can be constructed within the property.

Option No. 2: Obtain the necessary right-of-way to construct a 26-foot wide road from the north side of Street A to Blackburn Road. North of Street A there would only be a curb, gutter and sidewalk in support of pedestrian access.

Option No. 3: Construct a 26-foot wide access road between the north side of Street A and the South side of Street B, together with a temporary 26-foot wide access road through Lot 53 to be abandoned at such time as 30th Street is completed. There would be a pedestrian access constructed north from Street A to 30th Street and south from Street B to Blackburn Road.

Regardless of which of the above three (3) options is chosen, the intersection of 30th Street shall align with the future centerline of Little Mountain Road. In addition, at the discretion of the Public Works Director, each of the three (3) options above may be modified to ensure sound engineering design as dictated by the Public Works Director.

1. The intersection at north and south interior streets shall have 30' radius curb returns.
2. New lots created by this plat shall not have direct vehicular access to 30th Street.

Maddox Creek Road is a local residential access street proposed to be extended through this proposed plat from its existing southerly terminus to an intersection with Blackburn Road. An adjustment in the travel way width may be required near the north line of the plat to accommodate a wider roadway in the Maddox Creek development.

1. This roadway shall be developed as a (minimum) "type 2" City street with a 28' wide travel surface, concrete curb & gutter, 4' wide planter strips and a 5' wide detached sidewalks.
2. The intersection at the north interior street shall have 25' radius curb returns.

The North Interior Street shall be developed as a "type 2" City street with a 28' wide travel surface, concrete curb & gutter, 4' wide planter strips and a 5' wide detached sidewalks.

The South Interior Street shall be developed as a “type 2” City street with a 28’ wide travel surface, concrete curb & gutter, 4’ wide planter strips and a 5’ wide detached sidewalks and shall include:

1. An extension of the public street to the east line of proposed lot 48.
2. A curb tight sidewalk and concrete shared driveway drop at the east end of the street serving proposed lots 49 & 50.
3. The intersection at the private stub street to the south shall have a standard ADA compatible access driveway entrance.

The Stub Street south of the south interior street shall be developed as a private driveway with a 20’ wide travel surface shall include:

1. Pavement return radii in the hammer head shall be 28’.

Stormwater

This project will be required to meet current City stormwater codes and standards.

SEPA Requirement

1. This project includes improvements to 30th Street. All areas of 30th Street within the project shall be included in the drainage study.
2. The stormwater report submitted with the application shall be revised to include the projects complete drainage basin.

Sanitary Sewer

Sanitary sewer service is not presently available for this proposed plat. The City of Mount Vernon sewer treatment plant does have available capacity to provide treatment for the proposed plat when the following requirements are met:

- Unless provided by others prior to final plat approval, the existing Fowler Street sewer main between 18th Street and 16th Street must be up graded to an 18” diameter main.
- At the discretion of the Public Works director, this project shall be required to construct a sewer main large enough to carry the flows from projects and areas to the south and east, because it occupies portions of the route proposed for that purpose. The flows from the area upstream of the site are designed to flow to a low point in Blackburn Road and flow north and west to a connection point as shown on the proposed utility plan for this project. Originally these offsite flows would have been routed through the Maddox Creek project; however, it now appears that this project (Iris Meadows) may provide the most expedient route for sanitary sewer main line improvements. As such, this project shall be required to construct a 15” sewer main through the site to connect to the existing sewer main at the intersection of 30th Street and Withers Place. If this route is chosen, the sewer line in 30th Street south of Withers Place shall be required to be up-graded to a 15” diameter system (approximately 300’).

LANDED GENTRY

H O M E S A N D C O M M U N I T I E S

504 East Fairhaven Avenue, Burlington, WA 98233

Phone (360) 755-9021 • Fax: (360) 755-9029

March 1, 2007

Rebecca Bradley-Lowell, Senior Planner
City of Mount Vernon
910 Cleveland Ave, Mount Vernon, WA 98273

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CITY OF MOUNT VERNON

MAR 02 2007

C.E.D. DEPARTMENT
BY _____

Comments regarding TDR Plat of Iris Meadows, LU06-090

Thank you for the opportunity to provide input on the subject project.

Our first concern is that the sewer in the eastern portion of the project does not extend southward to Blackburn Road. The sewer, as shown, extends eastward to our Hidden Lakes property to an area where no development is proposed and which is largely wetland.

We understood that the future sewer to be constructed in Blackburn Road, serving Eglemont and Hidden Lakes, would extend northward from Blackburn Road through the Iris Meadows plat and ultimately connect to the existing Fowler Street system. This does not appear possible with the current sewer layout within Iris Meadows.

A second concern relates to the location of the proposed intersection of 30th street with Blackburn Road. It is difficult to ascertain this location from our copy of the plans, however, we believe that good engineering design dictates that 30th street should intersect Blackburn in alignment with Little Mountain Road.

Lastly, we note that the plans indicate plat road intersections with Blackburn Road should be: "Per the City Approved Plans". As a point of record, Landed Gentry has begun redesign of Blackburn Road in the vicinity of Iris Meadows. We have put said redesign on hold until our EIS progresses further. If Landed Gentry is the entity that reconstructs Blackburn road, the intersections with Iris Meadows' roads may *not* be per the current approved plans.

Again, thank you for the opportunity to provide comment.

Sincerely,



Tim K. Garrison, P.E.
Development Division Manager
Landed Gentry Homes and Communities

March 6, 2007

Rebecca Bradley/Lowell, Senior Planner
City of Mount Vernon
Community & Economic Development Department
910 Cleveland Ave.
Mount Vernon, WA 98273

Reference: Iris Meadows TDR Plat, LU06-090

We live at 3017 Withers Place and the Wetlands are east of our property. If we understand this right the city is planning to build upon the Wetlands. Our objection is that the water from the existing wetlands causes our yard to become so wet it is impossible to mow during times when we have had a really heavy rain. Since we bought this property, we have had to put in a drain field to cut down on the moisture sitting in our lawn, not just in the winter but also in the summer.

We feel that putting in homes and streets in the wetlands will cause us to have even more moisture in our yard year round.

Why are the businesses leaving Mount Vernon and the residential areas building up so many homes? When will the city stop allowing building so many homes, even taking over areas that 10-15 years ago were declared Wetlands? We would appreciate an answer to these questions.

If you allow the building to go through we are giving notice that somebody, either the city of Mount Vernon or the contractor, will need to put in additional drains in our yard to insure a dry yard.

Respectfully Submitted,



Viola A. Richardson



Danford A. Richardson
3017 Withers Place
Mount Vernon, WA 98274
PH: 360.428.4695

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MAR 13 2007

C.E.D. DEPARTMENT
BY _____

Rebecca Bradley0Lowell, Senior Planner
Community & Economic Development Department
City of Mount Vernon

Re: Iris Meadows TDR Plat LU06-090

I am a property owner on Withers Place- Lot 22 in Little Mountain Addition 2.

I would like to be listed as a party of interest in this project as I have several concerns.

My property is down hill of this development and since my property is already a swamp, I would like to see all precautions are taken that no more drainage comes off the hill on to my property.

In addition, the opening up of 30th street to Blackburn will cause an increase in the amount of traffic flow through the neighborhood. We currently enjoy a nice quiet neighborhood at the dead end of 30th and we can only assume that with the increase of traffic that will change. It will also affect the conditions of the current road. More traffic means more wear and tear. Currently, trying to drive through 27th street is a one-way proposition at night when all the cars are parked on the street. Increase in traffic on 27th will put this at a much higher accident level.

Sincerely,



Pamela DeMarco
3024 Withers Place
Mount Vernon, WA 98274