



TO: Wynstan Larsen, Senior Planner
FROM: Quarterra Team
DATE: July 30, 2025
RE: Quarterra Multifamily/Mixed-Use (LUA2025-0003; LUA2025-0004; LDA2025-0001)

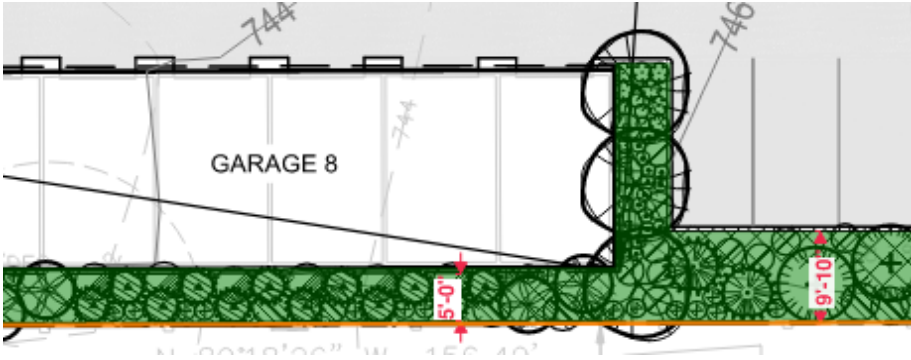
Dear Ms. Larsen:

We appreciate the opportunity to review and respond to the public comment for the Quarterra mixed use project proposed at the southeast corner of SE 440th Street/SR 164 and Highpoint Street.

The majority of comments are from Pinnacle Peak residents concerned about privacy, aesthetic impacts, and additional density/traffic generation in their neighborhood. We appreciate these concerns and have made some modifications to the proposed site plan to improve internal circulation on the project site and reduce potential for cut-through traffic through Pinnacle Peak. An updated site plan is attached. The project is proposing prohibiting right turns from Road A southbound onto Highpoint Street, installing signs restricting use of Highpoint Street to “local access only,” and installing a fire access only gate between Drive D and Highpoint Street, subject to approval by the City.

We note that many of the comments were duplicative. Responses are summarized by topic below.

Buffer/Setbacks/Privacy	Response
<ul style="list-style-type: none">Concerns regarding the proposed 7.5’ buffer on the south property line and requests for a 15’ buffer with mature foliage	<p>The site is zoned General Office (“GO”) with a Mixed-Use Overlay. Setbacks are governed by EMC 19.38.240, which requires a front yard setback of 20 feet; side yard setback of 5 feet; and rear yard setback of 15 feet.</p> <p>The project meets setback requirements. The yards facing Highpoint St. and SR 164 are designated front yards and satisfy the minimum 20-foot requirement. The rear yard setback exceeds the minimum of 15 feet along the west property line. The side yard setback along the south property line is a minimum of five feet to the eaves of the detached garages. There are eight detached garage structures extending across approximately 85% along the south property line. These structures have no windows and create a substantial buffer between on-site circulation and parking and the adjacent properties. There is also a 5-foot landscaped buffer along the entire length.</p>

<ul style="list-style-type: none"> Compliance with Chapter EMC 19.38.240 (Standards for Mixed Use Development in GO Zone) and EMC 19.38.300 (Adjacency to Residential Zones) 	<p>EMC 19.38.300, “Adjacency to residential zones,” requires mixed use projects directly facing single-family residences to have window openings that are translucent, offset, or alternatively, located 5 feet above the floor of each level to achieve privacy for residences. The proposed project does not face the south property line; instead, garages are proposed outside the required 5-foot setback, which will have a uniform appearance and serve as an aesthetic, light and noise buffer for residences to the south.</p> <p>A “Buffer 2” is required along the southern property line between the GO and R-2 zones (EMC 19.08.050.B), and the project will meet this requirement by providing a 5-foot-wide landscape strip with a six-foot-tall sight-obscuring fence, dense plantings including one staggered row of trees along the entire buffer, at least 10 evergreen shrubs per 35 linear feet, and groundcover over at least half the planting area, with the remainder in grass or organic mulch, consistent with EMC 19.08.060.B and Option B standards (refer to the following illustration).</p> 
<p>Transportation/Safety</p> <ul style="list-style-type: none"> Concerns about potential for cut-through traffic on High Point St. to SR 164 Requests to restrict access via fire gate or implement traffic calming measures Safety concerns related to increased traffic near Pinnacle Peak community park 	<p>Response</p> <p>The proposed site plan has been modified to improve internal circulation on the project site and reduce potential for cut-through traffic through Pinnacle Peak. The project is proposing prohibiting right turns from Road A southbound onto Highpoint Street, installing signs restricting use of Highpoint Street to “local access only,” and installing a fire access only gate between Drive D and Highpoint Street, subject to approval by the City.</p>

<ul style="list-style-type: none"> Concerns about spillover parking 	<p>Sufficient parking to serve the project will be provided per City parking requirements. Code requires provision of 302 stalls across the residential and commercial portions of the project. The project is providing 482 stalls, which is 180 stalls in excess of the requirement. There is no indication spillover parking is likely to occur.</p>
<p>School and Fire District Capacity</p>	<p>Response</p>
<ul style="list-style-type: none"> Concerns about impacts/overcrowding at local schools and fire district service capacity 	<p>The project will pay Growth Management Act impact fees for schools, parks, and transportation infrastructure, according to the fee schedule adopted by the City and the number of proposed units/traffic trips. There is also a fire impact fee, estimated at \$2,383/unit. Total impact fees are estimated at approximately \$1.5 million. In addition, the project is subject to water and sewer connection fees in the amount of nearly \$2.5 million.</p>
<p>Increased Housing Costs</p>	<p>Response</p>
<ul style="list-style-type: none"> General concerns about increasing housing costs 	<p>The addition of attainable units to the City’s housing supply, 20% of which (43 units) are classified as “affordable” under the City Code, is expected to reduce housing costs.</p>
<p>Neighborhood Aesthetic/Character</p>	<p>Response</p>
<ul style="list-style-type: none"> Comments that scale of project does not align with Enumclaw’s aesthetic and small town character 	<p>The City’s Comprehensive Plan, recently updated in December 2024, is a conceptual planning document that provides a roadmap for future growth and guides development of zoning regulations and development standards that govern individual project review. The Comprehensive Plan designated the subject site as “Office” with a Mixed-Use Overlay. The Mixed-Use Overlay “applies to lands most suitable for development as a combination of commercial and residential uses . . .” Comprehensive Plan, LU-4. This designation is intended to advance Policy LU-1.5, which requires the City to “designate sufficient land for anticipated commercial, light industrial, office, residential, mixed density residential, and multi-family land uses . . . considering population allocation, employment forecasts, and the local needs.”</p> <p>Comprehensive Plan provisions expressing a general intent to require compatibility with adjacent land uses are implemented through development regulations such as EMC Chapter 19.38.300 (“Adjacency to</p>

	residential zones”) and 19.08.060 (“Buffering standards”), which dictate the specific standards applicable to individual projects. The project complies with all applicable development standards’ no variances are proposed or required. We note that the policies in the Comprehensive Plan and the development regulations in City Code are final and binding; a challenge to either would have to have been brought within 60 days of their adoption by City Council under the Growth Management Act.
Crime	Response
<ul style="list-style-type: none"> Concerns about increased crime 	There is no evidence to support the claim that future residents or employees of the project will increase crime rates. To the contrary, additional residents in the area will provide additional “eyes on the street” to deter criminal activity.
Light Pollution	Response
<ul style="list-style-type: none"> Concerns about light pollution 	City Code has specific regulations designed to mitigate light impacts. The project will comply with EMC 19.12.050, which requires lighting “of a design and size compatible with the building and adjacent areas. Lighting shall be shielded and restrained in design. Excessive brightness and brilliant colors shall be avoided.” The project’s lighting design will be the minimum necessary to ensure safety, while reducing spillover/mitigating impacts to adjacent property, as required by City Code.