

Alan Peters

From: Jack <jack@shorelinepermits.com>
Sent: Friday, May 15, 2020 11:06 PM
To: Alan Peters
Subject: Re: Public Hearing - Response to Todd Parrish Comments

Follow Up Flag: Follow up
Flag Status: Flagged

WARNING: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hi Alan,

I am responding, for the applicant, to the concerns that Todd Parish has expressed in his comments dated April 13 2020.

concerns (pg. 18 of packet) #2 & #3.

These limit the safety and traffic associated with the use. This development will increase the level traffic significantly to the small train crossing as well as entrance to Hwy 14 when the speed limit is 55 mph. With patrons, deliveries, and employee traffic there will be a huge increase in traffic and high risk of accidents that wouldn't have existed. This seems like it affects the safety and traffic conditions even though the application indicates it will not.

The proposal is for 10 units. We plan to restrict parking to 1 vehicle per unit and have the parking assigned. We predict an average of 60% occupancy which would be 6 vehicles per day. They would likely make 2 – 3 trips a day per vehicle. This is not a significant increase over the daily traffic that currently exists with cemetery visitors and maintenance. The entrance to HWY 14 has at least 500' sight distance to the west and 2400' sight distance to the east. The railroad crossing is clearly marked. There is a pull out area between the railroad crossing and HWY 14 that is approximately 400' long and 24' wide.

Conditional use #4 (pg 19)

Offsite septic drain fields. The application states that the septic drain field will be across Hwy 14 but it is not explicitly stated where. This area still drains into the river. It does not seem that adding that much of a load to the wetlands around this site is appropriate. Furthermore, the septic tank shows a drainfield within the 50' buffer of the river's edge.

The drainfield for the proposed project will be located on the north side of HWY14 and will be 300' from the shoreline. This should be adequate to prevent drainage into the river. The drainfield that is shown on the plans is an existing drainfield for the existing dwelling and will not have the proposed units connected to it.

Environmental Element Goals and Policies (pg 19)

Goal E.2 seems in violation by increasing the septic drainage by a factor of 10 right on the river's edge. Furthermore, it is unclear what the mitigation zones are made of or designed to mitigate – construction or daily impact.

Septic drainfields will not be at the river's edge. They will be 300' from the river's edge. The mitigation areas are made to compensate for loss of riparian environment in critical areas due to construction.

Transportation Goals (pg 20)

Goal #2 – priority of increased safety is not addressed by increasing the traffic at the train crossing and increasing the exit/entrance traffic at the small side road.

Traffic will not be significantly increased, however if WDOT or BNSF Railway raise any concerns we will work with them

to alleviate the concerns.

Circulation element (pg 24)

There is no circulation development proposed. This is a mistake since this will alter the amount of traffic that will be utilizing a small side road off a major highway. A proper traffic study including interaction with the train crossing should be required.

This train crossing has been utilized for decades with massive number of vehicles during funeral processions and daily cemetery visitors. The small amount of traffic the proposed project will add will not significantly alter the circulation pattern.

Conservation Element (pg 25)

The modification of the site will have 10-14 parking spaces at the river's edge. The runoff from this will go directly into the river based on the slope shown in the drawings. As stated these are fragile elements that should not be assaulted with runoff and septic tank drainfields.

Proposed parking is not at the river's edge. No parking is closer than 50' from OHWM. Parking will have a pervious surface and vegetative buffer between it and the river. Parking has been design so if there is runoff it will be absorbed by the vegetative buffer. There will be no runoff from the proposed drainfield.

Critical area variance.

regarding #2: Because the bulk of the land is in the critical zone and only 0.07 acres are usable for development does not justify the variance. The property is unable to support the proposed development. Granting the variance will increase the risk of traffic injury and damage to the environment due to the project. Paradise rock is asking that they be able to parlay their 0.07 usable land to build on the whole site. This request is well beyond a typical variation which might ask for a setback reduction or something of the like.

Part of the reason variances exist is to allow for development on parcels of land that are hindered by irregular circumstances that would not allow that development. This parcel is unique in that it is over 10 acres, with 9 acres unusable because it is flooded by the Bonneville Pool. The majority of this project was proposed outside the critical areas, however that location was found to be a historical site that must be avoided. Representatives from USACOE, WDFW and Ecology have made site visits and made recommendations during the design stages to ensure no net loss of environment.

On 5/11/2020 11:22 AM, Alan Peters wrote:

Hi Jack,

Here's the agenda and Staff Report for next week's meeting. Please read over it, especially the recommended conditions, before the hearing next Monday.

The meeting will be held remotely. You can either call by telephone using one of the numbers below or participate online. If you're able to, I would recommend participating online so that you can see the full meeting proceedings. If you have a webcam even better. Those who call in can hear the meeting and speak, but won't be able to see any presentation materials.

Here's the information to participate:

Topic: **Hearing Examiner Meeting**

Time: May 18, 2020 05:30 PM Pacific Time (US and Canada)

Join Zoom Meeting

<https://us02web.zoom.us/j/84810982173>

Meeting ID: 848 1098 2173

Dial:

+1 253 215 8782 US

+1 669 900 6833 US

+1 346 248 7799 US

+1 301 715 8592 US

+1 312 626 6799 US

+1 929 205 6099 US

Alan Peters, AICP | Assistant Planning Director
SKAMANIA COUNTY COMMUNITY DEVELOPMENT
170 NW Vancouver Ave | PO Box 1009 | Stevenson, WA 98648
apeters@co.skamania.wa.us | 509.427.3906



Virus-free. www.avg.com

