



## KITTITAS COUNTY DEPARTMENT OF PUBLIC WORKS

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**TO:** Chelsea Benner, Planner I

**COPY:** Lucas Huck, County Engineer  
Kelly Bacon, ETI

**DATE:** January 8, 2018

**FROM:** Mark R. Cook, Director 

**RE:** Hyak PUD Final Development Plan

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1. Public Works is experiencing increasing inability to remove snow within the Hyak Community. The issue is development of vacant parcels eliminating the ability to target our snow blowers. The proposed development will exacerbate this condition. It is likely that at some point in the near future, property owners in Hyak will be required to participate in mandatory Road Improvement District (RID) addressing increasing maintenance costs associated with snow removal. The exact specifics of snow removal and storage will be addressed during final plat submittal.
2. Winter parking continues to burden Public Works and the Hyak Community. A single parking stall per condominium is likely insufficient addressing adequate parking for the proposed condominium units. The Institute of Transportation Engineers (ITE) Trip Generation, 7<sup>th</sup> Edition, land use code 230 suggests the trip generation per dwelling unit (residential condominium/townhouse) average rate to be 5.86 per weekday. Given the nature of the destination, it is reasonable to assume that condo owners will be utilizing more than a single vehicle per condo (visitors). It seems unlikely that a single parking stall per condo unit is adequate for managing offsite parking. Any additional parking demand beyond the proposed single stall per condo unit is likely to exacerbate the Hyak parking problem. The developer is encouraged to consider supplemental parking in excess of the proposed single parking stall per condo unit. The parking requirement will be further evaluated during final plat submittal.
3. The proposed 25 underground parking stalls supporting the commercial use element in Parcel A (20,000 SF) is inconsistent with ITE data on commercial uses generating travel demand. A commercial apparel store is estimated to develop and average of 4 trips per peak hour per 1,000 SF. This suggests a potential of 80 peak hour trips with only 25 parking stalls. The developer is encouraged to refine the commercial land use proposal and provide sufficient parking supporting the actual commercial use. Specific parking demand will be evaluated during final plat submittal.
4. The 6,000 SF proposed activity center in Parcel E proposes 20 parking stalls. ITE suggests as many as 90 weekday trips based on land use code 435. 12 peak hour trips are also identified. The activity center has the benefit of being able to refuse patrons; the

developer is encouraged to revisit the number of proposed parking stalls. The specific parking demand will be evaluated during final plat submittal.

5. Stormwater treatment and storage prior to discharge are significant issues in Hyak. The terrain is not conducive to large facility size. Attempting to site a storage pond on a side slope creates issues associated with compacted fill on the downslope side of the pond. The suggested size of the majority of stormwater ponds (Parcels: A, B and F) appears to be problematic given the terrain of Hyak.
6. Proposing snow storage in stormwater ponds is problematic given that the facilities will likely be much smaller in final design than the conceptual plan as provided. Presuming snow storage in stormwater ponds is possible, spring runoff will likely result in area flooding as the ponds will not be available for snow runoff water.
7. Public Works is unaware of any transportation concurrency study conducted for the proposed development. The developer is noticed that prior to Public Works approving any access permits for any Phase of development, we will insist on sufficient traffic evaluation to evaluate any break in service level on any segment of the existing Hyak transportation network.
8. Consistent with other recent FDPs, Public Works will provide specific engineering review at the time of final plat submittal. Level of submittal detail will resolve Public Works concerns prior to final plat being granted by Public Works.