

Panorama's Land Use Application

Public Hearing November 8th 2017

Ref Parcel S/20 Snoqualmie

Parcel Numbers 7853380690 & 0223079078

Documents Attached 1. Environmental Impacts

2. Transportation Analysis



HECTOR A. GRANDA

hectargranda@live.com

Reference Material # Several Snoqualmie Public Records

Panorama's Application dated May 24th, 2017

King County Imap

Panorama's General Land Use Application

Conditional Use Permit (May 2017 Document) Public Hearing November 8th,2017. Ref S20 /Snoqualmie

1.The City conducted Environmental reviews for SR II between 2003 and 2004,with Final Environmental Impact Review dated 2/23/2004.

At that time parcel S 20 was identified with a maximum density of 159 units,as a mix of family and multifamily units.Also, the affordable housing target was dispersed on the west side of Snoqualmie Parkway among at least 4 parcels such as S20,S13,S14 and S17. To comply with Affordable Housing target will assume each parcel with 35 to 45 units for rentals .Therefore ,at the time of the Final EIS parcel S20 had a density mix of 2/3 family homes and 1/3 multifamily. All the units would have to comply with the design standards for building ,retention wall heights etc

Panorama's CUP request assumes the SEPA Final Review of February 2004 is still good while the S20 conditions under its proposal are completely different.

Density of units are 22% above the original design point.Being all multifamily buildings there is a concentration in fewer, heavier buildings.

Panorama has requested waivers to go above standards for some buildings and retention wall heights.

Considering that parcel S20

- # Has been assessed as an environmental sensitive area on title card per critical area's ordinance of 8005
- # Listed as a erosion hazard area,with clear landslides risks
- # Having 2 wetlands
- # Ground water table is below immediately to South (Hospital)
- # Having a steep slope hazard immediately to East

The City should not approve CUP requested until a new Environmental Study is completed for S20 under the existing conditions. The City should consider involvement of independent expert services to assess the potential risks and mitigation plans for the expected environmental impacts.

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2. Panorama presented in the Application a transportation assessment for the additional vehicles once the project is completed. The analysis is for the impact on the Snoqualmie Parkway and Jacobia intersection concluded that the waiting time for drivers will be within standards.

However, the application is lacking any analysis of the transit issues and risks DURING CONSTRUCTION TIME for the residents on Frontier and adjacent streets.

Background to consider

When the Hospital plan was approved in 2009 the possibility to connect S20 –temporarily or permanently- with 99th Street was cancelled.

Frontier becomes a narrow 2 lanes street as cars/trucks can park on both sides of the road

Frontier/Jacobia intersection is very narrow and vehicles have manage carefully the tight turn

In the past Pulte trucks drove over the curb regularly as there was no way to turn around

Things get worse with bad weather and snow.

Other Affordable Housing projects in East King County are with one entrance and one exit, going into larger streets. Examples Cascadian and Somerset Garden West Apts. The first one goes into 156th street that has 5 lanes and the other goes to a 3 way street.

What we can expect during construction (1 to 2 years)

Heavy trucks and Equipment going through Jacobia and Frontier every day.

Circulation issues with regular cars, SUVs, service trucks, school buses, and emergency vehicles.

Bad weather and peak hours transit will increase the risks of accidents.

Environmental issues for several months i.e noise for families residing on Frontier and adjacent streets.

Trucks and heavy equipment vehicles going over the curb while turning around Frontier/Jacobia

Conclusion; The City should not approve the CUP until there is a study on the transportation impacts during construction and what will be the plans to fix or mitigate these issues. Suggest an independent expert to drive the assessment and development of such a plan.