City of Yelm Staff Report
2021.0026 Vista at Mill Pond Preliminary Subdivision
Public Hearing - August 3, 2021, 10 AM
List of Exhibits

HEARING EXAMINER STAFF REPORT

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City of Yelm
EST. 1924
WASHINGTON

Case Number:	2021.0026
Applicant:	AHBL, Inc Sheri Greene 2215 North 30th Street #300 Tacoma, WA 98403
Request:	Subdivide 7.22 acres into 29 single family residential lots
Public Hearing Date:	August 3, 2021
Recommendation:	Approval with conditions

PROPOSAL

The applicant proposes to subdivide two parcels equaling approximately 7.22 acres into 29 residential lots for single family dwellings. The property is zoned Low Density Residential (R-4), which allows up to 4 dwelling units per gross acre of land.

PROPERTY CHARACTERISTICS

The property is located at 10447 Mill Road SE, on the southwest corner of Mill Road SE and 104th Ave SE. The property is identified by two Assessor's Tax Parcel Numbers 21725111200 and 21725111100.

The property is currently developed as a single family home. Surrounding properties to the east and west are developed as single family homes in the low density residential zone. The property to the south of the subject site is zoned Open Space/Institutional District (OS) and is developed as Mill Pond Elementary School. The property to the north is zoned low density residential and is developed as SE Thurston Fire Authority. The property is generally flat with less than 5% slopes, with the exception of the Southern portion of the site which has an incline of approximately 20%.

Pursuant to Section 197-11-060(3)(c) WAC, environmental review of multiple proposals may be conducted in a singular environmental document if they have common aspects such as timing and general location. AHBL is also undergoing preliminary subdivision review for a 21-lot subdivision to the northeast of this proposal, on Assessor's Tax Parcel Number 22730220600 off of Mill Road SE. The City requested that AHBL submit an environmental checklist and traffic impact analysis that analyzed the environmental impacts of both projects together.

NOTICE OF APPLICATION AND PUBLIC HEARING

Notice of this application was mailed to state and local agencies and property owners within 300 feet of the site on June 3, 2021, as well as published in the Nisqually Valley News in the legal notice section on June 3, 2021.

Comments were received from the SE Thurston Fire Authority, which occupies the property to the north of the proposed site. The comments expressed concern over emergency vehicle movement when exiting the apparatus bay and turning left from 104th Ave SE to Mill Road SE. The apparatus bay is off of 104th Ave SE, directly across from the proposed full access to the Vista subdivision. The comments mentioned current issues of having to use the oncoming lane of traffic on 104th Ave SE to proceed through this intersection when there are more than 2-3 cars waiting on 104th Ave SE to turn onto Mill Road SE. SE Thurston Fire Authority suggested installing an emergency signal at the intersection of 104th Ave SE and Mill Road SE to help ease emergency vehicle egress during calls.

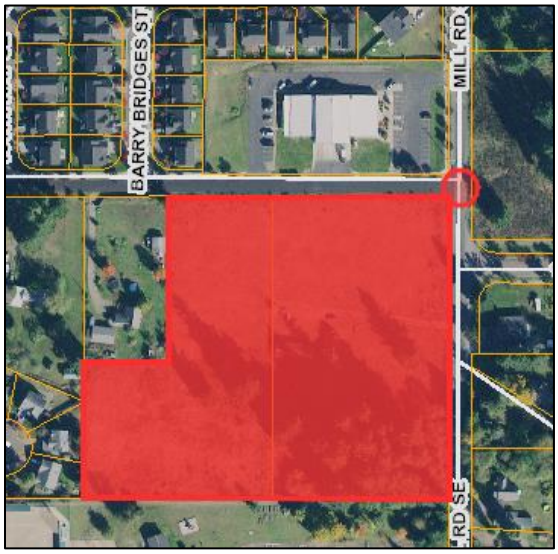


Figure 1. Proposed site, with SE Thurston Fire Authority to the north and intersection of 104th Ave SE and Mill Road SE circled.

The traffic impact analysis conducted for this subdivision along with the 21-lot subdivision to the northeast found that the intersection of Mill Road SE and 104th Ave SE is currently operating an "A" level-of-service (LOS) during the pm peak hour of traffic. With both of the projects included, the forecasted LOS for 2024 during the pm peak hour traffic stayed at an "A" in all approaches and lane movements. Due to this lack of drop in service, mitigation measures are not required at the intersection of Mill Road SE and 104th Ave SE.

Notice of the date and time of the public hearing before the Hearing Examiner was posted on the project site, mailed to property owners within 300 feet of the site, and mailed to the recipients of the Notice of Application on or before Friday, July 23, 2021. Notice of the public hearing was published in the Nisqually Valley News in the legal notice section on Thursday, July 22, 2021.

CONCURRENCY

The intent of the City's concurrency management program, as required by the Growth Management Act, is based on the maintenance of specified levels of service through capacity monitoring, allocation and reservation procedures.

Concurrency describes the situation in which water, sewer and/or transportation facilities are available when the impacts of development occur [Section 18.16.020 YMC].

Water

The level of service for water infrastructure is the ability to provide potable water to the consumer for use and fire protection in accordance with adopted health and environmental regulations [Section 18.16.030 YMC].

Concurrency for subdivisions is met when, at the time of preliminary approval, the planned infrastructure identified in the six-year improvement program and water rights acquisition program of the water system plan are sufficient to provide for the proposed land division.

The State Subdivision Act, Chapter 58.17 RCW, requires that the City of Yelm make a written determination that appropriate provisions are made for potable water supplies as part of the preliminary land division process.

As of June 30, 2021, the City has approximately 173 water connections available for new development. 173 connections will provide for 2 to 3 years' worth of growth at historical rates. This connection limit is based on storage capacity and available water rights.

The City has been planning since 1994 for the acquisition of new water rights, which were approved by the Washington State Department of Ecology (ECY) in 2010. This approval was appealed and was upheld by the Pollution Control Hearings Board and by Superior Court, but was overturned by the Washington Supreme Court on October 8, 2015.

The Washington State Legislature adopted the 2018 Streamflow Restoration Act. The act requires the Washington Department of Ecology to issue new water rights to up to 5 pilot projects in order to monitor and report the effectiveness of out of kind mitigation for new water rights.

The City of Yelm was selected as a pilot project, and ECY has indicated that additional water rights are expected in late summer or early fall 2021. The City has been instructed to work on a Report of Examination conveying additional water rights, and is now allowing the approval of preliminary subdivisions as water is expected to be available at the time of new demand.

The City's Water Systems Plan identifies the property as being within the water service area and not currently connected to the City's water sewer system. There are water mains located in both 104th Ave SE and Mill Road SE.

The development is required to connect to and extend the main along all new proposed roadways within the subdivision. The improvements required to serve the project will be

specifically identified during civil plan review. This satisfies the requirement for concurrency with water infrastructure.

Sewer

Concurrency with sewer infrastructure is achieved pursuant to Section 18.16.050 (B)(2) YMC when the project is within an area approved for sewer pursuant to the adopted sewer comprehensive plan for the city and, at the time of preliminary approval, the planned infrastructure identified in the six year improvement program of the sewer system plan are sufficient to provide for the proposed land division and it is reasonable anticipated that the treatment plant has sufficient capacity to provide for the proposed land division.

The City's Sewer Comprehensive Plan identifies the property as being within the sewer service area and is not currently connected to the City's S.T.E.P. sewer system. There are sewer mains located in both 104th Ave SE and Mill Road SE.

The development is required to connect to and extend the main along all new proposed roadways within the subdivision. The improvements required to serve the project will be specifically identified during civil plan review. This satisfies the requirement for concurrency with sewer infrastructure.

Transportation

Concurrency with transportation infrastructure is achieved pursuant to Section 18.16.050 (B)(2) YMC when the level of service at concurrency intersections will not drop below accepted levels of service due to new trips associated with the proposed land division unless the planned improvements identified in the six year transportation improvement program would maintain levels of service.

Frontage improvements are required as part of development. The developer has indicated that frontage improvements along Mill Road SE will be installed to the City's adopted neighborhood collector standards, frontage improvements along 104th Ave SE will be installed to the City's adopted local access residential standards, and that internal streets will be constructed to adopted local access residential standards.

The transportation impact analysis describes the project's proposed impact to intersections including WA-507 and Mill Road SE, 104th Ave SE and Mill Road SE, and 104th Ave SE and the SE Thurston Fire Authority apparatus driveway/subdivision access. While all impacted intersections are projected to stay within adopted standards with the project and average growth, the applicant proposes to make a proportionate contribution to the construction of a left-turn lane along WA-507 at the intersection of WA-507 and Mill Road SE. Payment of this contribution is a condition of the Mitigated Determination of Non-Significance.

Finally, Traffic Facility Charges are applied at the time of building permit issuance. These conditions satisfy the requirement for concurrency with transportation infrastructure.

Fire Protection

Concurrency with fire protection is achieved pursuant to Section 18.16.090(C) YMC when the developer makes a contribution to the fire protection facilities as identified in the most current version of the capital facilities plan adopted by the SE Thurston Fire Authority and endorsed by resolution of the Yelm City Council. This fee is subject to change and is collected at the time of building permit issuance. Payment of this fee satisfies the requirement for concurrency with fire protection.

School

Concurrency with school infrastructure is achieved pursuant to Section 18.16.090(B) YMC when the developer makes a contribution to school facilities as identified in the most current version of the capital facilities plan adopted by Yelm Community Schools, and endorsed by resolution of the Yelm City Council. This fee is subject to change and is collected at the time of building permit issuance. Payment of this fee satisfies the requirement for concurrency with school infrastructure.

STATE ENVIRONMENTAL POLICY ACT

The City of Yelm SEPA Responsible Official issued a Mitigated Determination of Non significance (MDNS) based on Section 197-11-158 WAC on July 7, 2021. The determination is final and fulfills the City's responsibility for disclosure of potential significant environmental impacts.

Mitigation Measures:

1. The project shall make a contribution of $23,361.60 to the construction of a left-turn lane along WA-507 at the intersection of WA-507 and Mill Road SE.

Comments were received from the Washington Department of Ecology (ECY), which noted that the project is subject to existing regulations regarding toxics and waste cleanup and water quality.

Comments were received from the Olympic Region Clear Air Agency (ORCAA) stating that an asbestos survey is required before demolition of any existing structures on the property. ORCAA also stated that if the structure is above a certain size threshold, an ORCAA Demolition Notification must be submitted.

As the comments from ECY and ORCAA reflect the requirements of existing regulations and did not note any potential significant adverse environmental impacts attributable to the proposed development, no further action was taken by the SEPA Responsible Official.

CRITICAL AREAS

The Yelm Critical Areas Code, Chapter 18.21 YMC provides protection for wetlands, critical aquifer recharge areas, frequently flooded areas, geologically hazardous areas, and fish and wildlife habitat areas.

Aquifer Recharge

All of Yelm is identified as a critical aquifer recharge area. Compliance with Federal, State, and County water source protection regulations and with the City's adopted stormwater regulations are required to protect the aquifer [Section 18.21.070 (C) YMC].

The stormwater system proposed is a bio-retention swale and infiltration pond that will treat and infiltrate runoff. A stormwater plan meeting the most recent edition of the Stormwater Management Manual for Western Washington (SMMWW) will be required at civil plan submission.

Fish and Wildlife habitat conservation areas, wetlands and flood zones

The Mazama Pocket Gopher has been listed as a threatened species by the Washington Department of Fish and Wildlife since at least 2008. Yelm has protected this species through the implementation of the Critical Areas Code, Chapter 18.21 YMC. When a development occurs on property suspected to be occupied by the Mazama Pocket Gopher, the Community Development Department has required the applicant prepare a critical areas report which would include mitigation measures if it was determined that pocket gophers would be impacted by the proposed development. The Washington Department of Fish and Wildlife is provided with notice of all threshold determinations issued pursuant to the State Environmental Policy Act and the City consults with the Department when a critical areas report is required.

In April, 2014, the U.S. Fish and Wildlife Service listed the Yelm subspecies of the Mazama Pocket Gopher as threatened under the Endangered Species Act. While the City of Yelm is not responsible for implementation or enforcement of the Endangered Species Act, it consults with the Service and provides notice to applicants that the pocket gopher is a federally protected species and a permit from the U.S. Fish and Wildlife Service may be required.

As part of the application, a gopher reconnaissance was completed by Land Services Northwest, LLC. The report states that there were no indicators for the Mazama Pocket Gopher.

Compliance with Yelm's requirements under the Critical Areas Code does not ensure compliance with the provisions of the Endangered Species Act. The applicant should contact the US Fish and Wildlife Service with any questions about compliance with Federal standards for threatened species if, at any time, evidence of Priority Habitat Species or Mazama Pocket Gopher is found.

DESIGN STANDARDS

Fire Protection

Fire protection to the buildings must be provided per the International Fire Code. The specific requirements for installation of additional fire hydrants will be determined during civil plan review. The International building code (IBC) provides occupancy ratings for different types of uses. The fire coverage system for the proposed use must meet IBC requirements.

Identified in the 2002 City of Yelm Water Comprehensive Plan is a requirement to install fire hydrant locks as part of the City's water conservation and accountability program.

Stormwater

Impervious surfaces create stormwater runoff which, when uncontrolled and untreated can create health, safety, and environmental hazards. The City of Yelm has adopted the most current version of the Stormwater Management Manual for Western Washington (SMMWW), which requires all development to treat and control stormwater.

The applicant has submitted a preliminary stormwater report which includes a conceptual design for the treatment and infiltration of stormwater. The stormwater system proposed is a bio-retention swale and infiltration pond that will treat and infiltrate runoff. The final stormwater plan submitted during civil plan review shall meet the requirements of the most recent SMMWW.

Stormwater facilities require continued maintenance to ensure they remain in proper working condition.

Lot Size and Setbacks

The Yelm Unified Development Code does not establish minimum or maximum lot sizes, although it does require standard yard setbacks of 25 feet from the front property line adjacent to a collector street and 15 feet adjacent to a local access street. Additional setbacks include a minimum 20 foot driveway approach, 5 feet from side property lines, and 25 feet from the rear property line. The setback for a flanking yard is 15 feet from the property line.

Transportation

The City of Yelm Development Guidelines and the concurrency requirements of Chapter 18.16 YMC require all new subdivisions to improve street frontages to current City standards.

The developer has indicated that frontage improvements along Mill Road SE will be installed to the City's adopted neighborhood collector standards, frontage improvements along 104th Ave SE will be installed to the City's adopted local access residential standards, and that internal streets will be constructed to adopted local access residential standards.

The transportation impact analysis describes the project's proposed impact to intersections including WA-507 and Mill Road SE, 104th Ave SE and Mill Road SE, and 104th Ave SE and the SE Thurston Fire Authority apparatus driveway/subdivision access. While all impacted intersections are projected to stay within adopted standards with the project and average growth, the applicant proposes to make a proportionate contribution to the construction of a left-turn lane along WA-507 at the intersection of WA-507 and Mill Road SE. Payment of this contribution is a condition of the Mitigated Determination of Non-Significance.

Chapter 18.52 YMC requires subdivisions of 25 or more housing units provide more than one vehicular access from an arterial or collector street. This requirement is based on the need for emergency services. An access across from 104th Place SE is not favorable as it presents safety

issues due to the distance between this intersection and 104th Ave SE and Mill Road SE. The developer has proposed a secondary access for emergency access only, noted as Tract B in the preliminary site plan. Civil plans shall show appropriate measures to restrict Tract B to pedestrian and emergency vehicle access only. This layout meets the intent of the Unified Development Code.

Lots shall not have direct driveway access to Mill Road SE or 104th Ave SE, and must instead access the new internal streets.

Chapter 18.52 YMC also requires that no street shall extend for a distance greater than 600 feet without including a provision for at least one intersection, or other traffic calming measure. The preliminary site plan meets this requirement.

Parking

Residential uses require two spaces per dwelling unit. This is typically achieved within a standard driveway approach [Section 18.54.030(A) YMC].

On-street parking is allowed on both sides of local access residential streets.

Water

Chapter 13.04 YMC and Chapter 6 of the Development Guidelines establish requirements for connection to the City's water system.

The site is not currently connected to City water service. Water connections are based on Equivalent Residential Units (875 cubic feet of water consumption per month).

There are 10-inch service mains located in 104th Ave SE and Mill Road SE. Connection to City water service is required.

The City implements a cross-connection and backflow control program pursuant to Title 43 RCW and Chapter 248-54 WAC [Section 13.04.220 YMC]. A backflow prevention device is required to protect Yelm's water system from cross-connections from any irrigation systems [Section 13.04.220 (D) YMC].

Fire hydrant locks are required to be installed, and paid for by the applicant.

Any wells located onsite must be decommissioned pursuant to ECY standards, and water rights dedicated to the City. A well protection radius must be provided if offsite wells are not abandoned.

Sewer

Chapter 13.08 YMC and Chapter 7 of the Development Guidelines establish requirements for connection to the City's sewer system.

The property is located in the City of Yelm's S.T.E.P. sewer system service area, and is not connected to the City of Yelm's S.T.E.P. sewer system. Sewer connections are based on Equivalent Residential Unit (875 cubic feet of water consumption per month). There are 6-inch

sewer mains located in 104th Ave SE and Mill Road SE. Connection to City sewer service is required.

Any onsite septic systems must be abandoned pursuant to Thurston County Health Department standards.

Landscape

Section 18.55.020 YMC requires landscaping for all new development. For residential subdivisions, perimeter landscape is met with a solid wood fence on side and rear yards.

Streetscape landscaping is required as part of street frontage improvements.

The storm treatment area is included in Tract A, which also serves as proposed open space. A perimeter landscape or other onsite landscaping theme should be incorporated. The preliminary landscape plan does not adequately address stormwater facility landscaping.

Section 18.55.070 YMC requires that the owner/developer of any project requiring subdivision approval shall provide a performance assurance device in order to provide for maintenance of the required landscaping until the tenant or homeowners' association becomes responsible for landscaping maintenance. This performance assurance device shall be 150 percent of the anticipated cost to maintain the landscaping for three years.

Open Space

Section 18.56.010 YMC requires residential developments to include equal to or greater than five percent of the gross area of the development as qualified open space. The applicant has provided a preliminary landscape plan that shows 0.59 acres as open space in Tract A, which is approximately 8.19% of the gross project area. Sidewalk connections for internal pathways are required. The final landscape plan shall show recreation/open space uses on Tract A pursuant to Section 18.56.020 YMC. Active recreation could be achieved through park or play equipment.

Protection of Trees and Vegetation

Chapter 18.57 requires the protection of trees during development.

Trees with a diameter exceeding 8 inches must be replaced at a 1:1 basis if removed. The preliminary landscape plan shows 62 trees that will be removed and replaced.

Mailboxes

New residential development shall coordinate the US Postal Service for the location of mailboxes. Mailboxes shall be cluster box units (CBU). Placement of CBU mailboxes shall be placed in a location that does not interfere with individual driveway access, or pedestrian pathways.

Street Lighting

Adequate street lighting is necessary to provide safety to pedestrians, vehicles, and homeowners. Street lighting is reviewed at the time of civil plan review in order to assure adequate lighting.

Subdivision Name and Addressing

A subdivision name must be reserved with the Thurston County Auditor's Office prior to submitting for final subdivision approval.

Addressing and street naming within the subdivision will be assigned or approved by the Public Services Department prior to application for final subdivision approval.

STAFF RECOMMENDATION

Section 18.14.050 YMC requires written findings prior to a decision on a preliminary subdivision.

The applicant has established that the proposed subdivision adequately provides for the public health, safety and general welfare and for such open spaces, drainage ways, streets, sanitary wastes, parks and recreation, schools, sidewalks, and, that the public use and interest will be served by the subdivision of the property. The Public Services Department recommends that preliminary subdivision approval is given with the following conditions:

1. The conditions of the Mitigated Determination of Non-significance are hereby referenced and are considered conditions of this approval.
2. The civil engineering plans shall include a fire hydrant plan consistent with the Yelm Development Regulations which includes the proposed location of all hydrants and service lines and fire flow calculations for all existing and proposed hydrants. The applicant shall be responsible for the fee for hydrant locks on all fire hydrants required and installed as part of development. The applicant shall coordinate with the Yelm Public Works Department to purchase required hydrant locks.
3. The civil engineering plans shall include plans for the collection, treatment, and infiltration of stormwater in accordance with the most current version of the Stormwater Management Manual for Western Washington. The final stormwater plan shall include an operation and maintenance plan and an agreement to maintain stormwater facilities.
4. Stormwater facilities shall be located in separate recorded tracts owned and maintained by the homeowners association. The stormwater system shall be held in common by the Homeowners Association and the homeowner's agreement shall include provisions for the assessment of fees against individual lots for the maintenance and repair of the stormwater facilities. All roof drain runoff shall be infiltrated on each lot utilizing individual drywells.
5. Frontage improvements to City standards are required on Mill Road SE and 104th Ave SE.
6. The new internal streets shall be constructed to City standards for a local access residential.

7. Civil plans shall show appropriate measures to restrict Tract B to pedestrian and emergency vehicle access only.
8. Lots shall not have direct driveway access to Mill Road SE or 104th Ave SE, and must instead access the new internal streets.
9. The development shall connect to the City water system, with the water line extending within the internal street.
10. Any onsite wells shall be decommissioned pursuant to Washington State Department of Ecology standards, and any associated water rights dedicated to the City.
11. The water connection fee and meter fee will be established at the time of building permit issuance. All conditions for cross connection control shall be met, as required in Section 246-290-490 WAC.
12. The development shall connect to the City sewer system, with the sewer line extending within the internal street. The connection fee and inspection fee will be established at the time of building permit issuance.
13. Any onsite septic systems shall be abandoned per the Thurston County Health Department standards.
14. A final landscape plan must be submitted at civil plan submission showing perimeter, streetscape, and stormwater facility landscaping in compliance with Chapter 18.55 YMC.
15. The applicant shall provide a performance assurance device in order to provide for maintenance of the required landscape for this subdivision, until the homeowners association becomes responsible for the landscaping maintenance. The performance assurance device shall be 150 percent of the anticipated cost to maintain the landscaping for three years.
16. The final landscape plan shall show recreation/open space uses on Tract A pursuant to Section 18.56.020 YMC.
17. Trees with a diameter exceeding 8 inches must be replaced at a 1:1 basis if removed.
18. Mailboxes for the site shall be cluster box units (CBU) and placed on site [Section 18.59.080 YMC]. The civil engineering plans shall include the proposed location and details for mailbox placement.
19. Adequate street lighting must be shown in civil plan submission.
20. Prior to final subdivision application, a subdivision name must be reserved with the Thurston County Auditor's Office.
21. The civil engineering plans shall include an addressing map for approval by the Building Official.
22. Prior to construction, civil engineering plans shall be submitted to the Community Development Department for review and approval. Civil plans submission shall be consistent with the requirements of the Yelm Development Guidelines and shall include details on all required infrastructure.

City of Yelm
EST. 1924
WASHINGTON

Notice of Public Hearing – Yelm Hearing Examiner

DATE: Tuesday, August 3rd, 2021 – 10:00 AM
PLACE: Zoom https://us06web.zoom.us/webinar/register/WN_mlgaCYJqR96_c18bdnTvpA

PURPOSE: Public Hearing to receive comments regarding the following

1. Vista at Mill Pond, 29-lot Subdivision
   Case # 2021.0026. Request to subdivide approximately 7.22 acres into 29 single family lots, located on the southwest corner of Mill Road SE and 104th Ave SE. Assessor's Tax Parcel Numbers 21725111200 and 21725111100.

City of Yelm Hearing Examiner will hold a public hearing to receive comments on the application listed above. The Hearing Examiner will make a decision on these matters within 10 working days after the hearing.

Testimony may be given at the hearing or through any written comments. Comments must be received by the close of the public hearing. Such written comments may be submitted to the City of Yelm at the address shown above or mailed to: City of Yelm Community Development Department, 106 2nd Street SE, Yelm WA 98597.

Any related documents are available for public review during normal business hours at the City of Yelm, 106 2nd Street SE, Yelm WA 98597. For additional information, please contact the Community Development Department at (360) 400-5001.

It is the City of Yelm's policy to provide reasonable accommodations for people with disabilities. If you are a person with a disability in need of accommodations to conduct business or to participate in government processes or activities, please contact Lori Mossman at 360-458-8402 at least five working days prior to the scheduled event. For information on the Americans with Disabilities Act and the Title VI Statement visit our web page at http://www.yelmwa.gov/human-resources/.

PLEASE DO NOT PUBLISH BELOW THIS LINE

Published: Nisqually Valley News, Thursday, July 22, 2021
Posted: City of Yelm Website, Thursday July 22, 2021

City of Yelm
EST. 1924
WASHINGTON

Exhibit 2: Notice of Application

NOTICE OF APPLICATION
Mailed on or before: June 3, 2021

PROJECT NAME: The Vista at Mill Pond
PROJECT LOCATION: 10447 Mill Road
PROJECT PARCEL NUMBERS: 21725111200 and 21725111100
LAND USE CASE NUMBER: 2021.0026
An application submitted by Sheri Greene, 2215 N. 30th Street #300, Tacoma, Washington 98403 for the above referenced project was received by the City of Yelm on 5/17/2021**.** The City has determined the application to be complete with additional information require on June 3, 2021. The application and any related documents are available for public review during normal business hours at the City of Yelm, 106 2nd Street SE, Yelm WA. For additional information, please contact the Community Development Department at (360) 458-3835.

PROJECT DESCRIPTION: Subdivide two parcels into 29 residential lots

ENVIRONMENTAL and OTHER DOCUMENTS SUBMITTED WITH THE APPLICATION: Preliminary Stormwater Report, Critical Areas Report, Environmental Checklist, Traffic Impact Analysis, Preliminary Site Plan

Additional Information or Project Studies Requested by the City: N/A

No preliminary determination of consistency with City development regulations has been made. At minimum, this project will be subject to the following plans and regulations: City of Yelm Comprehensive Plan, Unified Development Code Title 18 YMC, and the Stormwater Management Manual for Western Washington.

The City of Yelm invites your comments early in the review of this proposal. Comments should be directed to Casey Mauck, Community Development Department, 106 2nd Street SE, Yelm WA 98597, (360) 400-5001, or via email at caseym@yelmwa.gov.

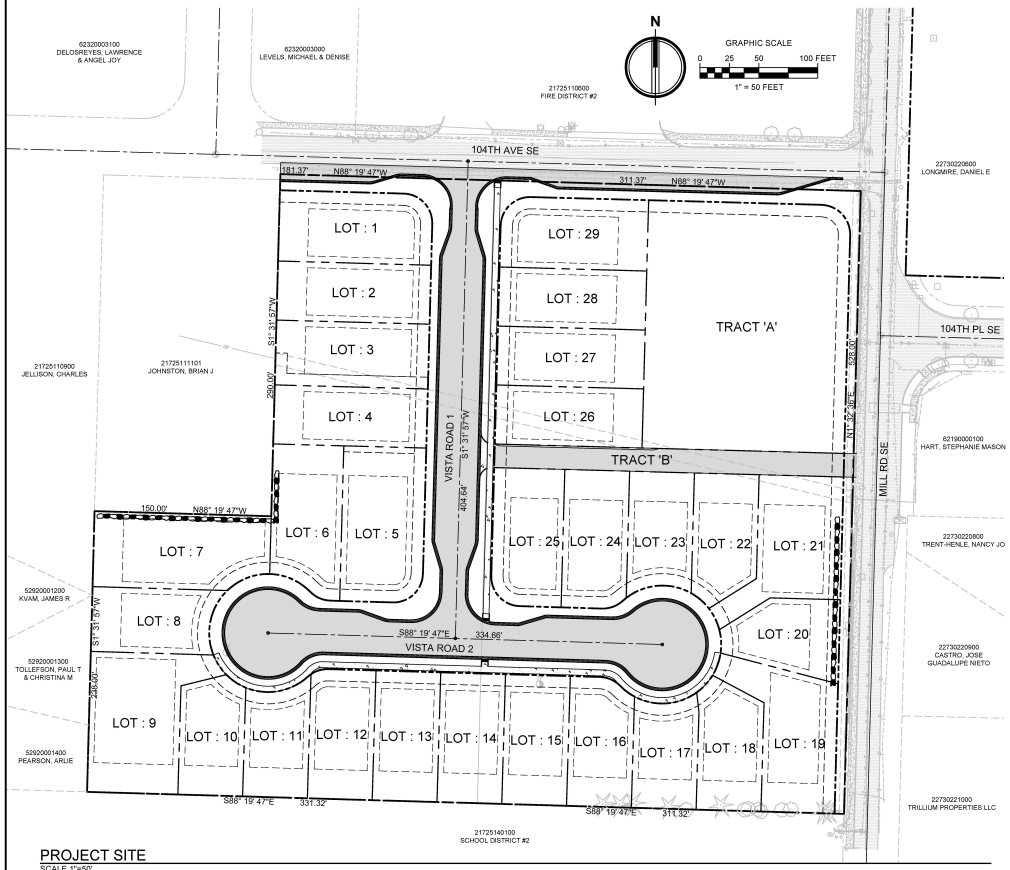
THE 15-DAY PUBLIC COMMENT PERIOD ENDS AT 5:00 PM ON June 18, 2021

This notice has been provided to appropriate local and state agencies, and property owners within 300 feet of the project site. These recipients will also receive the following items when available or if applicable: Environmental Threshold Determination, Notice of Public Hearing and Notice of Final Decision. If the proposed project requires a City Council decision, it will be mailed to all those who participate in the public hearing and to anyone else requesting the decision in writing. Additionally, there will be a 14-day public comment period if an environmental determination is issued. Opportunities for appeal occur within twenty-one (21) days after the date the notice of decision is issued. City Council decision can be appealed through Superior Court.

THE VISTA AT MILL POND

A PORTION OF THE NE 1/4 OF THE NE 1/4 OF SEC. 25, TWN. 17N., RGE. 01 E W.M., CITY OF YELM, WASHINGTON

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



PROJECT SITE
SCALE 1"=50'

DEVELOPER
MILLPOND DEVELOPMENT, LLC
C/O MATT WEBER, PE
AHBL, INC.
2215 NORTH 30TH STREET, SUITE 300
TACOMA, WA 98403
CONTACT: MATT WEBER, PE

CIVIL ENGINEER
AHBL ENGINEERS, PLANNERS, & SURVEYORS
2215 NORTH 30TH STREET, SUITE 300
TACOMA, WA 98403
PH. (253) 383-2422
FAX (253) 383-2572
CONTACT: MATT WEBER, P.E.

SURVEYOR
AHBL ENGINEERS, PLANNERS, & SURVEYORS
2215 NORTH 30TH STREET, SUITE 300
TACOMA, WA 98403
PH. (253) 383-2422
FAX (253) 383-2572
CONTACT: DAVE FOLLANSBEE, PLS.

TOPOGRAPHIC SURVEY WAS PREPARED BY AHBL, INC. FIELD DATA WAS COLLECTED IN APRIL 2021.

LEGAL DESCRIPTION
PARCEL A:

THE SOUTH 528 OF THE EAST 330 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 17 NORTH, RANGE 1 EAST, W.M. EXCEPTING THEREFROM THE EAST 20 FEET FOR COUNTY ROAD KNOWN AS MILL ROAD.

PARCEL B:

THAT PORTION OF THE NORTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 25, TOWNSHIP 17 NORTH, RANGE 1 EAST, W.M. DESCRIBED AS FOLLOWS:

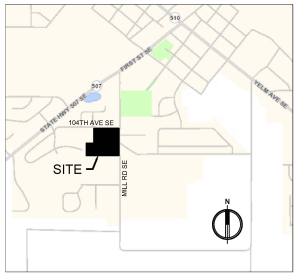
BEGINNING AT A POINT 330 FEET WEST OF THE SOUTHEAST CORNER OF SAID NORTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER; THENCE WEST 330 FEET; THENCE NORTH 238 FEET; THENCE EAST 150 FEET; THENCE NORTH 290 FEET; THENCE EAST 180 FEET; THENCE SOUTH 528 FEET TO THE POINT OF BEGINNING.

VERTICAL DATUM
NGVD 29 VERTICAL DATUM

BASIS OF BEARING
NAD 1983/11
WASHINGTON STATE PLANE SOUTH PROJECTION, BASED ON GPS OBSERVATION USING WSRN AND GEOID 2012A.
UNITS OF MEASUREMENT ARE US SURVEY FEET.

SITE DATA

PARCEL NUMBERS:	21725111200 (PARCEL A) 21725111100 (PARCEL B)
ADDRESS:	10447 MILL ROAD SE
SITE AREA:	295,869 SF (6.79 ACRES)
EXISTING ZONING:	R-4, RESIDENTIAL



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	LIGHT	
	POWER/TELE. POLE	
	GUY WIRE	
T	TELEPHONE MH	
T	TELEPHONE RISER	
	CATCH BASIN	
	STORM DRAIN MH	
S	SANITARY SEWER MH	
	SIGN	
	HYDRANT	
	WATER VALVE	
	WATER METER	
	WIRE FENCE	
	CHAIN LINK FENCE	
	WOOD FENCE	
ELEV	CONTOURS	ELEV
D	STORM DRAIN LINE	D
W	WATER LINE	W
F	FIRE SERVICE	
SS	SANITARY SEWER LINE	
	STANDARD DUTY PAVING	
G	NATURAL GAS LINE	
	CONIFER TREE	
	DECIDUOUS TREE	
	CEMENT CONC. PAVEMENT	
	ASPHALT CONC. PAVEMENT	

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WETLAND DELINEATION
NO WETLANDS HAVE BEEN DELINEATED ON-SITE OR IMMEDIATELY ADJACENT TO THE PROJECT SITE.

EARTHWORK QUANTITIES
CUT = 13,725 CU. YDS
FILL = 15,310 CU. YDS
NET = 1,585 CU. YDS IMPORT

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(MEASURED TO CENTER OF ROW)
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GROSS DEVELOPABLE ACREAGE X ALLOWED DENSITY IN DWELLING UNITS = ALLOWABLE NUMBER OF DWELLING UNITS

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7	C5.1	CONCEPT UTILITY PLAN
8	C6.1	CONCEPT LANDSCAPING, TREE RETENTION, & VEGETATION PLAN

APPLICATION #

DATE: May 4, 2021 FILENAME: D:\Project Files\2021-02_Vista\2210152_SH_COVR.dwg

AHBL
TACOMA · SEATTLE · SPOKANE · TRI-CITIES
2215 North 30th Street, Suite 300 Tacoma, WA 98403
253.383.2422 TEL 253.383.2572 FAX www.ahbl.com WEB

Project Title:
THE VISTA AT MILL POND PRELIMINARY PLAT

Client:
MILL POND DEVELOPMENT, LLC

C/O MATT WEBER, PE
AHBL, INC.
2215 NORTH 30TH STREET
SUITE 300
TACOMA, WA 98403

Job No.
2210152.10

Issue Set & Date:
PRELIMINARY PLAT
05/04/2021

MATTHEW H. EDDY — STATE OF WASHINGTON — 14600 — REGISTERED PROFESSIONAL ENGINEER
05/05/2021

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Revisions:

Sheet Title:
COVER SHEET

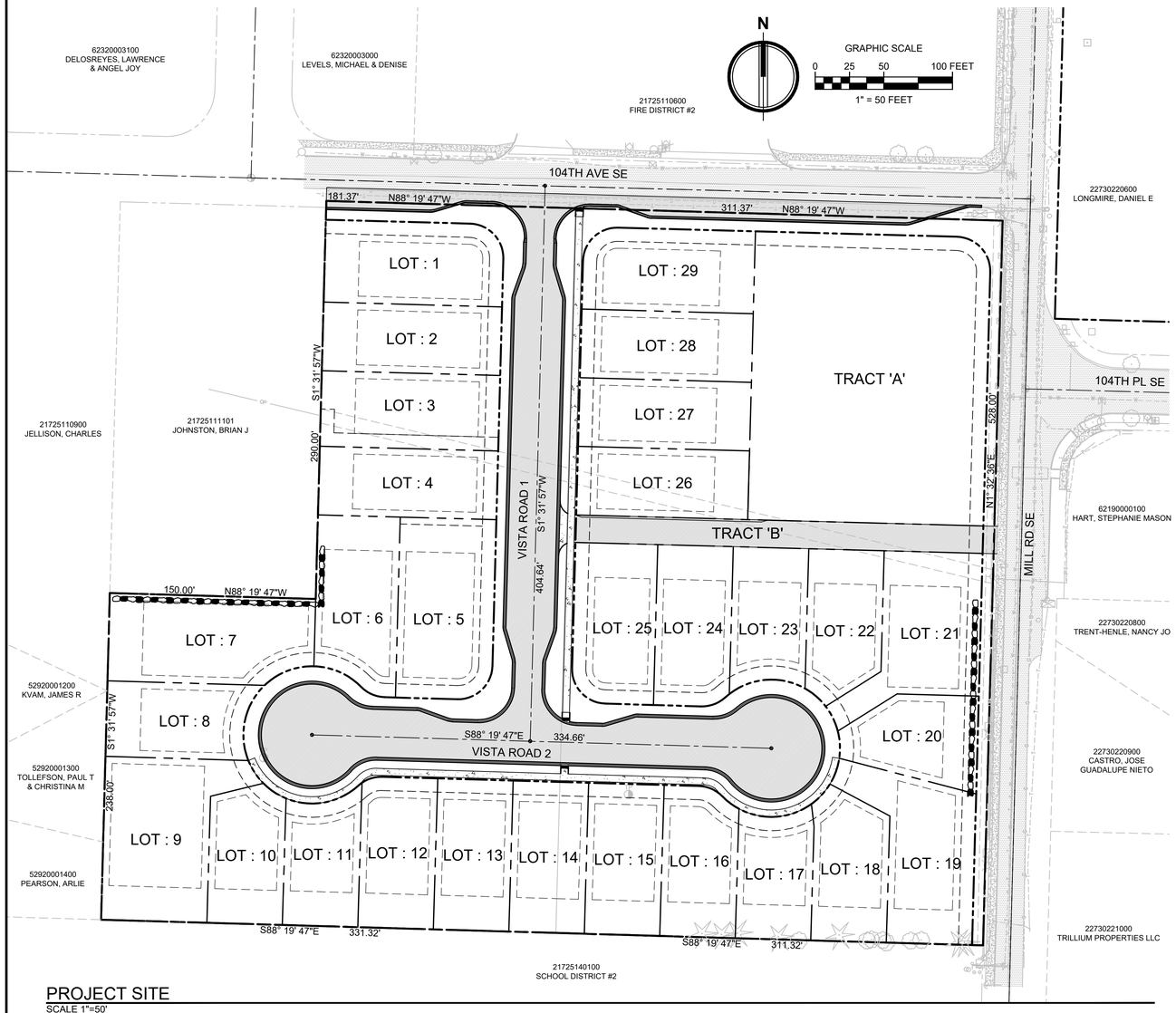
Designed by:	Drawn by:	Checked by:
GCH	GCH	JMW

Sheet No.
C0.1
1 of 8 Sheets

THE VISTA AT MILL POND

A PORTION OF THE NE 1/4 OF THE NE 1/4 OF SEC. 25, TWN. 17N., RGE. 01 E W.M., CITY OF YELM, WASHINGTON

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



PROJECT SITE
SCALE 1"=50'

DEVELOPER
MILLPOND DEVELOPMENT, LLC
C/O MATT WEBER, PE
AHBL, INC.
2215 NORTH 30TH STREET, SUITE 300
TACOMA, WA 98403
CONTACT: MATT WEBER, PE

CIVIL ENGINEER
AHBL ENGINEERS, PLANNERS, & SURVEYORS
2215 NORTH 30TH STREET, SUITE 300
TACOMA, WA 98403
PH. (253) 383-2422
FAX (253) 383-2572
CONTACT: MATT WEBER, P.E.

SURVEYOR
AHBL ENGINEERS, PLANNERS, & SURVEYORS
2215 NORTH 30TH STREET, SUITE 300
TACOMA, WA 98403
PH. (253) 383-2422
FAX (253) 383-2572
CONTACT: DAVE FOLLANSBEE, PLS.

TOPOGRAPHIC SURVEY WAS PREPARED BY AHBL, INC. FIELD DATA WAS COLLECTED IN APRIL 2021.

LEGAL DESCRIPTION

PARCEL A:

THE SOUTH 528 OF THE EAST 330 FEET OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 25, TOWNSHIP 17 NORTH, RANGE 1 EAST, W.M. EXCEPTING THEREFROM THE EAST 20 FEET FOR COUNTY ROAD KNOWN AS MILL ROAD.

PARCEL B:

THAT PORTION OF THE NORTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER OF SECTION 25, TOWNSHIP 17 NORTH, RANGE 1 EAST, W.M. DESCRIBED AS FOLLOWS:

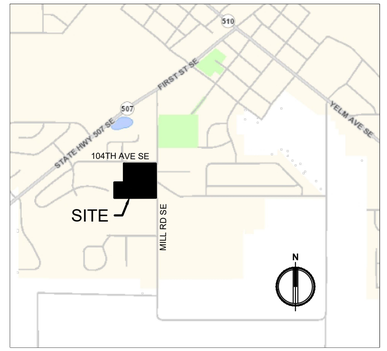
BEGINNING AT A POINT 330 FEET WEST OF THE SOUTHEAST CORNER OF SAID NORTHEAST ONE-QUARTER OF THE NORTHEAST ONE-QUARTER; THENCE WEST 330 FEET; THENCE NORTH 238 FEET; THENCE EAST 150 FEET; THENCE NORTH 290 FEET; THENCE EAST 180 FEET; THENCE SOUTH 528 FEET TO THE POINT OF BEGINNING.

VERTICAL DATUM
NGVD 29 VERTICAL DATUM

BASIS OF BEARING
NAD 1983/11
WASHINGTON STATE PLANE SOUTH PROJECTION, BASED ON GPS OBSERVATION USING WSRN AND GEOID 2012A.
UNITS OF MEASUREMENT ARE US SURVEY FEET.

SITE DATA

PARCEL NUMBERS:	21725111200 (PARCEL A) 21725111100 (PARCEL B)
ADDRESS:	10447 MILL ROAD SE
SITE AREA:	295,869 SF (6.79 ACRES)
EXISTING ZONING:	R-4, RESIDENTIAL



VICINITY MAP
NOT TO SCALE

LEGEND

EXISTING	DESCRIPTION	PROPOSED
	LIGHT	
	POWER/TELE. POLE	
	GUY WIRE	
T	TELEPHONE MH	
	TELEPHONE RISER	
	CATCH BASIN	
D	STORM DRAIN MH	
S	SANITARY SEWER MH	
	SIGN	
	HYDRANT	
	WATER VALVE	
W	WATER METER	
-X-X-X-X-	WIRE FENCE	
-O-O-O-O-	CHAIN LINK FENCE	
-O-O-O-O-	WOOD FENCE	
ELEV	CONTOURS	ELEV
D	STORM DRAIN LINE	D
W	WATER LINE	W
F	FIRE SERVICE	
SS	SANITARY SEWER LINE	
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4
3
2
1
Revisions:

Sheet Title:
COVER SHEET

Designed by:	Drawn by:	Checked by:
GCH	GCH	JMW

Sheet No.
C0.1
1 of 8 Sheets

DATE: May 4, 2021 FILENAME: D:\Project Files\2021-02_Vista\2210152_SH_COVR.dwg

City of Yelm
EST. 1924
WASHINGTON

SEPA #: 2021.0026

MITIGATED DETERMINATION OF NON-SIGNIFICANCE

Proponent:	AHBL, Inc
Description of Proposal:	Vista and Meadows at Mill Pond Subdivisions. Vista includes subdividing approximately 6.81 acres into 29 residential lots and Meadows includes subdividing approximately 5.04 acres into 21 residential lots.
Location of the Proposal:	10447 Mill Rd SE, Parcels 21725111100 and 21725111200 (Vista) and Parcel 22730220600 (Meadows)
Section/Township/Range:	Section 25 Township 17 Range 1E Quarter NE (Vista), Section 30 Township 17 Range 2E Quarter NW (Meadows)
Threshold Determination:	The City of Yelm as lead agency for this action has determined that this proposal does not have a probable significant adverse impact on the environment. Therefore, an environmental impact statement (EIS) will not be required under RCW 43.21C.030(2)(c). This decision was made after review of a completed environmental checklist and other information on file with the lead agency. This information is available to the public on request.
Mitigating Measures:	See Attachment A
Lead agency:	City of Yelm
Responsible Official:	Grant Beck, Community Development Director
Date of Issue:	July 7, 2021
Comment Deadline:	July 22, 2021
Appeal Deadline:	There is no local administrative appeal of a MDNS

Grant Beck, Community Development Director

This Mitigated Determination of Non-Significance (MDNS) is issued pursuant to Washington Administrative Code 197-11-340 (2). Comments must be submitted to Grant Beck, Community Development Department, at City of Yelm, 106 2nd St SE, Yelm, WA 98597, by July 22, 2021 at 5:00 P.M. The City of Yelm will not act on this proposal prior July 22, 2021 at 5:00 P.M.

DO NOT PUBLISH BELOW THIS LINE

Published: Nisqually Valley News, Thursday, July 8, 2021
Posted in public areas: Friday, July 7, 2021
Copies to: All agencies/citizens on SEPA mailing list
Dept. of Ecology w/checklist

ATTACHMENT A

Project Number 2021.0026

Findings of Fact

A. This Mitigated Determination of Non Significance is based on the project as proposed and the impacts and potential mitigation measures reflected in the following environmental documents:

- Environmental Checklist (May 2021, prepared by AHBL)
- Mazama Pocket Gopher Report (February 2021, prepared by Land Services NW)
- Traffic Impact Analysis (May 2021, prepared by Heath & Associates)
- Preliminary Stormwater Report (May 2021, prepared by AHBL)

B. The City of Yelm is identified as a Critical Aquifer Recharge Area, a designated environmentally sensitive area. Potential Impacts to groundwater quality and quantity will be mitigated through measures that meet or exceed the standards in the Stormwater Management Manual for Western Washington, as published by the Washington State Department of Ecology.

C. The Mazama Pocket Gopher has been listed as a threatened species by the Washington Department of Fish and Wildlife since at least 2008. Yelm has protected this species through the implementation of the Critical Areas Code. In April, 2014, the U.S. Fish and Wildlife Service listed the Yelm subspecies of the Mazama Pocket Gopher as threatened under the Endangered Species Act. While the City of Yelm is not responsible for implementation or enforcement of the Endangered Species Act, it consults with the Service and provides notice to applicants that the pocket gopher is a federally protected species and a permit from the U.S. Fish and Wildlife Service may be required.

   A report conducted by Land Services NW, LLC found no evidence of gophers on the site. The survey noted numerous mounds that indicate moles, with no indicators for the Mazama Pocket Gopher.

D. The City of Yelm has adopted a concurrency management system as required by the Growth Management Act. Chapter 18.16 YMC (Concurrency Management) is designed to ensure that the improvements required to support development are available at the time of development.

   A concurrency determination may be issued for a proposal as it relates to transportation issues when: the development provides on-site frontage improvements; the project makes off-site improvements as necessary to provide for the safe movement of traffic; and the project makes a contribution to projects identified in the six year transportation improvement program in the form of a transportation facilities charge.

E. The City of Yelm and the Washington State Department of Transportation (WSDOT) have established a minimum intersection level of service (LOS) standard of "C" for all intersections

in the City's residential zones.

The traffic impact analysis (TIA) submitted as part of the application indicates that the project will generate an average of 472 average weekday daily trips per day, with a PM peak of 50 vehicles per hour. The current TIA indicates that, with average growth, the impacted intersections will stay within adopted standards.

The TIA suggests that the project should contribute to the construction of a left-turn lane along WA-507 at the intersection of WA-507 and Mill Road SE. The traffic analysis found that this development would generate 3.14% of peak hour traffic at the WA-507 and Mill Road SE intersection. Based on the project's estimated cost of $744,000, the project should contribute $23,361.60.

Mitigation Measures

1. The project shall make a contribution of $23,361.60 to the construction of a left-turn lane along WA-507 at the intersection of WA-507 and Mill Road SE.

City of Yelm

Fee _____
Date Received _____
By _____
File No. _____

Community Development Department ENVIRONMENTAL CHECKLIST

Instructions:

The State Environmental Policy Act (SEPA) requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. The purpose of this checklist is to provide information to help identify impacts from your proposal, to reduce or avoid impacts from the proposal if it can be done, and to help the City decide whether an EIS is required. An environmental impact statement (EIS) must be prepared for any proposal with probable significant adverse impacts on environmental quality.

This environmental checklist asks you to describe some basic information about your proposal. The City will use this checklist to determine whether the environmental impacts of your proposal are significant and require preparation of an EIS. You must answer each question accurately, carefully and to the best of your knowledge. Answer the questions briefly, but give the best description you can. In most cases, you should be able to answer the questions from your own observations or project plans without the need for experts. If you do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply". Complete answers to the questions now may avoid delays later. If the space provided is too small, feel free to attach additional sheets.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the city staff can assist you.

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. You may be asked to explain your answers or provide additional information for determining if there may be significant adverse impacts.

Nonproject Proposals Only:

Complete both the checklist (even though many questions may be answered "does not apply") and the **Supplemental Sheet for Nonproject Actions** (part D). For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "proposer," and "affected geographic area," respectively.

CITY OF YELM
(Update to SEPA Checklist dated 4/28/2006)
ENVIRONMENTAL CHECKLIST

CITY USE ONLY
FEE: $150.00
DATE REC'D
BY:
FILE NO.

A. BACKGROUND

1. Name of proposed project, if any:

The Vista at Mill Pond Vista and Meadows at Mill Pond

2. Name of applicant:

Sheri Greene, AHBL

3. Address, phone number and email address of applicant and of any other contact person:

Sheri Greene, AHBL
2215 N. 30th Street #300
Tacoma, WA 98403

Mill Pond Development LLC. c/o Matt Weber, PE AHBL
2215 N. 30th Street #300
Tacoma, WA 98403

4. Date checklist prepared:

May 5, 2021

5. Agency requesting checklist:

City of Yelm

6. Proposed timing or schedule (including phasing, if applicable):

Construction will commence upon issuance of site development permit. It is anticipated the site development permit will be issued in September 2021.

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.

No.

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal.

SEPA Checklist, Mazama Pocket Gopher Recconnaisance, Geotechnical Report, Traffic Study

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.

There is a proposed subdivision of 21 lots on the east side of Mill Road, at the intersection of 104th Road SE and Mill Road. The subdivision, "The Meadows at Mill Pond", was taken into consideration when the Traffic Impact Analysis was prepared for "The Vista at Mill Pond".

10. List any government approvals or permits that will be needed for your proposal, if known.

SEPA Determination, Preliminary Plat Approval, Site Development Permits, Building Permits, NPDES Permit

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.

Project proposes construction of 29-lot residential subdivision and associated roadways. Services will include city water and sewer, and private drainage routed to onsite infiltration facilities.

21 lot residential subdivision for Meadows at Mill Pond is also part of this environmental review

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. You need not duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The site is located at 10447 Mill Road SE in the City of Yelm, Thurston County, parcel numbers 21725111100 and 21725111200.

Also parcel 22730220600

B. ENVIRONMENTAL ELEMENTS

1. **Earth**

a. General description of the site (circle one):
(flat,) rolling, (hilly,) steep slopes, mountainous, other _____

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

Slope are generally between 0% and 5% with the exception of the southern portion of the site which has a steeper incline of approximately 20%.

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 prime farmland.

According to the NRCS Soil Survey, site soils consist primarily of Spanaway gravelly sandy loam.

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Not to our knowledge.

e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill.

The project is in preliminary design but it is anticipated there will be 13,725 cy of cut and 15,310 cy of fill, for a net import of 1,585 cy. Any imported material will be similar to existing and from a clean site. It is expected that earthwork will balance in the final design.

additional 2,180 cy cut and 1,760 cy fill for Meadows subdivision

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Minimal erosion could occur during project construction. All applicable BMPs will be followed to prevent or minimize such impacts.

g. About what percent of the site will be covered with impervious surfaces after project construction such as asphalt or buildings?

Approximately 48% of the site will be covered by impervious surfaces from the construction of the roadways. Additional impervious surfaces will be added at the time of home construction.

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Proposed measures include the use of BMPs to minimize the risk of erosion during construction. A drainage plan will incorporate designs that convey and infiltrate stormwater away from the disturbed areas as much as possible.

2. **Air**

a. What types of emissions to the air would result from the proposal (i.e., dust, automobile exhaust, odors, industrial wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known. **Construction will result in a temporary increase in air pollution, including emissions from equipment and dust from construction activities. Dust controls will include watering soils to prevent blowing of dust. Construction vehicles will be turned off when not in use to help control emissions. Construction activities and equipment will follow the appropriate regulations for controlling emissions to the air. Post-construction emissions would include emissions from vehicle trips associated with the development.**

Subject to ORCAA regulations

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.

There are no known off-site sources of emissions or odors observed that might effect this proposal.

c. Proposed measures to reduce or control emissions or other impacts to air, if any:

Potential BMPs include using water sprays or other non-toxic dust control methods on unpaved roadways, preventing the tracking out of mud onto public streets, covering soil piles when practical, and minimizing work during periods of high winds. Additionally, to minimize air quality and odor issues caused by tailpipe emissions, BMPs will be used. Such BMPs include maintaining engines of construction equipment while also minimizing the idling of construction equipment.

3. **Water**

a. Surface Water

1) Is there any surface water body or wetland on or in the immediate vicinity of the site (including year-round and seasonal streams, saltwater, lakes, ponds)? If yes, describe type and provide names. State what stream or river it flows into?

No.

2) Will the project require any work over, in, or adjacent to (within 300 feet) the described waters? If yes, please describe and attach available plans.

Not applicable.

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.

There will be no fill or dredge material as a result of construction activities associated with this proposal.

4) Will the proposal require surface water withdrawals or diversions? Give general description, purpose, and approximate quantities if known.

The project will not require surface water withdrawals or diversions.

5) Does the proposal lie within a 100-year floodplain? If so, note elevation on the site plan.

The project site does not lie within a 100-year floodplain.

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.

No.

b. Groundwater:

1) Will groundwater be withdrawn, or will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

Water will not be withdrawn; however stormwater runoff will be directed to stormwater treatment facilities and infiltrated onsite.

2) Describe the underlying aquifer with regard to quality and quantity, sensitivity, protection, recharge areas, etc.

The site is within an extremely sensitive aquifer area so all stormwater runoff from impervious surfaces will be treated prior to infiltrating onsite.

3) Describe waste material that will be discharged into or onto the ground from septic tanks or other sources, if any (such as domestic sewage; industrial byproducts; agricultural chemicals).

No waste material will be discharged to the ground. The homes will be served by the City of Yelm STEP collection system and holding tanks will be maintained by the city.

c. Water Runoff (including storm water):

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.

Stormwater from the roadways will be collected, treated and conveyed to an onsite bioretention infiltration basin. The individual homes will have onsite drywells to infiltrate roof runoff.

2) Could waste materials enter ground or surface waters? If so, generally describe.

No waste materials will enter ground or surface waters as a result of this proposal.

d. Proposed measures to reduce or control surface, ground, and runoff water impacts, if any:

The project will provide source control of pollutants by providing treatment of stormwater by use of biorention. No other measures are proposed.

Subject to most current ECY SMMWW

4. **Plants**

a. Check or circle types of vegetation found on the site:

- X deciduous tree: alder, maple, oak, aspen, other
- X evergreen tree: fir, cedar, pine, other
- X shrubs
- X grasses
- ____ pasture
- ____ crops or grains
- ____ wet soil plants: cattail, buttercup, bulrush, 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?

Most of the existing vegetation within the project area will be removed.

c. List threatened or endangered species known to be on or near the site.

None to our knowledge.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Landscape design and buffer will be in accordance with the City of Yelm Municipal Code. Plans will be submitted to the city for approval.

Trees removed over 8 in diameter will be replaced at 1:1 basis

Subject to Chapter 18.55 YMC

5. **Animals**

a. Circle any birds and animals that have been observed on or near the site or are known to be on or near the site:

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

b. List any priority, threatened or endangered species known to be on or near the site.

Mazama Pocket Gopher

None to our knowledge.

c. Is the site part of a migration route? If so, explain.

The site is within the Pacific Flyway for Migratory Birds.

d. Proposed measures to preserve or enhance wildlife, if any:

No impacts are anticipated to wildlife, therefore no special measures are proposed.

Mazama Pocket Gopher Reconnaissance report by Land Services NW found no activity

6. **Energy and Natural Resources**

a. What kinds of energy (electric, natural gas, gasoline, heating oil, wood, solar etc.) will be used to meet the completed project's energy needs? Describe whether it will be used for heating, manufacturing, transportation, etc.

The completed project will utilize electricity to provide for heating, cooling and lighting needs.

b. Would your project affect the potential use of solar energy by adjacent properties? If so, generally describe.

No, this proposal will not have an impact on adjacent property's ability to utilize solar energy.

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:

Subject to 2018 IRC

The project will meet the 2015 Washington State Energy Code (WSEC). Other conservation features, such as LED lighting and low-flow plumbing fixtures, will be determined upon development.

7. **Environmental Health**

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spills, of hazardous waste, that could occur as a result of this proposal? If so, describe.

Construction BMPs required

There is the potential for construction equipment and personal vehicles to leak fuel, oil or other fluids necessary to operate the equipment/vehicles. This risk is typical of construction activities and vehicle trips associated with the development, and is minimal. The site will provide water quality treatment prior to infiltrating stormwater, further minimizing the risk of impacts.

1) Describe special emergency services that might be required.

No special emergency services will be required other than those normally provided such as police and fire protection.

2) Proposed measures to reduce or control environmental health hazards, if any:

None are anticipated to be required. Specialized erosion and sediment control measures will be implemented if contaminated soils are detected during the construction process. Standard dust control measures will be implemented to mitigate dust emissions resulting from construction activities. Pursuant to State Law, 811 will be contacted prior to any digging activities to prevent damage to on-site utilities.

b. Noise

1) What types of noise exist in the area which may affect your project (for example: traffic, equipment operation, other)?

There are no off-site sources of noise that will impact this proposal. The primary source of noise in the area is generated from vehicular traffic along 104th Ave SE and Mill Road SE.

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.

Temporary, short-term noise impacts typical of construction projects will occur with operation of equipment during construction. Construction activities will be restricted to the hours permitted under the Yelm Municipal Code. Long term noise will be minimal, and will be typical of residential developments.

3) Proposed measures to reduce or control noise impacts, if any: **To mitigate general noise impacts during the construction phase, measures such as locating stationary equipment away from receiving properties, limiting construction hours to the appropriate Yelm ordinance, turn off idling construction equipment, and train construction crews to avoid unnecessarily loud actions near residential areas will be employed.**

8. **Land and Shoreline Use**

a. What is the current use of the site and adjacent properties?

The site is currently single family residential.

Adjacent properties include SE Thurston Rural Fire Authority, Cochrane Park, Mill Pond elementary, and single family residences

b. Has the site been used for mineral excavation, agriculture or forestry? If so, describe.

Not to our knowledge.

c. Describe any structures on the site.

There is a single family residence and a covered outbuilding structure.

d. Will any structures be demolished? If so, what?

All structures will be demolished.

Need City of Yelm Demolition permit and ORCAA asbestos survey

e. What is the current comprehensive plan designation of the site?

R-4

f. What is the current zoning classification of the site?

R-4 Low Density Residential District

g. If applicable, what is the current shoreline master program designation of the site?

Does not apply.

h. Has any part of the site been classified as a "natural resource", "critical" or "environmentally sensitive" area? If so, specify.

The site lies within an extremely sensitive aquifer recharge area.

i. Approximately how many people would reside or work in the completed project?

Based on 2.5 persons per household, approximately 73 people will reside in the completed project.

j. Approximately how many people would the completed project displace?

There would be no displacements. The existing house is vacant.

k. Proposed measures to avoid or reduce displacement impacts, if any:

Does not apply.

l. Proposed measures to ensure the proposal is compatible with existing and projected land uses and plans, if any:

The proposed project is permitted outright in the R4 zone. The project requires approval through the Preliminary Plat process to ensure it is compatible with existing and proposed land uses.

9. **Housing**

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.

Project proposes 29 units and will likely be middle income.

b. Approximately how many units, if any, would be eliminated? Indicate whether high, middle, or low-income housing.

The existing residence and covered outbuilding will be demolished.

c. Proposed measures to reduce or control housing impacts, if any:

No special measures are proposed.

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?

The height of the structures will not exceed the maximum height allowed in the R4 zone. The exterior building materials will likely be wood.

Subject to City of Yelm Development Standards

b. What views in the immediate vicinity would be altered or obstructed?

The site will transition from a single family residence to an attractive residential neighborhood.

c. Proposed measures to reduce or control aesthetic impacts, if any:

Perimeter landscaping and/or sight obscuring fencing will screen the development.

11. **Light and Glare**

a. What type of light or glare will the proposal produce? What time of day would it mainly occur?

Exterior lighting from the houses and street lights will occur after dark, typical of a residential neighborhood.

b. Could light or glare from the finished project be a safety hazard or interfere with views?

No. Lighting will be directed downward so as not to interfere with views or provide glare.

c. What existing off-site sources of light or glare may affect your proposal?

There are no off-site sources of light or glare that will impact the proposal.

d. Proposed measures to reduce or control light and glare impacts, if any:

Lighting fixtures will be shielded and lighting cast downward to reduce light and glare impacts. All lighting fixtures will meet City requirements for light spill.

12. **Recreation**

a. What designated and informal recreational opportunities are in the immediate vicinity? **Brookdale Golf Course is just north of the project site. Ball fields, football field and track are available for public use during non-school hours at Mill Pond Elementary, which abuts the southern boundary of the project.**

Cochrane Park also adjacent to site

b. Would the proposed project displace any existing recreational uses? If so, describe.

No.

c. Proposed measures to reduce or control impacts or provide recreation opportunities:

5% of the site will be open space with active recreation amenities.

13. **Historic and Cultural Preservation**

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe.

There are no known buildings, structures, or sites within the immediate vicinity of the project site that are listed on national, state, or local preservation registers.

b. Generally describe any landmarks or evidence of historic, archeological, scientific, or cultural importance known to be on or next to the site.

None to our knowledge.

c. Proposed measures to reduce or control impacts, if any:

If cultural or archeological objects are found during site preparation work, the Washington State Department of Archaeology and Historic Preservation will be notified, and appropriate measures will be taken.

14. **Transportation**

a. Identify sidewalks, trails, public streets and highways serving the site, and describe proposed access to the existing street system. Show on site plans, if any.

The site will be served by 104th Ave SE. Access for EVA only will be provided off of Mill Road SE.

Access to Meadows subdivision will be off of Mill Rd SE

b. Is site currently served by public transit? By what means? If not, what plans exist for transit service?

Thurston County's Intercity Transit provides route service between Lacey Corporate Center, Yelm and Olympia Transit Center. The nearest stop is at the intersection of Yelm Avenue and 3rd Street, approximately 2,530 feet northeast.

c. How many parking spaces would the completed project have? How many would the project eliminate?

Each residence will have garage and driveway parking.

Subject to City of Yelm Development Guidelines

d. Will the proposal require any new sidewalks, trails, roads or streets, or improvements to existing sidewalks, trails, roads or streets, not including driveways? If so, generally describe (indicate whether public or private).

The project will require new roads and road improvements.

New internal roadways with frontage improvements, and frontage improvements and ROW dedication on 104th Ave SE and Mill Rd SE

e. Will the project 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? If known, indicate when peak volumes would occur.

Vehicular trips and peak volumes are noted in the Traffic Impact Analysis Report prepared by Heath and Associates, dated May 2021.

472 new average weekday daily trips, 37 during AM peak hour and 50 during PM peak hour

g. Proposed measures to reduce or control transportation impacts, if any:

Proposed measures to reduce or control transportation impacts are noted in the Traffic Impact Analysis Report prepared by Heath and Associates, dated May 2021.

Payment of traffic facilities charges & contribution to left-turn lane construction on WA-507 & Mill Rd SE

15. **Public Services**

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe:

Yes, typical public services including fire, police protection, health care, schools, and utility services will be required for this project.

b. Proposed measures to reduce or control direct impacts on public services, if any.

An increased tax base will help mitigate impacts. Payment of fire impact fee and school impact fee

16. **Utilities**

a. Circle utilities currently available at the site: electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other.

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.

Electricity - Puget Sound Energy
Water - City of Yelm
Sanitary Sewer - City of Yelm S.T.E.P.
Refuse Service - Rural Refuse
Telephone - Centurylink
Cable/Internet - Comcast

C. SIGNATURE

The above answers are true and complete to the best of my knowledge. I understand that the City of Yelm is relying on them to make its decision.

Signature: _____
Date Submitted: **May 3, 2021**

MAZAMA POCKET GOPHER (*Thomomys Mazama)* RECONNAISSANCE REPORT

Prepared for Matthew Weber

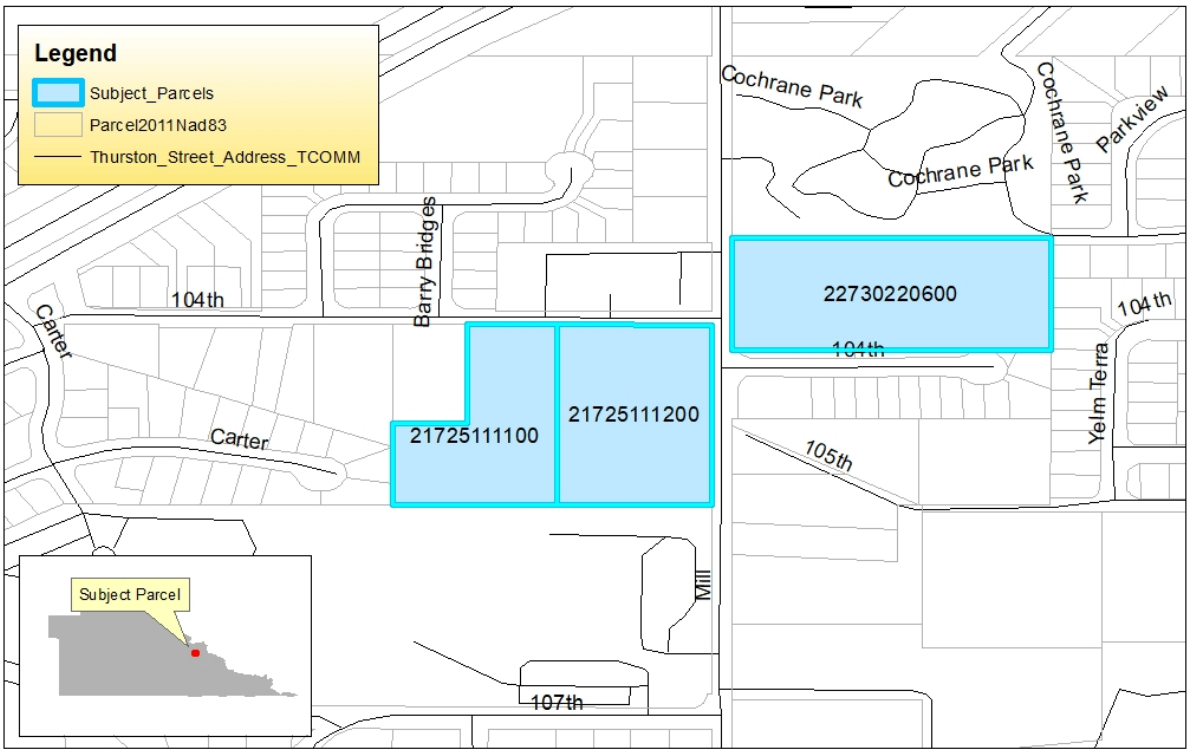
Prepared By:

ALEXANDER CALLENDER, M.S. PWS
LAND SERVICES NORTHWEST
OLYMPIA, WASHINGTON
February 22, 2021

1.0 INTRODUCTION

This report is the result of a Mazama Pocket Gopher(MPG) reconnaissance survey of the following parcels **(Figure 1)**:

- The 5.04-acre parcel #22730220600 at xx Mill Road SE Yelm, WA with the legal description of Section 30 Township 17 Range 2E Quarter NW NW COM NW SEC COR S 533F ONW LN POB E 664F S330F W 664F N 330F POB in Thurston County.
- The 3-acre parcel #21725111100 at xx 104th Avenue SE Yelm, WA with the legal description of 25-17-1E NE NE COM 330F W OF SE COR W330F N238F E150F N290F E180F S528F POB in Thurston County.
- The 3.81-acre parcel #21725111200 at 10447 Mill Road SE Yelm, WA with the legal description of Section 25 Township 17 Range 1E Quarter NE NE COM SE COR W 330F N 528F E330F S 528F LESS RD in Thurston County.



The Purpose of this report is to provide a study of the presence or absence of indicators of the Mazama Pocket Gopher (*Thomomys Mazama*) for the City of Yelm.

Mazama Pocket Gopher

Four subspecies of Mazama pocket gophers found in Thurston City are listed as threatened under the Endangered Species Act (ESA). Impacts to Mazama pocket gophers should be avoided or addressed through USFWS permitting processes**.** The presence of this species on a property may have regulatory implications that may limit the amount or type of development that can occur on a property in order to avoid "take" of the species. Take is defined under the ESA as harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect any threatened or endangered species.

This study should allow the reader to assess whether the Mazama pocket gopher is likely to be found on site and what the implications of its presence or absence may have with regard to permitting a residence or other structures or development.

2.0 METHODS

2.1 Review of Existing Information

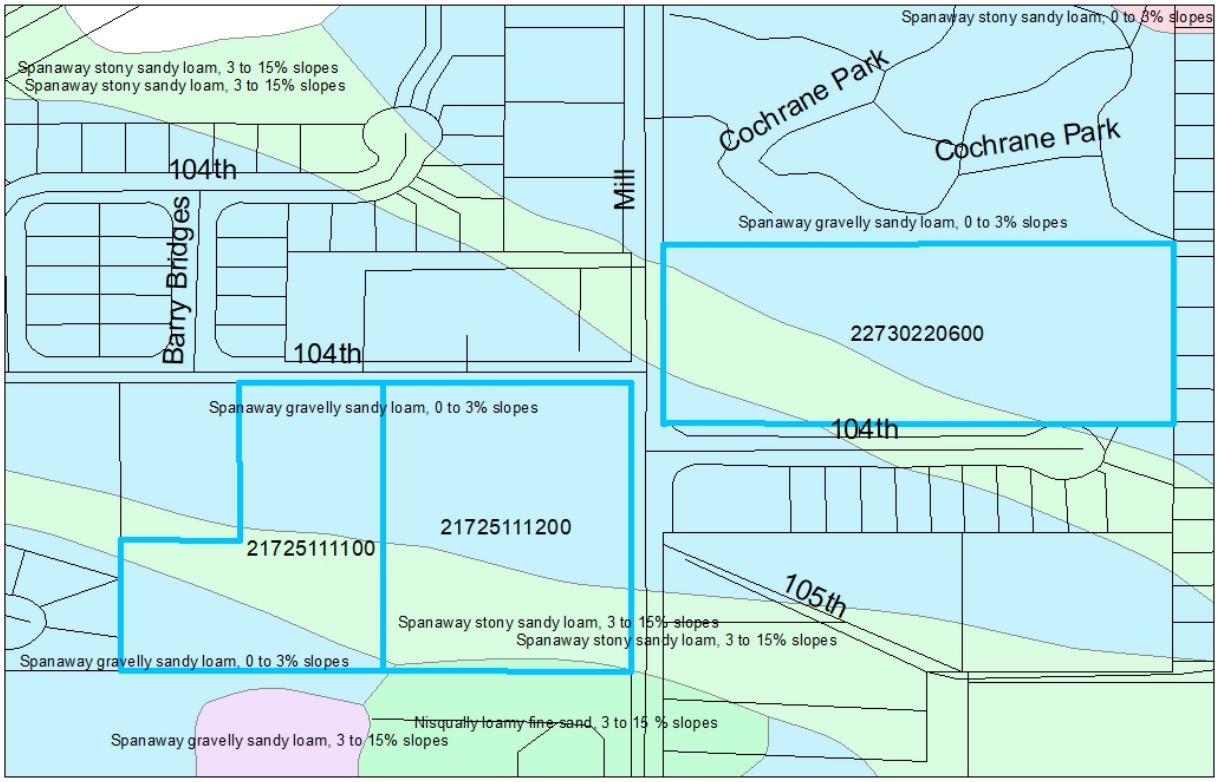
Background Review

Background information on the subject property was reviewed prior to field investigations and included the following:

- Thurston City Geodata Gopher Soils Shapefiles
- WDFW Priority Habitats and Species Information
- USFWS species list information
- WDFW species information

2.2 Summary of Existing Information

The existing information shows Nisqually loamy fine sand, 3 to 15 percent slopes, Spanaway gravelly sandy loam, 0 to 3 percent slopes, Spanaway stony sandy loam, 0 to 3 percent slopes, and Spanaway stony sandy loam 3 to 15 percent slopes, which are more and less preferred by the MPG. (**Figure 2) and (Attachment A)**



N LSNW Land Services Northwest 120 State Avenue NE PMB 190 Olympia, WA 98501 360.481.4208	Figure 2 USDA Soil Survey	0 125 250 500 Feet

Attachment A

Table 1. Soils known to be associated with Mazama pocket gopher occupancy.

Mazama Pocket Gopher Preference	Soil Type
More Preferred (formerly High and Medium Preference Soils)	Nisqually loamy fine sand, 0 to 3 percent slopes Nisqually loamy fine sand, 3 to 15 percent slopes Spanaway-Nisqually complex, 2 to 10 percent slopes Cagey loamy sand Indianola loamy sand, 0 to 3 percent slopes Spanaway gravelly sandy loam, 0 to 3 percent slopes Spanaway gravelly sandy loam, 3 to 15% slopes
Less Preferred (formerly Low Preference Soils)	Alderwood gravelly sandy loam, 0 to 3 percent slopes Alderwood gravelly sandy loam, 3 to 15 percent slopes Everett very gravelly sandy loam, 0 to 3 percent slopes Everett very gravelly sandy loam, 3 to 15 percent slopes Indianola loamy sand, 3 to 15 percent slopes Kapowsin silt loam, 3 to 15 percent slopes McKenna gravelly silt loam, 0 to 5 percent slopes Norma fine sandy loam Norma silt loam Spana gravelly loam Spanaway stony sandy loam, 0 to 3 percent slopes Spanaway stony sandy loam, 3 to 15 percent slopes Yelm fine sandy loam, 0 to 3 percent slopes Yelm fine sandy loam, 3 to 15 percent slopes

The WDFW Priority Habitats and Species Map shows the Mazama pocket gopher (*Thomomys Mazama*) was found within 600 feet of the subject parcels in 2013. (**Appendix B**).

2.3 2021 Mazama Pocket Gopher Reconnaissanc Protocol

The Thurston County Mazama Pocket Gopher Protocol was adapted for use. Since the survey is out of the recommended season, the results are for discussion purposes.

A. General Information – 2021 Approach

1. The MPG review season will run June 1-October 31, 2021.
N/A Reconnaissance only.
2. The protocol described in this memorandum will only apply to properties not known to be occupied by MPG since April 2014, the date of the federal listing.

The property was not known to be occupied by the MPG since April 2014.

3. Negative determinations will be valid for the length of the underlying City permit or approval, per City code.

The determination is negative.

4. Qualified consultants may perform field reviews and submit results for City evaluation, per the CAO. Consultants must have received training from USFWS at one of the two trainings offered in May/June 2019 and is certified to conduct these surveys.

Alex Callender is qualified as a consultant as he received training and certification during the May 2019 class conducted by the United States Fish and Wildlife Service.

B. In-Office Procedures

1. Staff will review land use applications to determine if the MPG field screening protocols described in this memorandum must be initiated for the following:

a. Within 600 feet of a site known to have positive MPG occurrence ; or

The property was within 600 feet of a known positive MPG occurrence..

b. On or within 300 feet of a soil type known to be associated with MPG occupancy.

The existing information shows Nisqually loamy fine sand, 3 to 15 percent slopes, Spanaway gravelly sandy loam, 0 to 3 percent slopes, and Spanaway stony sandy loam, 0 to 3 percent slopes, and Spanaway stony sandy loam 3 to 15 percent slopes which are more and less preferred by the MPG.

2. City staff will determine if other factors preclude the need for field screening. See Preliminary assessment below.

N/A

3. City staff will notify applicants if their application cannot be excluded from further review

N/A

4. Applicants may hire a consultant to perform field review, or may request that field review be conducted by City staff according to the protocol described in this memorandum.

5. City staff will review critical area reports submitted by consultants.

6. For sites to be screened by the City, staff will coordinate site visits with landowners/applicants, ensure advance notification and property access, and develop site visit schedules.

7. For sites where no MPG activity is observed, the City will provide applicants with a project condition that requires them to stop construction activity and alert the City and USFWS if evidence of MPG occupancy is observed.

N/A - No activity observed.

8. City of Yelm landowners who know or learn that Mazama pocket gophers are present on their property can move forward with their proposed development by: 1) proposing mitigation to the City as directed in the City's Critical Areas Ordinance (Title 24 TCC); or 2) contacting USFWS directly to discuss the review, assessment, and mitigation process most appropriate for their site(s) and proposed activities; or 3) waiting to participate in the yet to be completed Thurston City HCP.

C. Preliminary Assessment

As land use applications are received, properties mapped with or within 300 feet of gopher and/or prairie soils undergo the following preliminary assessment in-office.

1. For properties or project areas that appear to meet City criteria below, an internal review is conducted by staff biologist to determine if the project may be released from the full gopher review process. The following criteria may release a project from further gopher review:

- Locations west of the Black River, or on the Steamboat Island or Cooper Point peninsulas.

  N/A

- Sites submerged for 30 consecutive days or more since October 31, 2017.

  N/A

- Sites covered with impervious surfaces (as defined in CAO Chapter 17.15 and Title 24).
- Fully forested (>30%) sites with shrub and fern understory.

  There was a small area that was fully forested and not surveyed. It is demarcated in Appendix C.

- Sites that consist of slopes greater than 40 percent, or that contain landslide hazard areas (per existing City regulations).

  N/A

- Sites on less preferred MPG soils north of Interstate 5.

  N/A

- Building to take place in the footprint of an existing structure (also mobile home replacements in the same footprint).

  N/A

- Mobile home replacements in existing lots in an existing mobile home park.

  N/A

- Heating oil tank removal

  N/A

- Foundation repair

  N/A

- Projects which lie >300 feet from mapped gopher soils.

  The parcel is within 300 feet of mapped gopher soils.

2. If a property and/or project area do not meet internal review criteria, the project is put on a list to be scheduled for full MPG review during the appropriate seasonal review period.

3. In addition to the in-office preliminary assessment, the City may, if time allows, visit properties prior to the first gopher review in order to screen for prairie habitat. This screening process focuses on the presence or absence of native prairie plants, Oregon white oak trees (Quercus garryana), or Mima mounds protected under the Critical Areas Ordinance (CAO).

No Oregon oaks were found on site. No mima mounds exist on site. No regulated prairies were found on site.

D. Implementation Measures

In order to ensure the review process runs efficiently, the following measures will be implemented as part of the 2019 screening approach. These are intended to reduce costs and staff time, and ensure that MPG screening requests, especially those associated with building permit applications, are screened during the screening season.

1. No soil verification will be required in conjunction with MPG field screening.

2. Site mowing or brushing will be required to initiate first site visits, where necessary and feasible, and completed two to four weeks in advance of the site visit.

The ground was visible.

3. No further screening will be conducted in 2019 following the detection of MPG mounds on a property. The City will notify landowners that MPG evidence has been detected within two weeks.

The Mazama pocket gopher mounds were **not** found.

4. At the end of the 2019 season, City staff will provide data regarding MPG occupancy to USFWS.

5. No additional site visit will be required if indeterminate mounds are detected, if the full number of required visits has been completed.

N/A

6. The City will prioritize project specific applications over non-project applications. This will help ensure that applicants that have projects ready for construction will receive necessary permits and may initiate construction in a timely manner.

E. Site Visit Overview

City field personnel or hired consultants will conduct field observations to determine MPG presence on sites with potential habitat. These site visits will be conducted as follows:

1. All valid site visits must be conducted from June 1 through October 31, 2019. Site visits outside that survey window will not be considered valid.

The site visit was conducted on February 19, 2021.

2. A site or parcel is considered to be the entire property, not just the footprint of the proposed project.

The entire parcel was surveyed except for a forested area which is demarcated in the Appendix C.

3. Sites with less preferred soils (see Attachment A) will be visited two (2) times, at least 30 days apart.

This was a reconnaissance survey for discussion. There was only one survey conducted.

4. Sites with more preferred soils (see Attachment A) will be visited two (2) times, at least 30 days apart.

The existing information shows Nisqually loamy fine sand, 3 to 15 percent slopes, Spanaway gravelly sandy loam, 0 to 3 percent slopes, and Spanaway stony sandy loam, 0 to 3 percent slopes, and Spanaway stony sandy loam, 3 to 15 percent slopes, which are more and less preferred by the MPG.

The site was surveyed on February 19, 2021.

5. Site conditions must be recorded on a data sheet or similar information documented in narrative form. A template data sheet can be found on the County website at http://www.co.thurston.wa.us/permitting/gopher-reviews/index.html

The data sheet is provided in Appendix C.

6. Document and describe which areas of the parcel cannot be screened due to limited accessibility and/or dense understory. This should be depicted on an aerial or site plan submitted to the City.

The entire parcel was surveyed.

7. The ground must be easily visible to ensure mound observation and identification. Request mowing if necessary to ensure visibility. Wait two to three weeks after mowing before beginning screening.

The ground was visible.

http://www.co.thurston.wa.us/permitting/gopher-reviews/index.html F. Detailed Field Methodology

1. The survey crew orients themselves with the layout of the property using aerial maps, and strategizes their route for walking through the property.

2. Start GPS to record survey route.

3. Walk the survey transects methodically, slowly walking a straight line and scanning an area approximately 2-3 meters to the left and right as you walk, looking for mounds. Transects should be no more than five (5) meters apart when conducted by a single individual.

The project area was surveyed in 5 meter transects as directed.

4. If the survey is performed by a team, walk together in parallel lines approximately 5 meters apart while you are scanning left to right for mounds.

The survey was conducted according to the protocol.

5. At each mound found, stop and identify it as a MPG or mole mound. If it is a MPG mound, identify it as a singular mound or a group (3 mounds or more) on a data sheet to be submitted to the City. (City has developed data sheets for your use on http://www.co.thurston.wa.us/permitting/gopher-reviews/index.html)

The mounds found on site were typical of moles which are round, clumpy and the show was in a linear fashion. No MPG mounds were found.

6. Record all positive MPG mounds, likely MPG mounds, and MPG mound groups in a GPS unit that provides a date, time, georeferenced point, and other required information in City GPS data instruction for each MPG mound. Submit GPS data in a form

acceptable to the City. City GPS Data instruction can be found at http://www.co.thurston.wa.us/permitting/gopher-reviews/index.html

N /A

7. Photograph all MPG mounds or MPG mound groups. At a minimum, photograph MPG mounds or MPG mound groups representative of MPG detections on site.

No MPG mounds found.

8. Photos of mounds should include one that has identifiable landscape features for reference. In order to accurately depict the presence of gopher activity on a specific property, the following series of photos should be submitted to the City:
   - At least one up-close photo to depict mound characteristics
     No MPG mounds were found.
   - At least one photo depicting groups of mounds as a whole (when groups are encountered).
     N/A
   - At least one photo depicting gopher mounds with recognizable landscape features in the background, at each location where mounds are detected on a property
     N/A
   - Photos can be taken with the GPS unit or a separate, camera, preferably a camera with locational features (latitude, longitude)
     N/A
   - Photo point description or noteworthy landscape or other features to aid in relocation. Additional photos to be considered.
     Photos are found in Appendix A
   - The approximate building footprint location from at least two cardinal directions.
     N/A
   - Landscape photos to depict habitat type and in some cases to indicate why not all portions of a property require gopher screening.
     Appendix A Photos

9. Describe and/or quantify what portion and proportion of the property was screened, and record your survey route and any MPG mounds found on either an aerial or parcel map.

10. If MPG mounds are observed on a site, that day's survey effort should continue until the entire site is screened and all mounds present identified, but additional site visits are not required.

No mounds were found.

11. In order for the City to accurately review Critical Area Reports submitted in lieu of City field inspections the information collected in the field (GPS, data sheets, field notes, transect representations on aerial, etc.) shall be filed with the City. GPS

No mounds were found, the information was submitted in an acceptable format.

3.0 CURRENT CONDITIONS AND METHODS

Land Services Northwest conducted a survey on February 19, 2021, walking the area and looking for signs of the MPG in accordance with the protocol.

The 5.04-acre parcel #22730220600 is a flat partially treed lot with single-family homes on small lots to the south and west. A public park is located to the north and a fire station to the west.

The 3.81-acre parcel #21725111200 is a relatively flat property with an incline to the south. There is a single-family residence and outbuilding on the parcel. An elementary school is located to the south, a fire station and single-family residences to the north, and single-family residences on small lots to the east and west.

The 3-acre parcel #21725111100 is a relatively flat parcel with an incline to the south. An elementary school and single-family residences on small lots are located to the west, a fire station and single-family residences on small lots to the north, and the above parcel to the east.

The area was walked in a linear fashion with transects approximately 5 meters apart. All areas were surveyed except for buildings and some small trash piles. GPS locations were recorded if the MPG mounds were encountered. All of this is in accordance with the most recently approved protocol approved by the US Fish and Wildlife Service. Only one survey was conducted as this was a reconnaissance survey.

4.0 RESULTS

No Mazama pocket gophers were found on site. No regulated prairies or Oregon oaks were encountered on site either.

ALPINE ESTATES
TRAFFIC IMPACT ANALYSIS

ALSO KNOWN AS:
THE VISTA AT MILL POND
AND
THE MEADOWS AT MILL POND

City of Yelm, WA

05/03/2021

Prepared for: Matt Weber
AHBL

May 2021

ALPINE ESTATES
TRAFFIC IMPACT ANALYSIS

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LIST OF FIGURES

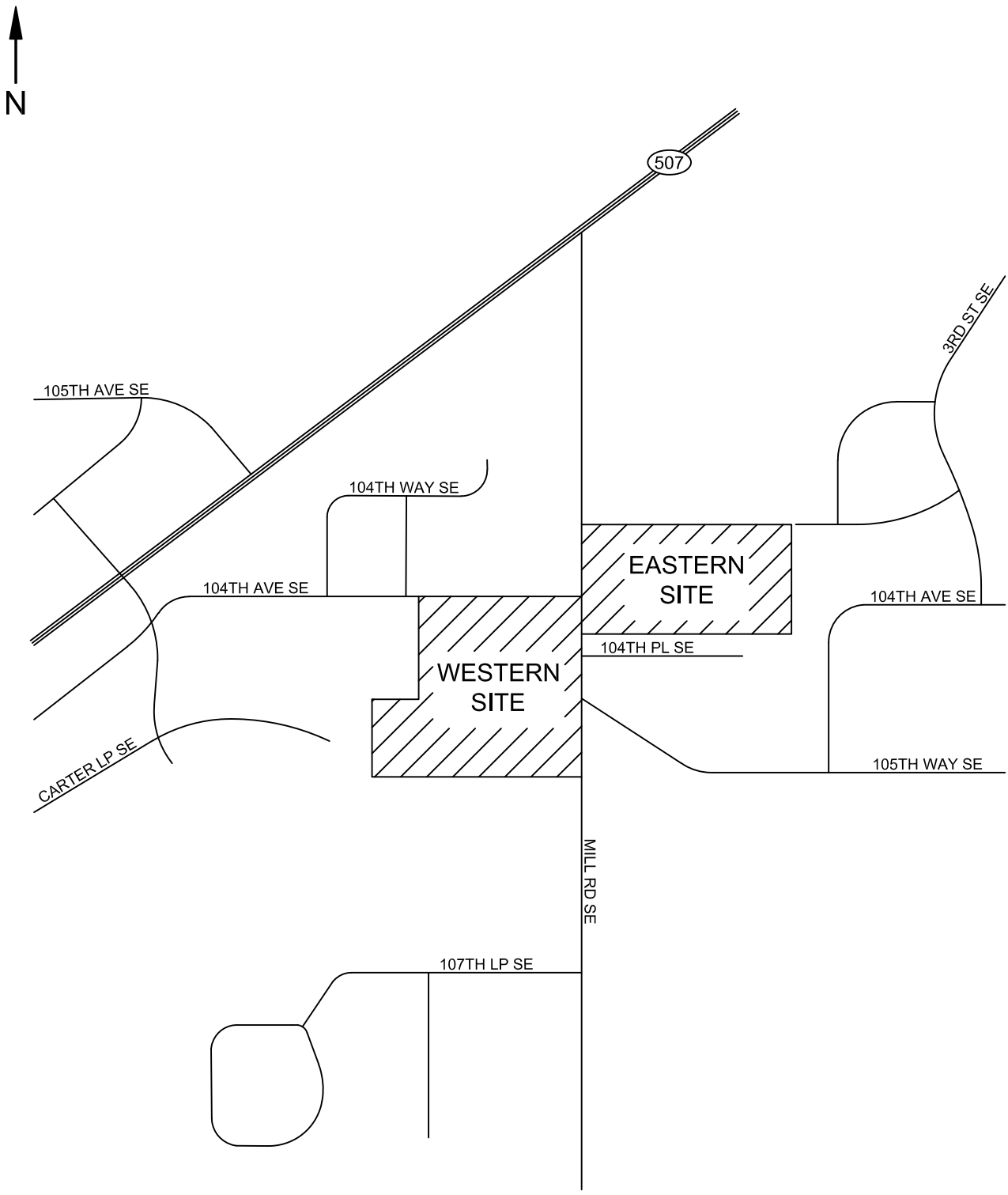
ALPINE ESTATES
TRAFFIC IMPACT ANALYSIS

1. INTRODUCTION

The main goals of this study focus on the assessment of existing roadway conditions and forecasts of newly generated project traffic. The first task includes the review of general roadway information on the adjacent streets serving the subject site and gathering existing vehicular volumes within a defined study area. Forecasts of future traffic and dispersion patterns on the street system are then determined using established trip generation and distribution techniques. As a final step, appropriate conclusions and mitigation measures are defined, if needed.

2. PROJECT DESCRIPTION

Alpine Estates proposes for the construction of up to 50 single-family dwelling units in the city of Yelm. The subject site comprises a western portion encompassing 29 lots within tax parcel #'s: 2172511-1100 & -1200 (6.81-acres) and an eastern portion encompassing 21 lots within tax parcel #: 2273022-0600 (5.04-acres). The western portion of the subject site is bordered to the north by 104th Avenue SE and the two portions are bisected by Mill Road SE. The eastern site is currently undeveloped. The western site contains a residential structure—which is to be demolished prior to new construction. Access to the western site is proposed via one driveway extending south from 104th Avenue SE. Access to the eastern site is proposed via one new easterly roadway extension of 104th Avenue SE from Mill Road SE into the subject site. A site map of the general vicinity is illustrated in Figure 1. Conceptual site plans are presented in Figures 2A and 2B for the western and eastern sites, respectively.



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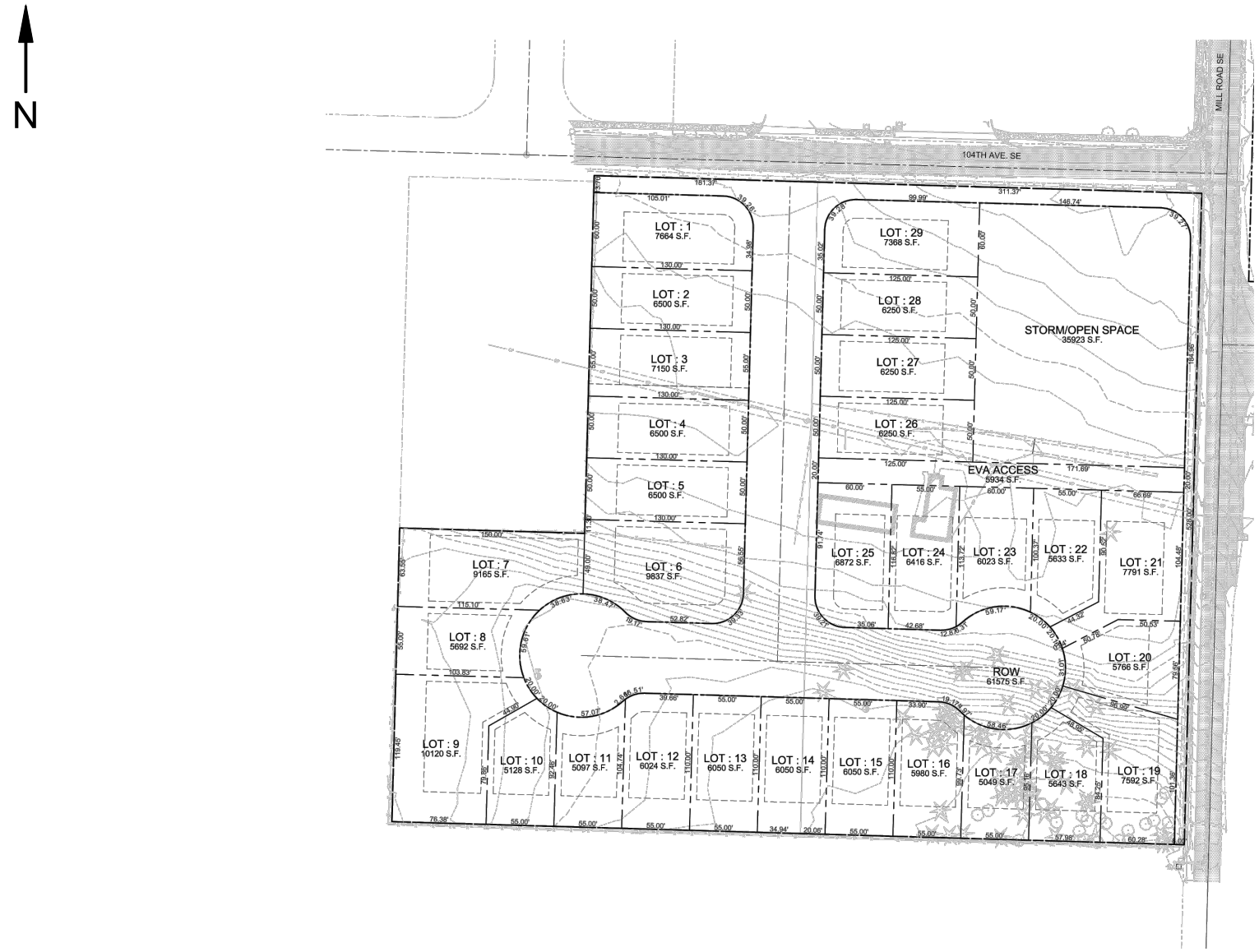
TRAFFIC AND CIVIL ENGINEERING

ALPINE ESTATES

VICINITY MAP & ROADWAY SYSTEM
FIGURE 1



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ALPINE ESTATES

WESTERN SITE PLAN
FIGURE 2A

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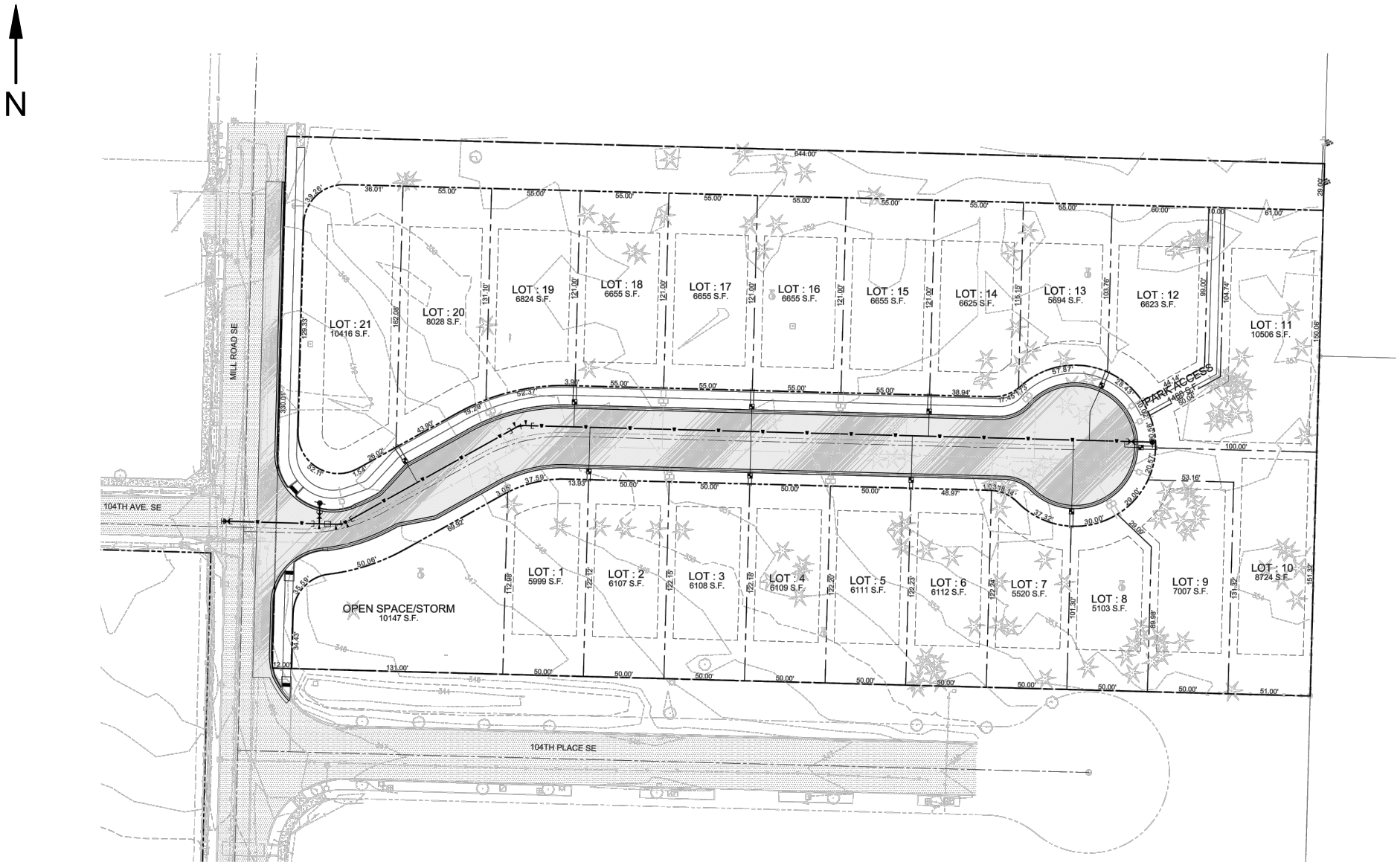

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ALPINE ESTATES

EASTERN SITE PLAN
FIGURE 2B

PO Box 397 Puyallup, WA 98371 (253) 770 1401 heathtraffic.com

3. EXISTING CONDITIONS

3.1 Existing Street System

The major roadways surrounding the subject site are listed and described below.

WA-507: is a two- to three-lane designated state highway located north of the subject site. WA-507 provides regional access from Centralia to Spanaway. Travel lanes are approximately 10- to 11-feet in width. Shoulders are primarily composed of paved segments 2- to 6-feet in width followed by grass/gravel. The posted speed limit in the site vicinity is 25- to 40-mph. The posted speed limit decreases to 25 mph as it approaches the city center and increases to 40-mph west of Mill Road SE.

Mill Road SE: is a two-lane neighborhood collector street bisecting the subject site. Travel lanes are approximately 10- to 15-feet in width. Segments of curb, gutter and detached sidewalk are available north of 104th Avenue SE. Elsewhere, no formal shoulder treatment is available. The posted speed limit is 25-mph.

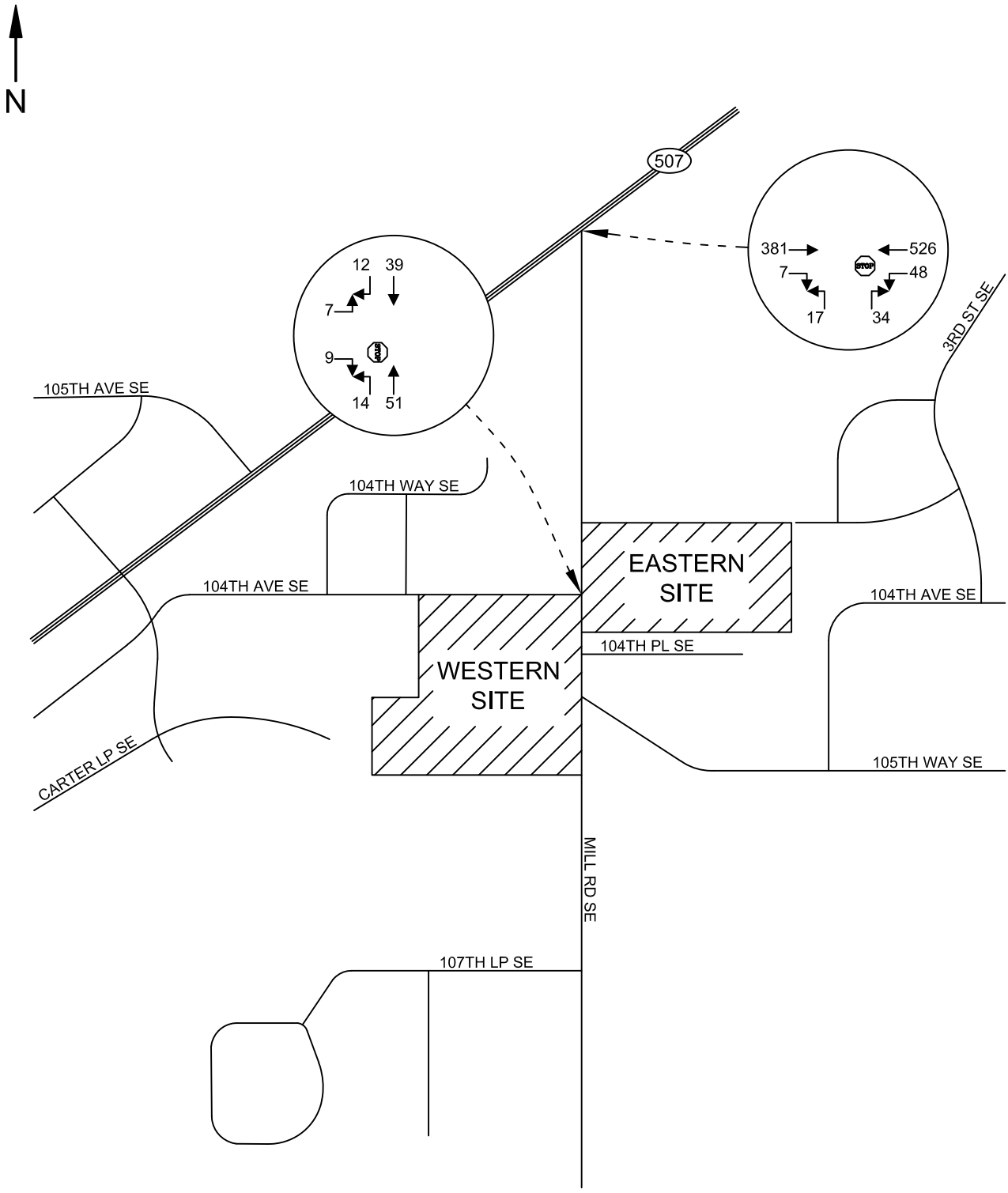
104th Avenue SE: is a two-lane local roadway partially bordering the subject site to the north. Total roadway width is approximately 22- to 28-feet in width. Curb, gutter and detached sidewalk are provided along the northern side of the roadway. Grass/gravel is generally provided along the southern side.

3.2 Existing Peak Hour Volumes and Travel Patterns

Field data for this study was obtained and collected in March of 2021. Traffic counts were performed at the following study intersections:

- WA-507 & Mill Road SE
- 104th Avenue SE & Mill Road SE

Field data for all outlying study intersections was collected between 4:00–6:00 PM, which generally reflects the highest levels of congestion with respect to traffic and delays during a 24-hour period. The one hour reflecting highest overall roadway volumes (peak hour) was then derived from these counts. Existing PM peak hour volumes observed on-site and at the study intersections are illustrated in Figure 3. Additionally, vehicular volumes associated with the Fire Station driveway located opposite the proposed project access on 104th Avenue SE were observed. During the PM peak hour, one inbound fire truck movement was noted. Full-count sheets have been included in the appendix.



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TRAFFIC AND CIVIL ENGINEERING

ALPINE ESTATES

EXISTING PM PEAK HOUR VOLUMES
FIGURE 3

3.3 Roadway Improvements

A review of the proposed City of Yelm 2020-2025 Capital Improvement Program indicates that improvement projects are currently planned in the vicinity of the site. Descriptions of the nearest projects are provided below in Table 1 below.

Table 1: Transportation Improvement Projects

Name	Location	Improvement
Mill Rd SE Sidewalk	104th Ave SE to 107th Lp SE	Construct sidewalks along Mill Rd SE to provide connections to Mill Pond ES & Ridgeline MS
Cochrane Park Multi-use Path	Cochrane Park	Construct multi-use path along the norther portion of Cochrane Park
2nd Street Sidewalk	Cochraine Park to Mosman Ave	Construct sidewalks to provide connections to Cochrane Park, Mill Pond ES & Ridgeline MS
Mosman Ave Improvements (Ph 1-3)	Longmire St SW to Clark Rd	Construct roadway improvements and roadway extensions NW to Longmire St SW and SE to Clark Rd SE
1s St Streetscape	Jefferson Ave to Skate Park	Streetscape improvements
Yelm Ave Streetscape	1st St S to 4th St SE	Streetscape improvements

In addition, the City of Yelm's 20-Year Transportation Plan Update identifies the following projects:

Y11 Parkview Drive (New Connection)
This project intends to construct a new local access road from Mill Road to Parkview Drive on the south side of Cochrane Park, connecting 3rd Street to Mill road. The project proposes the dedication of 30 feet along the north side of the property so as to allow future right-of-way for a future local roadway.

Y6A Mill Road/SR 507 Intersection Realignment Project Description
This project intends to realign the intersection of Mill Road and SR 507 to collector standards with a dedicated left turn pocket on SR 507. The cost is 2008 dollars was identified as $600,000.

3.4 Non-Motorist Traffic

Pedestrian and bicycle activity were observed on the nearby street segments studied for this project. Observations were made during routine peak hour movement counts at the study intersections. No pedestrians or bicyclists were noted at the study intersection of WA-507 & Mill Road SE. Approximately 10 pedestrians and 2 bicyclists were noted at the study intersection of Mill Road SE & 104th Avenue SE during the PM peak hour.

Right-of-way dedication shall be required along the project frontage on Mill Road SE and 104th Avenue SE as part of site development to install sidewalks to City standards. Additionally, the project would construct sidewalk infrastructure internally. Improvement projects expanding non-motorist facilitates are outlined in the City's TIP list, providing additional opportunities for safe non-motorist transport to project residents.

3.5 Transit Service

A review of the Intercity Transit service system indicates that Route 94 provides bus service in the vicinity of the proposed Alpine Estates development. The Route provides service between Lacey Corporate Center, Yelm and Olympia Transit Center. The nearest stops in relation to the subject site are provided at the intersection of Yelm Avenue & 3rd Street (~2,530' northeast). Weekday/ weekend service is provided from 6:40 AM – 9:45 PM with approximately 60-minute headways. Refer to the Intercity Transit Route Finder for more detailed information.

3.6 Existing Level of Service

Peak hour delays were determined through the use of the *Highway Capacity Manual* 6th Edition. Capacity analysis is used to determine level of service (LOS) which is an established measure of congestion for transportation facilities. The range[1] for intersection level of service is LOS A to LOS F with the former indicating the best operating conditions

---

[1] *Signalized Intersections - Level of Service*

Level of Service	Control Delay per Vehicle (sec)
A	≤10
B	> 10 and ≤20
C	> 20 and ≤35
D	> 35 and ≤55
E	> 55 and ≤80
F	> 80

Stop Controlled Intersections – Level of Service

Level of Service	Control Delay per Vehicle (sec)
A	≤10
B	> 10 and ≤15
C	> 15 and ≤25
D	> 25 and ≤35
E	> 35 and ≤50
F	> 50

Highway Capacity Manual, 6th Edition

with low control delays and the latter indicating the worst conditions with heavy control delays. Detailed descriptions of intersection LOS are given in the 2016 Highway Capacity Manual. Level of service calculations were made through the use of the *Synchro 10* analysis program. For side-street stop-controlled intersections, LOS is determined by the approach with the highest delay. Table 2 summarizes existing LOS and delays for the key intersections of study.

Table 2: Existing PM Peak Hour Level of Service

Delays given in seconds per vehicle

Intersection	Control	Movement	LOS	Delay
WA-507 & Mill Rd SE	Stop	NB	B	14.9
104th Ave SE& Mill Rd SE	Stop	EB	A	9.0

Existing PM peak hour conditions are shown to operate at LOS B or better indicating mild delays at the intersections of study.

3.7 Access & Sight Distance

Access to the western portion of the subject site is proposed via one new driveway extending south from 104th Avenue SE opposite an existing driveway for the SE Thurston Fire Station. Access to the eastern portion of the subject site is proposed via an easterly roadway extension of 104th Avenue SE from Mill Road SE into the subject site. Sight distance observations were performed at the proposed accesses to ensure that traffic can exit the site with sufficient visibility to safely enter the respective roadways. The speed limit on both access roads (Mill Road SE and 104th Avenue SE[2]) at the proposed project access locations is 25-mph. In accordance with established AASHTO standards, a minimum entering sight distance of 280 feet is required. Based on preliminary measurements, no sight deficiencies are identified at either access location.

Moreover, minimal vehicular volumes were observed (1 inbound movement during the critical PM peak hour) at the Fire Station driveway located opposite the proposed access off 104th Avenue SE. Aligning the accesses as shown in the site plan provides the best location for the project's access. Given the anticipated trip generation (see following section) of the proposed development and the low observed traffic volumes associated with the Fire Station access, no intersection conflicts are identified at this time. Driver's would need to yield right of way to emergency vehicles, as needed.

[2] As the speed limit is not posted on 104th Avenue E, the City standard of 25 mph is assumed.

4. FORECAST TRAFFIC DEMAND AND ANALYSIS

4.1 Project Trip Generation

Trip generation is used to determine the magnitude of project impacts on the surrounding street system. This is usually denoted by the quantity or specific number of new trips that enter and exit a project during a designated time period, such as a specific peak hour (AM or PM) or an entire day. Data presented in this report was taken from the Institute of Transportation Engineer's publication *Trip Generation,* 10th Edition. The designated land use for this project is defined as Single-Family Detached Housing (LUC 210). Dwelling units was used as the input variable and average rates were used to determine trip ends. Table 3 on the following page summarizes the estimated project trip generation for both the western and eastern portions of the proposed subject site. Included are the average weekday daily traffic (AWDT) and the AM and PM peak hours. Refer to the appendix for trip generation output.

Table 3: Project Trip Generation

Land Use	Site	Size	AWDT	AM Peak-Hour Trips			PM Peak-Hour Trips		
				In	Out	Total	In	Out	Total
Single-Family (LUC 210)	Western Site	29 dwelling units	**274**	5	16	**21**	18	11	**29**
	Eastern Site	21 dwelling units	**198**	4	12	**16**	13	8	**21**
	Total		**472**	9	28	**37**	31	19	**50**

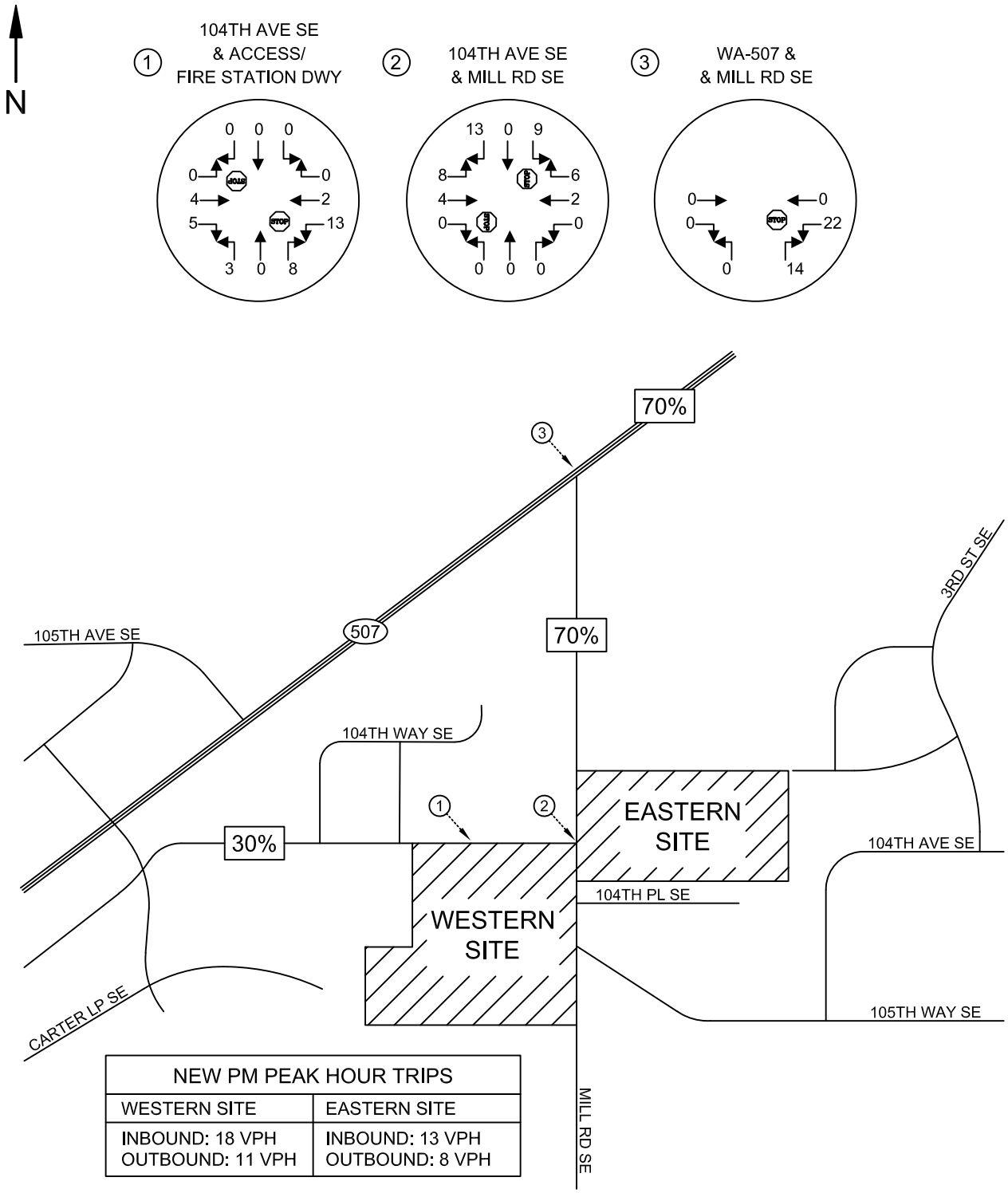
Based on the data presented in Table 3, the project is anticipated to generate 472 new average weekday daily trips with 37 trips (9 in/28 out) occurring during the AM peak hour and 50 trips (31 in/19 out) occurring during the PM peak hour.

4.2 Distribution & Assignment

Trip distribution describes the anticipated travel routes for inbound and outbound project traffic during the peak hour study period. Trip distribution percentages are based on the location of nearby major arterials and amenities. PM peak hour trips are primarily comprised of commuter-based (returning home) and recreational-based trips. All southwestbound project-generated trips were assigned to 104th Avenue SE and subsequently Carter Street SE and WA-507. All trips to/from the north and east were assigned north via Mill Road SE and subsequently WA-507. Anticipated distribution percentages and travel routes are illustrated in Figure 4.

4.3 Future Peak Hour Volumes

A 3-year horizon of 2024 was used for future traffic delay analysis. Forecast 2024 background traffic volumes were derived by applying a 2.5 percent compound annual growth rate to the existing volumes shown in Figure 3. This growth rate was derived via historic WSDOT volumes observed on WA-507 in the vicinity of the subject site, which indicated a 2.35% annual growth rate from 2015 to 2019. Moreover, pipeline volumes associated with The Hutch development were included in forecast volumes. Forecast 2024 PM peak hour volumes without project are shown in Figure 5 while Figure 6 illustrates forecast 2024 volumes with the addition of project-generated traffic.



NEW PM PEAK HOUR TRIPS	
WESTERN SITE	EASTERN SITE
INBOUND: 18 VPH OUTBOUND: 11 VPH	INBOUND: 13 VPH OUTBOUND: 8 VPH

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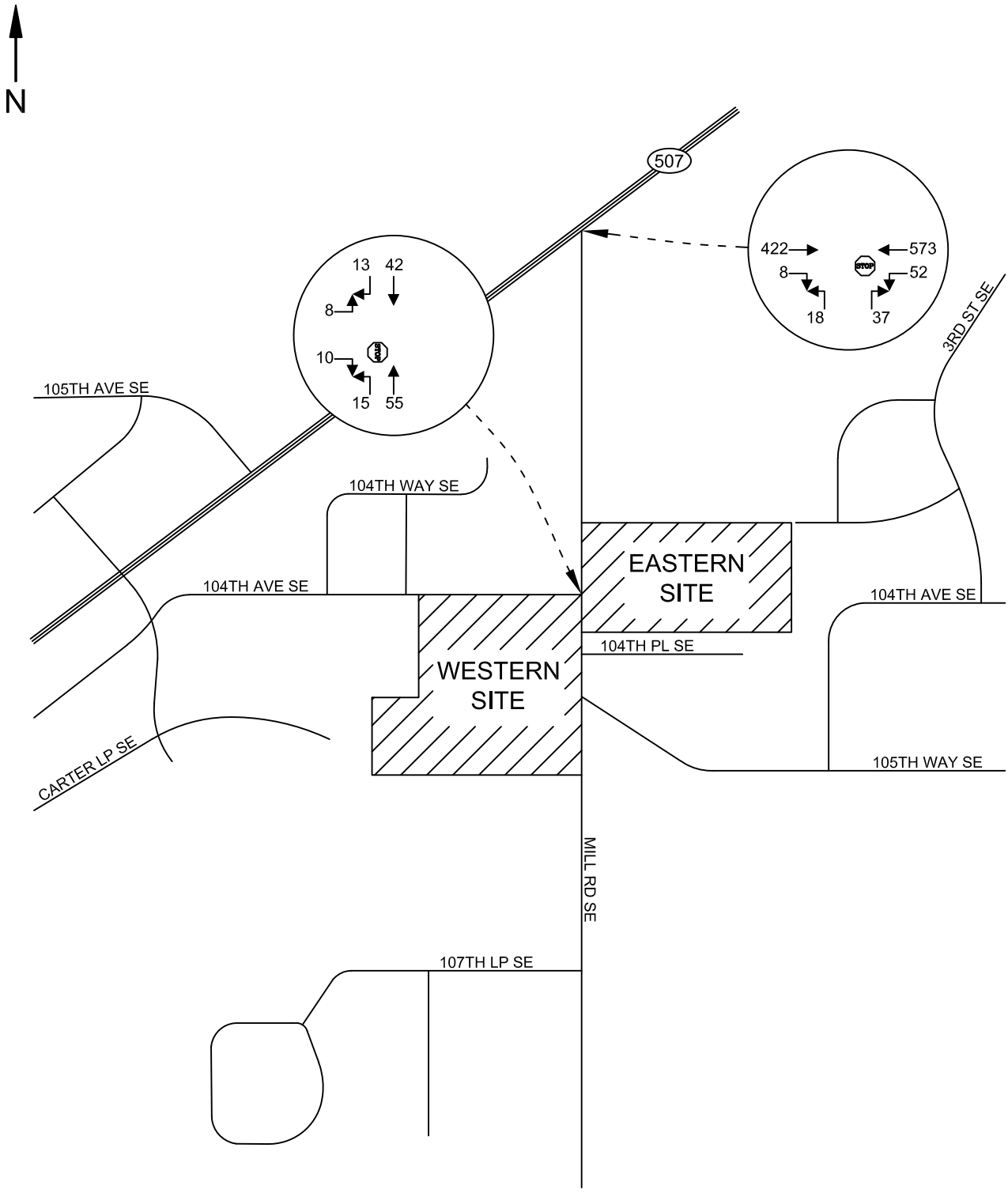
PM PEAK HOUR TRIP DISTRIBUTION & ASSIGNMENT
FIGURE 4



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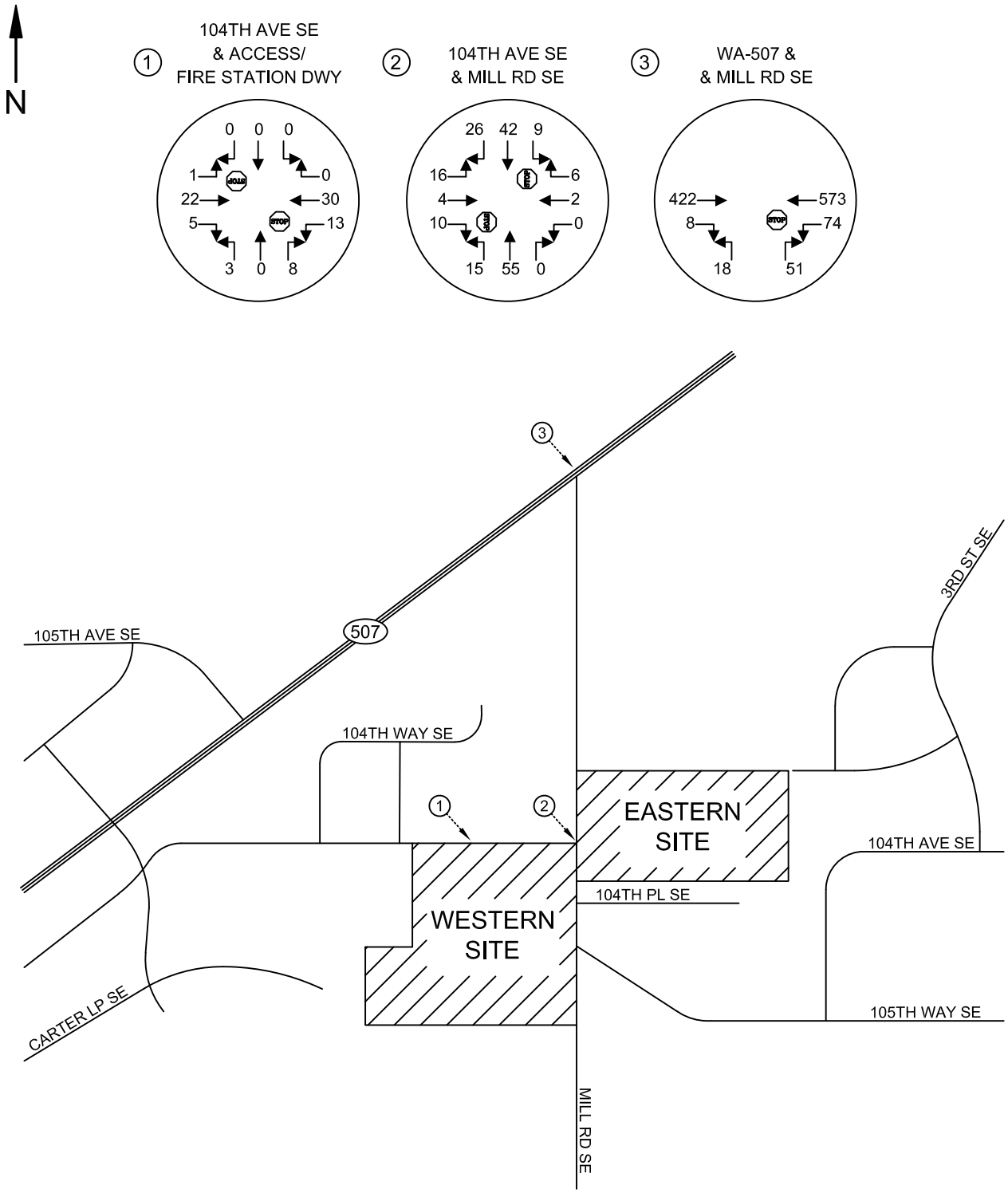
FORECAST 2024 PM PEAK HOUR BACKGROUND VOLUMES
FIGURE 5



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ALPINE ESTATES

FORECAST 2024 PM PEAK HOUR VOLUMES WITH PROJECT
FIGURE 6

4.4 Future Level of Service

Level of service analyses were made of the future PM peak hour volumes without (background) and with project related trips added to the key roadways and intersections. This analysis once again involved the use of the *Synchro 10* analysis program. Delays for the study intersections and proposed accesses under future conditions are shown below in Table 4.

Table 4: Forecast 2024 PM Peak Hour Level of Service

Delays given in Seconds Per Vehicle

		Without Project		With Project	
Intersection	**Control**	**LOS**	**Delay**	**LOS**	**Delay**
WA-507 & Mill Rd SE	Stop	C	16.3	C	16.3
104th Ave SE & Mill Rd SE	Stop	A	9.0	A	9.5
104th Ave SE & Access	Stop	-	-	A	8.6

Forecast 2024 PM peak hour delays are shown to operate with LOS C or better conditions with or without the proposed development. No LOS deficiencies are identified at the proposed access or study intersections as a result of the development.

4.5 Left Turn Lane Warrant

Left turn lanes are a means of providing necessary storage space for left turning vehicles at intersections. For this impact study, procedures prescribed by the WSDOT Design Manual Exhibit 1310-7a were used to ascertain storage requirements at the following study/access intersections:

- WA-507 & Mill Road SE – **Warranted**
- 104th Avenue SE (Eastern Site Access) & Mill Road SE – **Not Warranted**
- 104th Avenue SE & Western Site Access – **Not Warranted**

Based on *present* conditions as well as forecast 2024 PM peak hour volumes with project traffic – a left turn lane *would be warranted* at the intersection of WA-507 & Mill Road SE. This intersection was identified under the City's 20-Year Plan for realignment and a dedicated left-turn pocket on WA-507. As intersection improvements were identified as needed in 2009, it is recommended that the project participate in a pro rata contribution to assist in project funding proportional to the subject development.

5. CONCLUSIONS AND MITIGATION MEASURES

Alpine Estates proposes for the construction of up to 50 single-family dwelling units in the city of Yelm. The subject site entails a western portion (29 lots) within tax parcel #'s: 2172511-1100 & -1200 and an eastern portion (21 lots) comprised within tax parcel #: 2273022-0600. All existing on-site structures are to be demolished prior to new construction. Access to the project is illustrated in the site plans (see Figures 2A and 2B). Access to the western site is proposed via one new driveway extending south from 104th Avenue SE opposite an existing Fire Station driveway. Access to the eastern site is proposed via an easterly roadway extension of 104th Avenue SE from Mill Road SE in the subject site. The eastern site is dedicating 30 feet along the north side of the property to provide the City with right-of-way as part of their future connectivity plans with constructing a local access roadway between Mill Road SE and 3rd Street Se.

The fully constructed project is anticipated to generate 472 new average daily trips with 37 trips occurring in the AM peak hour and 50 trips in the PM peak hour. Existing and forecast level of service (LOS) at the study intersections are shown to be acceptable, operating with LOS C or better conditions. A left-turn warrant analysis indicates that a left-turn lane along WA-507 at Mill Road SE is warranted under present conditions. According to the City's 20-Year Transportation Improvement Plan, this intersection was planned for realignment and a left-turn lane on WA-507.

Based on the analysis above, recommended mitigation is as follows:

1. The City has a planned improvement project located at WA-507 & Mill Road SE that intends to improve the alignment and construct a left-turn lane along WA-507. It is recommended that the project participate in a proportional cost-share based on the number of entering vehicular trips through this intersection. Based on the forecast 2024 PM peak hour analysis, the following is identified:

   Total Intersection Peak Hour Volumes: 1146
   Project Trips: 36
   Project Proportion: 3.14%

   Based on a proportional contributing share, the subject development is recommended to contribute approximately 3.14 percent of the project cost. According to the City's Plan, the project was estimated to cost $600,000 in 2008

dollars. Adjusted for inflation, the project would cost approximately $744,000 in 2021.

Therefore: $744,000 x 3.14% = $23,361.60.

2. The subject development would also be responsible for Transportation Facilities Charge per City of Yelm requirements. The City imposes a fee of $1,497.00 per PM peak hour trip. One existing single-family residence exists on-site. Given the reduction for the on-site structure, the fee therefore calculates as follows:

   49 trips x $1,497.00 = $73,353.00.

Exact fees will be calculated by the City at the time of building permit issuance. It is recommended that the project's Transportation Facilities Charge be allocated to the WA-507 & Mill Road SE intersection improvements. No other mitigation is recommended at this time.

Preliminary Stormwater Report

PREPARED FOR:

Mill Pond Development, LLC.
Fircrest, WA 98466

PROJECT:

The Vista at Mill Pond
Yelm, Washington
2210152.10

PREPARED BY:

J. Matthew Weber, PE
Principal

DATE:

May 2021

Preliminary Stormwater Report

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Yelm, Washington
2210152.10

PREPARED BY:

J. Matthew Weber, PE
Principal

DATE:

May 2021

05/05/2021

I hereby state that this Preliminary Stormwater Report for The Vista at Mill Pond has been prepared by me or under my supervision, and meets the standard of care and expertise that is usual and customary in this community for professional engineers. I understand that City of Yelm does not and will not assume liability for the sufficiency, suitability, or performance of drainage facilities prepared by me.

Table of Contents

Appendices

Appendix A

Exhibits

A-1..... Vicinity Map
A-2..... NRCS Soil Map
A-3..... Developed Basin Map
A-4..... FEMA 100-Year Flood Plain Map

Appendix B

Conveyance Calculations

B-1..... Downspout Drywell BMP
B-2..... WWHM Report

Appendix C

Geotechnical Report
South Sound Geotechnical Consulting, April 20, 2021

1.0 Project Overview

The following hydrology report summarizes the storm drainage analysis and design for a 29-lot development located at the southwest corner of 104th Avenue SE and Mill Road SE, in Yelm, Washington. The land is currently developed as a single-family residence. The project includes the addition of 29 residential lots for single-family homes, new roadways and sidewalks, sewer, water services, and stormwater facilities to treat and dispose of the project's stormwater. The proposed roadway features and utilities will be extended from both 104th Avenue SE and Mill Road SE. The individual homes will also have onsite infiltration trenches and/or drywells to infiltrate roof runoff.

Frontage improvements along 104th Avenue SE will be required and will include an 11-foot travel lane, 7.5 foot parking lane, 6 foot planter strip and 5 foot sidewalk. Right of way dedication will be required. The frontage along Mill Road SE was recently improved with new sidewalks as part of a grant awarded to the city.

The 6.81-acre site (7.22 acres to centerlines) is located in Section 25, Township 17 North, Range 1 East, W.M. The Thurston County tax parcel numbers associated with the project are 21725111100 and 21725111200.

The increased stormwater runoff resulting from the addition of impervious area will be treated and retained in accordance with the most recent Washington State Department of Ecology (DOE) *Stormwater Management Manual for Western Washington (SMMWW)*.

2.0 Summary of Minimum Requirements

This project is subject to the *SMMWW* and is a new development that will add more than 10,000 square feet of impervious surfaces; therefore, all Minimum Requirements (MR) apply to this project.

2.1 MR 1 – Preparation of Stormwater Site Plans

This report and the project plans represent the Stormwater Site Plan for this project and satisfy MR 1.

2.2 MR 2 - Construction Stormwater Pollution Prevention

A Construction Stormwater Pollution Prevention Plan will be prepared for the site development permit application.

2.3 MR 3 – Source Control of Pollution

Pollution source control will be provided for the site by separating roof runoff from pollution generating surfaces. The residential roads should be maintained and cleaned of debris, garbage, and sediment, as required.

The Construction SWPPP, to be prepared for the site development application, will provide details on the control of pollution during construction.

2.4 MR 4 – Preservation of Natural Drainage Systems and Outfalls

The project proposes to infiltrate all stormwater runoff, so all runoff will be retained in the developed condition. There are no natural drainage systems or outfalls to preserve.

2.5 MR 5 – Onsite Stormwater Control

This project will meet the LID performance standard. The onsite soils have a high infiltration capacity, and all runoff will be retained onsite through treatment systems and infiltration trenches. The LID Performance Standard will be met by infiltrating all stormwater runoff from the site. Refer to Section 10.0 for facility sizing.

2.6 MR 6 – Runoff Treatment

Over 5,000 square feet of pollution generating impervious surface (PGIS) will be added as part of these improvements; therefore, runoff treatment is required for this site. Stormwater runoff from pollution generating surfaces will be conveyed to a combination bio-retention swale and infiltration pond for treatment and disposal through infiltration. The bio-retention portion of the facility is sized to treat at least 91 percent of the total runoff volume as calculated using the Western Washington Hydrology Model (WWHM 2012) meeting the *SMMWW* treatment requirement. Refer to Section 10.0 for facility sizing.

2.7 MR 7 – Flow Control

The project exceeds the thresholds for new development projects and must provide flow control. Proposed flow control is achieved with the use of an infiltration pond that will infiltrate 100 percent of runoff. Refer to Section 10.0 for facility sizing.

2.8 MR 8 – Wetlands Protection

To our knowledge, there are no wetlands on or adjacent to the site.

2.9 MR 9 – Basin/Watershed Planning

To our knowledge, there are no existing basin plans.

2.10 MR 10 – Operation and Maintenance

The stormwater system will be publicly owned and maintained. The City of Yelm shall be responsible for the operation and maintenance of the stormwater facilities. An Operation and Maintenance Plan consisting of maintenance checklists for stormwater management. Will be prepared during the site development application process

3.0 Existing Conditions

The site is presently covered with grass and evergreen trees, with slopes generally ranging from 0 to 5 percent with a steeper incline towards the south side of the property. The existing residence and outbuildings will be demolished. Presently, the site infiltrates directly into the ground with no offsite runoff.

4.0 Soils Reports

Site soils are identified by the NRCS Web Soil Survey as Spanaway gravelly sandy loam and Spanaway stony sandy loam, a Type A soil. This soil is characterized as very deep, somewhat excessively drained.

Soil test holes were dug in the vicinity of the proposed project stormwater facility and observations confirm that the soil types match the SCS soil description. A soil log map showing the location of the test holes is included in the geotechnical report. Geotechnical Testing Laboratory observed an infiltration rate of greater than 100 in/hr. Design rate of 45 in/hr is recommended by Geotechnical Testing Laboratory. A design rate of 20 in/hr was utilized for preliminary stormwater calculations.

Please see Appendix C for the complete South Sound Geotechnical Consulting report

5.0 Wells

There is a private well located on the property This well is planned to be abandoned prior to final plat.

Each lot will be served by the City of Yelm STEP collection system. The holding tank will be maintained by the City and pumped on a regular basis. Domestic water will be provided by the City of Yelm water distribution system.

6.0 Fuel Tanks

No fuel tanks were observed at the project site.

7.0 Sub-Basin Description

Review of available GIS topographic information indicates that there is minimal potential of runoff from pervious surfaces of adjacent properties. Runoff from a portion of the existing Mill Road SE and 104th Ave. SE will be collected and managed in the proposed stormwater facilities

The entire proposed project runoff will be infiltrated on-site. To our knowledge there are no existing or anticipated impacts to the downstream basin area.

8.0 Analysis of the 100-Year Flood

Federal Emergency Management Agency (FEMA) mapping does not indicate flooding in the immediate area. Please see the exhibit in Appendix A-4.

9.0 Aesthetic Considerations for Facilities

The proposed bio-retention/infiltration facility will be located within the propose open space tract. The facility is designed with a maximum storage depth of 3 feet and side slopes will not exceed 3:1. The south side of the facility is shown with 5:1 slopes to blend in with the surround landscaped area and provide easier maintenance access.

10.0 Facility Sizing and Downstream Analysis

The project site is modelled as a single basin for stormwater facility sizing. Proposed impervious surfaces associated with the existing and proposed roads were calculated based on the concept site plan layout. An additional 500 square feet of impervious surfaces per lot was assumed for driveways (1,500 sf for flag lots).

Roof area is assumed to be 2,500 square feet per lot. The roof runoff will be infiltrated on each lot; therefore, this area is removed from the basin area tributary to the proposed bio-retention/infiltration facility. The stormwater system was sized and analyzed using WWHM.

The following table summarizes the existing and proposed areas tributary to the proposed stormwater facility.

	Area (sf)	Area (ac)
Total Basin Area	303,026	6.957
Roof Area	72,500	1.664
Total Area to Facility (Total – roof)	230,526	5.292
Offsite Pavement & Sidewalk	12,234	0.281
Onsite Pavement	38,411	0.882
Onsite Sidewalk	4,430	0.102
Onsite Driveway	17,500	0.402
Lawn/Landscape	157,951	3.626

9.1 Conveyance

The conceptual conveyance system consists of catch basins and under-ground pipe. Conveyance calculations will be provided during the site development application process.

9.2 Treatment

Runoff quality control is provided by a bio-retention swale with a minimum of 18 inches of treatment soil mix that extends along the side slopes 1 foot above the bottom of the cell. The bottom width is 4 feet with a length of 120 feet, side slopes are 3:1, and the maximum design water depth is 6 inches. Runoff is introduced to the swale from the conveyance pipes provided with a rock pad protection.

The standard bio-retention soil mix will be utilized, which has a soil infiltration rate of 12 inches per hour. Based on the size of the tributary area, a Ksat Safety Factor of 4 is applied to the treatment soil infiltration, resulting in a design rate of 3 inches per hour. As discussed in Section 4.0, a design infiltration rate of 20 inches per hour was used for the underlying soil.

The bio-retention facility will receive runoff for basins with greater than 5,000 square feet of PGIS and is therefore designed so that the bottom of the treatment soil mix is a minimum of 3 feet above the seasonal high groundwater elevation.

The bioretention area is provided with a maximum 6 inches of ponding prior to primary overflow. Given a design infiltration rate of 3 inches per hour, the design drawdown time is 2 hours, which is less than the maximum allowed 24-hour drawdown.

The WWHM models shows that the propose bio-retention swale will infiltrate 97.09 percent of the total runoff through the treatment soil mix exceeded the minimum required of 91%.

Runoff volumes that exceed the bio-retention capacity overflows to the adjacent un-lined infiltration portion of the facility.

9.3 Flow Control

Stormwater runoff enters the infiltration portion of the stormwater facility as overflow along the entire length of the swale. The infiltration pond provides a 4 ft by 120 ft un-lined infiltration surface with a design infiltration rate of 20 in/hr. WWHM results show that the infiltration pond can infiltrate 100 percent of the tributary runoff with a maximum storage depth of 2.5 feet.

9.4 Roof Runoff

Stormwater for the roof area of the homes will be infiltrated in individual drywells. The drywells will be sized in accordance with *SMMWW* Volume 3, Chapter 3, Section 3.1.1 - BMP T5.10A Downspout Full Infiltration System. See Appendix B-1 for the roof downspout system detail.

10.0 Covenants Dedications, Easements

The storm management facility for this site will remain privately owned and maintained. A maintenance agreement should be executed to ensure future maintenance of the facilities.

11.0 Property Owners Association Articles of Incorporation

Not applicable.

12.0 Conclusion

The proposed project involves site improvements associated with a 29-lot development. The project includes clearing, grading, erosion control, utility improvements, and stormwater management facilities. The site, as proposed, will meet the requirements of the most recent Department of Ecology *Stormwater Management Manual for Western Washington (SMMWW)*.

This report and associated plans have been prepared within the guidelines established by the City of Yelm for stormwater management.

This analysis is based on data and records either supplied to or obtained by AHBL. These documents are referenced within the text of the analysis. The analysis has been prepared using procedures and practices within the standard accepted practices of the industry.

AHBL, Inc.

Matt Weber, PE
Principal

May 2021

Casey Mauck

From: firemarshal@sethurstonfire.org
Sent: Thursday, June 17, 2021 11:34 AM
To: Casey Mauck
Subject: [External]FW: Public comments regarding the Vista at Mill Pond

-----Original Message-----
From: "firemarshal@sethurstonfire.org" <firemarshal@sethurstonfire.org>
Sent: Thursday, June 17, 2021 11:06am
To: "Mark King" <chief1@sethurstonfire.org>
Subject: Public comments regarding the Vista at Mill Pond

Hi Casey,

These are some concerns that we would like added to the public comments for the proposed development on 104th Ave named "Vista at Mill Pond."

The primary concern for us with this development will be an impact on our ability to safely and expediently respond to 911 calls. This development will place 29 more homes all exiting their neighborhood onto 104th Ave directly in front of our apparatus bay and then having to wait on 104th before turning right or left onto Mill Rd. Currently, there have already been problems with our apparatus having to take the oncoming lane of traffic on 104th, and then turning left onto Mill Rd.

98% of our responses, at a rate of 10 times a day, require us to turn left onto 104th from our apparatus bay and travel though that intersection.

It will not be feasible to turn Right out of our apparatus bay and then turn right again to cut through our parking lot to bypass the intersection, as we are already anticipating having to put a gate up to keep other cars from using our parking lot as a way to bypass the intersection. This has been happening already whenever a few cars are waiting at the intersection and it will only become more of a problem when there are more homes. Often times children and other pedestrians use our parking lot as safe place to ride their bikes and scooters and we like being able to provide them a safe place to do that. Having cars cut through our parking lot in a hurry to bypass the intersection is not ideal.

It is also not feasible for us to turn right out of our apparatus bay and continue on 104th, traveling though a neighborhood, turn right onto Carter St, then turn right onto Hwy 507 to get back onto 1st Ave. Going this direction forces us to drive through a neighborhood and also adds approx 1 minute 10 seconds to our normal response time vs turning left from our station onto 104th, then left onto Mill. The homes that front 104th Ave park their cars along it, diminishing our clearance, and children play out there all the time. On the rare occasions that we travel that direction, it is done even more slowly and carefully than normal to make sure we do not hit someone.

The problem with more cars waiting to turn from 104th onto Mill Rd, is that when there are more than 2-3 cars, we have to use the oncoming lane of traffic to bypass the stopped cars, and then turn left onto Mill Rd. As we are using the oncoming lane, cars traveling South on Mill and turning Right onto 104th, cannot see us well due to the landscaping trees blocking their view of us. Once they turn onto 104th as we are trying to turn onto Mill, there isn't anywhere for the vehicles to go to get out of our way. The original cars parked on 104th waiting to turn on Mill can't scoot over to the right, and neither the fire apparatus or the cars turning onto 104th from Mill have a way to scoot over since there are trees and a curb in the way. Our only option at that point is to stop and back the fire apparatus back onto the station's apron, allow the cars to pass, and try it again.

We would like to discuss options on getting an emergency signal installed at the intersection of 104th and Mill to prevent these situations.

Thank you for your consideration,
Matt Russell
Assistant Fire Marshal
S.E. Thurston Fire Authority

Casey Mauck

From: Grant Beck
Sent: Tuesday, July 6, 2021 1:23 PM
To: Casey Mauck
Subject: Fw: [External]ORCAA Comment on SEPA# 202103608
Attachments: 2021.0026 MDNS w Attachments.pdf

Another one.

Grant Beck, Community Development Director
They/Them/Theirs
360.458.8408
www.yelmwa.gov

City of Yelm
est. 1924
WASHINGTON

From: Lauren Whybrew <lauren.whybrew@orcaa.org>
Sent: Tuesday, July 6, 2021 1:18 PM
To: Grant Beck
Cc: Allie Feidt
Subject: [External]ORCAA Comment on SEPA# 202103608

Greetings,

I recently reviewed a notice regarding The Vista at Mill Pond project, located at 10447 Mill Rd SE in Yelm. The environmental checklist notes that a single family residence and a covered outbuilding structure will be demolished. Olympic Region Clean Air Agency (ORCAA) has the following comments for the applicant:

ORCAA regulations require an asbestos survey for all demolition projects. Demolition projects by definition also include renovations performed to load-bearing structural members on the current building as part of a remodel. Prior to any demolition project, the following must be completed:

1. A good faith asbestos survey must be conducted on the structure by a certified Asbestos Hazardous Emergency Response Act (AHERA) building inspector;
2. If asbestos is found during the survey, an ORCAA Asbestos Removal Notification must be completed and all asbestos containing material must be properly removed prior to the demolition; and,
3. If the structure is 120 sq. ft. or greater, an ORCAA Demolition Notification must be submitted regardless of the results of the asbestos survey. There is a mandatory 14-day waiting period after ORCAA receives notification, so we recommend the applicant complete the Demolition Notification promptly after receiving the survey.

**These requirements are specific to ORCAA and are not synonymous with any city or county permitting jurisdiction requirements*

Helpful Links:

A list of certified asbestos contractors is available at https://www.orcaa.org/wp-content/uploads/2020/01/Asbestos_Contractors_Jan2020.pdf

The Demolition Notification form is available at https://www.orcaa.org/asbestos-demolition-programs/demolition-notification/

If applicable, the Contractor Asbestos Removal Application is available at https://www.orcaa.org/asbestos-demolition-programs/contractor-asbestos/

If you have any questions or concerns regarding the process, please contact Allie Feidt (cc'd) by email or by calling our main office at 360-539-7610.

Thank you,

Please note: I am working from home until further notice. The best way to reach me is via email.

Lauren Whybrew, Engineer I

Olympic Region Clean Air Agency - "Clean Air is Everyone's Business!"
2940 Limited Lane NW · Olympia WA 98502 · www.orcaa.org
(360) 539-7610 ext. 107 · 1-800-422-5623

Exhibit 11: WA Department of Ecology (ECY) Comments

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
PO Box 47775 • Olympia, Washington 98504-7775 • (360) 407-6300
711 for Washington Relay Service • Persons with a speech disability can call 877-833-6341

July 22, 2021

Grant Beck, Director
City of Yelm
Community Development Department
PO Box 479
Yelm, WA 98597

Dear Grant Beck:

Thank you for the opportunity to comment on the mitigated determination of nonsignificance for the The Vista at Mill Pond Project (2021.0026) located at 10447 Mill Road Southeast as proposed by AHBL, Inc. The Department of Ecology (Ecology) reviewed the environmental checklist and has the following comment(s):

SOLID WASTE MANAGEMENT: Derek Rockett (360) 407-6287

The applicant proposes to demolish an existing structure(s). In addition to any required asbestos abatement procedures, the applicant should ensure that any other potentially dangerous or hazardous materials present are removed prior to demolition. It is important that these materials and wastes are removed and appropriately managed prior to demolition. It is equally important that demolition debris is also safely managed, especially if it contains painted wood or concrete, treated wood, or other possibly dangerous materials. Please review the "Dangerous Waste Rules for Demolition, Construction, and Renovation Wastes," on Ecology's website at: Construction & Demolition Guidance. All removed debris resulting from this project must be disposed of at an approved site. All grading and filling of land must utilize only clean fill. All other materials may be considered solid waste and permit approval may be required from your local jurisdictional health department prior to filling. Contact the local jurisdictional health department for proper management of these materials.

TOXICS CLEANUP: Thomas Middleton (360) 407-7263

If contamination is suspected, discovered, or occurs during the proposed SEPA action, testing of the potentially contaminated media must be conducted. If contamination of soil or groundwater is readily apparent, or is revealed by testing, Ecology must be notified. Contact the Environmental Report Tracking System Coordinator for the Southwest Regional Office (SWRO) at (360) 407-6300. For assistance and information about subsequent cleanup and to

identify the type of testing that will be required, contact Thomas Middleton with the SWRO, Toxics Cleanup Program at (360) 407-7263.

WATER QUALITY/WATERSHED RESOURCES UNIT:
Morgan Maupin (360) 407-7320

The SEPA checklist appropriately identifies the NPDES Construction Stormwater General Permit (CSWGP) and Best Management Practices (BMPs) to be utilized during construction.

Ecology's comments are based upon information provided by the lead agency. As such, they may not constitute an exhaustive list of the various authorizations that must be obtained or legal requirements that must be fulfilled in order to carry out the proposed action.

If you have any questions or would like to respond to these comments, please contact the appropriate reviewing staff listed above.

Department of Ecology
Southwest Regional Office

(GMP:202103608)

cc: Derek Rockett, SWM
Thomas Middleton, TCP
Morgan Maupin, WQ