



Agenda
Hearing Examiner Meeting
Monday, March 8, 2021
Zoom - Public Telephone Access: (206) 337-9723 or (253) 215-8782
Meeting ID No. 953 5032 8698

Pursuant to Resolution No. 100-20, this meeting will be conducted remotely via Zoom and broadcast live on CityView Channel 192 and at ci.richland.wa.us. Online comments may be submitted using the comment card available on the City's website, <https://richlandwa.seamlessdocs.com/f/March8Comments>. Comments must be received by 4:00 p.m. on March 8th to be included in the meeting.

Hearing Examiner: Gary McLean

Liaisons: Staff Liaison: Planning Manager Stevens

Public Hearing - 6:00 p.m.

Public Hearing Explanation:

New Business - Public Hearing:

1. S2021-101 Walnut Heights Preliminary Plat
2. S2020-103 Ladera Preliminary Plat

Adjournment

The next Hearing Examiner Meeting is April 12, 2021

This meeting is broadcast live on CityView Channel 192 and online at ci.richland.wa.us

Richland City Hall is ADA accessible. Requests for sign interpreters, audio equipment, and/or other special services must be received 48 hours prior to the meeting by calling the City Clerk's Office at 942-7389.



HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 3/8/2021

Agenda Category: New Business - Public Hearing

Prepared By: Mike Stevens, Planning Manager

Subject:

S2021-101 Walnut Heights Preliminary Plat

Department:

Development Services

Recommended Motion:

Staff recommends approval of the preliminary plat of Walnut Heights.

Summary:

R3T Ventures, LLC, owner, has filed a preliminary plat application to divide approximately 8.48 acres of land into twenty-four (24) lots known as the plat of Walnut Heights. Proposed lot sizes range from 7,500 square feet to 82,764 square feet; with an average lot size of 13,012 square feet. The proposed plat includes one lot which will be utilized for stormwater retention (proposed lot 15).

Access to the plat of Walnut Heights would come from Jolianna Drive, while lots within the plat would be accessed from an interior loop road extending from Jolianna Drive.

The site is zoned R-I-10 and was recently annexed into the City of Richland via Ordinance No. 50-20 on January 5, 2021.

Attachments:

1. Walnut Heights Full Staff Report

**CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION
STAFF REPORT TO THE HEARING EXAMINER**

GENERAL INFORMATION:

PROPOSAL NAME: Walnut Heights - Preliminary Plat

LOCATION: 1255 Jolianna Drive

APPLICANT: R3T Ventures, LLC

FILE NO.: S2021-101

DESCRIPTION: Request to divide approximately 8.48 acres into 23 single family residential lots and one (1) stormwater retention site.

PROJECT TYPE: Type III Preliminary Plat

HEARING DATE: March 8, 2021

REPORT BY: Mike Stevens, Planning Manager

RECOMMENDED
ACTION: Approval subject to completion of proposed conditions

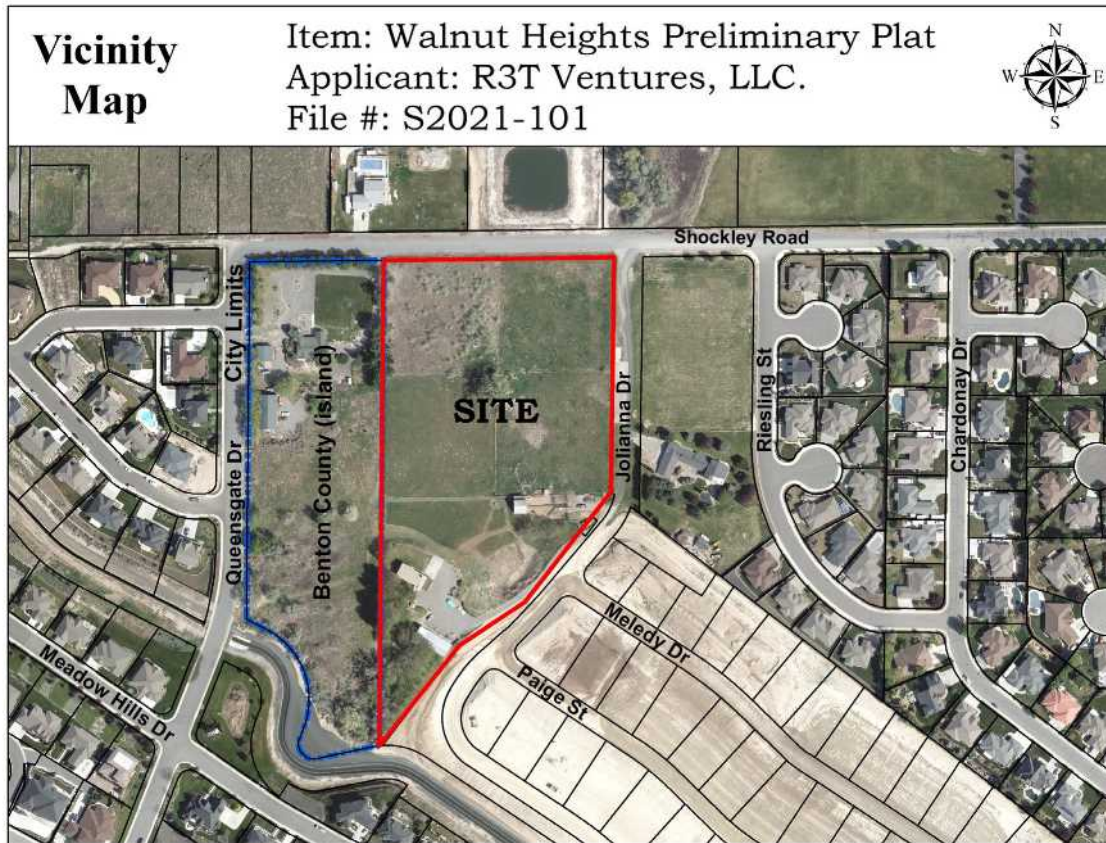


Figure 1 - Vicinity Map

DESCRIPTION OF PROPOSAL

R3T Ventures, LLC, owner has filed a preliminary plat application (Exhibit 1) to divide approximately 8.48 acres of land into twenty-four (24) lots known as the plat of Walnut Heights. Proposed lot sizes range from 7,500 square feet to 82,764 square feet; with an average lot size of 13,012 square feet. The proposed plat includes one lot which will be utilized for stormwater retention (proposed lot 15).

Access to the plat of Walnut Heights would come from Jolianna Drive, while lots within the plat would be accessed from an interior loop road extending from Jolianna Drive.

GENERAL INFORMATION

SURVEYOR:	PERMIT SURVEYING, INC.
ANNEXATION DATE:	2021
COMPREHENSIVE PLAN:	LOW-DENSITY RESIDENTIAL (AVERAGE OF 0-5 DWELLING UNITS PER ACRE)
CURRENT ZONING:	R-1-10 (LOW-DENSITY RESIDENTIAL)

PROJECT DATA

GROSS PLAT AREA:	8.48-acres
NET PLANNING AREA:	7.16-acres
NUMBER OF LOTS:	24
LAND FOR STREETS/OTHER:	1.32-acres
NET DENSITY:	3.35 units/acre

SITE DESCRIPTION & ADJACENT LAND USES

The site consists of one irregularly-shaped parcel located south of Shockley Road and west of Jolianna Drive. The site slopes from south to north with the highest portions of the property located near the existing residence and the lowest areas located adjacent to the Shockley Road.

The site was annexed into the City via Ordinance No. 50-20 on January 5, 2021.

Property to the west is an approximately six (6) acre parcel which is located within unincorporated Benton County and contains an existing single-family residence with two (2) accessory structures. Property to the north, east and south is all located within city limits with the property located to the south developed with the new single-family subdivision of Jolianna Heights, while property to the east is currently 3.43 acres in size and developed with one (1) single-family residence. Properties to the north of Shockley Road currently contain one (1) single-family residence and a large irrigation pond utilized by the Kennewick Irrigation District.

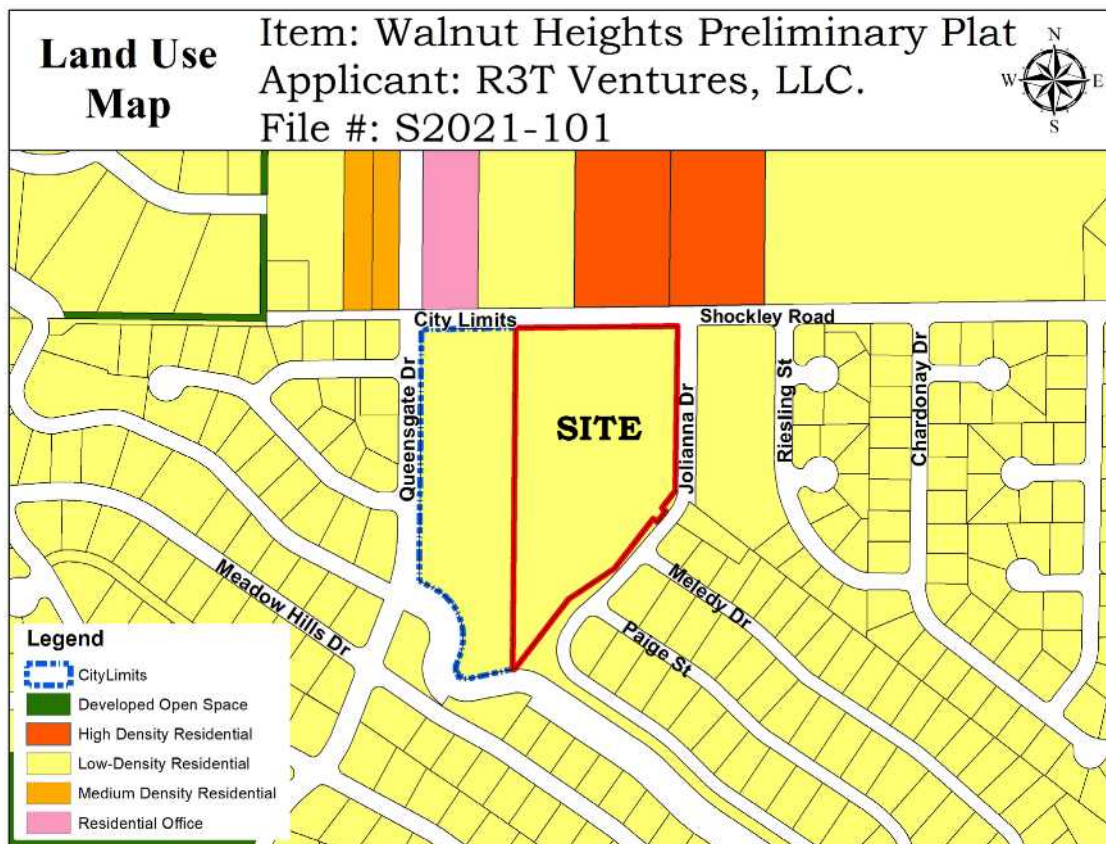


Figure 2 – Comprehensive Plan Map

COMPREHENSIVE PLAN

Richland's Comprehensive Plan designates the plat site for low-density residential development with an average allowable residential density of up to 5 units per acre. The plat of Walnut Heights proposes a net residential density of 3.35 dwelling units/acre. While under the maximum goal of the Comprehensive Plan (5 units per acre), given the physical characteristics of the site, the proposed preliminary plat layout appears to occur in a manner that will maximize density potential while keeping the existing single-family residence on a larger sized parcel.

Applicable Goals & Policies

Provided below is a set of Comprehensive Plan goals & policies which are particularly applicable to the subject residential subdivision.

Land Use Goal 3: Maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.

Policy 1: Distribute residential uses and densities throughout the urban growth area consistent with the City's vision.

Policy 3: Innovative and non-traditional residential developments can occur through the use of planned unit developments, density bonuses, new types of housing, and multi-use or mixed-use developments.

Land Use Goal 8: Address unique land use situations in the urban area with policies specific to those situations that ensure compatibility between land uses without infringing on private property rights.

Policy 4: Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Natural Environment Goal 1: Promote the protection, conservation, and restoration of natural areas, shorelines, and critical areas as unique assets to the community, and provide public access for enjoyment of such facilities based on the ability of the resource to support the use.

Policy 1: Use the critical areas ordinance, SMP, the state environmental policy act (SEPA), and other ordinances, as applicable, to designate and protect the critical areas and natural environment.

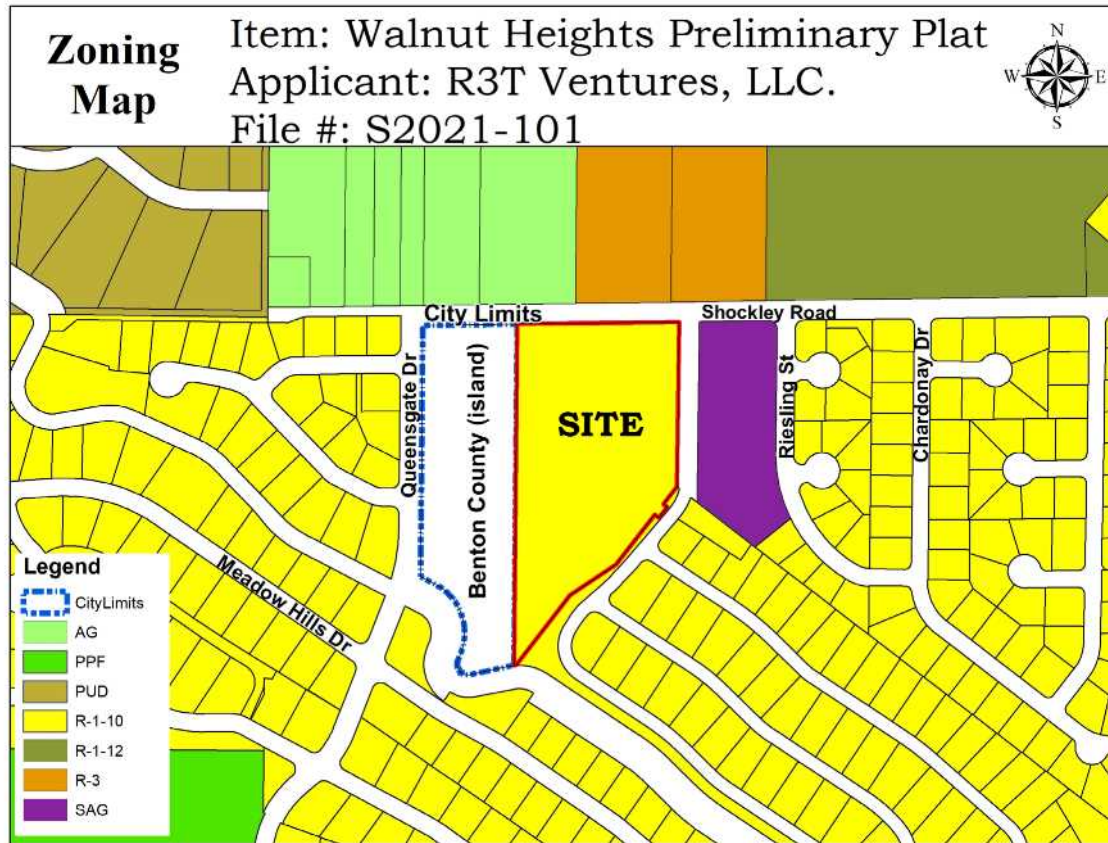


Figure 3 – Zoning Map

ZONING

This preliminary plat site is zoned R-1-10 (Low-Density Residential) allowing for each lot to be developed with a detached single-family residence. The smallest lot to be developed with a single-family residence is 10,000 s.f. in size, while the largest lot containing the existing single-family residence and accessory structures is approximately 1.9 acres in size. Lot 15, which is reserved for stormwater drainage and is unavailable to be developed for residential purposes is 7,500 s.f. in size.

Land Uses and Dimensional Standards

The following **R-1-10** standards apply to the proposed plat:

Uses Permitted:	Detached Single family homes
Minimum lot size:	8,000 square feet (10,000 square feet average)
Front yard setback:	20 feet minimum
Side yard setback:	10 feet minimum
Rear yard setback:	25 feet minimum
Maximum building height:	30 feet (mid-roof-point)

CRITICAL AREAS

The subject property does not contain any critical areas as identified by the city's critical areas regulations (Title 22.10).

CRITERIA FOR PRELIMINARY PLAT APPROVAL

Section 24.12.053 of the RMC sets forth the criteria that must be met before a preliminary plat application can be approved; it states:

The hearing examiner shall not recommend approval of any preliminary plat application, unless the approval is accompanied by written findings that:

- A. The preliminary plat conforms to the requirements of this title;*
- B. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;*
- C. The public use and interest will be served by the platting of such subdivision and dedication; and*
- D. The application is consistent with the requirements of RMC 19.60.095*

RMC Section 24.12.050 designates the Hearing Examiner as the hearing body responsible for conducting the review of preliminary plat applications.

PUBLIC NOTICE

Application Date:	January 14, 2021
Notice of Hearing/Optional DNS Mailed:	February 1, 2021
Notice of Hearing/Optional DNS Posted:	January 29, 2021
Notice of Hearing/Optional DNS Published:	February 7, 2021
DNS Issued:	February 22, 2021
Public Hearing:	March 8, 2021

A combined notice of application and SEPA Optional DNS determination was provided by mailing notices to property owners within 300 feet. Public hearing notices were distributed through posting of the property, mailing of notice to property owners within 300 feet of the site and publication in the *Tri-City Herald* newspaper. Copies of the notices and affidavits are included in Exhibit 2.

SEPA

A SEPA checklist (Exhibit 3) addressing potential impacts of the proposed subdivision was included in the preliminary plat application. On February 22, 2021 staff issued a Determination of Non-Significance (DNS) (Exhibit 3) using the Optional DNS process available under the provisions of WAC 197-11-355.

UTILITIES

All of the necessary public utilities are available on the site or very close to the site and available for extension as necessary.

Sewer

The nearest sewer main available to serve Walnut Heights is located within the right of way of Shockley Road immediately north of the site.

WaterPotable

The nearest water main available to serve Walnut Heights is located within the adjacent Jolianna Drive right-of-way and within Shockley Road right-of-way directly north of the site.

The site contains an existing well which appears to have provided water to three (3) individual property owners from 1970 to 2017 when the usage was reduced to two (2) individual users (Zinsli) and (Gulley). It appears that the Gulley family still utilizes the water from the well for potable purposes and that some form of agreement will need to be made should the developer wish to abandon the existing well. Staff believes that additional discussion regarding this issue is best suited for the public hearing to be held on March 8, 2021.

Irrigation

The project site is located within the irrigation district boundary of the Kennewick Irrigation District (KID). An irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development. It will be the developer's responsibility to obtain irrigation water to service the proposed subdivision. Conditions of approval related to irrigation service and delivery are included with the other conditions of approval at the end of this report.

Electrical Power

Electrical power exists at the site and is available to serve the proposed development.

ACCESS/TRANSPORTATION

The proposed subdivision would be accessed via Jolianna Drive which extends south from Shockley Road. Jolianna Drive is classified as a "local" street which includes roadways serving as primary access between subdivisions and arterial/arterial collector streets.

In regard to the level-of-service (LOS), pursuant to Sections 12.03.170 and 12.03.180 [RMC] this development proposal as submitted is in general conformance with the assumptions made for land use and scale/density. Through collection of impact fees, the project will comply with concurrency requirements of the Municipal Code.

FIRE SAFETY

Due to the site recently being annexed into the City of Richland the subject property and resulting development will be served fire protection from the City of Richland Fire Department.

SCHOOLS

The plat falls within the boundaries of the Richland School District. The proposed plat was routed to the district for review and commenting as part of the standard referral process. No comments from the district were received by the City. Standard city streets with appropriate sidewalks will be constructed as part of the proposed development and it is anticipated that Richland School District will make the necessary arrangements to accommodate the pickup and delivery of students residing in the new subdivision.

PARKS

The developer and/or builder will be required to pay Park Mitigation Fees as set forth in the City's adopted Fee Schedule. Fees received are used to construct and develop new city parks as well as to provide funding to maintain existing parks throughout the city.

AGENCY COMMENTS

A variety of public agencies and City departments were given an opportunity to comment on the proposal. Comments were received from: Washington State Departments of Ecology, Archaeology and Historic Preservation (DAHP), Yakama Nation, Kennewick Irrigation District (KID), Benton County, as well as the City of Richland Public Works Departments. All comments received are provided herein as Exhibit 8. Comments from the city Public Works/Engineering Department are entered directly into the set of recommended approval conditions listed at the end of this report as are pertinent comments/conditions from the Kennewick Irrigation District and DAHP. Copies of their specific comments/conditions are contained within Exhibit 4.

PUBLIC COMMENTS

At the time this report was prepared, the City had received two (2) comments from residents of adjoining properties. The comments received are included as part of Exhibit 4.

ANALYSIS

The criteria for approval of a preliminary plat application (RMC 24.12.053) are reprinted here, with a summary of how the application complies with the requisite standard:

A. The preliminary plat conforms to the requirements of this title (RMC Title 24);

- The City's subdivision regulations set forth specific requirements for the filing of an application, how notice of the application is to be provided and requires

that the Hearing Examiner conduct a public hearing and make recommendation to the City Council. These steps have been followed to date.

B. Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;

- Several city parks and other recreational opportunities exist within approximately one mile of the project site. New homes within the proposed development will be required to pay Park Impact Fees, which are used to construct new parks and/or maintain existing park facilities within the city.
- The site is not located along an existing bus route. The Ben Franklin Transit Authority provides bus service to the area along Keene Road approximately .25 miles to the northeast.
- The plat would be served by City domestic water lines currently existing adjacent to the project site. Water lines have capacity to provide for the proposed project.
- Sanitary sewer service will be extended to this project.
- The plat would be served by Richland Energy Services electrical power by way of service line extension.
- An irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development.
- Kennewick Irrigation District indicated that the development site is within their district boundaries.
- In accordance with City development standards, storm water drainage would have to be retained and managed on-site. The proposed plat design includes provisions for retaining and managing on-site storm water. Project specific designs have not been created yet; however, prior to the city allowing construction of the subdivision to occur, the development will need to be designed by a licensed civil engineer and meet the requirements of the city and state storm water regulations.
- Richland School District was given the opportunity to comment, however chose not to. The Richland School District currently serves approximately 13,000 children within a multitude of school facilities many of which are new or have been recently remodeled to accommodate the increasing student enrollment seen as a result of new housing being built within the area.

C. The public use and interest will be served by the platting of such subdivision and dedication;

- The proposed project is consistent with the Comprehensive Plan in terms of the proposed density of the plat. The project is consistent with the City's zoning regulations, and would be consistent with development patterns in the surrounding neighborhood considering existing topographic constraints. Provision of additional housing units will contribute to meeting the housing

demand experienced in the Tri-Cities thereby serving public interest and demand.

D. The application is consistent with the requirements of RMC 19.60.095, which states:

No development application for a Type II or Type III permit shall be approved by the city of Richland unless the decision to approve the permit application is supported by the following findings and conclusions:

1) The development application is consistent with the adopted Comprehensive Plan and meets the requirements and intent of the Richland Municipal Code.

The proposal is generally consistent with the intent of the Comprehensive Plan and does meet requirements of the Municipal Code as outlined above.

2) Impacts of the development have been appropriately identified and mitigated under Chapter 22.09 RMC.

Chapter 22.09 is the City's adoption of the State Environmental Policy Act provisions. The applicant filed an environmental checklist (Exhibit 7) for which the City issued and distributed a Determination of Non-Significance (Exhibit 7) after utilizing the Optional DNS process.

3) The development application is beneficial to the public health, safety and welfare and is in the public interest.

The project is consistent with the City's Comprehensive Plan and development regulations and it therefore would be considered beneficial to public health, safety and welfare and would be in the public interest. As mentioned above, staff is recommending several requirements in the form of conditions, aimed at ensuring the development does not generate any significant impacts which would be detrimental to the peaceful enjoyment of existing land uses in the surrounding vicinity.

E. The development does not lower the level of service of transportation facilities below the level of service D, as identified in the Comprehensive Plan; provided, that if a development application is projected to decrease the level of service lower than level of service D, the development may still be approved if improvements or strategies to raise the level of service above the minimum level of service are made concurrent with development. For the purposes of this section, "concurrent with development" means that required improvements or strategies are in place at the time of occupancy of the project, or a financial commitment is in place to complete the required improvements within six years of approval of the development.

The project would add 22 new residential lots to be accessed from newly constructed and existing roadways leading into the subdivision.

F. Any conditions attached to a project approval are as a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal.

The conditions of approval recommended for this project are a direct result of imposing City development standards as contained in City code and are directly related to the development proposal. Additional conditions have been included as a result of comments received by other agencies.

FINDINGS AND CONCLUSIONS

Staff has completed its review the preliminary plat application for Walnut Heights (S2021-101) and recommends approval of the request subject to conformance with the conditions of approval included below based on the following findings:

Findings of Fact:

1. Richland's Comprehensive Plan designates the plat site for low-density residential development with an average allowable residential density of up to 5 units per acre. The plat of Walnut Heights proposes a net residential density of 3.35 dwelling units/acre.
2. R-1-10 (Low-Density Residential) zoning is applied to the site which permits residential densities of up to approximately 5 units per acre.
3. Walnut Heights preliminary plat consists of 23 residential lots and one lot reserved for stormwater retention (24 lots total). Proposed residential lot sizes range from 10,000 square feet to 1.9 acres.
4. Section 24.12.053 of the RMC sets forth standards for review of preliminary plats that require the Hearing Examiner to consider whether appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.
5. The proposed preliminary plat provides for the extension of streets consistent with the surrounding street network, includes provisions for the extension of public domestic water, sewer, irrigation water and electrical power lines.
6. Improvements proposed to serve the preliminary plat are consistent with the City's development standards.
7. The Richland School District was invited to comment and expressed no concerns with the plat.
8. City staff and other utility providers reviewed the project and have recommended specific conditions of approval as set forth in this report.
9. The applicant filed an environmental checklist along with their preliminary plat application as required under the State Environmental Policy Act.
10. After review of the checklist, application materials and receipt of agency and public comments, staff issued a Determination of Non-Significance on February 22, 2021 after utilizing the Optional DNS process.
11. The site is not located within nor does it contain any critical areas as defined by the city's critical areas regulations contained within RMC 22.10.
12. RMC 19.60.095(D) requires that development not lower the level of service standard for transportation facilities below a level of service D.

13. The proposed project would add 22 single family lots that would have direct access onto roadways proposed in the plat.
14. Walnut Heights is subject to RMC 12.03, the City's traffic impact fee program. Since this property is included within the traffic impact fee program it is exempt from the SEPA-related traffic study requirement (TIA).

Conclusions of Law:

1. The lots within the proposed subdivision are consistent with the provisions of the City's respective zoning regulations.
2. The proposed preliminary plat conforms to the density and type of land use envisioned in the land use and transportation elements of the adopted Comprehensive Plan.
3. Pursuant to RMC Chapters 22.09 and 22.10, the procedures required under the State Environmental Policy Act have been completed.
4. As conditioned, the proposed preliminary plat makes appropriate provisions for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.
5. Based on the above findings and conclusions, approval of the proposed preliminary plat of Walnut Heights, subject to the recommended conditions listed in this report, is warranted because the project conforms to the City's adopted comprehensive plan and zoning regulations; has followed the required State Environmental Policy Act procedures; and is consistent with the requirements of the City's subdivision regulations.

Overall Conclusion:

Based on the above findings and conclusions, approval of the proposed preliminary plat of Walnut Heights, subject to the recommended conditions listed below, is warranted because the project conforms to the City's adopted Comprehensive Plan and zoning regulations; has followed the required State Environmental Policy Act procedures; and is consistent with the requirements of the City's subdivision regulations.

RECOMMENDED CONDITIONS OF APPROVAL**Public Works****Pre-Plat Specific Conditions**

1. The preliminary plat is not showing any phase lines. Phasing is not required but if the project is to be phased during construction then phasing lines should be shown on the pre-plat map.

General Conditions:

2. All final, approved plans for public improvements shall be submitted prior to pre-con on a 24" x 36" hardcopy format and also electronically in .dwg format compatible with the City's standard CAD software. Addendums are not allowed, all information shall be supplied in full size (and electronic) format. Electronic copies of the construction plans are required prior to the pre-con meeting along with the multiple sets of paper drawings. When construction of the public infrastructure has been substantially completed, the applicant shall provide paper and electronic record drawings in accordance with the City's "Record Drawing Requirements". The electronic record drawings shall be submitted in an AutoCAD format compatible with the City's standard CAD software. The final record drawings shall be submitted and approved by the City before the final punchlist inspection will be performed. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
3. A copy of the construction drawings shall be submitted for review to the appropriate jurisdictions by the developer and his engineer. All required comments / conditions from all appropriate reviewing jurisdictions (e.g.: Benton County, any appropriate irrigation districts, other utilities, etc.) shall be incorporated into one comprehensive set of drawings and resubmitted (if necessary) for final permit review and issuance.
4. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way construction permit prior to beginning work, per RMC Chapter 12.08. The applicant shall pay a plan review fee based on a cost-per-sheet of engineering infrastructure plans. This public infrastructure plan review fee shall apply each time a project is submitted for review. This fee will be different for commercial projects versus subdivision projects. Please visit the Public Works Private Development page on the City's webpage to find the current per-sheet fee. A permit fee in the amount equal to 3% of the construction costs of the work within the right-of-way or easement will be collected at the time the construction permit is issued. A stamped, itemized Engineers estimate (Opinion of probable cost) and a copy of the material submittals shall be submitted along with the approved plan submittal.
5. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of the final plat. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of plat acceptance. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for final plat acceptance.

6. A pre-construction conference will be required prior to the start of any work within the public right-of-way or easement. Contact the Public Works Engineering Division at 942-7500 to schedule a pre-construction conference.
7. Site plan drawings which involve the construction of public infrastructure shall be drawn on a standard 24" x 36" drawing format to a scale which shall not be less than 1"=40'.
8. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.
9. Any and all necessary permits that may be required by jurisdictional entities outside of the City of Richland shall be the responsibility of the developer to obtain.
10. All construction plan sheets shall include the note "CALL 811" or:
<http://www.call811.com/>
11. A copy of the preliminary plat shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to final platting.

Design Standards:

- a. Public improvement design shall follow the following general format:
- b. All materials and workmanship shall be in conformance with the latest revision of the City of Richland Standard Specifications and Details, Public Infrastructure Design Guidelines and the current edition of the State of Washington Standard Specifications for Road, Bridge, and Municipal Construction. Please confirm that you have the latest set of standard specs and details by visiting the City's web page.
- c. Water lines shall be aligned on the south and east side of street centerlines.
- d. Sanitary sewer shall be aligned on the north and west side of street centerlines.
- e. Storm sewer shall be aligned on the south and east side of street centerlines.
- f. Any sewer or storm manholes that are installed outside of public Right of Way shall have an acceptable 12-foot wide gravel access road (minimum) provided from a public street for maintenance vehicles.
- g. 10-foot horizontal spacing shall be maintained between domestic water and sanitary sewer mainlines and service lines.

- h. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
- i. Sewer mains over 15-feet deep shall be constructed out of SDR26 PVC.
- j. All utilities shall be extended to the adjacent property (properties) at the time of construction.
- k. The minimum centerline finish grade shall be no less than 0.30 % and the maximum centerline finish grade shall be no more than 10.0% for local streets. 12% can be allowed for local streets for short distances.
- l. The minimum centerline radius for local streets shall be 100-feet.
- m. Any filling of low areas that may be required within the public Right of Way shall be compacted to City standards.
- n. An overall, composite utility plan shall be included in the submitted plan set if the project is phased. This comprehensive utility plan benefits all departments and maintenance groups involved in the review and inspection of the project.
- o. A detailed grading plan shall be included in the submitted plan set.
- p. For public utilities not located within public street rights-of-way the applicant shall provide maintenance access acceptable to the City and the applicant shall provide an exclusive 10-foot wide public utility easement (minimum) to be conveyed to the City of Richland.
- q. Final design of the public improvements shall be approved at the time of the City's issuance of a Right-of-way Construction Permit for the proposed construction.
- r. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
- s. All curb returns at minor intersections shall have a minimum radius of 25-feet. Curb returns at major intersections should have minimum radius of 30-feet but should be evaluated on a case by case basis.
- t. All public streets shall meet design requirements for sight distance (horizontal, vertical and intersectional).
- u. The final engineered construction plans shall identify locations for irrigation system, street lighting, gas service, power lines, telephone lines, cable television lines, street trees and mail boxes. All electrical appurtenances such as transformers, vaults, conduit routes, and street lights (including their circuit) need to be shown in the plan view.
- v. Construction plans shall reference all City of Richland standard details necessary to construct all public improvements which will be owned, operated, maintained by the City or used by the general public.

- w. The contractor shall be responsible for any and all public infrastructure construction deficiencies for a period of one year from the date of the letter of acceptance by the City of Richland.
12. If the project will be built in phases the applicant shall submit a master plan for the sanitary sewer, domestic water, storm drainage, electrical, street lighting and irrigation system for the entire project prior to submitting plans for the first phase to assure constructability of the entire project. This includes the location and size of any storm retention ponds that may be required to handle runoff.
13. If the City Fire Marshal requires a secondary emergency vehicle access, it shall be included in the construction plan set and be designed to the following standards:
- a. 2-inches compacted gravel, minimum (temp. SEVAs only).
 - b. 2% cross-slope, maximum.
 - c. 5% slope, maximum. Any access road steeper than 5% shall be paved or be approved by the Fire Marshal.
 - d. Be 20-feet in width.
 - e. Have radii that are accommodating with those needed for City Fire apparatus.

Secondary emergency vehicles accesses (SEVA's) shall be 20-feet wide, as noted. Longer secondary accesses can be built to 12-feet wide with the approval of the City of Richland Fire Marshal, however turn-outs are required at a spacing acceptable to the Fire Dept. Temporary SEVA's shall be constructed with 2-inches of compacted gravel, at a minimum. Permanent SEVA's shall be paved with 2-inches of asphalt over 4-inches of gravel, at a minimum.

14. SURVEY MONUMENT DESTRUCTION:

- a. All permanent survey monuments existing on the project site shall be protected. If any monuments are destroyed by the proposed construction, the applicant shall retain a professional land surveyor to replace the monuments and file a copy of the record survey with the City.

A. No survey monument shall be removed or destroyed (*the physical disturbance or covering of a monument such that the survey point is no longer visible or readily accessible*) before a permit is obtained from the Department of Natural Resources (DNR). WAC 332-120-030(2) states "It shall be the responsibility of the governmental agency or others performing construction work or other activity (including road or street resurfacing projects) to

adequately search the records and the physical area of the proposed construction work or other activity for the purpose of locating and referencing any known or existing survey monuments.” (RCW 58.09.130).

- B. Any person, corporation, association, department, or subdivision of the state, county or municipality responsible for an activity that may cause a survey monument to be removed or destroyed shall be responsible for ensuring that the original survey point is perpetuated. (WAC 332-120-030(2)).
 - C. Survey monuments are those monuments marking local control points, geodetic control points, and land boundary survey corners. (WAC 332-120-030(3)).
- b. When a monument must be removed during an activity that might disturb or destroy it, a licensed Engineer or Land Surveyor must complete, sign, seal and file a permit with the DNR.
 - c. It shall be the responsibility of the designing Engineer to identify the affected monuments on the project plans and include a construction note directing them to the DNR permit.

Traffic & Streets:

- 15. The Walnut Heights is subject to RMC 12.03, the City’s traffic impact fee program. Since this property is included within the traffic impact fee program it is exempt from the SEPA-related traffic study requirement (TIA).
- 16. The two bends in Road A need to be designed per city standard ST-16. As proposed they do not meet this minimum standard.
- 17. The Shockley Road frontage shall be completed per Richland Municipal Code and per City standards at the time of project construction, or during phase 1 construction if the project is phased. The road section (curb, gutter and sidewalk) shall be built with the face of curb at 18-feet off of centerline. A ten-foot public utility easement along the Shockley Road frontage shall be provided on the face of the final plat.
- 18. A note will be shown on the face of the final plat stating that Shockley Road is classified as an “Major Collector street”. Subsequently, no driveways accessing single family lots will be allowed onto it.
- 19. Sidewalks shall be installed along all public right-of-way frontages that building lots do not front on during construction of those phases (e.g., storm drainage ponds, parks, HOA tracts, etc.). In addition, the developer shall

install a City standard sidewalk from the driveway to lot 24 down Jolianna Drive to the existing sidewalk.

20. The developer and his engineer shall demonstrate on the construction plans that all future driveways, sidewalks and pedestrian ramps will meet City and ADA requirements, and also provide at least 5-feet of separation between driveway and/or pedestrian ramp transitions.
21. Pedestrian ramps shall be designed to current City standard details and A.D.A. standards. Adequate right-of-way shall be provided at corners to allow for at least 1-foot of ROW behind the ped. ramp landing. Crosswalks between pedestrian ramps shall be designed to City standards. Crosswalks at stop-controlled intersections shall have cross-slopes less than 2%. Crosswalks crossing thru-streets shall have cross-slopes less than 5%. The road profile shall be designed to accommodate this.
22. The vision-clearance triangle needs to be shown on all corner lots on both the construction plans and the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
23. All roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.
24. If the project is to be constructed in phases, all dead-end streets longer than 150-feet that will be continued later need to have temporary turnarounds built at the end of them. If the temporary turnaround is not located within the final plat an easement with a 50-foot radius will be required.

Domestic Water:

25. The proposed preliminary plat is located within the Tapteal 2 water pressure zone. There is a Tapteal 2 watermain is located in Jolianna Drive. It shall be the responsibility of the developer to extend a watermain to and through this property to serve domestic water at the time of construction. This water main shall be sized to adequately supply domestic water and fire flows to the proposed development. The water main shall make a separate connection to the existing main in Jolianna Drive at both the north and south intersections with Road A.

26. The developer will be required to demonstrate that all phases are capable of delivering adequate fire flows prior to construction plans being accepted for review.
27. The fire hydrant layout shall be approved by the City Fire Marshal.
28. The developer shall provide a water service stub to all lots, including lot 24.
29. Richland Municipal Code Chapter 18.10 requires connection to available public water supplies and the discontinuance of private water systems. The developer shall affect compliance with this code as it relates to the existing private well and the properties served by it. This well can continue to be used for irrigation purposes but not for domestic uses.
30. In accordance with Richland Municipal Code Chapter 18.16.080, an irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development. Irrigation service stubs shall be provided to all lots, including lot 24 and the proposed stormwater pond site. Construction plans will not be accepted for review until adequate and viable proof of an irrigation source is made available by the developer. The designing Engineer shall submit plans for the proposed irrigation system to the Irrigation District with jurisdiction over the property at the same time that they are submitted to the City for construction review. Plans shall be reviewed and accepted by said irrigation district prior to issuance of a Right-of-Way permit by the City. Easements shall be provided on the final plat for this system where needed.

Sanitary Sewer:

31. The closest sanitary sewer available for this development is located in Shockley Road. It shall be the responsibility of the developer to extend a sewer main to this property to serve sanitary sewer at the time of plat construction.
32. A 10-foot wide exclusive sanitary sewer easement shall be provided for any sewer main that is outside of the public Right-of-Way. Wider easements are required for mains that are buried deeper than 10-feet. If any manholes are located outside of the public Right-of-Way, maintenance truck access to said structure may be required.
33. Sanitary sewer shall be extended to the adjoining properties adjacent to the preliminary plat. Lot 24 shall have a sewer service extended to it.

Ground Water:

34. A master grading plan completed by a licensed engineer shall be submitted along with the first submission of construction plans. The grading plan and accompanying geotech report shall make provisions for the existing neighboring land owners and address any impacts that the proposed grading and/or groundwater impacts will have on them. It shall also include a means for managing groundwater or subsurface springs if any are encountered during grading or construction.

Storm Water:

35. All construction projects that don't meet the exemption requirements outlined in Richland Municipal Code, Section 16.06 shall comply with the requirements of the Washington State Department of Ecology issued Eastern Washington NPDES Phase II Municipal Stormwater Permit. The Developer shall be responsible for compliance with the permit conditions. All construction activities subject to this title shall be required to comply with the standards and requirements set forth in the Stormwater Management Manual for Eastern Washington (SWMMEW) and prepare a Stormwater Site Plan. In addition, a Stormwater Pollution Prevention Plan (SWPPP) or submission of a completed erosivity waiver certification is required at the time of plan submittal. The City has adopted revised standards affecting the construction of new stormwater facilities in order to comply with conditions of its NPDES General Stormwater Permit program. This project, and each phase thereof, shall comply with the requirements of the City's stormwater program in place at the time each phase is engineered. The project will require detailed erosion control plans.
36. All public storm drainage systems shall have their flow rate and storage capacity designed by a professional engineer following the core elements defined in the latest editions of the Stormwater Management Manual for Eastern Washington, the current Richland municipal codes, the Phase II Municipal Stormwater Permit, and the City's "Public Infrastructure Construction Plan Requirements and Design Guidelines". The storm water calculations shall be stamped by a professional engineer and shall include a profile of the storm system showing the hydraulic grade line. The calculations should include an accurate delineation of the contributing drainage area to accurately size the stormwater facilities. Passing the storm water downhill to an existing storm system will require an analysis of the downstream storm system to determine its capability of accepting the storm water without being overwhelmed. The applicant's design shall provide runoff protection to downstream property owners.

37. Storm drainage piping shall be installed in accordance with the City of Richland's Comprehensive Stormwater Management Plan. A portion of the 18-inch "Shockley Storm Mainline Conveyance" pipe shall be installed in Shockley Road (as identified in the Comp. Plan). This pipe currently ends approx. 270-feet to the east of this property. It shall be the responsibility of the developer of this project to extend this storm main to and across the frontage of this property. This storm main may be used by the developer to discharge flows in excess of those required to be managed on-site by the RMC and Public Works design standards.
38. If any existing storm drainage or ground water seepage drains onto the proposed site, said drainage shall be considered an existing condition and it shall be the responsibility of the property developer to design a system to contain or treat and release the off-site storm drainage.
39. If there are any natural drainage ways across the proposed pre-plat, the engineered construction plans shall address it in accordance with Richland Municipal code 24.16.170 ("Easements-watercourses").
40. Any proposed storm drainage retention facilities within the boundary of the proposed preliminary plat shall not adversely affect neighboring properties.
41. Prior to or concurrent with the submittal of the first phase the developer shall provide a Geotechnical report including the percolation rate of the soils in the area of any storm retention ponds. If the project constructs a storm retention pond then the engineer will need to demonstrate that the pond will drain itself within 72 hours after the end of a storm event, and not have standing water in it longer than that. Engineering solutions are available for retention ponds that do not percolate within 72 hours.
42. The amount of post-development storm runoff from the proposed site shall not exceed the amount of pre-development runoff.
43. The parcel occupied by the stormwater basin shall be identified as a separate parcel or tract on the final plat and shall be dedicated to the City stormwater utility. The design of the basin shall include access features meeting the city's needs for maintenance.
44. The developer should consider the long-term appearance of the storm basin since it will occupy a prominent location in the development. City storm pond maintenance practices consist of semi-annual vegetation trimming and silt and debris removal. The developer shall propose a landscaping plan for the stormwater infiltration pond for City consideration. Landscaping requiring more maintenance effort than the City standard described above shall be provided by the development. These

maintenance responsibilities shall be noted on the final plat. Basins designed as detention and evaporative basins need to include plantings that will tolerate or thrive in standing water. Planting designs for areas not routinely exposed to water shall include plants that will thrive without irrigation. At a minimum the landscaping plan should be consistent with the City's intended maintenance standard as described above.

45. The developer shall be responsible for landscaping the storm pond and for its maintenance and the plantings through the one-year infrastructure warranty period. At 11 months after the final acceptance date the developer shall clean the storm system and basin of all accumulated oil, sediment, and debris. After this maintenance is completed and inspected the City will begin routine maintenance of the system and basin. The developer shall replace any plantings that have failed to survive the warranty period. The developer shall also perform trimmings required to control weeds in excess of 18-inches in height for the 12-months following the date of final plat acceptance.

Final Platting / Project Acceptance Requirements:

46. When the construction is substantially complete a paper set of "record drawings" shall be prepared by a licensed surveyor and include all changes and deviations. Please reference the Public Works document "RECORD DRAWING REQUIREMENTS & PROCEDURES" for a complete description of the record drawing process. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
47. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of a certificate of occupancy. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final acceptance. Off-site ("third party") easements or right-of-ways for City infrastructure are the responsibility of the developer to obtain. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for final occupancy.
48. Any off-site easements or permits necessary for this project shall be obtained and secured by the applicant and supplied to the City at the time of plat construction and prior to final plat acceptance by the City.
49. Ten-foot wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within the proposed plat.

50. The vision-clearance triangle needs to be shown on all corner lots on the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
51. The final plat shall include notes identifying all common areas including the private streets and tracts and acknowledging the ownership and maintenance responsibility by the homeowners.
52. Street signs indicating any restricted parking areas shall be installed prior to final platting at the developer's expense. The restricted parking areas shall be indicated on the final plats.
53. All landscaped areas within the plat that are in the public Right of Way shall be the responsibility of the homeowners to maintain.
54. A one-foot "No access / screening easement" will be required along the Shockley Road right-of-way.
55. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
56. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.
57. Any restricted parking areas shall be indicated on the final plats.

Planning Conditions

58. Based on known cultural resources on or near the work site, an archaeological survey of the project area shall be conducted prior to ground disturbing activities. All results shall be shared with the Washington State Department of Archaeology & Historic Preservation and Yakama Indian Nation.

Irrigation Conditions

59. The plat shall include the following irrigation easements consistent with KID requirements:
 - a. Dedicate to KID an irrigation easement 10 feet in width via a recorded deed to match irrigation system components, centered on an irrigation pipe line.
 - b. On all lots within the plat, dedicate to KID an irrigation easement 10 feet in width, or five (5) feet in width if adjacent to a utility

easement, located along the road frontage of each lot. An irrigation easement may be included within the 'sidewalk and utility' easement if one is proposed, denoting the easement as a "Sidewalk, Utility, and Irrigation Easement."

60. The application is required to install an irrigation system that conforms to the most recent edition of the KID Standard Specifications pursuant to Resolution 86-15-A. This includes providing distribution pipelines adequate to provide individual pressurized irrigation services to each lot within the preliminary plat. This system will be dedicated to the KID upon completion, at the time of final plat.
- a. KID Standard Specifications require a storage pond facility be constructed and sized appropriately for this plat application. Please dedicate this storage facility as a tract of land deeded to the KID. In addition, the KID Standard Specifications require a pump station facility be constructed and sized appropriately for this plat application.
 - b. As an alternative to a pond, pump station, and other "on site" construction requirements per KID standards Specifications, the Applicant and KID may mutually agree that it is in each of their best interests that other "off site" improvements may be made to allow for the delivery of pressurized irrigation water to the plat. The other improvements would be proportionate and equal to the "on site" requirements and may include:
 - i. Contributions made towards a regional pump facility.
 - ii. The installation of pipelines off site.
 - iii. Entering into a Voluntary Mitigation Agreement with KID.
61. Design of the required irrigation system must be approved by KID prior to installation. The applicant is required to submit an irrigation plan designed by a professional engineer for review and approval by the KID. The plan may be hand drawn or computer drafted. The plan shall be accurate and to a scale not to exceed one (1) inch = 50 feet. This is a vital step of the approval process. In addition to compliance with Condition 2 above, the Plan must ensure all reasonable measures are taken to protect any easements, right-of-ways, and facilities. Please contact KID at 586-6012 for more information regarding this irrigation plan.
62. Completion of all the facilities, consistent with irrigation plan approved by KID, is required prior to KID signature on the Final Plat.
- a. In the event any KID facilities are damaged during construction, the damage must be fully repaired to KID's then-existing standards.

- b. For each phase of the plat, KID review and approval of construction and grading plans is required to allow KID to assure all reasonable measures to protect any easements and right-of-ways. Such review and approval will be coordinated as part of City review and the Final Plat approval process.
 - c. The KID must inspect any new irrigation system installations or modifications. The Applicant shall contact the KID to arrange an inspection at least 48 hours in advance of the desired inspection date.
 - d. As an alternative to immediate construction prior to approval of the Final Plat, the Applicant may choose to delay installation of the irrigation system by entering into a facilities installation agreement with the KID. The Applicant must still provide the KID with an irrigation system design that conforms to the most recent addition of the KID standard specifications. This irrigation system may be bonded and delayed up to five years. The facility installation agreement charge is \$350.00. The Applicant must establish an approved bonding mechanism with the KID in an amount approved by KID.
63. For each phase of the Project, KID/USBR review and approval of grading and construction plans is required to allow KID to assure all reasonable measures to protect any easements and ROWs. Such review and approval will be coordinated as part of the City's review and Final Plat approval process.
64. The Applicant shall include the potential failure of KID system components in its public offering statement for the plat pursuant to RCW 58.19.055(1)(r), which requires a public offering statement to include "[a] list of any physical hazards known to the developer which particularly affect the development or the immediate vicinity in which the developer is located and which are not readily ascertainable by the purchaser."
65. Prior to approval of each phase, the current year's assessment must be paid. If the final plat is submitted for review after May 31st of a given year or submitted for review prior to May 31st but not submitted for final approval prior to June 15th, the next year's estimated assessment (125% of the current year's assessment) must be paid prior to plat approval.
66. Prior to approval of the first phase, the USBR construction loan for all parcels owned by the property owner within the boundaries of the KID must be paid and all other USBR requirements associated with this payout must be completed.

67. The Review and Inspection fees in place at the time of each review request must be paid. At the time of application, the review fees are as follows:
- a. A Preliminary Plat review fee of \$825.00 which must be paid prior to scheduling for final plat approval at a KID Board meeting for the first phase.
 - b. For each Phase an inspection fee of \$350 for the first 20 lots/tracts plus \$25 per lot/tract after 20 lots/tracts.
 - c. Final Plat review fee for each phase of \$225.00.
68. Per KID Policy 4.17, "Irrigable Land Recalibration Principles," as land within the plat is subdivided or developed; KID will remove the irrigation water allocation from the impermeable surfaces, such as streets, from the plats.
69. In order to receive KID irrigation water delivery, a water master (or point of contact) for the subdivision must be appointed. This water master can be appointed by the Homeowners Association (or similar organization) officers, or must be elected from among the property owners within the boundary of this proposed subdivision. If no HOA (or similar organization) is organized, then an election method is required (contact KID for pertinent documentation).
70. Prior to approval of each phase, an electronic file (AutoCAD 2004 format) and hard copy (6-mil mylar, sealed by a professional engineer) of construction as-builts must be provided to KID.
71. All subdivisions of land are required to be approved by the KID Board of Directors during a KID Board Meeting. KID Board Meetings are regularly scheduled on the first and third Tuesdays of each month. All conditions must be received by KID a minimum of two weeks prior to a regularly scheduled Board Meeting in order to be considered at that meeting.
72. KID reserves the right to provide review comments under RCW 58.17.330(1) and RCW 58.17.330(2) in response to future design submittals by the Applicant prior to final plat approval. The scope of these reviews will be limited to Phases that are adjacent to the District's Rights of Way. KID review of construction plans will be consistent with the City of Richland's plan review timelines.
73. KID reserves the right to review and comment on the Applicant's plat line revisions for potential additional revisions to protect KID system components for Phases that are adjacent to KID's easements or ROWs.

74.KID reserves the right to review and comment on the Applicant's covenants, conditions, and restrictions to evaluate whether they should include any terms regarding protection of KID system components after construction and fencing requirements.

75.KID reserves the right to submit additional comments during the City's review process under the State Environmental Policy Act (SEPA).

EXHIBIT LIST

1. Application & Related Materials
2. Public Notices & Affidavits
3. Environmental Checklist & Determination of Non-Significance
4. Agency Comments & Public Comments

Exhibit 1



City of Richland
Development Services

625 Swift Blvd. MS-35
Richland, WA 99352
☎ (509) 942-7794
☎ (509) 942-7764

Preliminary Plat Application

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION

☒ Contact Person

Owner: R3T Ventures LLC

Address: 2410 N 4th Ave, Pasco WA 99301

Phone: 403-795-5842

Email: tduncan@newwaygroup.ca

APPLICANT/CONTRACTOR INFORMATION (if different)

☐ Contact Person

Company:

UBI#:

Contact:

Address:

Phone:

Email:

SURVEYOR INFORMATION

Contact: Ashley Garza PLS, CWRE / Permit Surveying, INC.

Address: 2245 Robertson Dr., Richland, Wa, 99354

Phone: 509-901-8753

Email: agarza3605@gmail.com

ENGINEER INFORMATION

Contact: Christy Batayola, PE

Address: 1632 W Sylvester St. Pasco, Wa, 999301

Phone: 509-547-2679

Email: christine@harmsengineering.com

PROJECT DESCRIPTION

Parcel will be subdivided into 24 Lots, one with the existing home, one for the storm water retention, and 22 new home parcels. A new road with private drives will be constructed to provide access to parcels. Utilities will be installed in accordance with City of Richland standard drawings and specifications.

PROPERTY INFORMATION

Parcel #: 127982000004000

Zoning: R-1-10

Legal Description: Portion of the NW 1/4 of Section 27, T9N, R28E, Willamette Meridian, Richland

Proposed Subdivision Name: Walnut Heights

Gross Plat Acreage: 8.48

Number of Lots: 24

Smallest Lot Size: 7500 sf.

Net Lot Area Acreage: 7.16

Avg. Lot Size: 13012 sf.

Largest Lot Size: 82764 sf.

Domestic Water Supply: ☒ City ☐ Private Well

Sewage Disposal: ☒ City ☐ Septic

Irrigation Source: ☐ City ☐ Private Well ☐ Columbia Irrig. District ☒ Kennewick Irrig. District ☐ Other

SEPA Checklist submitted? ☒ Yes ☐ No

Title Report (Subdivision Guarantee) submitted? ☒ Yes ☐ No

APPLICATION MUST INCLUDE

1. Completed application and filing fee
2. 2 – Full-size copies of proposed survey
3. 1 – 11" x 17" copy of proposed survey
4. 1 – PDF file of proposed survey
5. Title Report showing ownership, easements, restrictions and accurate legal description of the property involved
6. SEPA Checklist
7. Other information as determined by the Administrator

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name: Tyler Duncan

Applicant Signature: _____



Date 1/11/2021



DESCRIPTION

THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF SAID SUBDIVISION WHICH IS SOUTH 89°52'30" EAST 748 FEET FROM THE NORTHWEST CORNER THEREOF; THENCE SOUTH 1°25' WEST PARALLEL WITH THE WEST LINE OF SAID SUBDIVISION 1060.50 FEET; THENCE NORTH 38°25' EAST 276 FEET; THENCE NORTH 57°07' EAST 166.10 FEET; THENCE NORTH 39°02' EAST 293.80 FEET; THENCE NORTH 1°31'25" EAST 524.63 FEET TO A POINT ON THE NORTH LINE OF SAID SUBDIVISION; THENCE NORTH 89°52'30" WEST ALONG SAID NORTH LINE 483.75 FEET TO THE POINT OF BEGINNING; EXCEPT THE NORTH 10 FEET THEREOF;

AND EXCEPT PORTION CONVEYED TO THE CITY OF RICHLAND FOR ROAD PURPOSES UNDER AUDITOR'S FILE NO. 2003-013621;

TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER OF SAID SECTION 27; THENCE NORTH 89°14'51" EAST ALONG THE NORTHERLY LINE OF SAID SECTION 748.00 FEET TO THE NORTHWEST CORNER OF THE PARCEL AS DESCRIBED UNDER AUDITORS FILE NUMBER 680225; THENCE SOUTH 00°32'21" WEST ALONG THE WESTERLY LINE OF SAID PARCEL 30.01 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF SHOCKLEY ROAD; THENCE NORTH 89°14'51" EAST ALONG SAID LINE 485.43 FEET TO THE EASTERLY LINE OF SAID PARCEL; THENCE SOUTH 00°45'09" WEST ALONG SAID LINE 493.62 FEET TO AN ANGLE POINT IN SAID LINE; THENCE SOUTH 38°09'21" WEST ALONG SAID LINE 66.33 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID LINE SOUTH 38°09'21" WEST 41.00 FEET; THENCE SOUTH 51°50'39" EAST 15.00 FEET; THENCE NORTH 38°09'21" EAST 41.00 FEET; THENCE NORTH 51°50'39" WEST 15.00 FEET TO THE SAID TRUE POINT OF BEGINNING.

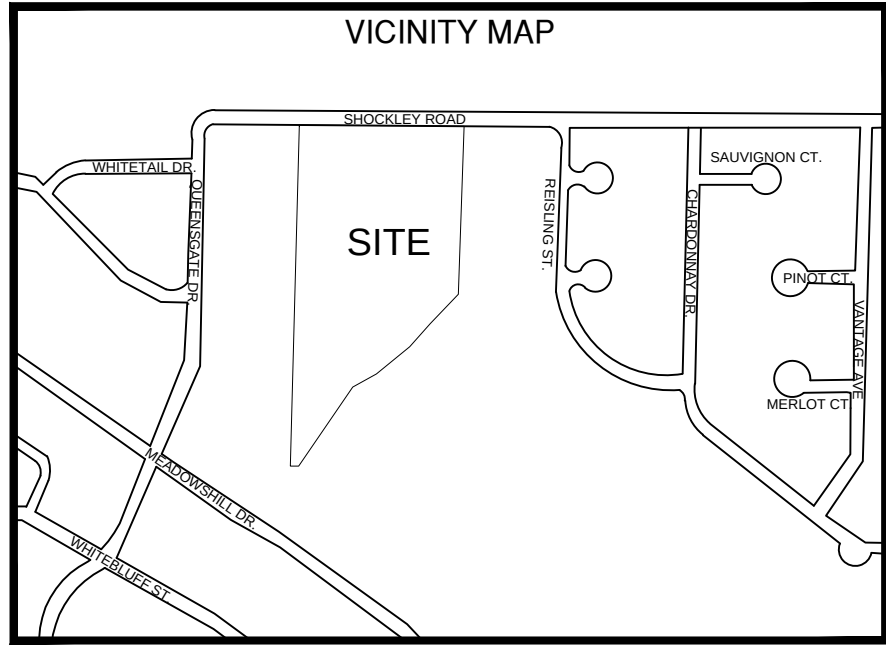
(ALSO SHOWN AS PARCEL 2 OF RECORD SURVEY NO. 5204 FILED ON JULY 22, 2019 UNDER AUDITOR'S FEE NO. 2019-020239)

Line Table		
Line #	Length	Direction
L1	27.00	S45°06'45"E
L2	27.00	S44°53'15"W
L3	10.18	S00°44'48"W
L4	66.34	S38°09'00"W
L5	15.00	S51°51'00"E
L6	41.00	S38°09'00"W
L7	15.00	N51°51'00"W
L8	28.94	S38°09'00"W
L9	15.22	S89°14'30"W
L10	10.88	S00°32'00"W

Curve Table					
CURVE #	LENGTH	RADIUS	DELTA	CHORD BEARING	CHORD DISTANCE
C1	17.92	79.00	12°59'51"	S82°44'35"W	17.88
C2	21.10	25.00	48°22'07"	N79°34'17"W	20.48
C3	31.61	30.00	60°22'37"	N85°34'32"W	30.17
C4	51.87	30.00	99°04'26"	S14°41'56"W	45.65
C5	3.42	25.00	7°50'00"	S30°55'16"E	3.42
C6	17.69	25.00	40°32'07"	S6°44'13"E	17.32
C7	17.92	79.00	12°59'51"	S70°15'55"W	17.88
C8	16.60	79.00	12°02'31"	S5°29'16"E	16.57
C9	3.10	79.00	2°14'49"	S12°37'56"E	3.10
C10	21.10	25.00	48°22'07"	S10°25'43"W	20.48
C11	28.40	30.00	54°14'35"	S7°29'29"W	27.35
C12	37.01	30.00	70°41'06"	S54°58'22"E	34.71
C13	18.08	30.00	34°31'22"	N72°25'24"E	17.80
C14	21.10	25.00	48°22'07"	N79°20'47"E	20.48
C15	8.93	79.00	6°28'34"	S79°42'27"E	8.92
C16	10.77	79.00	7°48'46"	S86°51'07"E	10.76
C17	40.25	52.00	44°21'15"	N67°03'52"E	39.26
C18	40.25	52.00	44°21'15"	N22°42'37"E	39.26
C19	41.43	52.00	45°38'45"	N22°17'23"W	40.34
C20	41.43	52.00	45°38'45"	N67°56'08"W	40.34
C21	6.03	144.99	2°22'58"	S84°52'09"W	6.03

PRELIMINARY PLAT FOR
R3T VENTURES

PORTION OF THE N.W. 1/4 OF SECTION 27,
TOWNSHIP 9 NORTH, RANGE 28 EAST, WILLAMETTE MERIDIAN,
CITY OF RICHLAND, BENTON COUNTY, WASHINGTON



SURVEYOR'S NOTES

- DATE OF SURVEY/MONUMENTS VISITED: JULY, 2020.
- BASIS OF BEARING: NAD83(11) WASHINGTON STATE PLANE COORDINATE SYSTEM, SOUTH ZONE.
- UNITS OF MEASURE: US SURVEY FEET GRID DISTANCES. MULTIPLY GRID DISTANCES BY A COMBINED SCALE FACTOR OF 1.000095201 TO ACHIEVE GROUND DISTANCES. REFERENCE SURVEY AND LOT AREAS ARE GROUND DISTANCES. MULTIPLY GROUND DISTANCES BY A COMBINED SCALE FACTOR OF 0.999904808 TO ACHIEVE SURVEYED GRID DISTANCES.
- EQUIPMENT/PROCEDURES: TOPCON GR3 GNSS, RTK METHOD. LINEAR CLOSURES MEET OR EXCEED STANDARDS CONTAINED IN WAC 332-130-090.
- FOUND 5/8" STRATTON DCI "46886", UNLESS OTHERWISE AS NOTED.
- SET 5/8" REBAR & CAP STAMPED "PERMIT 54534"
- FOUND MONUMENT AS INDICATED.
- SET 2.5" BRASS CAP IN MONUMENT CASE "45774"
- REFERENCE SURVEY: RECORD OF SURVEY NO. 5204, AUDITOR'S FILE NO. 2019-020239.
- CONTOURS: 1' CONTOURS DERIVED FROM GROUND SURVEY WITH AN ACCURACY OF 1/10TH THE CONTOUR INTERVALS.
- VERTICAL DATUM: NAVD88 CITY OF RICHLAND DATUM.

PRE-PLAT NOTES

- OWNER: ROBERT A & SHARON ZINSLI
- SCHOKLEY ROAD, RICHLAND, WASHINGTON
- PARCEL NO. 12798200000000
- DEVELOPING AREA: 8.48 ACRES
- ZONING: RS-RESIDENTIAL
- ACREAGE PROPOSED LOT SIZE: 10,000SF
- EXISTING USE: RESIDENTIAL
- PROPOSED USE: SINGLE FAMILY RESIDENTIAL SUBDIVISION

DEVELOPER:

R3T VENTURES LLC
ROB DUNCAN
4037955101
RDUNCAN@NEWWAYGROUP.CA

ENGINEER:

CHRISTY BATAYOLA, PE
HARMS ENGINEERING
1632 W. Sylvester St, Pasco, WA 99301
(509) 547-2679

SURVEYOR'S CERTIFICATION

I, ASHLEY D. GARZA, A REGISTERED LAND SURVEYOR, HEREBY CERTIFY THAT THE PLAT AS SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED AND THAT ALL CORNERS AND DIMENSIONS ARE CORRECTLY SHOWN AND THAT SAID PLAT IS STAKED ON THE GROUND AS INDICATED HEREON.

ASHLEY D. GARZA
CERTIFICATE NO. 54534

DATE



2245 Robertson Drive
Richland, Washington 99354
OFFICE 509-375-4123
FAX 509-371-0999

R3T VENTURES LLC

PRELIMINARY PLAT AT SHOCKLEY ROAD RICHLAND, WASHINGTON



PROJECT NO. 20088

DRAWN BY: SDA

CHECKED BY: ADC

SCALE: 1" = 50'

1/03/2020

SHEET 1 OF 1

Title

Friday, January 15, 2021 10:31 AM



8203 WEST QUINAULT AVE, SUITE 10, KENNEWICK, WA 99336
 Phone: 509-783-0660 Fax: 509-783-6612

DISTRIBUTION LIST

Our Order No.: CBF12756
 Reference No:
 Re: R3T VENTURES LLC/
 Property Address: 771 SHOCKLEY RD.
 RICHLAND, WA 99352

This Preliminary Commitment has been prepared and distributed to the following parties:

	Lender
Selling Agent	Listing Agent
	New Way Group, LTD Contact: Rob Duncan Email: tduncan@newwaygroup.ca
Additional Selling Agent	Additional Listing Agent
Buyer's Attorney	Seller's Attorney
Mortgage Broker	Additional Lender

PLAT CERTIFICATE

SCHEDULE A

Office File Number CBF12756	Effective Date January 12, 2020 at 8:00 a.m.	Premium \$75.00
Ref. No.:		

THE ASSURED REFERRED TO ON THE FACE PAGE ARE: **NEW WAY GROUP, LTD**

THAT ACCORDING TO THE COMPANY'S PROPERTY RECORDS RELATIVE TO THE FOLLOWING DESCRIBED REAL PROPERTY (BUT WITHOUT EXAMINATION OF THOSE COMPANY RECORDS MAINTAINED AND INDEXED BY NAME):

SEE ATTACHED EXHIBIT "A"

- A. THE LAST RECORDED INSTRUMENT PURPORTING TO TRANSFER TITLE TO SAID REAL PROPERTY INDICATES THAT TITLE WAS CONVEYED TO:

R3T VENTURES LLC, A WASHINGTON LIMITED LIABILITY COMPANY

- B. THERE ARE NO MORTGAGES OR DEEDS OF TRUST WHICH PURPORT TO AFFECT SAID PROPERTY, OTHER THAN THOSE SHOWN BELOW UNDER EXCEPTIONS.

NO GUARANTEE IS MADE REGARDING (A) MATTERS AFFECTING THE BENEFICIAL INTEREST OF ANY MORTGAGE OR DEED OF TRUST WHICH MAY BE SHOWN HEREIN AS AN EXCEPTION, OR (B) OTHER MATTERS WHICH MAY AFFECT ANY SUCH MORTGAGE OR DEED OF TRUST.

NO GUARANTEE IS MADE REGARDING ANY LIENS, CLAIMS OF LIEN, DEFECTS OR ENCUMBRANCES OTHER THAN THOSE SPECIFICALLY PROVIDED FOR ABOVE, AND, IF INFORMATION WAS REQUESTED BY REFERENCE TO A STREET ADDRESS, NO GUARANTEE IS MADE THAT SAID REAL PROPERTY IS THE SAME AS SAID ADDRESS.

EXCEPTIONS:

1. GENERAL TAXES FOR THE YEAR 2021, NOT PAYABLE UNTIL FEBRUARY 15, 2021, IN AN AMOUNT NOT YET AVAILABLE FROM THE TREASURER'S OFFICE;
TAX ACCOUNT NO.: 1-2798-200-0004-000
2. IRRIGATION ASSESSMENT, BY KENNEWICK IRRIGATION DISTRICT FOR THE YEAR 2021, IN AN AMOUNT NOT YET AVAILABLE.
TAX ACCOUNT NO.: 1-2798-200-0004-000
3. LIABILITY TO FUTURE ASSESSMENT BY KENNEWICK IRRIGATION DISTRICT.
4. RESERVATION OF MINERAL LANDS, ACCESS RIGHT, AND USE OF SURFACE AREA FOR MINING OPERATIONS, CONTAINED IN DEED FROM THE NORTHERN PACIFIC RAILWAY COMPANY, RECORDED UNDER FILE NO. 382920.

CONTINUED

5. EXCEPTIONS AND RESERVATIONS CONTAINED IN DEED;
FROM: GEORGE M. SHARP AND CLAIRE E. SHARP, HIS WIFE
RECORDING NO.: 611934
AS FOLLOWS:

A) AN EASEMENT TEN FEET IN WIDTH, FIVE FEET ON EITHER SIDE OF THE FOLLOWING DESCRIBED CENTER LINE; BEGINNING AT A POINT ON THE NORTH LINE OF SAID SUBDIVISION WHICH IS BOUTH 89°52'30" EAST, 1,231.75 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 27;

THENCE SOUTH 1°31'25" WEST 516.76 FEET TO THE TRUE POINT OF BEGINNING OF SAID DESCRIBED CENTER LINE;

THENCE SOUTH 87°39'25" WEST 484 FEET MORE OR LESS TO A POINT ON THE WEST LINE OF THE ABOVE DESCRIBED PROPERTY AND TERMINUS OF SAID DESCRIBED CENTER LINE, TO INSTALL, MAINTAIN, REPLACE, REPAIR AND REMOVE AN IRRIGATION LINE, NOW EXISTING AND A DOMESTIC WATER LINE SERVING AND TO SERVE PROPERTY IN SAID SUBDIVISION LYING TO WEST OF PARCEL A AND PROPERTY OF GRANTOR'S IN NORTHEAST QUARTER OF NORTHEAST QUARTER, SECTION 28, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M..

B) AN EASEMENT OVER AN EXISTING WATER COURSE FOR THE DRAINAGE OF SURFACE AND IRRIGATION OVERFLOW WATERS TO SERVE PROPERTY IN SAID SUBDIVISION OF GRANTORS AND JAMES HANEY LYING TO THE WEST OF PARCEL A FOR THE BENEFIT OF ORCHARD PROPERTY OF GRANTORS LYING SOUTHEASTERLY OF PARCEL A.

C) AN EASEMENT OVER THE NORTH 20 FEET OF PARCEL A FOR INGRESS AND EGRESS TO PROPERTY IN SAID SUBDIVISION LYING TO THE WEST OF PARCEL A AND PROPERTY OF GRANTORS IN NORTHEAST QUARTER, SECTION 28, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., AND GRANTEEES AGREE TO DEDICATE FOR A PUBLIC ROAD SAID NORTH 20 FEET OF PARCEL A OR CONVEY THE SAME TO THE COUNTY OF BENTON, WASHINGTON, OR OTHER GOVERNMENTAL AGENCY HAVING JURISDICTION OF ROADS, AT REQUEST OF GRANTORS, THEIR HEIRS, SUCCESSORS OF ASSIGNS, AT ANY TIME.

D) GRANTORS ALSO RESERVE AN EASEMENT OVER PARCEL B FOR INGRESS AND EGRESS TO OTHER LAND OF GRANTORS LYING TO THE SOUTH OF PARCEL B, AND TO PROPERTY OF JAMES HANEY AND OTHER PROPERTY OF GRANTORS LYING WEST OF PARCEL A, INCLUDING LAND OF GRANTORS LYING IN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, SECTION 28, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.. GRANTEEES AGREE TO DEDICATE PARCEL B FOR ROAD PURPOSES OR TO CONVEY THE SAME TO THE COUNTY OF BENTON OR OTHER GOVERNMENTAL ENTITY HAVING JURISDICTION OF ROADS AT REQUEST OF GRANTORS, THEIR HEIRS, SUCCESSORS OR ASSIGNS, AT ANY TIME.

E) GRANTOR RESERVES THE RIGHT TO DEDICATE 60 FOOT NON-EXCLUSIVE EASEMENT DESCRIBED IN PARCEL A, AS A PUBLIC ROAD.

THE PRESENT OWNERSHIP OR ENCUMBRANCES UPON THE ESTATE OR INTEREST REFERRED TO IN THIS EXCEPTION ARE NOT INCLUDED HEREIN AND NO INVESTIGATION HAS BEEN MADE THERETO.

6. AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:
BETWEEN: WESLEY L. MANNING AND ELEANOR JOAN MANNING, HIS WIFE
AND GEORGE M. SHARP AND CLAIRE E. SHARP, HIS WIFE
REGARDING: A WELL
RECORDED: June 03, 1970
AUDITOR'S FILE NO.: 611937

END OF SCHEDULE A EXCEPTIONS.

NOTES:

- a. THE ADDRESS OF THE SUBJECT PROPERTY IS:

771 SHOCKLEY RD.
RICHLAND, WA 99352

- b. ACCORDING TO THE RECORDS OF BENTON COUNTY ASSESSOR, THE CURRENT VALUE OF SAID PREMISES IS AS FOLLOWS:

TAX ACCOUNT NO.:	1-2798-200-0004-000
LAND:	\$185,200.00
IMPROVEMENTS:	\$166,120.00
TOTAL:	\$351,320.00

- c. THE FOLLOWING ABBREVIATED LEGAL DESCRIPTION IS PROVIDED AS A COURTESY TO ENABLE THE DOCUMENT PREPARER TO CONFORM WITH THE REQUIREMENTS OF RCW 65.04.045, PERTAINING TO STANDARDIZATION OF RECORDED DOCUMENTS.

ABBREVIATED LEGAL DESCRIPTION:

PTN. OF THE NW 1/4 OF 27-9N-28 E.W.M

- d. GENERAL TAXES FOR 2020 IN THE SUM OF \$4,459.91, ARE PAID IN FULL. TAX ACCOUNT NO. 1-2798-200-0004-000.
(AREA CODE 1431, FIRST HALF TAXES ARE DELINQUENT MAY 1. LAST HALF TAXES ARE DELINQUENT NOVEMBER 1.)

EXHIBIT "A"

THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT ON THE NORTH LINE OF SAID SUBDIVISION WHICH IS SOUTH 89°52'30" EAST 748 FEET FROM THE NORTHWEST CORNER THEREOF
THENCE SOUTH 1°25' WEST PARALLEL WITH THE WEST LINE OF SAID SUBDIVISION 1060.50 FEET
THENCE NORTH 38°25' EAST 276 FEET
THENCE NORTH 57°07' EAST 166.10 FEET
THENCE NORTH 39°02' EAST 293.80 FEET
THENCE NORTH 1°31'25" EAST 524.63 FEET TO A POINT ON THE NORTH LINE OF SAID SUBDIVISION
THENCE NORTH 89°52'30" WEST ALONG SAID NORTH LINE 483.75 FEET TO THE POINT OF BEGINNING.

EXCEPT PORTION CONVEYED TO THE CITY OF RICHLAND FOR ROAD PURPOSES UNDER AUDITOR'S FILE NO. 2003-013621.

TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 09 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

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THENCE NORTH 89°14'51" EAST ALONG THE NORTHERLY LINE OF SAID SECTION 748.00 FEET TO THE NORTHWEST CORNER OF THE PARCEL AS DESCRIBED UNDER AUDITOR'S FILE NUMBER 680225;
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THENCE NORTH 89°14'51" EAST ALONG SAID LINE 485.43 FEET TO THE EASTERLY LINE OF SAID PARCEL;
THENCE SOUTH 00°45'09" WEST ALONG SAID LINE 493.62 FEET TO AN ANGLE POINT IN SAID LINE;
THENCE SOUTH 38°09'21" WEST ALONG SAID LINE 66.33 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID LINE SOUTH 38°09'21" WEST 41.00 FEET;
THENCE SOUTH 51°50'39" EAST 15.00 FEET;
THENCE NORTH 38°09'21" EAST 41.00 FEET;
THENCE NORTH 51°50'39" WEST 15.00 FEET TO THE SAID TRUE POINT OF BEGINNING.

CASCADE TITLE COMPANY OF BENTON-FRANKLIN COUNTIES

Privacy Policy Notice

PURPOSE OF THIS NOTICE

Title V of the Gramm-Leach-Bliley Act (GLBA) generally prohibits any financial institution, directly or through its affiliates, from sharing nonpublic personal information about you with a nonaffiliated third party unless the institution provides you with a notice of its privacy policies and practices, such as the type of information that it collects about you and the categories of persons or entities to whom it may be disclosed. In compliance with the GLBA, we are providing you with this document, which notifies you of the privacy policies and practices of **CASCADE TITLE COMPANY OF BENTON-FRANKLIN COUNTIES**

We may collect nonpublic personal information about you from the following sources:

- Information we receive from you such as on applications or other forms.
- Information about your transactions we secure from our files, or from [our affiliates or] others.
- Information we receive from a consumer reporting agency.
- Information that we receive from others involved in your transaction, such as the real estate agent or lender.

Unless it is specifically stated otherwise in an amended Privacy Policy Notice, no additional nonpublic personal information will be collected about you.

We may disclose any of the above information that we collect about our customers or former customers to our affiliates as permitted by law.

WE DO NOT DISCLOSE ANY NONPUBLIC PERSONAL INFORMATION ABOUT YOU WITH ANYONE FOR ANY PURPOSE THAT IS NOT SPECIFICALLY PERMITTED BY LAW.

We restrict access to nonpublic personal information about you to those employees who need to know that information in order to provide products or services to you. We maintain physical, electronic, and procedural safeguards that comply with federal regulations to guard your nonpublic personal information.

ORT 287-C 5/07/01

156625 - \$18,230.00 - DG - 01/08/2021 - Benton County

2021-001332 D

01/08/2021 03:34:11 PM Page 1 of 3 Fees: \$105.50

Brenda Chilton, County Auditor, Benton County, WA

When recorded return to:

R3T Ventures LLC
2410 N. 4th Ave.
Pasco, WA 99301

CASCADE TITLE COMPANY

STATUTORY WARRANTY DEED

CBF10200

The Grantor, **Robert A. Zinsli**, as his separate estate

for and in consideration of **Ten Dollars and other valuable consideration**

in hand paid, conveys, and warrants to **R3T Ventures LLC**, a **Washington limited liability Company**

the following described real estate, situated in the County of Benton, State of Washington:

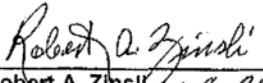
SEE ATTACHED EXHIBIT "A"

Abbreviated Legal: **Ptn. NW NW 27-9-28**

Tax Parcel Numbers(s): **1-2798-200-0004-000**

SUBJECT TO covenants, conditions, restrictions, reservations, easements and agreements of record, if any.

Dated: **1/7/2021**


Robert A. Zinsli 1-8-2021

Page 1 of 3
LPO 10-05(i)

STATE OF **Washington**

} ss.

COUNTY OF **Benton**

I certify that I know or have satisfactory evidence that **Robert A. Zinsli** ^(s) are the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in this instrument.

Dated: 1/8/2021



Notary Public in and for the State of Washington
Residing at *Kennecott*
My appointment expires: 10/9/2022

EXHIBIT "A"

THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., DESCRIBED AS FOLLOWS:

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156625 - \$18,230.00 - DG - 01/08/2021 - Benton County

2021-001332 D

01/08/2021 03:34:11 PM Page 1 of 3 Fees: \$105.50

Brenda Chilton, County Auditor, Benton County, WA

When recorded return to:

R3T Ventures LLC
2410 N. 4th Ave.
Pasco, WA 99301

CASCADE TITLE COMPANY

STATUTORY WARRANTY DEED

CBF10200

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for and in consideration of **Ten Dollars and other valuable consideration**

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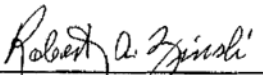
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Abbreviated Legal: **Ptn. NW NW 27-9-28**

Tax Parcel Numbers(s): **1-2798-200-0004-000**

SUBJECT TO covenants, conditions, restrictions, reservations, easements and agreements of record, if any.

Dated: **1/7/2021**


Robert A. Zinsli *1-8-2021*

Page 1 of 3
LPO 10-05(i)

STATE OF **Washington**

} ss.

COUNTY OF **Benton**

I certify that I know or have satisfactory evidence that **Robert A. Zinsl** is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in this instrument.

Dated: 1/8/2021



Notary Public in and for the State of Washington
Residing at *Kenneth*
My appointment expires: 10/9/2022

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THENCE NORTH 51°50'39" WEST 15.00 FEET TO THE SAID TRUE POINT OF BEGINNING.**



Order No.: **CBF10200**

**R3T Ventures LLC
2410 N. 4th Ave.
Pasco, WA 99301**

Property Address: **771 Shockley Rd.
Richland, WA 99352**

ENCLOSED IS YOUR FINAL TITLE INSURANCE POLICY

**OUR SINCERE THANKS FOR CHOOSING
CASCADE TITLE COMPANY OF BENTON-FRANKLIN COUNTIES
FOR YOUR TITLE AND ESCROW CLOSINGS.**

**8203 WEST QUINAULT AVE, SUITE 10
KENNEWICK WA 99336
Phone: 509-783-0660
Fax: 509-783-6612**

Quality Staff, Exceptional Service and Local Decision Making

Homeowner's Policy Of Title Insurance

For A One-To-Four Family Residence



Issued by Old Republic National Title Insurance Company

Policy Number EHP-12395195

OWNER'S INFORMATION SHEET

Your Title Insurance Policy is a legal contract between You and Us.

It applies only to a one-to-four family residence and only if each insured named in Schedule A is a Natural Person. If the Land described in Schedule A of the Policy is not an improved residential lot on which there is located a one-to-four family residence, or if each insured named in Schedule A is not a Natural Person, contact Us immediately.

The Policy insures You against actual loss resulting from certain Covered Risks. These Covered Risks are listed beginning on page 2 of the Policy. The Policy is limited by:

- Provisions of Schedule A
- Exceptions in Schedule B
- Our Duty To Defend Against Legal Actions On Page 4.
- Exclusions on page 5.
- Conditions on pages 5, 6, 7 and 8.

You should keep the Policy even if You transfer Your Title to the Land. It may protect against claims made against You by someone else after You transfer Your Title.

IF YOU WANT TO MAKE A CLAIM, SEE SECTION 3 UNDER CONDITIONS ON PAGE 6.

The premium for this Policy is paid once. No additional premium is owed for the Policy.

This sheet is not Your Insurance Policy. It is only a brief outline of some of the important Policy features. The Policy explains in detail Your rights and obligations and Our rights and obligations. Since the Policy—and not this sheet—is the legal document,

YOU SHOULD READ THE POLICY VERY CAREFULLY.

If You have any questions about Your Policy, contact:

Old Republic National Title Insurance Company
400 Second Avenue South
Minneapolis, Minnesota 55401
800-328-4441

TABLE OF CONTENTS

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OWNER'S COVERAGE STATEMENT	2
COVERED RISKS	2
OUR DUTY TO DEFEND AGAINST LEGAL ACTIONS	4
EXCLUSIONS	5
CONDITIONS	
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2. Continuation of Coverage	6
3. How to Make a Claim	6
4. Our Choices When We Learn of a Claim	6
5. Handling a Claim or Legal Action	7
6. Limitation of Our Liability	7
7. Transfer of Your Rights to Us	7
8. This Policy is the Entire Contract	8
9. Increased Policy Amount	8
10. Severability	8
11. Arbitration	8
12. Choice of Law	8
SCHEDULE A	Insert
Policy Number, [Premium], Date [and Time] and Amount	
Deductible Amounts and Maximum Dollar Limits of Liability	
Street Address of the Land	
1. Name of Insured	
2. Interest in Land Covered	
3. Description of the Land	
SCHEDULE B — EXCEPTIONS	Insert

As soon as You Know of anything that might be covered by this Policy, You must notify Us promptly in writing at the address shown in Section 3 of the Conditions.

OWNER'S COVERAGE STATEMENT

This Policy insures You against actual loss, including any costs, attorneys' fees and expenses provided under this Policy. The loss must result from one or more of the Covered Risks set forth below. This Policy covers only Land that is an improved residential lot on which there is located a one-to-four family residence and only when each insured named in Schedule A is a Natural Person.

Your insurance is effective on the Policy Date. This Policy covers Your actual loss from any risk described under Covered Risks if the event creating the risk exists on the Policy Date or, to the extent expressly stated in Covered Risks, after the Policy Date.

Your insurance is limited by all of the following:

- The Policy Amount
- For Covered Risk 16, 18, 19 and 21, Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A
- The Exceptions in Schedule B
- Our Duty To Defend Against Legal Actions
- The Exclusions on page 5.
- The Conditions on pages 5 through 8.

COVERED RISKS

The Covered Risks are:

1. Someone else owns an interest in Your Title.
2. Someone else has rights affecting Your Title because of leases, contracts, or options.
3. Someone else claims to have rights affecting Your Title because of forgery or impersonation.
4. Someone else has an Easement on the Land.
5. Someone else has a right to limit Your use of the Land.
6. Your Title is defective. Some of these defects are:
 - a. Someone else's failure to have authorized a transfer or conveyance of your Title.
 - b. Someone else's failure to create a valid document by electronic means.

- c. A document upon which Your Title is based is invalid because it was not properly signed, sealed, acknowledged, delivered or recorded.
 - d. A document upon which Your Title is based was signed using a falsified, expired, or otherwise invalid power of attorney.
 - e. A document upon which Your Title is based was not properly filed, recorded, or indexed in the Public Records.
 - f. A defective judicial or administrative proceeding.
7. Any of Covered Risks 1 through 6 occurring after the Policy Date.
8. Someone else has a lien on Your Title, including a:
- a. lien of real estate taxes or assessments imposed on Your Title by a governmental authority that are due or payable, but unpaid;
 - b. Mortgage;
 - c. judgment, state or federal tax lien;
 - d. charge by a homeowner's or condominium association; or
 - e. lien, occurring before or after the Policy Date, for labor and material furnished before the Policy Date.
9. Someone else has an encumbrance on Your Title.
10. Someone else claims to have rights affecting Your Title because of fraud, duress, incompetency or incapacity.
11. You do not have actual vehicular and pedestrian access to and from the Land, based upon a legal right.
12. You are forced to correct or remove an existing violation of any covenant, condition or restriction affecting the Land, even if the covenant, condition or restriction is excepted in Schedule B. However, You are not covered for any violation that relates to:
- a. any obligation to perform maintenance or repair on the Land; or
 - b. environmental protection of any kind, including hazardous or toxic conditions or substances
- unless there is a notice recorded in the Public Records, describing any part of the Land, claiming a violation exists. Our liability for this Covered Risk is limited to the extent of the violation stated in that notice.
13. Your Title is lost or taken because of a violation of any covenant, condition or restriction, which occurred before You acquired Your Title, even if the covenant, condition or restriction is excepted in Schedule B.
14. The violation or enforcement of those portions of any law or government regulation concerning:
- a. building;
 - b. zoning;
 - c. land use;
 - d. improvements on the Land;
 - e. land division; or
 - f. environmental protection,
- if there is a notice recorded in the Public Records, describing any part of the Land, claiming a violation exists or declaring the intention to enforce the law or regulation. Our liability for this Covered Risk is limited to the extent of the violation or enforcement stated in that notice.
15. An enforcement action based on the exercise of a governmental police power not covered by Covered Risk 14 if there is a notice recorded in the Public Records, describing any part of the Land, of the enforcement action or intention to bring an enforcement action. Our liability for this Covered Risk is limited to the extent of the enforcement action stated in that notice.
16. Because of an existing violation of a subdivision law or regulation affecting the Land:
- a. You are unable to obtain a building permit;
 - b. You are required to correct or remove the violation; or
 - c. someone else has a legal right to, and does, refuse to perform a contract to purchase the Land, lease it or make a Mortgage loan on it.
- The amount of Your insurance for this Covered Risk is subject to Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.
17. You lose Your Title to any part of the Land because of the right to take the Land by condemning it, if:
- a. there is a notice of the exercise of the right recorded in the Public Records and the notice describes any part of the Land; or
 - b. the taking happened before the Policy Date and is binding on You if You bought the Land without knowing of the taking.
18. You are forced to remove or remedy Your existing structures, or any part of them - other than boundary walls or fences - because any portion was built without obtaining a building permit from the proper government office. The amount of Your insurance for this Covered Risk is subject to Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.

19. You are forced to remove or remedy Your existing structures, or any part of them, because they violate an existing zoning law or zoning regulation. If You are required to remedy any portion of Your existing structures, the amount of Your insurance for this Covered Risk is subject to Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.
20. You cannot use the Land because use as a single-family residence violates an existing zoning law or zoning regulation.
21. You are forced to remove Your existing structures because they encroach onto Your neighbor's land. If the encroaching structures are boundary walls or fences, the amount of Your insurance for this Covered Risk is subject to Your Deductible Amount and Our Maximum Dollar Limit of Liability shown in Schedule A.
22. Someone else has a legal right to, and does, refuse to perform a contract to purchase the Land, lease it or make a Mortgage loan on it because Your neighbor's existing structures encroach onto the Land.
23. You are forced to remove Your existing structures which encroach onto an Easement or over a building set-back line, even if the Easement or building set-back line is excepted in Schedule B.
24. Your existing structures are damaged because of the exercise of a right to maintain or use any Easement affecting the Land, even if the Easement is excepted in Schedule B.
25. Your existing improvements (or a replacement or modification made to them after the Policy Date), including lawns, shrubbery or trees, are damaged because of the future exercise of a right to use the surface of the Land for the extraction or development of minerals, water or any other substance, even if those rights are excepted or reserved from the description of the Land or excepted in Schedule B.
26. Someone else tries to enforce a discriminatory covenant, condition or restriction that they claim affects Your Title which is based upon race, color, religion, sex, handicap, familial status, or national origin.
27. A taxing authority assesses supplemental real estate taxes not previously assessed against the Land for any period before the Policy Date because of construction or a change of ownership or use that occurred before the Policy Date.
28. Your neighbor builds any structures after the Policy Date — other than boundary walls or fences — which encroach onto the Land.
29. Your Title is unmarketable, which allows someone else to refuse to perform a contract to purchase the Land, lease it or make a Mortgage loan on it.
30. Someone else owns an interest in Your Title because a court order invalidates a prior transfer of the title under federal bankruptcy, state insolvency, or similar creditors' rights laws.
31. The residence with the address shown in Schedule A is not located on the Land at the Policy Date.
32. The map, if any, attached to this Policy does not show the correct location of the Land according to the Public Records.

OUR DUTY TO DEFEND AGAINST LEGAL ACTIONS

We will defend Your Title in any legal action only as to that part of the action which is based on a Covered Risk and which is not excepted or excluded from coverage in this Policy. We will pay the costs, attorneys' fees, and expenses We incur in that defense.

We will not pay for any part of the legal action which is not based on a Covered Risk or which is excepted or excluded from coverage in this Policy.

We can end Our duty to defend Your Title under Section 4 of the Conditions.

THIS POLICY IS NOT COMPLETE WITHOUT SCHEDULES A AND B.

Old Republic National Title Insurance Company
400 Second Avenue South
Minneapolis, Minnesota 55401
800-328-4441

OLD REPUBLIC NATIONAL TITLE INSURANCE COMPANY
A Stock Company
400 Second Avenue South, Minneapolis, Minnesota 55401
(612) 371-1111



Authorized Signatory

ORT Form 4445
ALTA Homeowner's Policy Of Title Insurance 12/02/13
For A One-To-Four Family Residence

By

Attest



President

Secretary

EXCLUSIONS

In addition to the Exceptions in Schedule B, You are not insured against loss, costs, attorneys' fees, and expenses resulting from:

1. Governmental police power, and the existence or violation of those portions of any law or government regulation concerning:
 - a. building;
 - b. zoning;
 - c. land use;
 - d. improvements on the Land;
 - e. land division; and
 - f. environmental protection.This Exclusion does not limit the coverage described in Covered Risk 8.a., 14, 15, 16, 18, 19, 20, 23 or 27.
2. The failure of Your existing structures, or any part of them, to be constructed in accordance with applicable building codes. This Exclusion does not limit the coverage described in Covered Risk 14 or 15.
3. The right to take the Land by condemning it. This Exclusion does not limit the coverage described in Covered Risk 17.
4. Risks:
 - a. that are created, allowed, or agreed to by You, whether or not they are recorded in the Public Records;
 - b. that are Known to You at the Policy Date, but not to Us, unless they are recorded in the Public Records at the Policy Date;
 - c. that result in no loss to You; or
 - d. that first occur after the Policy Date - this does not limit the coverage described in Covered Risk 7, 8.e., 25, 26, 27 or 28.
5. Failure to pay value for Your Title.
6. Lack of a right:
 - a. to any land outside the area specifically described and referred to in paragraph 3 of Schedule A; and
 - b. in streets, alleys, or waterways that touch the Land.This Exclusion does not limit the coverage described in Covered Risk 11 or 21.
7. The transfer of the Title to You is invalid as a preferential transfer or as a fraudulent transfer or conveyance under federal bankruptcy, state insolvency, or similar creditors' rights laws.
8. Contamination, explosion, fire, flooding, vibration, fracturing, earthquake or subsidence.
9. Negligence by a person or an Entity exercising a right to extract or develop minerals, water, or any other substances.

CONDITIONS

1. DEFINITIONS

- a. Easement - the right of someone else to use the Land for a special purpose.
- b. Estate Planning Entity - a legal entity or Trust established by a Natural Person for estate planning.
- c. Known - things about which You have actual knowledge. The words "Know" and "Knowing" have the same meaning as Known.
- d. Land - the land or condominium unit described in paragraph 3 of Schedule A and any improvements on the Land which are real property.
- e. Mortgage - a mortgage, deed of trust, trust deed or other security instrument.
- f. Natural Person - a human being, not a commercial or legal organization or entity. Natural Person includes a trustee of a Trust even if the trustee is not a human being.
- g. Policy Date - the date and time shown in Schedule A. If the insured named in Schedule A first acquires the interest shown in Schedule A by an instrument recorded in the Public Records later than the date and time shown in Schedule A, the Policy Date is the date and time the instrument is recorded.
- h. Public Records - records that give constructive notice of matters affecting Your Title, according to the state statutes where the Land is located.
- i. Title - the ownership of Your interest in the Land, as shown in Schedule A.
- j. Trust - a living trust established by a Natural Person for estate planning.
- k. We/Our/Us - Old Republic National Title Insurance Company.
- l. You/Your - the insured named in Schedule A and also those identified in Section 2.b. of these Conditions.

2. CONTINUATION OF COVERAGE

- a. This Policy insures You forever, even after You no longer have Your Title. You cannot assign this Policy to anyone else.
- b. This Policy also insures:
 - (1) anyone who inherits Your Title because of Your death;
 - (2) Your spouse who receives Your Title because of dissolution of Your marriage;
 - (3) the trustee or successor trustee of Your Trust or any Estate Planning Entity created for You to whom or to which You transfer Your Title after the Policy Date;
 - (4) the beneficiaries of Your Trust upon Your death; or
 - (5) anyone who receives Your Title by a transfer effective on Your death as authorized by law.
- c. We may assert against the insureds identified in Section 2.b. any rights and defenses that We have against any previous insured under this Policy.

3. HOW TO MAKE A CLAIM

- a. Prompt Notice Of Your Claim
 - (1) As soon as You know of anything that might be covered by this Policy, You must notify Us promptly in writing.
 - (2) Send Your notice to Old Republic National Title Insurance Company, 400 Second Avenue South, Minneapolis, MN 55401, Attention: Claims Department. Please include the Policy number shown in Schedule A, and the county and state where the Land is located. Please enclose a copy of Your policy, if available.
 - (3) If You do not give Us prompt notice, Your coverage will be reduced or ended, but only to the extent Your failure affects Our ability to resolve the claim or defend You.
- b. Proof Of Your Loss
 - (1) We may require You to give Us a written statement signed by You describing Your loss which includes:
 - (a) the basis of Your claim;
 - (b) the Covered Risks which resulted in Your loss;
 - (c) the dollar amount of Your loss; and
 - (d) the method You used to compute the amount of Your loss.
 - (2) We may require You to make available to Us records, checks, letters, contracts, insurance policies and other papers which relate to Your claim. We may make copies of these papers.
 - (3) We may require You to answer questions about Your claim under oath.
 - (4) If you fail or refuse to give Us a statement of loss, answer Our questions under oath, or make available to Us the papers We request, Your coverage will be reduced or ended, but only to the extent Your failure or refusal affects Our ability to resolve the claim or defend You.

4. OUR CHOICES WHEN WE LEARN OF A CLAIM

- a. After We receive Your notice, or otherwise learn, of a claim that is covered by this Policy, Our choices include one or more of the following:
 - (1) Pay the claim;
 - (2) Negotiate a settlement;
 - (3) Bring or defend a legal action related to the claim;
 - (4) Pay You the amount required by this Policy;
 - (5) End the coverage of this Policy for the claim by paying You Your actual loss resulting from the Covered Risk, and those costs, attorneys' fees and expenses incurred up to that time which We are obligated to pay;
 - (6) End the coverage described in Covered Risk 16, 18, 19 or 21 by paying You the amount of Your insurance then in force for the particular Covered Risk, and those costs, attorneys' fees and expenses incurred up to that time which We are obligated to pay;
 - (7) End all coverage of this Policy by paying You the Policy Amount then in force, and those costs, attorneys' fees and expenses incurred up to that time which We are obligated to pay;
 - (8) Take other appropriate action.
- b. When We choose the options in Sections 4.a. (5), (6) or (7), all Our obligations for the claim end, including Our obligation to defend, or continue to defend, any legal action.
- c. Even if We do not think that the Policy covers the claim, We may choose one or more of the options above. By doing so, We do not give up any rights.

5. HANDLING A CLAIM OR LEGAL ACTION

- a. You must cooperate with Us in handling any claim or legal action and give Us all relevant information.
- b. If You fail or refuse to cooperate with Us, Your coverage will be reduced or ended, but only to the extent Your failure or refusal affects Our ability to resolve the claim or defend You.
- c. We are required to repay You only for those settlement costs, attorneys' fees and expenses that We approve in advance.
- d. We have the right to choose the attorney when We bring or defend a legal action on Your behalf. We can appeal any decision to the highest level. We do not have to pay Your claim until the legal action is finally decided.
- e. Whether or not We agree there is coverage, We can bring or defend a legal action, or take other appropriate action under this Policy. By doing so, We do not give up any rights.

6. LIMITATION OF OUR LIABILITY

- a. After subtracting Your Deductible Amount if it applies, We will pay no more than the least of:
 - (1) Your actual loss;
 - (2) Our Maximum Dollar Limit of Liability then in force for the particular Covered Risk, for claims covered only under Covered Risk 16, 18, 19 or 21; or
 - (3) the Policy Amount then in force.and any costs, attorneys' fees and expenses that We are obligated to pay under this Policy.
- b. If We pursue Our rights under Sections 4.a.(3) and 5.e. of these Conditions and are unsuccessful in establishing the Title, as Insured:
 - (1) the Policy Amount then in force will be increased by 10% of the Policy Amount shown in Schedule A, and
 - (2) You shall have the right to have the actual loss determined on either the date the claim was made by You or the date it is settled and paid.
- c.
 - (1) If We remove the cause of the claim with reasonable diligence after receiving notice of it, all Our obligations for the claim end, including any obligation for loss You had while We were removing the cause of the claim.
 - (2) Regardless of 6.c.(1) above, if You cannot use the Land because of a claim covered by this Policy:
 - (a) You may rent a reasonably equivalent substitute residence and We will repay You for the actual rent You pay, until the earlier of:
 - (i) the cause of the claim is removed; or
 - (ii) We pay You the amount required by this Policy. If Your claim is covered only under Covered Risk 16, 18, 19 or 21, that payment is the amount of Your insurance then in force for the particular Covered Risk.
 - (b) We will pay reasonable costs You pay to relocate any personal property You have the right to remove from the Land, including transportation of that personal property for up to twenty-five (25) miles from the Land, and repair of any damage to that personal property because of the relocation. The amount We will pay You under this paragraph is limited to the value of the personal property before You relocate it.
- d. All payments We make under this Policy reduce the Policy Amount then in force, except for costs, attorneys' fees and expenses. All payments We make for claims which are covered only under Covered Risk 16, 18, 19 or 21 also reduce Our Maximum Dollar Limit of Liability for the particular Covered Risk, except for costs, attorneys' fees and expenses.
- e. If We issue, or have issued, a Policy to the owner of a Mortgage that is on Your Title and We have not given You any coverage against the Mortgage, then:
 - (1) We have the right to pay any amount due You under this Policy to the owner of the Mortgage, and any amount paid shall be treated as a payment to You under this Policy, including under Section 4.a. of these Conditions;
 - (2) Any amount paid to the owner of the Mortgage shall be subtracted from the Policy Amount then in force; and
 - (3) If Your claim is covered only under Covered Risk 16, 18, 19 or 21, any amount paid to the owner of the Mortgage shall also be subtracted from Our Maximum Dollar Limit of Liability for the particular Covered Risk.
- f. If You do anything to affect any right of recovery You may have against someone else, We can subtract from Our liability the amount by which You reduced the value of that right.

7. TRANSFER OF YOUR RIGHTS TO US

- a. When We settle Your claim, We have all the rights and remedies You have against any person or property related to the claim. You must not do anything to affect these rights and remedies. When We ask, You must execute documents to evidence the transfer to Us of these rights and remedies. You must let Us use Your name in enforcing these rights and remedies.
- b. We will not be liable to You if We do not pursue these rights and remedies or if We do not recover any amount that might be recoverable.
- c. We will pay any money We collect from enforcing these rights and remedies in the following order:
 - (1) to Us for the costs, attorneys' fees and expenses We paid to enforce these rights and remedies;
 - (2) to You for Your loss that You have not already collected;
 - (3) to Us for any money We paid out under this Policy on account of Your claim; and
 - (4) to You whatever is left.

- d. If You have rights and remedies under contracts (such as indemnities, guaranties, bonds or other policies of insurance) to recover all or part of Your loss, then We have all of those rights and remedies, even if those contracts provide that those obligated have all of Your rights and remedies under this Policy.

8. THIS POLICY IS THE ENTIRE CONTRACT

This Policy, with any endorsements, is the entire contract between You and Us. To determine the meaning of any part of this Policy, You must read the entire Policy and any endorsements. Any changes to this Policy must be agreed to in writing by Us. Any claim You make against Us must be made under this Policy and is subject to its terms.

9. INCREASED POLICY AMOUNT

The Policy Amount then in force will increase by ten percent (10%) of the Policy Amount shown in Schedule A each year for the first five years following the Policy Date shown in Schedule A, up to one hundred fifty percent (150%) of the Policy Amount shown in Schedule A. The increase each year will happen on the anniversary of the Policy Date shown in Schedule A.

10. SEVERABILITY

If any part of this Policy is held to be legally unenforceable, both You and We can still enforce the rest of this Policy.

11. ARBITRATION

- a. If permitted in the state where the Land is located, You or We may demand arbitration.
- b. The law used in the arbitration is the law of the state where the Land is located.
- c. The arbitration shall be under the Title Insurance Arbitration Rules of the American Land Title Association ("Rules"). You can get a copy of the Rules from Us.
- d. Except as provided in the Rules, You cannot join or consolidate Your claim or controversy with claims or controversies of other persons.
- e. The arbitration shall be binding on both You and Us. The arbitration shall decide any matter in dispute between You and Us.
- f. The arbitration award may be entered as a judgment in the proper court.

12. CHOICE OF LAW

The law of the state where the Land is located shall apply to this policy.

**Old Republic National Title Insurance Company
HOMEOWNER'S POLICY OF TITLE INSURANCE
FOR A ONE - TO - FOUR FAMILY RESIDENCE**

SCHEDULE A

FILE NO.: CBF10200

POLICY NO.: EHP-12395195

POLICY DATE: JANUARY 08, 2021 AT 3:34 PM

POLICY AMOUNT: \$1,250,000.00

PREMIUM: \$2,714.00

DEDUCTIBLE AMOUNTS AND MAXIMUM DOLLAR LIMITS OF LIABILITY FOR COVERED RISK 16, 18, 19 AND 21:

<u>YOUR DEDUCTIBLE AMOUNT</u>		OUR MAXIMUM DOLLAR LIMIT OF LIABILITY
COVERED RISK 16: (SUBDIVISION LAW VIOLATION)	1% OF POLICY AMOUNT SHOWN IN SCHEDULE A OR \$5,000.00 (WHICHEVER IS LESS)	\$25,000.00
COVERED RISK 18: (BUILDING PERMIT)	1% OF POLICY AMOUNT SHOWN IN SCHEDULE A OR \$5,000.00 (WHICHEVER IS LESS)	\$25,000.00
COVERED RISK 19: (ZONING)	1% OF POLICY AMOUNT SHOWN IN SCHEDULE A OR \$5,000.00 (WHICHEVER IS LESS)	\$25,000.00
COVERED RISK 21: (ENCROACHMENT OF BOUNDARIES WALLS OR FENCES)	1% OF POLICY AMOUNT SHOWN IN SCHEDULE A \$5,000.00 (WHICHEVER IS LESS)	\$25,000.00

STREET ADDRESS OF LAND: 771 SHOCKLEY RD., RICHLAND, WA 99352

1. NAME OF INSURED:

R3T VENTURES LLC, A WASHINGTON LIMITED LIABILITY COMPANY

2. YOUR INTEREST IN THE LAND COVERED BY THIS POLICY IS:

FEE SIMPLE

3. THE LAND REFERRED TO IN THIS POLICY IS DESCRIBED AS:

SEE ATTACHED EXHIBIT "A"

This policy valid only if Schedule B is attached.

**SCHEDULE A
ALTA Homeowner's Policy**

**Old Republic National Title Insurance Company
ALTA Homeowner's Policy (Rev. 12/02/13)**

**Old Republic National Title Insurance Company
HOMEOWNER'S POLICY OF TITLE INSURANCE
FOR A ONE - TO - FOUR FAMILY RESIDENCE**

SCHEDULE B

File Number: CBF10200

Policy Number: EHP-12395195

IN ADDITION TO THE EXCLUSION, YOU ARE NOT INSURED AGAINST LOSS, COSTS, ATTORNEY'S FEES, AND EXPENSES RESULTING FROM:

1. **LIABILITY TO FUTURE ASSESSMENT BY KENNEWICK IRRIGATION DISTRICT.**
2. **RESERVATION OF MINERAL LANDS, ACCESS RIGHT, AND USE OF SURFACE AREA FOR MINING OPERATIONS, CONTAINED IN DEED FROM THE NORTHERN PACIFIC RAILWAY COMPANY, RECORDED UNDER FILE NO. 382920.**
3. **EXCEPTIONS AND RESERVATIONS CONTAINED IN DEED;
FROM: GEORGE M. SHARP AND CLAIRE E. SHARP, HIS WIFE
RECORDING NO.: 611934
AS FOLLOWS:**

A) AN EASEMENT TEN FEET IN WIDTH, FIVE FEET ON EITHER SIDE OF THE FOLLOWING DESCRIBED CENTER LINE; BEGINNING AT A POINT ON THE NORTH LINE OF SAID SUBDIVISION WHICH IS SOUTH 89°52'30" EAST, 1,231.75 FEET FROM THE NORTHWEST CORNER OF SAID SECTION 27; THENCE SOUTH 1°31'25" WEST 516.76 FEET TO THE TRUE POINT OF BEGINNING OF SAID DESCRIBED CENTER LINE;
THENCE SOUTH 87°39'25" WEST 484 FEET MORE OR LESS TO A POINT ON THE WEST LINE OF THE ABOVE DESCRIBED PROPERTY AND TERMINUS OF SAID DESCRIBED CENTER LINE, TO INSTALL, MAINTAIN, REPLACE, REPAIR AND REMOVE AN IRRIGATION LINE, NOW EXISTING AND A DOMESTIC WATER LINE SERVING AND TO SERVE PROPERTY IN SAID SUBDIVISION LYING TO THE WEST OF PARCEL A AND PROPERTY OF GRANTOR'S IN NORTHEAST QUARTER OF NORTHEAST QUARTER, SECTION 28, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M..

B) AN EASEMENT OVER AN EXISTING WATER COURSE FOR THE DRAINAGE OF SURFACE AND IRRIGATION OVERFLOW WATERS TO SERVE PROPERTY IN SAID SUBDIVISION OF GRANTORS AND JAMES HANEY LYING TO THE WEST OF PARCEL A FOR THE BENEFIT OF ORCHARD PROPERTY OF GRANTORS LYING SOUTHEASTERLY OF PARCEL A.

C) AN EASEMENT OVER THE NORTH 20 FEET OF PARCEL A FOR INGRESS AND EGRESS TO PROPERTY IN SAID SUBDIVISION LYING TO THE WEST OF PARCEL A AND PROPERTY OF GRANTORS IN NORTHEAST QUARTER, SECTION 28, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., AND GRANTEE'S AGREE TO DEDICATE FOR A PUBLIC ROAD SAID NORTH 20 FEET OF PARCEL A OR CONVEY THE SAME TO THE COUNTY OF BENTON, WASHINGTON, OR OTHER GOVERNMENTAL AGENCY HAVING JURISDICTION OF ROADS, AT REQUEST OF GRANTORS, THEIR HEIRS, SUCCESSORS OR ASSIGNS, AT ANY TIME.

D) GRANTORS ALSO RESERVE AN EASEMENT OVER PARCEL B FOR INGRESS AND EGRESS TO OTHER LAND OF GRANTORS LYING TO THE SOUTH OF PARCEL B, AND TO PROPERTY OF JAMES HANEY AND OTHER PROPERTY OF GRANTORS LYING WEST OF PARCEL A, INCLUDING LAND OF GRANTORS LYING IN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER, SECTION 28, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.. GRANTEE'S AGREE TO DEDICATE PARCEL B FOR ROAD PURPOSES OR TO CONVEY THE SAME TO THE COUNTY OF BENTON OR OTHER GOVERNMENTAL ENTITY HAVING JURISDICTION OF ROADS AT REQUEST OF GRANTORS, THEIR HEIRS, SUCCESSORS OR ASSIGNS, AT ANY TIME.

NOTES CONTINUED ON FOLLOWING PAGE

This policy valid only if Schedule A is attached.

**SCHEDULE B - Exceptions
ALTA Homeowner's Policy**

*Old Republic National Title Insurance Company
ALTA Homeowner's Policy (Rev. 12/02/13)*

**Old Republic National Title Insurance Company
HOMEOWNER'S POLICY OF TITLE INSURANCE
FOR A ONE - TO - FOUR FAMILY RESIDENCE**

SCHEDULE B

File Number: CBF10200

Policy Number: EHP-12395195

**E) GRANTOR RESERVES THE RIGHT TO DEDICATE 60 FOOT NON-EXCLUSIVE EASEMENT
DESCRIBED IN PARCEL A, AS A PUBLIC ROAD.**

**THE PRESENT OWNERSHIP OR ENCUMBRANCES UPON THE ESTATE OR INTEREST REFERRED TO
IN THIS EXCEPTION ARE NOT INCLUDED HEREIN AND NO INVESTIGATION HAS BEEN MADE
THERETO.**

- 4. AGREEMENT AND THE TERMS AND CONDITIONS THEREOF:**
BETWEEN: WESLEY L. MANNING AND ELEANOR JOAN MANNING, HIS WIFE
AND GEORGE M. SHARP AND CLAIRE E. SHARP, HIS WIFE
REGARDING: A WELL
RECORDED: JUNE 03, 1970
AUDITOR'S FILE NO.: 611937

END OF SCHEDULE B EXCEPTIONS

SW/AVM

This policy valid only if Schedule A is attached.

**SCHEDULE B - Exceptions
ALTA Homeowner's Policy**

**Old Republic National Title Insurance Company
ALTA Homeowner's Policy (Rev. 12/02/13)**

File Number: CBF10200

Policy Number: EHP-12395195

EXHIBIT "A"

THAT PORTION OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., DESCRIBED AS FOLLOWS:

**BEGINNING AT A POINT ON THE NORTH LINE OF SAID SUBDIVISION WHICH IS SOUTH 89°52'30" EAST 748 FEET FROM THE NORTHWEST CORNER THEREOF
THENCE SOUTH 1°25' WEST PARALLEL WITH THE WEST LINE OF SAID SUBDIVISION 1060.50 FEET**

THENCE NORTH 38°25' EAST 276 FEET

THENCE NORTH 57°07' EAST 166.10 FEET

THENCE NORTH 39°02' EAST 293.80 FEET

THENCE NORTH 1°31'25" EAST 524.63

FEET TO A POINT ON THE NORTH LINE OF SAID SUBDIVISION

THENCE NORTH 89°52'30" WEST ALONG SAID NORTH LINE 483.75 FEET TO THE POINT OF BEGINNING.

EXCEPT PORTION CONVEYED TO THE CITY OF RICHLAND FOR ROAD PURPOSES UNDER AUDITOR'S FILE NO. 2003-013621.

TOGETHER WITH THAT PORTION OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 27, TOWNSHIP 09 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID NORTHWEST QUARTER OF SAID SECTION 27

THENCE NORTH 89°14'51" EAST ALONG THE NORTHERLY LINE OF SAID SECTION 748.00 FEET TO THE NORTHWEST CORNER OF THE PARCEL AS DESCRIBED UNDER AUDITOR'S FILE NUMBER 680225;

THENCE SOUTH 00°32'21" WEST ALONG THE WESTERLY LINE OF SAID PARCEL 30.01 FEET TO THE NORTHERLY RIGHT-OF-WAY LINE OF SHOCKLEY ROAD;

THENCE NORTH 89°14'51" EAST ALONG SAID LINE 485.43 FEET TO THE EASTERLY LINE OF SAID PARCEL;

THENCE SOUTH 00°45'09" WEST ALONG SAID LINE 493.62 FEET TO AN ANGLE POINT IN SAID LINE;

THENCE SOUTH 38°09'21" WEST ALONG SAID LINE 68.33 FEET TO THE TRUE POINT OF BEGINNING;

THENCE CONTINUING ALONG SAID LINE SOUTH 38°09'21" WEST 41.00 FEET;

THENCE SOUTH 51°50'39" EAST 15.00 FEET;

THENCE NORTH 38°09'21" EAST 41.00 FEET;

THENCE NORTH 51°50'39" WEST 15.00 FEET TO THE SAID TRUE POINT OF BEGINNING.

Exhibit 2



CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (S2021-101 & EA2021-101)

Notice is hereby given that R3T Ventures, LLC has filed an application for a 24-lot residential subdivision referred to as Walnut Heights. The site is located at 771 Shockley Road, Richland, WA. The Assessor's Parcel Number for the site is 127982000004000.

The Richland Hearings Examiner will conduct a virtual public hearing and review of the application at 6:00 p.m., Monday, March 8, 2021. All interested parties are invited to participate in the virtual public hearing by visiting the City of Richland website (www.ci.richland.wa.us).

Environmental Review: The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development. The environmental checklist and related file information are available to the public and can be viewed at www.ci.richland.wa.us.

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Mike Stevens, Planning Manager, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or emailed to mstevens@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Friday, February 19, 2021 to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing.

The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 24 Plats and Subdivisions. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.





Order Confirmation

Customer

CITY OF RICHLAND/LEGALS

Customer Account

450543

Customer Address

625 SWIFT BLVD. MS-11
 RICHLAND WA 99352 USA

Customer Phone

509-942-7547

Customer Fax

509-942-7397

Sales Rep

ibrown@mcclatchy.com

Payor Customer

CITY OF RICHLAND/LEGALS

Payor Account

450543

Payor Address

625 SWIFT BLVD. MS-11
 RICHLAND WA 99352 USA

Payor Phone

509-942-7547

Customer EMail

AccountsPayable@ci.richland.wa.us

Order Taker

ibrown@mcclatchy.com

<u>PO Number</u>	<u>Payment Method</u>	<u>Blind Box</u>	<u>Tear Sheets</u>	<u>Proofs</u>	<u>Affidavits</u>
D2586000 4401 (Richland Account)	Invoice		0	0	1

<u>Net Amount</u>	<u>Tax Amount</u>	<u>Total Amount</u>	<u>Payment Amount</u>	<u>Amount Due</u>
\$131.01	\$0.00	\$131.01	\$0.00	\$131.01

<u>Ad Order Number</u>	<u>Order Source</u>	<u>Ordered By</u>	<u>Special Pricing</u>
0004865113		Jana Duncan (TC)	
<u>Invoice Text</u>		<u>Promo Type</u>	
HE PHN – S2021-101 (Richland MUNIS Description)			
<u>Package Buy</u>		<u>Materials</u>	

Ad Order Information

<u>Ad Number</u>	<u>Ad Type</u>	<u>Production Method</u>	<u>Production Notes</u>
0004865113-01	TRI-Legal Liner	AdBooker	

<u>External Ad Number</u>	<u>Ad Attributes</u>	<u>Ad Released</u>	<u>Pick Up</u>
		No	

<u>Ad Size</u>	<u>Color</u>
1 X 53 li	

<u>Product</u>	<u>Placement</u>	<u>Times Run</u>	<u>Schedule Cost</u>
TRI- Tri-City Herald	0300 - Legals Classified	1	\$131.01

<u>Run Schedule Invoice Text</u>	<u>Position</u>
HE PHN – S2021-101 (Richland MUNIS Descr	0302 - Notice 2 Creditors

Run Dates
02/07/2021

CITY OF RICHLAND
NOTICE OF APPLICATION,
PUBLIC HEARING AND OPTIONAL
DNS
(S2021-101)

R3T Ventures, LLC has filed an application for a 24-lot residential subdivision referred to as Walnut Heights. The site is located at 1255 Jolianna Drive, Richland, WA, which was formerly addressed as 771 Shockley Road. The Assessor's Parcel Number for the site is 127982000004000. The Richland Hearing Examiner will conduct a virtual public hearing and review of the application on Monday, March 8, 2021, at 6:00 p.m. All interested parties are invited to participate in the virtual public hearing by visiting the City of Richland website at www.ci.richland.wa.us. The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development. The environmental checklist and related file information are available to the public and can be viewed at www.ci.richland.wa.us.

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Published: Sunday, February 7, 2021

1
2 **AFFIDAVIT OF MAILING**

3
4 STATE OF WASHINGTON)
5 COUNTY OF BENTON) ss.

6 COMES NOW, Michael Stevens, who, being first duly sworn upon oath deposes and says:

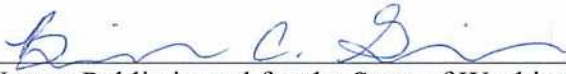
7
8 1. I am an employee in the Planning & Development Department for the City of Richland.

9 2. On the 1st day of February, 2021, I mailed a copy of the attached NOTICE OF
10 APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (S2021-101 & EA2021-101) to the
11 attached list of individuals via regular USPS on the date indicated above. The Richland Hearing
12 Examiner will conduct a virtual public hearing at 6:00 PM on Monday, March 8, 2021.

13
14 
Signed: Michael Stevens

15
16 SIGNED AND SWORN to before me this 1st day of February, 2021 by Michael Stevens.



23 
Notary Public in and for the State of Washington,

24 Print Name

25 Residing at Benton County

My appointment expires: 4-25-23



CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (S2021-101 & EA2021-101)

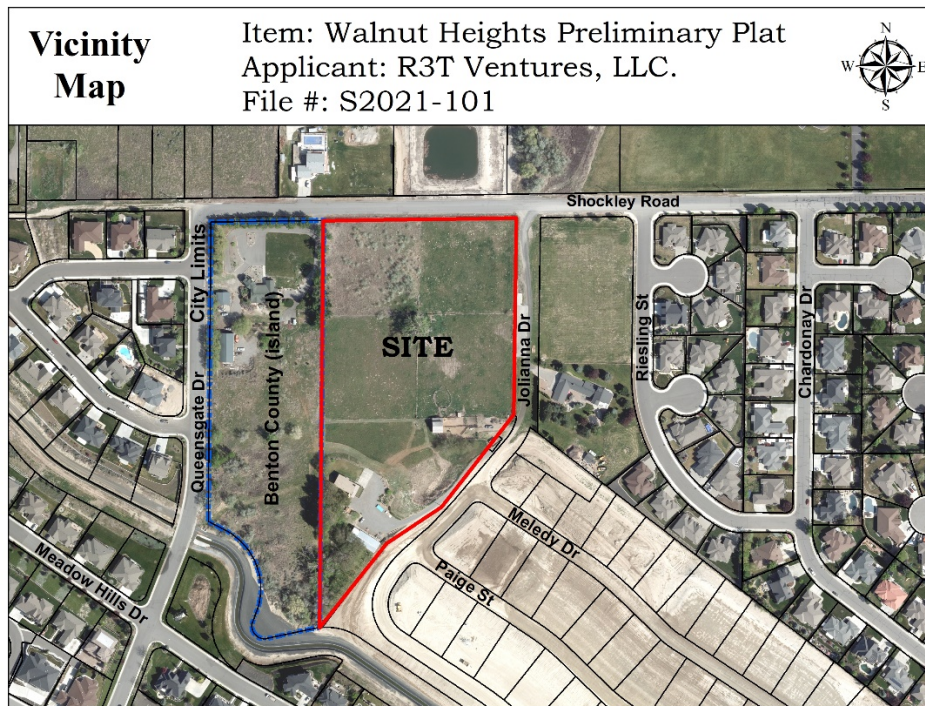
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The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 24 Plats and Subdivisions. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.



Owner	Mail Address	City	State	Zip
R3T VENTURES LLC	2410 N 4TH AVE	PASCO	WA	99301
PIPER R KIM & KATHRYN A	780 SHOCKLEY RD	RICHLAND	WA	99352
HODGES THERAN W & LAURA	1191 PLATEAU DR	RICHLAND	WA	99352
GULLEY TRUSTEES ROBERT L & DALE LESLIE	PO BOX 5432	WEST RICHLAND	WA	99353
BETHEL CHURCH	600 SHOCKLEY RD	RICHLAND	WA	99352
TAYLOR STEPHEN A & JANICE C	720 SHOCKLEY RD	RICHLAND	WA	99352-6715
FRIENDSHIP ENTERPRISES LLC	68 CANYON ST	RICHLAND	WA	99352-9420
ALDERBROOK HOMES	87205 E SAGEBRUSH RD	KENNEWICK	WA	99338
BREEDEN KENNETH E & MONICA T	1676 MEADOW HILLS DR	RICHLAND	WA	99352
BERKMAN III ALLAN W	1664 MEADOW HILLS DR	RICHLAND	WA	99352
SAKO ANTHONY ALAN & YVONNE TERESA	1658 MEADOW HILLS DR	RICHLAND	WA	99352
BOYCE JOSHUA & HOLLY	1665 MEADOW HILLS DR	RICHLAND	WA	99352-7321
BARRY BRIAN S & ERIN E	1677 MEADOW HILLS DR	RICHLAND	WA	99352
PAK PAUL M & HANNAH S	1689 MEADOW HILLS DR	RICHLAND	WA	99352
UNDERWOOD LEVI & LOGAN	87526 E SUMMIT VIEW DR	KENNEWICK	WA	99338
PRODIGY HOMES INC	2550 STEPTOE ST, STE 110	KENNEWICK	WA	99336
TITAN HOMES LLC	6001 W DESCHUTES AVE, STE 611	KENNEWICK	WA	99336
ALDERBROOK INVESTMENTS INC	8220 W GAGE BLVD, #742	KENNEWICK	WA	99336
CONNORS PATRICK & JEANNE	401 LAKEROSE LOOP	RICHLAND	WA	99352

AFFIDAVIT OF POSTING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, **Michael Stevens**, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.

2. On the 29th day of January, 2021, I posted the attached NOTICE OF PUBLIC HEARING, File Number S2021-101 (Preliminary Plat of Walnut Heights) in the following locations:

The intersection of Shockley Road and Jolianna Drive



Signed: Michael Stevens

SIGNED AND SWORN to before me this 29th day of January, 2021, by Michael Stevens.


Signature of Notary

Briana C. Ghbein
Printed Name

Notary Public in and for the State of Washington,

Residing in Benton county

My appointment expires: 4-25-23

Exhibit 3



File No. EA2021-101

CITY OF RICHLAND **Determination of Non-Significance**

Description of Proposal: Preliminary Plat of Walnut Heights

Proponent: R3T Ventures, LLC

Location of Proposal: The site is located at 1255 Jolianna Dr, Richland, WA, which was formerly addressed as 771 Shockley Road, Richland, WA. The Assessor's Parcel Number for the site is 127982000004000.

Lead Agency: City of Richland

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not 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.

() There is no comment for the DNS.

() This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for fourteen days from the date of issuance.

(X) This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Mike Stevens

Position/Title: Planning Manager

Address: 625 Swift Blvd., MS #35, Richland, WA 99352

Date: February 22, 2021

Signature _____

SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (part D). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:
Walnut Heights
2. Name of applicant: R3T Ventures LLC

3. Address and phone number of applicant and contact person: 2410 N 4th Ave, Pasco Washington, 99301 Tyler Duncan 403-795-5842

4. Date checklist prepared:
12/30/2020

5. Agency requesting checklist:
City of Richland

6. Proposed timing or schedule (including phasing, if applicable):
Begin Construction: 5/2021

End Construction: 10/2021

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

Homes will be constructed on the lots.

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

None

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.

No

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

Building permits will be required from the City of Richland

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. (Lead agencies may modify this form to include additional specific information on project description.)

Parcel 127982000004000 is 8.48 acres and will be subdivided into lots averaging 10,000 sf divided lots will be used for homesites. Infrastructure including a road, utilities etc. will be provided to the site in compliance with the City of Richland standard specifications and details.

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. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

Parcel No. 127982000004000

Address: 771 Shockley Road Richland, WA

Portion of the N. W. ¼ of Section 27, Township 9 North, Range 28 East, Willamette Meridian, City of Richland, Benton County, Washington.

As for legal description please see preliminary plat map 20088

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

a. General description of the site:

Rolling, Property slopes down from south to north

(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

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

Approximately 30% in the center of the site.

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 agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The site is comprised of mostly warden silt loam. The sites farmland classification is "prime farmland if irrigated". There is no agricultural long term significance (it is zoned residential). No soil is anticipated to be removed.

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

No

e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The site will be graded to create level building pads and to balance cut and fill quantities.

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

Yes, erosion could occur due to rain on unprotected slopes during construction and due to wind on unstabilized soils.

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 30%

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

Best management practices such as silt fences and water trucks will be used on site during construction.

All disturbed areas will be stabilized upon completion.

2. Air [\[help\]](#)

a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

Emissions include dust and exhaust from construction activities. Future residences will mean additional vehicle trips generated which will cause additional exhaust emissions.

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

No.

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

The site will be kept damp in order to mitigate airborne dust particles.

3. Water [\[help\]](#)

a. Surface Water: [\[help\]](#)

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

Yes, there is a KID canal to the south of the property and an irrigation holding pond across Shockley Road to the North.

- 2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

Yes, the project will have grading, roads, and utility construction within 200 ft of the irrigation holding pond. There will be no construction within 200 ft of the canal.

- 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.

None

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

No

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

No

- 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. Ground Water: [\[help\]](#)

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

All sewage will be discharged to the city of Richland sewer system. Twenty Three new homes will be constructed.

c. Water runoff (including stormwater):

- 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.

Storm water will be kept on site.

2) Could waste materials enter ground or surface waters? If so, generally describe.
No

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

Area currently drains to the north toward Shockley road. The portions of the site that will have roads will no longer drain to the north toward Shockley road but will be kept on site.

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

Roadways will have new stormwater collection and a storm water storage on site.

4. **Plants** [\[help\]](#)

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

☐ deciduous tree: alder, maple, aspen, other

☐ evergreen tree: fir, cedar, pine, other

☒ shrubs

☒ grass

☒ pasture

☐ crop or grain

☒ Orchards, vineyards or other permanent crops.

☐ wet soil plants: cattail, buttercup, bullrush, 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?

Surface vegetation will be removed to grade the site.

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

None

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

None

e. List all noxious weeds and invasive species known to be on or near the site.

None

5. **Animals** [\[help\]](#)

a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Hawks

Examples include:

birds: hawk, heron, eagle, songbirds, other:

mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other _____

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

None

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

Yes it is part of the Pacific Flyway as is most of Washington State.

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

None

e. List any invasive animal species known to be on or near the site.

None

6. Energy and Natural Resources [\[help\]](#)

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

Natural Gas and Electricity will be used for the project's energy needs.

b. Would your project affect the potential use of solar energy by adjacent properties?

If so, generally describe.

No

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:

Project will follow energy code requirements

7. Environmental Health [\[help\]](#)

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

No

If so, describe.

1) Describe any known or possible contamination at the site from present or past uses.

None

2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.
Construction equipment will have gasoline, diesel, anti-freeze, and hydraulic fluid.
Emergency apparatus and private vehicles will have gasoline, diesel, and anti-freeze.
No storage of hazardous or toxic chemicals on site.
- 4) Describe special emergency services that might be required.
Typical emergency services such as police, ambulance, and fire could be required.
- 5) Proposed measures to reduce or control environmental health hazards, if any:
None

b. Noise

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

None

- 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.

Typical construction noises will be present during the construction phase of the project. Minimal noise after construction completion associated with residential use.

- 3) Proposed measures to reduce or control noise impacts, if any:

None

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Property and surrounding properties are zoned residential. Current land use will not be affected.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No

- c. Describe any structures on the site.

There is an existing 2419 sf. Home and a 4000 sf. Shop, also there is a 2500 sf. Barn.

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

Yes, The house and barn will be demolished.

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

RS - Residential

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

Low Density Residential

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

None.

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

No

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

Once the houses are constructed approximately 69 people would live there.

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

None

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

None

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

Follow city zoning codes

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

None

9. **Housing** [\[help\]](#)

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

None, 22 new single family homes will be constructed, one site has an existing home that will be demolished and a new structure will be built. Homes will provide middle-income housing.

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

No residences will be eliminated.

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

None

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Homes will be constructed within zoning limitations for RS, 35ft.

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

None

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

None

11. Light and Glare [\[help\]](#)

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

Street lighting will be added as part of the project. Lights will be on during night time hours.

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

No

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

None

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

Lights will be shielded.

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?

There will be side walks along the perimeter and internal roads.

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

No

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

None

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers? If so, specifically describe.

No

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation?

This may include human burials or old cemeteries. Are there any material evidence, artifacts,

or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

No

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

None

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

If any items of historic, cultural, or archaeological significance are uncovered during construction, the work will be stopped and the appropriate authorities will be notified.

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

Julianna Drive to the east is a public road. Shockley road is a public road that runs along the north property line.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

Yes, there is a bus stop on Shockley Road.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

Each residential lot will provide a minimum of 2 off-street parking spaces. Depending on the size of the garages, more spaces will be provided. No parking spaces will be eliminated.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Yes, there will be new sidewalks along the north road of Shockley as well as the east road of Julianna.

- e. Will the project or proposal 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 or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Per ITE Code 210, single-family detached residences generate an average of 9.44 trips per day. So with 22 new homes, approximately 208 trips per day would be generated by this project.

g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No

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

None.

15. Public Services [\[help\]](#)

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

Yes, project would increase needs associated with residential areas including fire, police, emergency, healthcare, and schools.

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

None

16. Utilities [\[help\]](#)

a. Circle utilities currently available at the site:

electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system,
other _____

Electricity, Water, telephone, natural gas, sanitary sewer

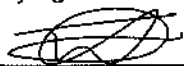
b. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

This project will utilize existing utilities to all lots. Sewer and water will be provided by the City of Richland. Electricity will be provided by Benton PUD, a KID irrigation main will be installed and services will be provided to all new parcels. Gas, Cable and phone will be provided by Cascade Natural Gas, and Spectrum Communications respectively.

C. Signature [\[HELP\]](#)

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

Signature: _____



Name of signee Tyler Duncan

Position and Agency/Organization Director R3T Ventrues LLC

Date Submitted: 12/30/2020

D. Supplemental sheet for nonproject actions [\[HELP\]](#)

(IT IS NOT NECESSARY to use this sheet for project actions)

Because these questions are very general, it may be helpful to read them in conjunction with the list of the elements of the environment.

When answering these questions, be aware of the extent the proposal, or the types of activities likely to result from the proposal, would affect the item at a greater intensity or at a faster rate than if the proposal were not implemented. Respond briefly and in general terms.

1. How would the proposal be likely to increase discharge to water; emissions to air; production, storage, or release of toxic or hazardous substances; or production of noise?

Proposed measures to avoid or reduce such increases are:

2. How would the proposal be likely to affect plants, animals, fish, or marine life?

Proposed measures to protect or conserve plants, animals, fish, or marine life are:

3. How would the proposal be likely to deplete energy or natural resources?

Proposed measures to protect or conserve energy and natural resources are:

4. How would the proposal be likely to use or affect environmentally sensitive areas or areas designated (or eligible or under study) for governmental protection; such as parks, wilderness, wild and scenic rivers, threatened or endangered species habitat, historic or cultural sites, wetlands, floodplains, or prime farmlands?

Proposed measures to protect such resources or to avoid or reduce impacts are:

5. How would the proposal be likely to affect land and shoreline use, including whether it would allow or encourage land or shoreline uses incompatible with existing plans?

Proposed measures to avoid or reduce shoreline and land use impacts are:

6. How would the proposal be likely to increase demands on transportation or public services and utilities?

Proposed measures to reduce or respond to such demand(s) are:

7. Identify, if possible, whether the proposal may conflict with local, state, or federal laws or requirements for the protection of the environment.

Exhibit 4

CITY OF RICHLAND PUBLIC WORKS ENGINEERING DEVELOPMENT COMMENTS

DATE: February 18, 2021

TO: MIKE STEVENS, PLANNING MANAGER

PLAT REVIEW BY: JASON REATHAFORD, ENGINEERING TECH 4
PETE ROGALSKY, PUBLIC WORKS DIRECTOR
JOHN DESKINS, TRAFFIC ENGINEER

PROJECT NAME: S2021-101 WALNUT HEIGHTS

PROJECT LOCATION: SOUTH OF SHOCKLEY ROAD, WEST OF JOLIANNA DRIVE

The Public Works Engineering Division has reviewed the preliminary plat received in this office on January 29, 2021 for the above referenced property and has the following conditions.

Pre-Plat Specific Conditions

1. The preliminary plat is not showing any phase lines. Phasing is not required but if the project is to be phased during construction then phasing lines should be shown on the pre-plat map.

General Conditions:

2. All final, approved plans for public improvements shall be submitted prior to pre-con on a 24" x 36" hardcopy format and also electronically in .dwg format compatible with the City's standard CAD software. Addendums are not allowed, all information shall be supplied in full size (and electronic) format. Electronic copies of the construction plans are required prior to the pre-con meeting along with the multiple sets of paper drawings. When construction of the public infrastructure has been substantially completed, the applicant shall provide paper and electronic record drawings in accordance with the City's "Record Drawing Requirements". The electronic record drawings shall be submitted in an AutoCAD format compatible with the City's standard CAD software. The final record drawings shall be submitted and approved by the City before the final punchlist inspection will be performed. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
3. A copy of the construction drawings shall be submitted for review to the appropriate jurisdictions by the developer and his engineer. All required comments / conditions from all appropriate reviewing jurisdictions (e.g.: Benton County, any appropriate irrigation districts, other utilities, etc.) shall be incorporated into one comprehensive set of drawings and resubmitted (if necessary) for final permit review and issuance.
4. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way construction permit prior to beginning work, per RMC Chapter 12.08. The applicant shall pay a plan review fee based on a cost-per-sheet of engineering infrastructure plans. This public infrastructure plan review fee shall apply each time a project is submitted for review. This fee will be different for commercial projects versus subdivision projects. Please visit the Public Works Private Development page on the City's webpage to find the current per-sheet fee. A permit fee in the amount equal to 3% of the construction costs of the work within the right-of-way or easement will be collected at the time the construction permit is issued. A stamped, itemized Engineers estimate (Opinion of probable cost) and a copy of the material submittals shall be submitted along with the approved plan submittal.
5. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of the final plat. The City requires

preparation of the easement legal description by the developer two weeks prior to the scheduled date of plat acceptance. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for final plat acceptance.

6. A pre-construction conference will be required prior to the start of any work within the public right-of-way or easement. Contact the Public Works Engineering Division at 942-7500 to schedule a pre-construction conference.
7. Site plan drawings which involve the construction of public infrastructure shall be drawn on a standard 24" x 36" drawing format to a scale which shall not be less than 1"=40'.
8. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.
9. Any and all necessary permits that may be required by jurisdictional entities outside of the City of Richland shall be the responsibility of the developer to obtain.
10. All construction plan sheets shall include the note "CALL 811" or: <http://www.call811.com/>
11. A copy of the preliminary plat shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to final platting.

Design Standards:

- a. Public improvement design shall follow the following general format:
- b. All materials and workmanship shall be in conformance with the latest revision of the City of Richland Standard Specifications and Details, Public Infrastructure Design Guidelines and the current edition of the State of Washington Standard Specifications for Road, Bridge, and Municipal Construction. Please confirm that you have the latest set of standard specs and details by visiting the City's web page.
- c. Water lines shall be aligned on the south and east side of street centerlines.
- d. Sanitary sewer shall be aligned on the north and west side of street centerlines.
- e. Storm sewer shall be aligned on the south and east side of street centerlines.
- f. Any sewer or storm manholes that are installed outside of public Right of Way shall have an acceptable 12-foot wide gravel access road (minimum) provided from a public street for maintenance vehicles.
- g. 10-foot horizontal spacing shall be maintained between domestic water and sanitary sewer mainlines and service lines.
- h. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
- i. Sewer mains over 15-feet deep shall be constructed out of SDR26 PVC.
- j. All utilities shall be extended to the adjacent property (properties) at the time of construction.
- k. The minimum centerline finish grade shall be no less than 0.30 % and the maximum centerline finish grade shall be no more than 10.0% for local streets. 12% can be allowed for local streets for short distances.
- l. The minimum centerline radius for local streets shall be 100-feet.
- m. Any filling of low areas that may be required within the public Right of Way shall be compacted to City standards.
- n. An overall, composite utility plan shall be included in the submitted plan set if the project is phased. This comprehensive utility plan benefits all departments and maintenance groups involved in the review and inspection of the project.
- o. A detailed grading plan shall be included in the submitted plan set.

- p. For public utilities not located within public street rights-of-way the applicant shall provide maintenance access acceptable to the City and the applicant shall provide an exclusive 10-foot wide public utility easement (minimum) to be conveyed to the City of Richland.
 - q. Final design of the public improvements shall be approved at the time of the City's issuance of a Right-of-way Construction Permit for the proposed construction.
 - r. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
 - s. All curb returns at minor intersections shall have a minimum radius of 25-feet. Curb returns at major intersections should have minimum radius of 30-feet but should be evaluated on a case by case basis.
 - t. All public streets shall meet design requirements for sight distance (horizontal, vertical and intersectional).
 - u. The final engineered construction plans shall identify locations for irrigation system, street lighting, gas service, power lines, telephone lines, cable television lines, street trees and mail boxes. All electrical appurtenances such as transformers, vaults, conduit routes, and street lights (including their circuit) need to be shown in the plan view.
 - v. Construction plans shall reference all City of Richland standard details necessary to construct all public improvements which will be owned, operated, maintained by the City or used by the general public.
 - w. The contractor shall be responsible for any and all public infrastructure construction deficiencies for a period of one year from the date of the letter of acceptance by the City of Richland.
12. If the project will be built in phases the applicant shall submit a master plan for the sanitary sewer, domestic water, storm drainage, electrical, street lighting and irrigation system for the entire project prior to submitting plans for the first phase to assure constructability of the entire project. This includes the location and size of any storm retention ponds that may be required to handle runoff.
13. If the City Fire Marshal requires a secondary emergency vehicle access, it shall be included in the construction plan set and be designed to the following standards:
- a. 2-inches compacted gravel, minimum (temp. SEVAs only).
 - b. 2% cross-slope, maximum.
 - c. 5% slope, maximum. Any access road steeper than 5% shall be paved or be approved by the Fire Marshal.
 - d. Be 20-feet in width.
 - e. Have radii that are accommodating with those needed for City Fire apparatus.

Secondary emergency vehicles accesses (SEVA's) shall be 20-feet wide, as noted. Longer secondary accesses can be built to 12-feet wide with the approval of the City of Richland Fire Marshal, however turn-outs are required at a spacing acceptable to the Fire Dept. Temporary SEVA's shall be constructed with 2-inches of compacted gravel, at a minimum. Permanent SEVA's shall be paved with 2-inches of asphalt over 4-inches of gravel, at a minimum.

14. SURVEY MONUMENT DESTRUCTION:

- a. All permanent survey monuments existing on the project site shall be protected. If any monuments are destroyed by the proposed construction, the applicant shall retain a professional land surveyor to replace the monuments and file a copy of the record survey with the City.
 - A. No survey monument shall be removed or destroyed (*the physical disturbance or covering of a monument such that the survey point is no longer visible or readily accessible*) before a permit is obtained from the Department of Natural Resources (DNR). WAC 332-120-030(2) states "It shall be the responsibility of the governmental agency or others performing construction work or other activity (including road or street resurfacing projects) to adequately search the

records and the physical area of the proposed construction work or other activity for the purpose of locating and referencing any known or existing survey monuments.” (RCW 58.09.130).

- B. Any person, corporation, association, department, or subdivision of the state, county or municipality responsible for an activity that may cause a survey monument to be removed or destroyed shall be responsible for ensuring that the original survey point is perpetuated. (WAC 332-120-030(2)).
 - C. Survey monuments are those monuments marking local control points, geodetic control points, and land boundary survey corners. (WAC 332-120-030(3)).
- b. ***When a monument must be removed during an activity that might disturb or destroy it, a licensed Engineer or Land Surveyor must complete, sign, seal and the file a permit with the DNR.***
 - c. It shall be the responsibility of the designing Engineer to identify the affected monuments on the project plans and include a construction note directing them to the DNR permit.

Traffic & Streets:

- 15. The Walnut Heights is subject to RMC 12.03, the City’s traffic impact fee program. Since this property is included within the traffic impact fee program it is exempt from the SEPA-related traffic study requirement (TIA).
- 16. The two bends in Road A need to be designed per city standard ST-16. As proposed they do not meet this minimum standard.
- 17. The Shockley Road frontage shall be completed per Richland Municipal Code and per City standards at the time of project construction, or during phase 1 construction if the project is phased. The road section (curb, gutter and sidewalk) shall be built with the face of curb at 18-feet off of centerline. A ten-foot public utility easement along the Shockley Road frontage shall be provided on the face of the final plat.
- 18. A note will be shown on the face of the final plat stating that Shockley Road is classified as an “Major Collector street”. Subsequently, no driveways accessing single family lots will be allowed onto it.
- 19. Sidewalks shall be installed along all public right-of-way frontages that building lots do not front on during construction of those phases (e.g., storm drainage ponds, parks, HOA tracts, etc.). In addition, the developer shall install a City standard sidewalk from the driveway to lot 24 down Jolianna Drive to the existing sidewalk.
- 20. The developer and his engineer shall demonstrate on the construction plans that all future driveways, sidewalks and pedestrian ramps will meet City and ADA requirements, and also provide at least 5-feet of separation between driveway and/or pedestrian ramp transitions.
- 21. Pedestrian ramps shall be designed to current City standard details and A.D.A. standards. Adequate right-of-way shall be provided at corners to allow for at least 1-foot of ROW behind the ped. ramp landing. Crosswalks between pedestrian ramps shall be designed to City standards. Crosswalks at stop-controlled intersections shall have cross-slopes less than 2%. Crosswalks crossing thru-streets shall have cross-slopes less than 5%. The road profile shall be designed to accommodate this.
- 22. The vision-clearance triangle needs to be shown on all corner lots on both the construction plans and the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be

designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.

23. All roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.
24. If the project is to be constructed in phases, all dead-end streets longer than 150-feet that will be continued later need to have temporary turnarounds built at the end of them. If the temporary turnaround is not located within the final plat an easement with a 50-foot radius will be required.

Domestic Water:

25. The proposed preliminary plat is located within the Tapteal 2 water pressure zone. There is a Tapteal 2 watermain is located in Jolianna Drive. It shall be the responsibility of the developer to extend a watermain to and through this property to serve domestic water at the time of construction. This water main shall be sized to adequately supply domestic water and fire flows to the proposed development. The water main shall make a separate connection to the existing main in Jolianna Drive at both the north and south intersections with Road A.
26. The developer will be required to demonstrate that all phases are capable of delivering adequate fire flows prior to construction plans being accepted for review.
27. The fire hydrant layout shall be approved by the City Fire Marshal.
28. The developer shall provide a water service stub to all lots, including lot 24.
29. Richland Municipal Code Chapter 18.10 requires connection to available public water supplies and the discontinuance of private water systems. The developer shall affect compliance with this code as it relates to the existing private well and the properties served by it. This well can continue to be used for irrigation purposes but not for domestic uses.
30. In accordance with Richland Municipal Code Chapter 18.16.080, an irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development. Irrigation service stubs shall be provided to all lots, including lot 24 and the proposed stormwater pond site. Construction plans will not be accepted for review until adequate and viable proof of an irrigation source is made available by the developer. The designing Engineer shall submit plans for the proposed irrigation system to the Irrigation District with jurisdiction over the property at the same time that they are submitted to the City for construction review. Plans shall be reviewed and accepted by said irrigation district prior to issuance of a Right-of-Way permit by the City. Easements shall be provided on the final plat for this system where needed.

Sanitary Sewer:

31. The closest sanitary sewer available for this development is located in Shockley Road. It shall be the responsibility of the developer to extend a sewer main to this property to serve sanitary sewer at the time of plat construction.
32. A 10-foot wide exclusive sanitary sewer easement shall be provided for any sewer main that is outside of the public Right-of-Way. Wider easements are required for mains that are buried deeper than 10-feet. If any manholes are located outside of the public Right-of-Way, maintenance truck access to said structure may be required.
33. Sanitary sewer shall be extended to the adjoining properties adjacent to the preliminary plat. Lot 24 shall have a sewer service extended to it.

Ground Water:

34. A master grading plan completed by a licensed engineer shall be submitted along with the first submission of construction plans. The grading plan and accompanying geotech report shall make provisions for the existing neighboring land owners and address any impacts that the proposed grading and/or groundwater impacts will have on them. It shall also include a means for managing groundwater or subsurface springs if any are encountered during grading or construction.

Storm Water:

35. All construction projects that don't meet the exemption requirements outlined in Richland Municipal Code, Section 16.06 shall comply with the requirements of the Washington State Department of Ecology issued Eastern Washington NPDES Phase II Municipal Stormwater Permit. The Developer shall be responsible for compliance with the permit conditions. All construction activities subject to this title shall be required to comply with the standards and requirements set forth in the Stormwater Management Manual for Eastern Washington (SWMMEW) and prepare a Stormwater Site Plan. In addition, a Stormwater Pollution Prevention Plan (SWPPP) or submission of a completed erosivity waiver certification is required at the time of plan submittal. The City has adopted revised standards affecting the construction of new stormwater facilities in order to comply with conditions of its NPDES General Stormwater Permit program. This project, and each phase thereof, shall comply with the requirements of the City's stormwater program in place at the time each phase is engineered. The project will require detailed erosion control plans.
36. All public storm drainage systems shall have their flow rate and storage capacity designed by a professional engineer following the core elements defined in the latest editions of the Stormwater Management Manual for Eastern Washington, the current Richland municipal codes, the Phase II Municipal Stormwater Permit, and the City's "Public Infrastructure Construction Plan Requirements and Design Guidelines". The storm water calculations shall be stamped by a professional engineer and shall include a profile of the storm system showing the hydraulic grade line. The calculations should include an accurate delineation of the contributing drainage area to accurately size the stormwater facilities. Passing the storm water downhill to an existing storm system will require an analysis of the downstream storm system to determine its capability of accepting the storm water without being overwhelmed. The applicant's design shall provide runoff protection to downstream property owners.
37. Storm drainage piping shall be installed in accordance with the City of Richland's Comprehensive Stormwater Management Plan. A portion of the 18-inch "Shockley Storm Mainline Conveyance" pipe shall be installed in Shockley Road (as identified in the Comp. Plan). This pipe currently ends approx. 270-feet to the east of this property. It shall be the responsibility of the developer of this project to extend this storm main to and across the frontage of this property. This storm main may be used by the developer to discharge flows in excess of those required to be managed on-site by the RMC and Public Works design standards.
38. If any existing storm drainage or ground water seepage drains onto the proposed site, said drainage shall be considered an existing condition and it shall be the responsibility of the property developer to design a system to contain or treat and release the off-site storm drainage.
39. If there are any natural drainage ways across the proposed pre-plat, the engineered construction plans shall address it in accordance with Richland Municipal code 24.16.170 ("Easements-watercourses").
40. Any proposed storm drainage retention facilities within the boundary of the proposed preliminary plat shall not adversely affect neighboring properties.

41. Prior to or concurrent with the submittal of the first phase the developer shall provide a Geotechnical report including the percolation rate of the soils in the area of any storm retention ponds. If the project constructs a storm retention pond then the engineer will need to demonstrate that the pond will drain itself within 72 hours after the end of a storm event, and not have standing water in it longer than that. Engineering solutions are available for retention ponds that do not percolate within 72 hours.
42. The amount of post-development storm runoff from the proposed site shall not exceed the amount of pre-development runoff.
43. The parcel occupied by the stormwater basin shall be identified as a separate parcel or tract on the final plat and shall be dedicated to the City stormwater utility. The design of the basin shall include access features meeting the city's needs for maintenance.
44. The developer should consider the long-term appearance of the storm basin since it will occupy a prominent location in the development. City storm pond maintenance practices consist of semi-annual vegetation trimming and silt and debris removal. The developer shall propose a landscaping plan for the stormwater infiltration pond for City consideration. Landscaping requiring more maintenance effort than the City standard described above shall be provided by the development. These maintenance responsibilities shall be noted on the final plat. Basins designed as detention and evaporative basins need to include plantings that will tolerate or thrive in standing water. Planting designs for areas not routinely exposed to water shall include plants that will thrive without irrigation. At a minimum the landscaping plan should be consistent with the City's intended maintenance standard as described above.
45. The developer shall be responsible for landscaping the storm pond and for its maintenance and the plantings through the one-year infrastructure warranty period. At 11 months after the final acceptance date the developer shall clean the storm system and basin of all accumulated oil, sediment, and debris. After this maintenance is completed and inspected the City will begin routine maintenance of the system and basin. The developer shall replace any plantings that have failed to survive the warranty period. The developer shall also perform trimmings required to control weeds in excess of 18-inches in height for the 12-months following the date of final plat acceptance.

Final Platting / Project Acceptance Requirements:

46. When the construction is substantially complete a paper set of "record drawings" shall be prepared by a licensed surveyor and include all changes and deviations. Please reference the Public Works document "RECORD DRAWING REQUIREMENTS & PROCEDURES" for a complete description of the record drawing process. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
47. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of a certificate of occupancy. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final acceptance. Off-site ("third party") easements or right-of-ways for City infrastructure are the responsibility of the developer to obtain. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for final occupancy.
48. Any off-site easements or permits necessary for this project shall be obtained and secured by the applicant and supplied to the City at the time of plat construction and prior to final plat acceptance by the City.

49. Ten-foot wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within the proposed plat.
50. The vision-clearance triangle needs to be shown on all corner lots on the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
51. The final plat shall include notes identifying all common areas including the private streets and tracts and acknowledging the ownership and maintenance responsibility by the homeowners.
52. Street signs indicating any restricted parking areas shall be installed prior to final platting at the developers expense. The restricted parking areas shall be indicated on the final plats.
53. All landscaped areas within the plat that are in the public Right of Way shall be the responsibility of the homeowners to maintain.
54. A one-foot "No access / screening easement" will be required along the Shockley Road right-of-way.
55. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
56. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.
57. Any restricted parking areas shall be indicated on the final plats.



Allyson Brooks Ph.D., Director
State Historic Preservation Officer

February 10, 2021

Mike Stevens
Planning Manager
City of Richland
505 Swift Blvd. MS#35
Richland, WA 99352

In future correspondence please refer to:
Project Tracking Code: 2021-02-00786
Property: City of Richland_Walnut Heights Subdivision (S2021-101)
Re: Survey Requested

Dear Mike Stevens:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and providing documentation regarding the above referenced project. While our statewide predictive model indicates that there is a moderate-to-low probability of encountering cultural resources within the proposed project area, the project is located at the foot of Badger Mountain, an area of significance to several Tribes. Further, the scale of the proposed ground disturbing actions would destroy any archaeological resources present. Identification during construction is not a recommended detection method because inadvertent discoveries often result in costly construction delays and damage to the resource. Therefore, we recommend a professional archaeological survey of the project area be conducted prior to ground disturbing activities. We also recommend consultation with the concerned Tribes' cultural committees and staff regarding cultural resource issues.

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Washington State law. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to comment on this project and we look forward to receiving the survey report. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. Should you have any questions, please feel free to contact me.

Sincerely,

Sydney Hanson
Transportation Archaeologist
(360) 280-7563
Sydney.Hanson@dahp.wa.gov





2015 South Ely Street
Kennewick, WA 99337
Customer Service 509-586-9111
Business 509-586-6012
FAX 509-586-7663
www.kid.org

February 17, 2021

Mike Stevens
City of Richland – Development Services Division
625 Swift Blvd., MS-35
Richland, WA 99352

Subject: Review Comments S2021-101 and EA2021-101

Dear Mr. Stevens:

This letter provides Kennewick Irrigation District (KID) review comments on S2021-101 and EA 2021-101 for the Walnut Heights Pre Plat submitted by R3T Ventures, LLC, 2410 N 4th Ave, Pasco, WA 99301 ("Applicant"¹). The properties are generally located at 1255 Jolianna Dr., Richland, WA 99352 (formerly 771 Shockley Rd, Richland, WA) and includes the following parcels:

- 1-2798-200-0004-000 (7.55 irrigable acres)

The properties identified on the proposed preliminary plat are located within the KID boundaries. The properties within this preliminary plat are classified as irrigable land and consist of 7.55 irrigable acres. Accordingly, KID provides the following comments to be included as required conditions of approval by the legislative authority under RCW 58.17.310(2):

- 1) The plat shall include the following irrigation easements consistent with KID requirements:
 - a. Dedicate to KID an irrigation easement 10 feet in width via a recorded deed to match irrigation system components, centered on an irrigation pipe line.
 - b. On all lots within the plat, dedicate to KID an irrigation easement 10 feet in width, or five (5) feet in width if adjacent to a utility easement, located along the road frontage of each lot. An irrigation easement may be included within the 'sidewalk and utility' easement if one is proposed, denoting the easement as a "Sidewalk, Utility, and Irrigation Easement."
- 2) The Applicant is required to install an irrigation system that conforms to the most recent edition of the KID Standard Specifications pursuant to Resolution 86-15-A. This includes

¹ Reference to the "Applicant" throughout this comment letter shall refer to the property owner and/or developer of the proposed plat.

providing distribution pipelines adequate to provide individual pressurized irrigation services to each lot within the preliminary plat. This system will be dedicated to the KID upon completion, at the time of final plat.

- a. KID Standard Specifications require a storage pond facility be constructed and sized appropriately for this plat application. Please dedicate this storage facility as a tract of land deeded to the KID. In addition, the KID Standard Specifications require a pump station facility be constructed and sized appropriately for this plat application.
 - b. **As an alternative** to a pond, pump station, and other “on site” construction requirements per KID Standards Specifications, the Applicant and KID may mutually agree that it is in each of their best interests that other “off-site” improvements may be made to allow for the delivery of pressurized irrigation water to the plat. The other improvements would be proportionate and equal to the “on site” requirements and may include:
 - i. Contributions made towards a regional pump facility.
 - ii. The installation of pipelines off site.
 - iii. Entering into a Voluntary Mitigation Agreement with KID
- 3) Design of the required irrigation system must be approved by KID prior to installation. The Applicant is required to submit an irrigation plan designed by a professional engineer for review and approval by the KID. The plan may be hand drawn or computer drafted. The plan shall be accurate and to a scale not to exceed one (1) inch = 50 feet. This is a vital step of the approval process. In addition to compliance with Condition 2 above, the Plan must ensure all reasonable measures are taken to protect any easements, right-of-ways, and facilities. Please contact me at 586-6012 for more information regarding this irrigation plan.
- 4) Completion of all the facilities, consistent with irrigation plan approved by KID, is required prior to KID signature on the Final Plat.
 - a. In the event any KID facilities are damaged during construction, the damage must be fully repaired to KID’s then-existing standards.
 - b. For each phase of the plat, KID review and approval of construction and grading plans is required to allow KID to assure all reasonable measures to protect any easements and right-of-ways. Such review and approval will be coordinated as part of City review and the Final Plat approval process.
 - c. The KID must inspect any new irrigation system installations or modifications. The Applicant shall contact the KID to arrange an inspection at least 48 hours in advance of the desired inspection date.
 - d. As an alternative to immediate construction prior to approval of the Final Plat, the Applicant may choose to delay installation of the irrigation system by entering into a facilities installation agreement with the KID. The Applicant must still provide the KID with an irrigation system design that conforms to the most recent addition of the KID standard specifications. This irrigation system may be bonded and delayed up to five years. The facility installation agreement charge

is **\$350.00**. The Applicant must establish an approved bonding mechanism with the KID in an amount approved by KID.

In addition, pursuant to RCW 58.17.310 (1), KID would like to inform the City of the following information regarding the proposed preliminary plat upon the structural integrity, including lateral support, of KID's facilities, other risk exposures, and the safety of the public and irrigation district, and conditions of approval that KID deems to be necessary as a result:

- 5) For each phase of the Project, KID/USBR review and approval of grading and construction plans is required to allow KID to assure all reasonable measures to protect any easements and ROWs. Such review and approval will be coordinated as part of the City's review and Final Plat approval process.
- 6) The Applicant shall include the potential failure of KID system components in its public offering statement for the plat pursuant to RCW 58.19.055(1)(r), which requires a public offering statement to include "[a] list of any physical hazards known to the developer which particularly affect the development or the immediate vicinity in which the developer is located and which are not readily ascertainable by the purchaser."

Finally, KID requests the following additional conditions of final plat approval:

- 7) Prior to approval of each phase, the current year's assessment must be paid. If the final plat is submitted for review after May 31st of a given year or submitted for review prior to May 31st but not submitted for final approval prior to June 15th, the next year's estimated assessment (125% of the current year's assessment) must be paid prior to plat approval.
- 8) Prior to approval of the first phase, the USBR construction loan for all parcels owned by the property owner within the boundaries of the KID must be paid and all other USBR requirements associated with this payout must be completed.
- 9) The Review and Inspection fees in place at the time of each review request must be paid. At the time of application, the review fees are as follows:
 - a. A Preliminary Plat review fee of **\$825.00** which must be paid prior to scheduling for final plat approval at a KID Board meeting for the first phase.
 - b. For each Phase an inspection fee **\$350** for the first 20 lots/tracts plus **\$25 per lot/tract** after 20 lots/tracts.
 - c. Final Plat review fee for each phase of **\$225.00**.
- 10) Per KID Policy 4.17, "Irrigable Land Recalibration Principles," as land within the plat is subdivided or developed; KID will remove the irrigation water allocation from the impermeable surfaces, such as streets, from the plats.

- 11) In order to receive KID irrigation water delivery, a water master (or point of contact) for the subdivision must be appointed. This water master can be appointed by the Homeowners Association (or similar organization) officers, or must be elected from among the property owners within the boundary of this proposed subdivision. If no HOA (or similar organization) is organized, then an election method similar to the attached document is required.
- 12) Prior to approval of each phase, an electronic file (AutoCAD 2004 format) and hard copy (6-mil mylar, sealed by a professional engineer) of construction as-builts must be provided to KID.
- 13) All subdivisions of land are required to be approved by the KID Board of Directors during a KID Board Meeting. KID Board Meetings are regularly scheduled on the first and third Tuesdays of each month. All conditions must be completed prior to submittal to KID for final approval. The submittal for final approval must be received by KID a minimum of two weeks prior to a regularly scheduled Board Meeting in order to be considered at that meeting.

KID reserves the following rights regarding future review of the plat:

- 14) KID reserves the right to provide review comments under RCW 58.17.330(1) and RCW 58.17.330(2) in response to future design submittals by the Applicant prior to final plat approval. The scope of these reviews will be limited to Phases that are adjacent to the District's Rights of Way. KID review of construction plans will be consistent with the City of Kennewick's plan review timelines.
- 15) KID reserves the right to review and comment on the Applicant's plat line revisions for potential additional revisions to protect KID system components for Phases that are adjacent to KID's easements or ROWs.
- 16) KID reserves the right to review and comment on the Applicant's covenants, conditions, and restrictions to evaluate whether they should include any terms regarding protection of KID system components after construction and fencing requirements.
- 17) KID reserves the right to submit additional comments during the City's review process under the State Environmental Policy Act (SEPA).

Please provide notice to KID of any Public meeting or hearing where this project will be an agenda item. If you have any questions regarding these comments, please contact me at the address/phone number listed below.

Sincerely,

A handwritten signature in blue ink, appearing to read 'J. McShane', with a stylized flourish at the end.

Jason McShane, P.E.
Engineering/Operations Manager

Enc: Sample Water Master Information
C: LB\correspondence\File: [14-8-29]



STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
1250 West Alder Street • Union Gap, Washington 98903-0009 • (509) 575-2490

February 17, 2021

Mike Stevens
City of Richland
PO Box 190
Richland, WA 99352

Re: SEPA Register 202100474, S2021-101, EA2021-101

Dear Mike Stevens:

Thank you for the opportunity to comment during the Optional Determination of Non Significance process for the Walnut Heights subdivision of 8.48 acres into 24 lots. We have reviewed the documents and have the following comments.

WATER QUALITY

Project with Potential to Discharge Off-Site

If your project anticipates disturbing ground with the potential for stormwater discharge off-site, the NPDES Construction Stormwater General Permit is recommended. This permit requires that the SEPA checklist fully disclose anticipated activities including building, road construction and utility placements. Obtaining a permit may take 38-60 days.

The permit requires that a Stormwater Pollution Prevention Plan (Erosion Sediment Control Plan) shall be prepared and implemented for all permitted construction sites. These control measures must be able to prevent soil from being carried into surface water and storm drains by stormwater runoff. Permit coverage and erosion control measures must be in place prior to any clearing, grading, or construction.

In the event that an unpermitted Stormwater discharge does occur off-site, it is a violation of Chapter 90.48 RCW, Water Pollution Control and is subject to enforcement action.

More information on the stormwater program may be found on Ecology's stormwater website at: <http://www.ecy.wa.gov/programs/wq/stormwater/construction/>. Please submit an application or contact **Lloyd Stevens, Jr.** at the Dept. of Ecology, (509) 574-3991 or email lloyd.stevensjr@ecy.wa.gov, with questions about this permit.

Sincerely,

A handwritten signature in blue ink that reads "Gwen Clear".

Gwen Clear
Environmental Review Coordinator
Central Regional Office
(509) 575-2012
crosepa@ecy.wa.gov

Stevens, Mike

From: Segregations <segregations@co.benton.wa.us>
Sent: Wednesday, February 17, 2021 1:52 PM
To: Stevens, Mike
Subject: RE: S2021-101 Walnut Heights

The preliminary looks good.



Judy H. Woodworth
Office Assistant IV
Benton County Assessor
620 Market St / P.O. Box 902 Prosser WA 99350
(509) 786-2046
judy.woodworth@co.benton.wa.us

From: Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Sent: Friday, January 29, 2021 1:18 PM
To: Anthony Muai <anthony.muai@ci.kennewick.wa.us>; Anthony VonMoos <Anthony.VonMoos@co.benton.wa.us>; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Segregations <segregations@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Bill Barlow <bbarlow@bft.org>; Blaine Broberg, KID <bbroberg@kid.org>; Boring, Michael <MBoring@CI.RICHLAND.WA.US>; Boshart, Thomas <tboshart@CI.RICHLAND.WA.US>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey <Clark.Posey@co.benton.wa.us>; Hamilton, Craig <c.hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; Darrick Dietrich <darrick@basindisposal.com>; Deanna Davis <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodders@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Florinda Coleman <Florinda.Coleman@co.benton.wa.us>; Ghbein, Briana <bghbein@ci.richland.wa.us>; Greg McCormick <gregory.mccormick@ci.kennewick.wa.us>; Greg Wendt <Greg.Wendt@co.benton.wa.us>; Gregory Goodwin, Ziply <gregory.goodwin@ziply.com>; Gwen Clear <gcle461@ecy.wa.gov>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; USPS Ina N. Beutler <ina.n.beutler@usps.gov>; Jason McShane <jmcschane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod MacPherson <Jerrod.MacPherson@co.benton.wa.us>; Joseph Cichy, Ziply <joseph.cichy@ziply.com>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Lopez, Brandin <blopez@CI.RICHLAND.WA.US>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Pasco99301 <99301PascoWA-Postmaster@usps.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rick Dawson <rickd@bfhd.wa.gov>; Rob Rodger <rob.rodger@bentoncleanair.org>; Robin Priddy <robin.priddy@bentoncleanair.org>; Sarah Gates <s.gates@bces.wa.gov>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning

<scplanning@wsdot.wa.gov>; T.S. "Max" Platts <PlattsT@wsdot.wa.gov>; WA Dept of Fish & Wildlife <lopezlal@dfw.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; West, Julie <jwest@ci.richland.wa.us>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; William Simpson <william.simpson@commerce.wa.gov>
Subject: S2021-101 Walnut Heights

Attention:

Attached to this email you will find a copy of a proposed subdivision within the City of Richland. The site is located at 771 Shockley Road and was recently subject to annexation by the City of Richland. Please review the attachment and submit any comments back to me by 5:00 PM, Friday, February 19, 2021.

Thank you,



Mike Stevens
Planning Manager
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7596

Attn: 143

Disclaimer: Emails and attachments sent to or from the City of Richland are public records subject to release under the Washington Public Records Act, Chapter 42.56 RCW. Sender and Recipient have no expectation of privacy in emails transmitted to or from the City of Richland.

Stevens, Mike

From: Corrine Camuso <Corrine_Camuso@Yakama.com>
Sent: Wednesday, February 10, 2021 12:07 PM
To: Stevens, Mike
Cc: Casey Barney; Jessica Lally; Jon Shellenberger; SEPA (DAHP)
Subject: Re: S2021-101 Walnut Heights

The project is located within the traditional use area of the Yakama and is an area considered to have a high probability for encountering cultural resources being near Yakama Traditional Cultural Properties and other culturally sensitive sites. We recommend a cultural resources survey. Please ensure a copy of the report is sent to our program for review/comment.

Regards,

Corrine Camuso
Yakama Nation
Cultural Resources Program Archaeologist
Office 509-865-5121 ext. 4776

January 31, 2021

Mr Mike Stevens
Planning Manager
Development Services
Richland, WA 99352

Robert L and Dale Leslie Gulley, Trustees for
The Gulley Living Trust
665 Shockley Road
Richland, WA 99 352

Dear Mr Stevens:

Subject: Parcel Number: 127982000004000 Proposed Walnut Heights Development

References: (1) Statutory Warranty Deed, dated October 28, 1970, Auditor File 616036, attached
(2) Statutory Warranty Deed, dated October 2, 1970, Auditor File 615264, attached
(3) Well Agreement, dated June 2, 1970, Auditor File 611937, attached

Please be advised that property owned by the Gulley Living Trust (Parcel Number: 127982000002002) has easement rights to obtain domestic water from a well which is located on the subject parcel. See References 1, 2, and 3. This has been the only source of domestic water for the Gulley property since November 1970.

From 1970, through 2017, three individual property owners shared domestic water from the well. From 2018, until recently, two property owners shared domestic water from the well, the Zinsli family and the Gulley family.

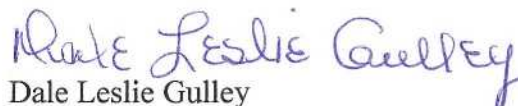
We have heard that R3T Ventures were told the well water was only being used for irrigation. We were also told the city wants the well removed. None of the three properties sharing the well have ever needed the well water for irrigation; KID water was available.

If it is true the city wants the well removed, does the city plan to waive all their hook up charges and fees for providing domestic water to the Gulley Living Trust property, or is someone else going to pay these costs? We need to know.

Please contact me on my cell phone 509 713-9964, or my wife Dale on her cell phone at 509 222-8946 regarding these concerns. Thank you for your attention in this matter.

Trustees for the Gulley Living Trust


Robert L Gulley


Dale Leslie Gulley

Sharp Real

JUN 3 2 58 PM '70

WITNESSED BY

VICTOR E. L. LUTON

EMPOWERED BY

GEORGE M. SHARP
41560 11-11-254

AGREEMENT

THIS AGREEMENT, made this 1 day of June, 1970, by and between WESLEY L. MANNING and ELEANOR JOAN MANNING, his wife, first party; and GEORGE M. SHARP and CLAIRE E. SHARP, his wife, second party.

WITNESSETH:

1. Second party has conveyed to first party the real estate situated in the County of Benton, State of Washington, and describe as follows:

That portion of the northwest quarter of the northwest quarter of Section 27, township 9 north, range 28 east, W.M., described as follows: Beginning at a point on the north line of said subdivision which is south 89°52'30" east 748.00 feet from the northwest corner thereof; thence south 1°25' west parallel to the west line of said subdivision 1060.50 feet; thence north 38°25' east 276.00 feet; thence north 57°07' east 166.10 feet; thence north 39°02' east 293.80 feet; thence north 1°31'25" east 524.63 feet to a point on the north line of said subdivision; thence north 89°52'30" west along said north line 483.75 feet to the point of beginning. (EXCEPT the north 10 feet thereof)

hereinafter called the Manning property.

2. Second party is the owner of that portion of the northwest quarter, Section 27, township 9 north, range 28 east, W.M., lying northeasterly of the Badger East Lateral Canal of the Kennewick Irrigation District in Benton County, Washington. EXCEPT the Manning property above described and EXCEPT that portion of the east 283 feet of the west 748 feet of the northwest quarter, of the northwest quarter, said Section 27, lying north of said canal. Second party is also the owner of that portion of northeast quarter, of the northeast quarter, Section 28, township 9 north, range 28 east W.M., lying northeasterly of said canal, all hereinafter called Sharp property.

Actual Well Agreement
AF# 611937

3. Second party agrees to drill a well and install a pump and motor and pressure tank and construct a well house on that portion of Sharp property, hereinafter called "well site", described as follows:

That portion of northwest quarter of the northwest quarter, Section 27, township 9 north, range 28 east, W.M., described as follows:

Beginning at a point on the north line of said subdivision which is south 89°52'30" east 1231.75 feet from the northwest corner thereof, thence south 1°31'25" west, 524.63 feet; thence south 39°02' west, 86 feet to the true point of beginning, thence south 39°02' west 20 feet; thence southeasterly at right angles, 20 feet; thence north 39°02' east 20 feet, thence northeasterly, at right angles to the true point of beginning.

The drilling of the well shall commence within 30 days after the date of this agreement.

4. First party agrees to pay one-fifth of the cost of drilling the well, installing pump, motor and pressure tank and necessary connections and appurtenances and the construction of the well house. It is understood that this payment will be made by application of a credit to first party arising out of an agreement for the exchange of two parcels of real estate, dated May 22, 1970, to the extent of such credit. If this credit is insufficient to pay first party's share of the cost, first party agrees to pay the balance, if any, upon completion of the well.

5. Second party grants to first party an easement in the well site for the purpose of obtaining a supply of water for domestic use only. Second party reserves the right to grant a like easement for a supply of water, for domestic purposes only, to not more than four other owners or tenants of portions of the Sharp property.

1 6. This agreement sets forth the terms and conditions upon
2 which the easement granted to first party and easements hereafter
3 granted or made available to others shall be exercised
4 and the mutual rights and obligations of the first party and such
5 other persons in the well located on the well site and in the wat
6 obtained from it.

7 7. Each well user shall install and maintain at his own
8 expense water lines to serve their respective properties and
9 individual meters to measure the amount of use of water by each
10 well user. No well user shall draw more than 750 gallons per day
11 and the water so drawn shall be used for domestic purposes only.

12 8. Each well user shall share in the cost of maintaining an
13 operating the well, pump, motor and pressure tank and well house
14 as follows:

15 (a) First party and other well users shall deposit the
16 sum of \$2.00 each month into a trust account; the amounts
17 so deposited shall be drawn against solely to pay the
18 cost of major repairs and replacements for the pump,
19 motor, pressure tank and wellhouse.

20 (b) Each well user shall share in the monthly cost of
21 operating and maintaining the pump, well and motor in
22 proportion to their respective usage of water as
metered, as follows:

23 (1) Initially first and second party shall agree
24 in writing on a price per 100 gallons of water used.
25 On the last day of each calendar month, the meters
26 shall be read and first party shall pay into the trust
27 account an amount computed at said price on the amount
28 of water used. As additional water users are added to
29 the system, the price shall be redetermined by second
30 party and the well users. The price of water shall be
increased or decreased from time to time by agreement
of the well users as the cost of operating and main-
taining the well varies. The price for water shall at
all times, however, be fixed so as to provide adequate
funds from the well users for operation and maintenance.

31 (c) If at the time when a major repair or replacement
32 is required, there are insufficient funds in the trust
account to pay the costs, each well user shall contribute
equally to meet the deficiency.

1 (d) All payments hereunder shall be due and payable
2 within 10 days after the obligation is incurred.

3 9. If any well user uses more than 750 gallons of water in
4 any day or uses water for other than domestic purposes, such mis
5 shall constitute a breach of this agreement and if it continues
6 after notice given by another well user or second party to the w
7 user in violation, the second party or well user may disconnect
8 line of the well user in violation and keep the line disconnected
9 until satisfactory assurances are given that no further misuse o
10 the water will occur.

11 10. First party agrees that delinquent payments hereunder
12 shall be a lien against the Manning property and well users added
13 subsequently shall be permitted to use water only on condition th
14 they agree that delinquent payments hereunder shall be a lien
15 against their respective properties. The lien shall be enforced
16 the following manner:

17 If any well user fails to pay any amount becoming due
18 under this agreement within 90 days after the same becomes
19 due, any other well user may give the well user in default
20 notice in writing sent by certified mail or delivered in
21 person to the well user in default. If the well user in
22 default does not pay all amounts then due within 10 days
23 after the depositing of said notice in the United States
24 mail, any other well user may disconnect the line of the
25 well user in default and it may not be reconnected until
all sums in default are paid into the trust account.

26 11. Each of the parties to this agreement including well us
27 hereafter added, indemnify and hold harmless each of the other
28 parties to this agreement on account of any injury to the person
29 property of the indemnifying party, his agents or employees,
30 suffered on the well site or the appurtenant easement.

31 12. No other party in addition to the five well users provi
32 for shall be permitted to use water from the well without the
all notices shall be given in writing.

1 written consent of all parties to this agreement, including well
2 users added as herein provided for.

3 13. This agreement shall inure to the benefit of and be
4 binding upon the parties, their heirs, personal representatives,
5 successors and assigns.

6 EXECUTED in triplicate the day and year first above written.

7 Wesley L. Manning
8 WESLEY L. MANNING

9 Eleanor Joan Manning
10 ELEANOR JOAN MANNING

11 George M. Sharp
12 GEORGE M. SHARP

13 Claire E. Sharp
14 CLAIRE E. SHARP

15
16 STATE OF WASHINGTON)
17) ss.
18 COUNTY OF BENTON)

19 On this day personally appeared before me WESLEY L. MANNING
20 and ELEANOR JOAN MANNING, his wife, to me known to be the
21 individuals described in and who executed the foregoing instrument
22 and acknowledged that they signed the same as their free and
23 voluntary act and deed, for the uses and purposes therein mentioned.

24 GIVEN under my hand and official seal this _____ day of
25 June, 1970.

26 Eleanor L. Miller
27 Notary Public in and for the
28 State of Washington, residing
29 at Richland.

1 STATE OF WASHINGTON)
2) ss.
3 COUNTY OF BENTON)

4 On this day personally appeared before me GEORGE M. SHARP ar
5 CLAIRE E. SHARP, his wife, to me known to be the individuals
6 described in and who executed the foregoing instrument and
7 acknowledged that they signed the same as their free and voluntary
8 act and deed, for the uses and purposes therein mentioned.

9 GIVEN under my hand and official seal this 2 day of
10 June, 1970.

11 Eleanor L. Miller
12 Notary Public in and for the
13 State of Washington, residing
14 at Richland.

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30 MAIL TO:

31 TRANSAMERICA TITLE INSURANCE CO
32 P. O. Box 790
Richland, Washington 99352

Transamerica Title Insurance Co

A Service of
Transamerica Corporation

THIS SPACE RESERVED FOR RECORDER'S USE:

FILED BY

OCT 7 2 24 PM '70

VERNER MILLER, AUDITOR
DEPUTY

RECORDED IN VOL. 256

INDEXED BY

CHECKED BY

BENTON COUNTY EXCISE TAX

1% Excise Tax \$ 30.00

Excise Tax Credit \$

Rec. No.

Dated

TAX PAID \$ 30.00

THIS DATE 10-7-70

Rec. No. 38202

ELLEN BARON, TREASURER

By *Ellen Baron*
County Treasurer

Filed for Record at Request of

Name Sharp Realty, Inc.

Address P.O. Box 124

City and State Richland, Washington

A-17429

Statutory Warranty Deed

Form 467- 1-REV

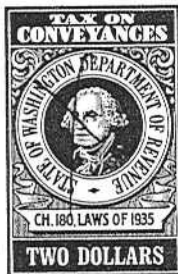
THE GRANTOR GEORGE M. SHARP and CLAIRE E. SHARP, his wife

for and in consideration of ten dollars (\$10.00) and other valuable consideration in hand paid, conveys and warrants to ROBERT LEE GULLEY and DALE LESLIE GULLEY, his wife the following described real estate, situated in the County of Benton, State of Washington:

That portion of the northwest quarter of Section 27, township 9 north, range 28 east, W.M., described as follows: Beginning at the northeast corner of the northwest quarter of northwest quarter of said section 27; thence westerly along the north line thereof 25.43 feet; thence southerly parallel with the east line of said northwest quarter of northwest quarter, 396.10 feet to the true point of beginning; thence continuing southerly along said parallel line 175 feet; thence southeasterly along a straight line that intersects the east line of said northwest quarter at a point 1020.65 feet north of the southeast corner of said northwest quarter a distance of 225.00 feet; thence northerly parallel with the east line of said northwest quarter of northwest quarter 310.03 feet; thence westerly parallel with the north line of said northwest quarter, 179.98 feet to the true point of beginning.

(Continued on Exhibit "A" hereto attached and by this reference made a part hereof)

3.00 Rev.



Dated this

2nd

day of

October

, 1970

George M. Sharp (SEAL)

Claire E. Sharp (SEAL)

STATE OF WASHINGTON, }
County of Benton } ss.

On this day personally appeared before me George M. Sharp and Claire E. Sharp

to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed for the uses and purposes therein mentioned.

GIVEN under my hand and official seal this

2nd

day of

October

, 1970

James Mendenhall
Notary Public in and for the State of Washington,
residing at Richland, *Sanneueck*

Exhibit "A"

1 TOGETHER WITH an easement for domestic water pipe line over and
2 across a portion of the northwest quarter of the northwest quarter
3 of Section 27, township 9 north, range 28 east, W.M., in Benton
4 County, Washington; said easement being a strip of land 10 feet in
5 width, said 10 feet of width lying adjacent to and southerly
6 of the following described line:

7 Beginning at the northeast corner of said northwest quarter
8 of the northwest quarter; thence north $89^{\circ}52'30''$ west along
9 the north line thereof 85.45 feet; thence south $1^{\circ}31'25''$
10 west 524.63 feet; thence south $39^{\circ}02'$ west 86 feet to a
11 well and the true point of beginning of said described
12 line; thence north $39^{\circ}02'$ east 86 feet; thence southeasterly
13 along a straight line that intersects the east line of the
14 northwest quarter, of said Section 27, at a point 1020.65
15 feet north of the southeast corner of said northwest
16 quarter, a distance of 80 feet to a point and the terminus
17 of said described line.

18 SUBJECT TO: easements, reservations and restrictions of record
19 and liability to future assessment by Kennewick Irrigation District.

20 The above is part of deed dated October 3rd, 1970, between
21 George M. Sharp and Claire E. Sharp, his wife, Grantors; to
22 Robert Lee Gulley and Dale Leslie Gulley, his wife, Grantees.
23
24
25
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27
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31
32

Transamerica Title Insurance Co

A Service of
Transamerica Corporation

BENTON COUNTY EXCISE

1% Excise Tax \$

Excise Tax Credit \$ 30.00

Rec. No. 38202

Dated 10-2-70

TAX PAID \$

THIS DATE 10-30-70

Rec. 99352 38429

ELLEN BERDNT, TREASURER

Deputy Treasurer

THIS SPACE RESERVED FOR RECORDER'S USE:

FILED BY

OCT 30 9 55 AM '70

VERNER MILLER, AUDITOR

DEPUTY

RECORDED IN VOL. 257

INDEXED BY

CHECKED BY

Filed for Record at Request of

Name Sharp Realty, Inc.

Address Box 124

City and State Richland, Washington

A-17429

CORRECTED

Form 467- 1-REV

Statutory Warranty Deed

THE GRANTOR GEORGE M. SHARP and CLAIRE E. SHARP, his wife

for and in consideration of ten dollars (\$10.00) and other valuable consideration in hand paid, conveys and warrants to ROBERT LEE GULLEY and DALE LESLIE GULLEY, his wife the following described real estate, situated in the County of Benton, State of Washington:

AN EASEMENT to draw water for domestic purposes only from a well located on property adjoining Parcel "A" on the northwest boundary and more particularly described in an Agreement dated June 1st, 1970 between WESLEY L. MANNING and ELEANOR JOAN MANNING, first party; and GEORGE M. SHARP and CLAIRE E. SHARP, second party, and recorded on June 3rd, 1970, Auditor's file #611937, which is by this reference incorporated herein and made part hereof, it being understood that the right to draw water from said well is governed by the terms and conditions of said Agreement, which shall be binding upon purchasers, their heirs, successors and assigns; and a NON-EXCLUSIVE easement of ingress and egress on and over the north 30 feet of the northeast quarter of the northwest quarter of Section 27, township 9 north, range 28 east, W.M., and the north 30 feet of the northwest quarter of northwest quarter of said section, lying east of a point 1291.5 feet from the northwest corner of said northwest quarter; and a NON-EXCLUSIVE easements of ingress and egress on and over that portion of the northwest quarter of northwest quarter of Section 27, township 9 north, range 28 east, W.M., described as follows: Beginning at a point on the north line of said subdivision which is south 89°52'30" east 1231.75 feet from the northwest corner thereof; thence south 1°31'25" west 524.63 feet; thence angle left 126°52'48" to a point on a line parallel to and 60 feet east of the last described line; thence north 1°31'25" east to a point on the north line of said

Dated this day of 28 October, 1970

(Con't on Schedule "A" hereto attached and by this reference made a part hereof.)

George M. Sharp (SEAL)

Claire E. Sharp (SEAL)

STATE OF WASHINGTON, }
County of Benton } ss.

On this day personally appeared before me George M. Sharp and Claire E. Sharp to me known to be the individuals described in and who executed the within and foregoing instrument, and acknowledged that they signed the same as their free and voluntary act and deed, for the uses and purposes therein mentioned.

GIVEN under my hand and official seal this 28 day of October

Albert D. Long
Notary Public in and for the State of Washington,
residing at Richland, *Wennewick*

SCHEDULE "A"

(con't)

subdivision; thence north 89°52'30" west along said north line to the point of beginning, EXCEPT the north 20 feet thereof.

The easements above described are appurtenant to the real estate situated in said County, heretofore conveyed by Grantor herein to Grantees above named by deed recorded October 7th 1970, Auditor's file # 615264, and described as follows:

That portion of the northwest quarter of Section 27, township 9 north, range 28 east, W.M., described as follows: Beginning at the northeast corner of the northwest quarter of northwest quarter of said section 27; thence westerly along the north line thereof 25.43 feet; thence southerly parallel with the east line of said northwest quarter of northwest quarter, 396.10 feet to the true point of beginning; thence continuing southerly along said parallel line 175 feet; thence southeasterly along a straight line that intersects the east line of said northwest quarter at a point 1020.65 feet north of the southeast corner of said northwest quarter a distance of 225.00 feet; thence northerly parallel with the east line of said northwest quarter of northwest quarter 310.03 feet; thence westerly parallel with the north line of said northwest quarter, 179.88 feet to the true point of beginning.

END OF SCHEDULE "A".

Stevens, Mike

From: Tricia S <tschierman@gmail.com>
Sent: Monday, February 8, 2021 11:52 AM
To: Stevens, Mike
Subject: S2021-101 & EA2021-101 Preliminary Plat of Walnut Heights

Dear Mr. Stevens,

I have just become aware of the pending land use action for the area at 1255 Jolianna Drive to be known as Walnut Heights. Please add me to your mailing list for any updates or changes with regard to this project. As a nearby homeowner and frequent pedestrian along the property borders I have a keen interest in any proposed changes.

Although additional traffic along Shockley Road is not desirable, improvements to the road are badly needed. Particularly sidewalks or shoulders for pedestrian and bicycle traffic. Any annexation and land use action that abuts Shockley should incorporate improvements to ALL of the unfinished stretch of Shockley's infrastructure. A great many pedestrians and cyclists use the route of Shockley and Queensgate to access the Badger Mountain Centennial Preserve. It is currently rather dangerous along this stretch of Shockley where no sidewalks or stable shoulders exist and traffic commonly exceeds the posted speed limits. I realize that there is still a portion of land along Shockley Road that is not part of this annexation, but given that the Badger Mountain Centennial Preserve is a collaboration between Benton County, City of Richland, and Friends of Badger Mountain, it would be nice to see cooperation in making this a safer thoroughfare to access public facilities and promote the walkability of the city of Richland.

In addition, in anticipation of the initial environmental review and public hearing March 8, 2021 I would like to point out that the property has been home to a family of hawks for several years, and along with the pond on the other side of Shockley Road the area attracts many birds and waterfowl. I hope that the environmental study will take these facts into consideration.

Thank you for your attention in this matter. I look forward to hearing about updates and future meetings regarding this and any other land use actions in the vicinity.

Sincerely,

Tricia Schierman
1245 Riesling St
Richland, WA 99352



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HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 3/8/2021

Agenda Category: New Business - Public Hearing

Prepared By: Shane O'Neill, Senior Planner

Subject:

S2020-103 Ladera Preliminary Plat

Department:

Development Services

Recommended Motion:

Planning staff recommends approval of the proposed preliminary plat of Ladera, subject to the recommended conditions listed herein, as the project conforms to the City's adopted Comprehensive Plan and zoning regulations; has followed the required State Environmental Policy Act procedures; and is consistent with the requirements of the City's subdivision regulations.

Summary:

Pahlisch Homes has filed a preliminary plat application (S2020-104) requesting to divide 59.44 acres into 101 single family residential lots and three (3) tracts. The site is comprised of three (3) individual twenty-acre parcels lying at the west end of Strawberry Lane; at and below the north slope of Badger Mountain. Access to the 101-lot subdivision will come by way of Country Ridge Drive and Strawberry Lane. While the Ladera site is zoned R-1-12, lots therein take advantage the R-1-10 minimum lot size through on-site density transfer provisions available due to the presence of critical areas which restrict development on roughly a third of the total site.

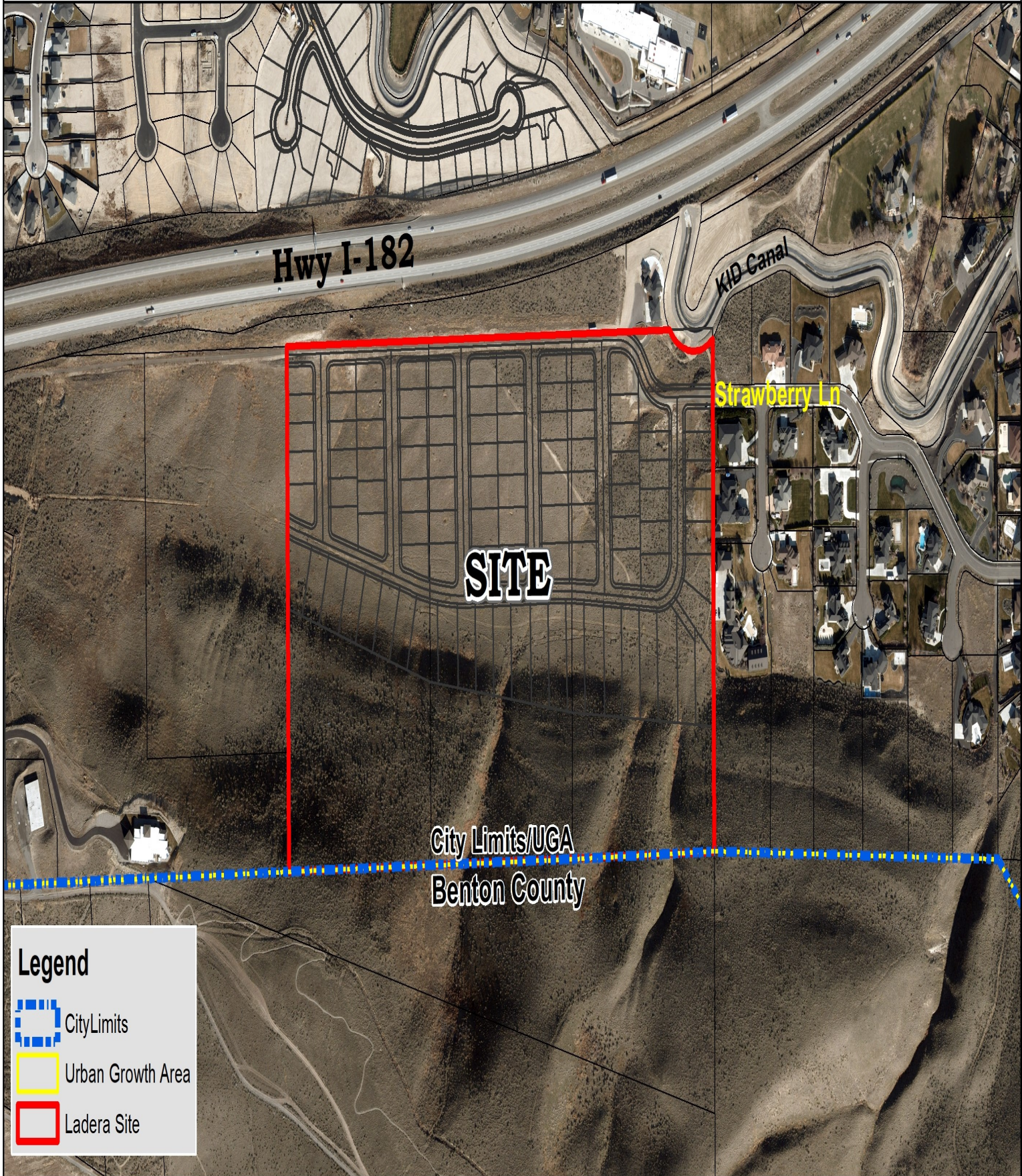
During the public comment period City staff received a high number of comments from nearby residents opposing the subdivision for a variety of reasons. The most common concern echoed in the comments relates to traffic volume increases on the shared thoroughfare and its effect on pedestrian safety as much of the existing access route lacks sidewalks. Richland's Traffic Engineer concurs with results of the traffic impact analysis submitted by the applicant by supporting installation of a new traffic signal at the intersection of Keene Road and Country Ridge Drive concurrent with the first phase of Ladera's development.

Attachments:

1. S2020-103 Vicinity Map
2. FULL Staff Report - Ladera

Vicinity Map

Item: Preliminary Plat - Ladera
Applicant: Pahlisch Homes
File #: S2020-103



**CITY OF RICHLAND DEVELOPMENT SERVICES DIVISION
STAFF REPORT TO THE HEARING EXAMINER**

GENERAL INFORMATION:

PROPOSAL NAME: Ladera - Preliminary Plat

LOCATION: Immediately west of the westerly terminus of Strawberry Lane
and south of Highway I-182

APPLICANT: Pahlisch Homes

FILE NO.: S2020-103

DESCRIPTION: Request to divide 59.44 acres into 101 single family
residential lots and three (3) tracts.

PROJECT TYPE: Type III Preliminary Plat

HEARING DATE: March 8, 2021

REPORT BY: Shane O'Neill, Senior Planner

RECOMMENDED
ACTION: Approval subject to completion of proposed conditions

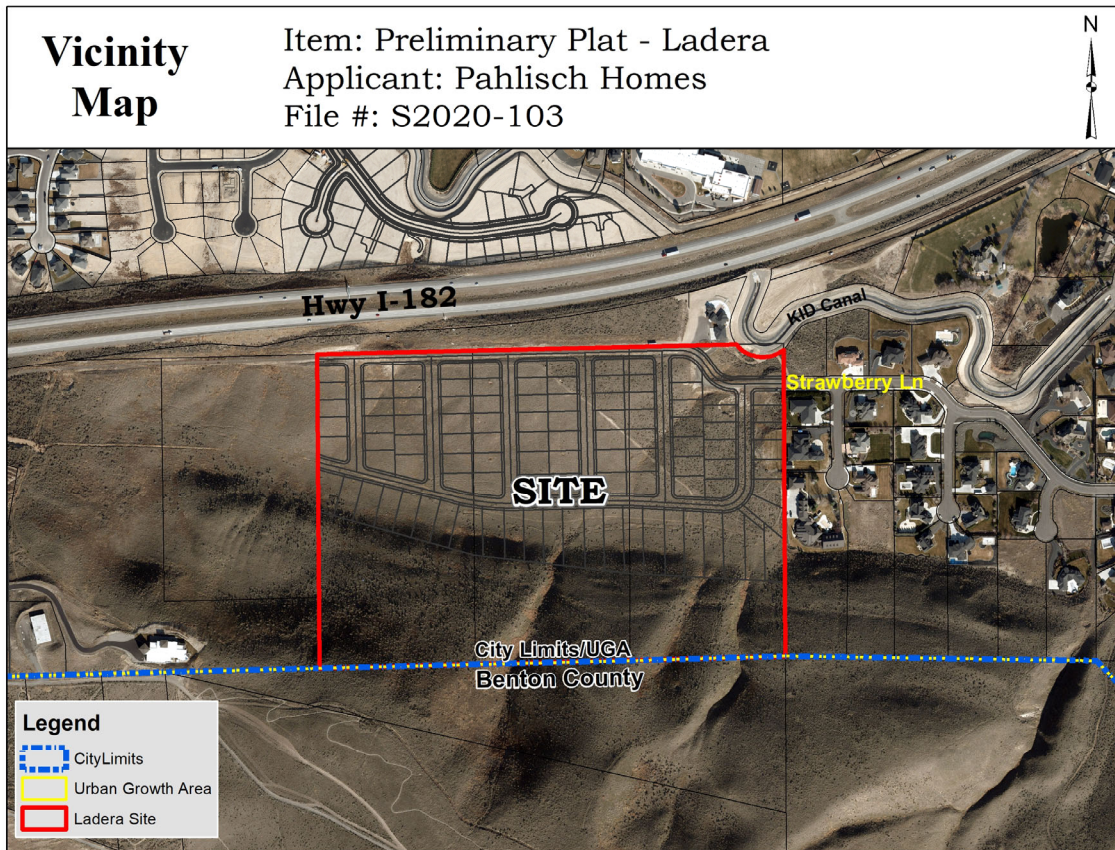


Figure 1 - Vicinity Map

DESCRIPTION OF PROPOSAL

Pahlisch Homes LLC has filed a preliminary plat application (Exhibit 1) to divide 59.44 acres into one hundred and one (101) residential lots together with three (3) open-space tracts. The neighborhood is to be known as the plat of *Ladera* (see Exhibit 2). Ladera would form a large loop extending from the west end of Strawberry Lane, with five (5) connecting streets in between dividing the loop into five and a half blocks. Although the plat forms a loop now, the design offers opportunities for a westerly extension.

The Ladera preliminary plat site is comprised of three narrowly-rectangular parcels, approximately 20-acres each, which form a larger rectangle. Site boundary mapping above shows an irregularity in the uppermost right-hand corner when in fact the ownership boundary forms a 90-degree corner within the irrigation canal. Of the 60 acres, lands therein can be broadly divided into either hillside or foothills.

Because the southerly third of site rises so abruptly, development is being consolidated in the northerly two-thirds where land is comprised of a series of more moderately sloping, rolling hills. These hills are the result of Badger Mountain hillside watershed drainage patterns. The primary natural drainage channel cuts through the site from mid-point on the south line, to the northeast corner, directly toward the

irrigation canal. The respective SEPA checklist (pg. 6, Exhibit 8) indicates plans to divert natural drainage patterns into catch-basins, infiltration trenches or ponds while mimicking natural drainage patterns to the greatest extent possible.

Proposed lot sizes range from 9,472 square feet to 28,259 square feet; with an average lot size of 14,014 square feet. The overall parent site is comprised of three parcels totaling 59.44-acres in area [hereinafter sometimes referred to as 60-acres].

Land east of Ladera is developed with a single-family neighborhood comprised of a few subdivisions including Country Estates, Country Heights and a handful of short plats. This immediately adjacent residential neighborhood of Country Estates is zoned Suburban Agriculture (SAG), a zone which imposes a 1-acre minimum lot size. Running through a portion of Country Estates, Strawberry Lane currently terminates at the easterly boundary of the Ladera site and is planned to be the sole point of access to and from the proposed plat. Ladera would be a continuation of the immediately adjacent single-family residential development patterns to the east, although Ladera offers smaller lots. A notable difference between the two neighborhoods would be Ladera having roadways developed to City road standards, whereas many roads to the east lack curbs, gutters and sidewalks. In that way, Ladera will more closely mirror the White Bluffs neighborhood directly north of Ladera on the opposite side of highway I-182. Strawberry Lane however, is developed with sidewalks.

[Staff offers the following explanation for the discrepancy between the 106 lot-count advertised in the hearing notice and the 101 lot actual lot-count shown on Exhibit 2. The original plat survey submitted with the application proposed 106 lots. In working with the applicant prior to sending public hearing notices, the plat underwent minor changes affecting the alignment of Strawberry Lane at Lot 1. These changes resulted in a loss of five (5) lots. The application form was not amended to reflect the new 101 lot-count. Hearing notices were then sent out which described the project based on the project parameters indicated on the application. Because the actual lot-count is less than what was advertised, staff did not distribute corrected hearing notices.]

GENERAL INFORMATION

SURVEYOR: STRATTON SURVEYING & MAPPING
ANNEXATION DATE: JUNE 20, 2006
COMPREHENSIVE PLAN: LOW-DENSITY RESIDENTIAL (0 TO 5 DWELLING
UNITS PER ACRE)
CURRENT ZONING: R-1-12 (SINGLE-FAMILY RESIDENTIAL)

PROJECT DATA

GROSS PLAT AREA: 59.44-acres
NET PLANNING AREA: 32.17-acres
NUMBER OF LOTS: 101
NUMBER OF TRACTS: 3
LAND FOR STREETS: 7.55-acres

AREA OF TRACTS: 19.72-acres
GROSS DENSITY: 1.7 units/acre
NET DENSITY: 3.1 units/acre

GENERAL BACKGROUND/SITE HISTORY

Annexed into Richland in 2006 (Ord. 19-06), the 60-acre project site is undeveloped land vegetated with grassland/sagebrush steppe. A dirt road extends west from the Strawberry Lane dead-end and continues parallel to the full length of the north property line. This dirt road contains an 18-inch municipal sewer line with several manholes. A Badger Mountain Irrigation District irrigation water line parallels the sewer line. The site contains no other apparent evidence of prior development. The sewer line is secured by utility easements, recorded between 2011 and 2013, benefitting NorAm Investments LLC (Exhibit 3 title report). Said sewer line was necessary in order to service development of the Badger Mountain South Master Planned Community.

This general area is one of the driest climates within the Columbia Plateau with annual precipitation averaging between 7 to 10 inches. The present-day landscape is characterized by sagebrush steppe grasslands in addition to irrigated agriculture lands and to a much smaller extent, developed urban lands. The absence of shrub cover and dominance of non-native grasses often points to fire or historic agriculture disturbance. It is worth noting that approximately 250 acres on the south side of Badger Mountain caught fire in 2010. City Planning staff observed evidence of past brush fire(s) in the form of burned stumps and burned bunchgrass tufts. The WDFW priority habitat and species database has the site mapped as potentially containing priority shrub-steppe habitat as well as potential habitat for Townsend's ground squirrels. The Fish and Wildlife Habitat Conservation Area report for the site is included as Exhibit 5. The property shares its northern property boundary with the Badger Mountain Centennial Preserve which is regulated as Fish and Wildlife Habitat Conservation Area (FWHCA) by the City of Richland.

PHYSICAL FEATURES

The project area is currently undeveloped rangeland with access gained using a gravel road that runs along the northern boundary of the properties. The topography of the site ranges from gently rolling to very steep. The southern portions of all three tax lots include the lower portions of Badger Mountain with slopes that approach a grade of approximately 1:1. There exist a series of undeveloped dirt roads and jeep trails crisscrossing the properties.

Vegetation is relatively homogenous across the entire project site. The vegetation community is characterized by non-native pasture grasses and weed species that include: cheatgrass, diffuse knapweed, cereal rye, thick spike, basin wildrye, Russian thistle, common yarrow, rush skelton, and plumeless thistle. Native bluebunch grass was identified in the eastern most portions of the project site. Shrub coverage varies across the site but as a whole is relatively sparse and includes scattered big sagebrush and rabbitbrush. Soil conditions were observed as silty loam and no cryptogammic crust features were observed on the site. WDFW habitat

biologist Michael Ritter noted these areas would best be described as “*heavily disturbed grasslands*” due to the lack of shrub vegetation and the large amounts of invasive species.

Based on recent site observations, professional senior scientist Brian Bieger reported evidence of wildlife usage was scarce. No wildlife tracks were identified although evidence of coyotes was present. Bieger further reported the absence of any plants listed as threatened or endangered by the State of Washington Natural Heritage Program.

SITE DESCRIPTION & ADJACENT LAND USES

The parent site is comprised of three (3) 20-acre parcels on and below the north slope of Badger Mountain. These three rectangular parcels are nearly equal in size and shape. Combined the three parent parcels form a single rectangle measuring approximately 1,322' x 3,291' which is almost exactly 60 acres. A portion of the Kennewick Irrigation District open-air irrigation canal marginally intersects the northeast corner of the easterly parcel (see Lot 1).

The site is separated from Highway I-182 right-of-way by a long, thin, triangular parcel averaging about 110-feet-wide as it varies in width. Said triangular parcel is privately-owned and does present some residential development potential.

The approximately 60-acre project site is located at the western terminus of Strawberry Lane and is roughly bound by Badger Mountain to the south and I-182 to the north. The project area comprises three separate tax lots (12098400000400, 12098400000300, and 12098400000200). One noteworthy detail is that the southern boundary of the development site is shared with the Badger Mountain Centennial Preserve, a critical area. The surrounding land uses include low-density residential areas, undeveloped rangeland designated as a natural area and a high-traffic freeway.

Land further to the west is partially developed with a hand-full of larger residences on large parcels all belonging to the Sterling family of the local Sterling's Restaurant franchise. The Sterling properties have been divided via short platting and are arranged in an irregular fashion. Amongst their parcels lies a municipal water reservoir facility.

For reference, site photos taken by Planning Department staff are provided herein as Exhibit 10.

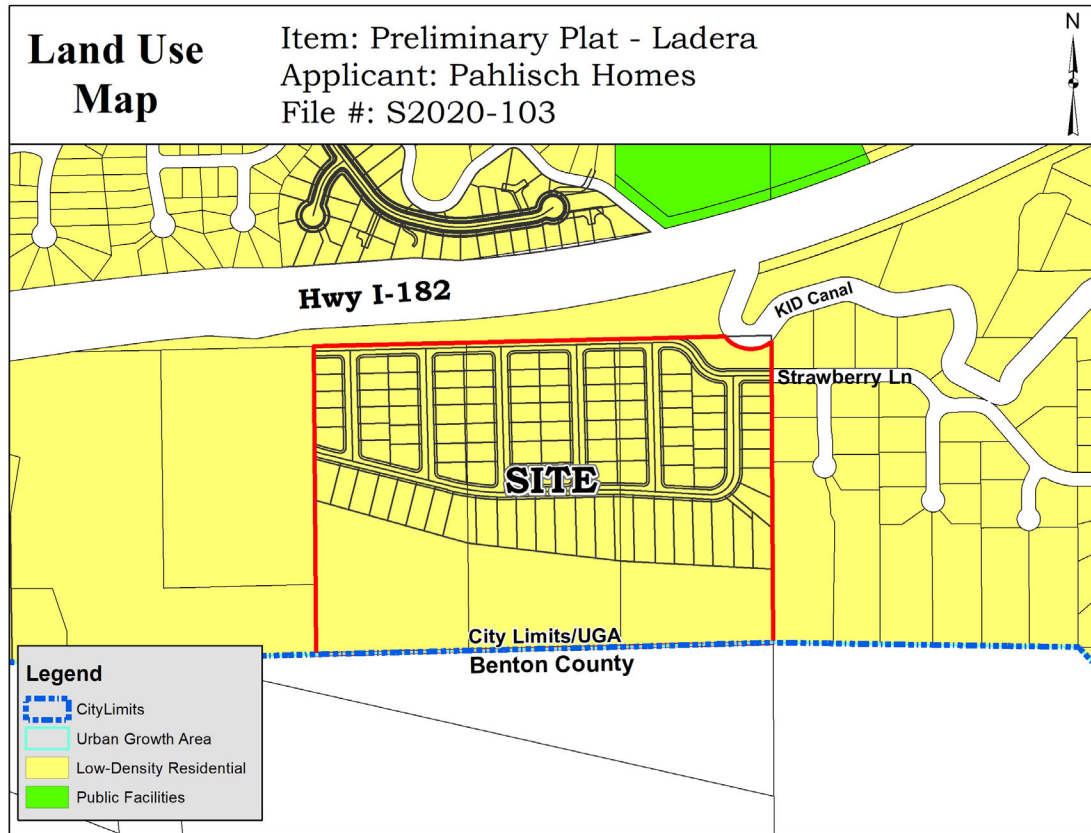


Figure 2 – Comprehensive Plan Map

COMPREHENSIVE PLAN

Richland's Comprehensive Plan designates the plat site for low-density residential development, allowing for residential densities ranging between 0 – 5 dwelling units per acre, equating to an average allowable residential gross density of 3.5 units per acre. The plat of Ladera proposes a net residential density of 3.1 dwelling units/acre, which falls within the regulatory limits.

Applicable Goals & Policies

Provided below is a selected set of Comprehensive Plan goals & policies particularly applicable to the subject residential subdivision. Staff notes Natural Environment goals and policies specifically apply to Ladera by encouraging preservation of prominent hillsides in south Richland to maintain views. Further, Housing Element goal 5 aims to ensure the compatibility of new residential development with established neighborhoods and the community. Language in this goal is subject to broad interpretation but there are some remarkable differences between Country Ridge and Ladera as proposed. On one hand, they are both low-density residential neighborhoods. From the stated perspective of Country Ridge residents, Ladera lacks the exorbitant home value and design as compared to Country Ridge.

Land Use Goal 3: Maintain a broad range of residential land use designations to accommodate a variety of lifestyles and housing opportunities.

Policy 1: Distribute residential uses and densities throughout the urban growth area consistent with the City's vision.

Land Use Goal 5: Ensure connectivity that enhances community access and promotes physical, social, and overall well-being so residents can live healthier and more active lives.

Policy 2: Promote pedestrian and bicycle circulation throughout the community by connecting with the infrastructure and the City's network of parks and trail system.

Land Use Goal 8: Address unique land use situations in the urban area with policies specific to those situations that ensure compatibility between land uses without infringing on private property rights.

Policy 4: Identify and encourage the preservation of lands, sites, and structures that have historical or archaeological significance.

Natural Environment Goal 1: Promote the protection, conservation, and restoration of natural areas, shorelines, and critical areas as unique assets to the community, and provide public access for enjoyment of such facilities based on the ability of the resource to support the use.

Policy 1: Use the critical areas ordinance, SMP, the state environmental policy act (SEPA), and other ordinances, as applicable, to designate and protect the critical areas and natural environment.

Policy 4: Encourage the public and/or private acquisition of the prominent ridges in the south Richland area to preserve views, protect shrub-steppe habitat, and to provide public access. Consider the preservation of the ridges and hillside areas through various standards.

Policy 5: Develop an integrated pedestrian trail system to provide access through the City's important natural features, such as prominent ridges and river-shore areas and provide necessary trail linkages between these natural features.

Economic Development Goal 6: Encourage vibrant mixed-use areas in Tri-Cities as destinations to live, work, and visit.

Policy 6: Expand the range of options for housing in areas planned for higher density development.

Policy 7: Support development of higher density housing.

Economic Development Goal 7: Recognize parks, natural areas, and a built environment with quality design for the value they offer as major attractions.

Policy 1: Preserve open space areas and associated functions and values.

Housing Element Goal 5: Ensure compatibility of new residential developments with established neighborhoods and the community.

Urban Design Goal 3: Development through appropriate design, should protect natural features such as rivers, shorelines, ridgelines, steep slopes, and archaeological and historical resources.

Policy 1: Development should be sensitive to existing topography and landscape, and should minimize environmental impacts.

Policy 2: Hillside development should, as much as practical, blend with the natural shape and texture of the land.

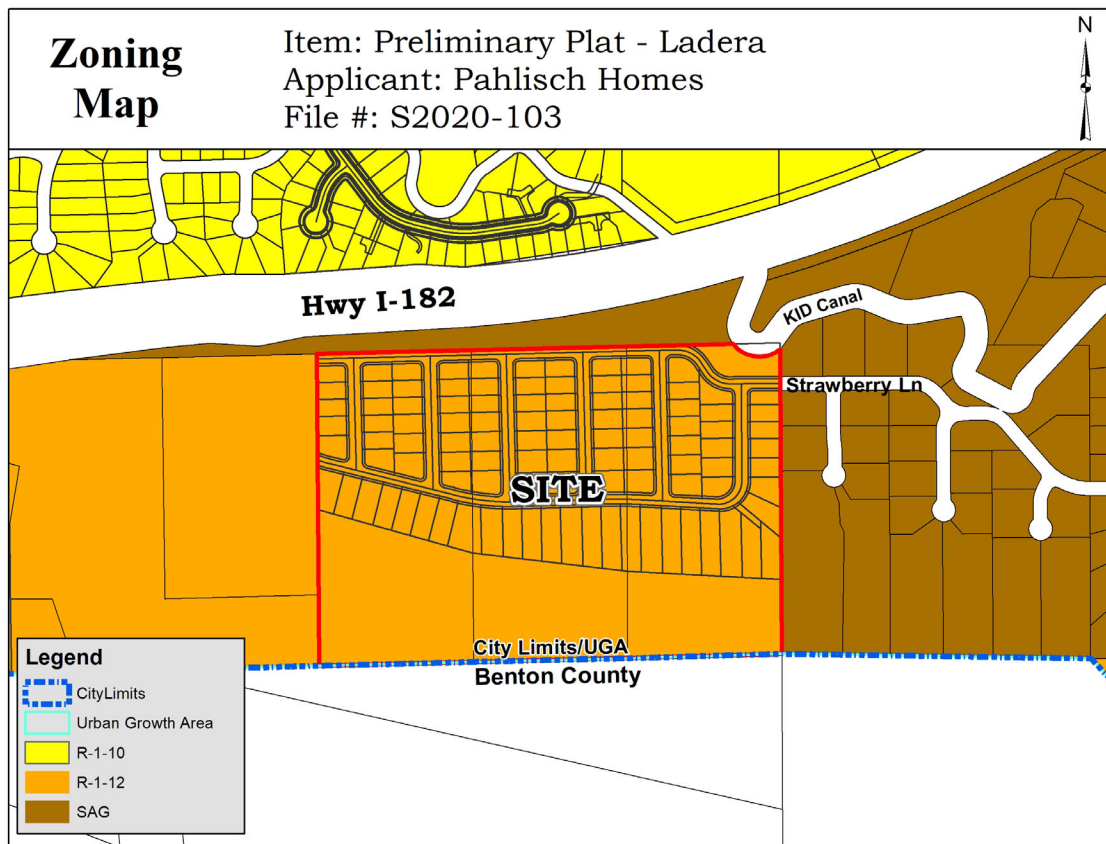


Figure 3 – Zoning Map

ZONING

This preliminary plat site is zoned R-1-12 (Single-Family Residential) allowing for each lot to be developed with one single-family home and accessory structures cumulatively covering up to forty percent (40%) of the respective parcel. The R-1-12 zone is Richland's lowest-density residential zone.

The R-1-12 zone imposes a 10,000 square foot minimum lot size (4.35 units/acre) with a requirement for a 12,000 square foot minimum average lot size (2.88 units/acre). The latter parameter includes the following code instruction:

"Minimum average lot area per subdivision, exclusive of the area of streets and lots designated for nonresidential uses. In calculating average lot size, at least 35 percent of all lots shall be larger than the average lot size requirement." [23.18.040*2]

The underlined language above regulates the net minimum average lot size, which is an expression limiting the minimum lot size subdivision-wide. The citation goes on to regulate the percentage of lots which must be equal to or greater than 12,000 square feet in area.

The plat of Ladera proposes a 14,014 ft² net average lot size or 3.1 units/acre. Since the proposed net density is above the 12,000 ft² minimum average lots size requirement Ladera satisfies the net minimum average lot size zoning regulation. Further, forty nine (49) of the 101 proposed lots are equal to or greater than 12,000 square feet equaling 48.5% of the total lot count. Ladera satisfies the requirement for at least 35% of the lots to be equal to or above 12,000 square feet in area.

On-Site Density Transfer

R-1-12 zoning imposes a 10,000 square-foot minimum lot size. Twenty one (21) of the lots (20.7%) in Ladera fall below 10,000 square feet in area. None of the 21 lots fall below 9,000 square feet. This reduction in minimum lot size is allowed through on-site density transfer provisions for critical areas [22.10.400 RMC]. In essence, residential properties with areas encumbered by critical areas (geologic hazards in this case) are allowed to apply the minimum lot size and setbacks of the next, higher-density, residential zone which is the R-1-10 zone in this case. Because the R-1-10 zone imposes a, 8,000 square-foot minimum lot size, Ladera may do the same.

Given the site topography, staff did not require the applicant to perform site plan work showing lots laid-out on the hillside. The application does not request to benefit from an on-site density transfer *per-se*, instead the application implies a request to benefit from the provisions of 22.10.400.B.5 RMC which states:

“5. The nonwetland portion of the site is subject to the lot size and setback requirements of the next residential zoning classification. Land uses and other standards of the city code or other land development regulations shall continue to apply as per the existing zoning classification.”

The preliminary plat does not rely on transferring residential density; as proposed the plat meets residential density limits of the R-1-12 zone with density to spare. Ladera only requests to benefit from R-1-10 zone minimum lot sizes (8,000 square feet) as made available in RMC 22.10.400.B.5.

Land Uses and Dimensional Standards

The following **R-1-12** standards apply to the proposed plat:

Uses Permitted:	Single family homes and accessory structures
Minimum lot size:	10,000 square feet
Minimum net average lot size:	12,000 square feet

Front yard setback: 20 feet minimum
Side yard setback: 10 feet minimum
Rear yard setback: 25 feet minimum
Maximum building height: 30 feet (mid-roof-point)

Pursuant to RMC 22.10.400.B.5 the plat may benefit from the following **R-1-10** zoning standards:

Uses Permitted: Single family homes and accessory structures
Minimum lot size: 8,000 square feet
Minimum net average lot size: 10,000 square feet
Front yard setback: 20 feet minimum
Side yard setback: 10 feet minimum
Rear yard setback: 25 feet minimum
Maximum building height: 30 feet (mid-roof-point)

PUBLIC NOTICE

Application Date:	November 19, 2020
Notice of Hearing Mailed:	February 3, 2021
Notice of Hearing Posted:	February 5, 2021
Notice of Hearing Published:	February 7, 2021
Public Hearing:	March 8, 2021

A combined notice of application and optional SEPA determination of non-significance was provided by mailing notices to property owners within 300 feet. Public hearing notices were distributed through posting of the property, mailing of notice to property owners within 300 feet of the site and publication in the *Tri-City Herald* newspaper. Copies of the notices and affidavits are included in Exhibit 7.

EXISTING UTILITIES

Electrical power, potable water, natural gas and sanitary sewer utilities are all located in Strawberry Lane. These utilities extend into and through the northeast corner of the Ladera site, as they serve the existing single-family homes to the north (3900 Strawberry Lane). All utilities are sufficiently sized to serve the proposed residential subdivision. More detail about each utility service is provided below.

Sewer

An 18-inch sanitary gravity sewer main is in-place adjacent to the north line of all three parcels. Within the easterly most parcel, the sewer line jogs to the south to align with Strawberry Lane. This sewer line extends west to where it connects to the force main line in Dallas Road which was installed to serve Badger Mountain South. Said sewer main will be used to service all buildable lots within the proposed subdivision.

Water

Potable

There is a 12-inch municipal potable water main within Strawberry Lane. The water main extends roughly 340-feet into the northeast corner of the Ladera site before bending 90-degrees and heading north to serve 3900 Strawberry Lane. Municipal water facilities will need to be extended into the Ladera site to provide service.

Irrigation

An 8-inch irrigation water line is located at the east property line where the site adjoins the Strawberry Lane right-of-way terminus. Irrigation water facilities will need to be extended into the Ladera site to provide service. Comments received from Badger Mountain Irrigation District (BMID) confirm their capacity to serve Ladera from their 8-inch underground irrigation main lying under the existing gravel road. At the same time, the Kennewick Irrigation District (KID) open-air irrigation canal physically crosses into Lot 1 of Ladera. Because of this service redundancy it is undetermined which irrigation district will provide irrigation water to lots in Ladera. Sufficed to say, there are plenty of options for providing irrigation water to all of the proposed lots.

Electrical Power

Municipal electrical power lines are located within Strawberry Lane. The underground power lines extend roughly 340-feet into the northeast corner of the Ladera site before bending 90-degrees and heading north to serve 3900 Strawberry Lane. City of Richland Chief Electrical Engineer, Kelly Hill, advised of the future need to relocate these underground power-lines to align with public utility easement(s) along the new Strawberry Lane design. This requirement is intended to eliminate utility easements encumbering private residential lots which are burdensome to both future homeowners and the City utility provider alike. The municipal power distribution network will be extended into the Ladera site to provide service. Sufficient capacity exists within the City power distribution system to service the proposed plat.

ACCESS/TRANSPORTATION

Streets

The east plat boundary of Ladera borders a single public right-of-way; Strawberry Lane, classified as a local roadway. Strawberry Lane is proposed to serve as the exclusive access in and out of Ladera. This means all new traffic volumes will be funneled through the adjacent neighborhood commonly herein referred to as “Country Ridge” collectively. By way of vehicle travel, Strawberry Lane connects to Country Ridge Drive which leads to the non-signalized intersection of Keene Road; a major arterial roadway outside of neighborhoods.

Provisions of the subdivision code (Title 24 RMC) require roads belonging to new subdivisions to connect to adjacent roadways. Specifically, RMC 24.10.020 reads as follows:

“The layout of streets shall provide for the continuation of principal streets existing in adjoining subdivisions or of their proper

projection when adjoining property is not subdivided. The layout shall also provide for future projection of streets into areas which presently are not subdivided.”

A traffic impact analysis (TIA) for the project was prepared by John Manix, PE and Senior Traffic Engineer with PBS Engineering (Exhibit 6). The study assumes 100 new single-family homes will be developed in Ladera, which is within an acceptable 1% tolerance margin as compared to the actual 101 proposed lots. The study anticipates 76 am peak and 102 pm peak trips may be generated by Ladera residents. Nearly all of the trips will be contained on Strawberry Lane and Country Ridge Drive in and out of the adjacent neighborhood (see Figure 4 below). The study anticipates 1,040 average daily (weekday) trips. To offset the impacts created by the increased traffic volumes, the TIA suggests several mitigation measures including: installing a traffic signal at the intersection of Keene Road and Country Ridge Drive, adding a short right-hand deceleration lane on Keene Road, adding sidewalks on Country Ridge Drive between Keene Rd and Foxtrot Lane together with left and right-hand turn lanes on Country Ridge Drive. Mention of recent broad-scale traffic pattern abnormalities in the study are a noteworthy consideration.

City of Richland Traffic Engineer, John Deskins accepts the suggestion that the new signal is warranted at this time. Mr. Deskins noted that said roadways maintain an acceptable level-of-service without installing the new traffic light. His general comments are provided in (Exhibit 11). The Public Works Department's position on necessary traffic improvement associated with Ladera are embodied in the list of approval conditions contained at the end of this report.

For the reader's convenience, Mr. Deskins' summarized comments are listed below:

- 1. Install a Traffic Signal at the intersection of Country Ridge and Keene Road per the recommendations contained in the developer Traffic Impact Analysis dated November 4, 2020.*
- 2. Install a 100 foot right-turn taper for eastbound traffic per the WSDOT Design Manual Exhibit 1310-12. Note that Exhibit 1310-11 indicates per the traffic study that a right-turn lane or taper should be considered at the location based upon AM & PM peak hour volumes. Other thresholds commonly used, and met at this location are 50 right-turns in a peak hour and 1000 total turning trips at the intersection per day. The city believes the right-turn taper to be adequate based upon similar installations at Keene & Shockley and at Keene & Westcliffe/Englewood. The 13 foot measurement can be measured off of the bike lane line, similar to Shockley. Note that the pedestrian ramp on the southeast corner may require modification in conjunction with this change.*
- 3. Re-stripe Country Ridge Drive between Keene Road and Foxtrot Lane to provide for separate outbound right-turn and left-turn lanes from Country Ridge Drive.*

4. *Install sidewalks on both sides of Country Ridge Drive between Keene Road and Foxtrot Lane per the recommendations contained in the developer Traffic Impact Analysis dated November 4, 2020.*
5. *Meet intersection sight distance requirements of RMC 12.11 at all streets within the proposed subdivision*

With regard to level-of-service (LOS), pursuant to Sections 12.03.170 and 12.03.180 [RMC] this development proposal as submitted is in general conformance with the assumptions made for land use, scale and density. Through collection of impact fees, the project will comply with concurrency requirements of the Municipal Code.

Sidewalks

The preliminary plat review process is charged with ensuring that school children living in the new neighborhood will have a safe walking route to and from schools and bus stops. Roadways within Ladera will be developed with City standard sidewalks but many roads in the adjacent Country Ridge neighborhood lack sidewalks. Much of Strawberry Lane contains sidewalks and so does a short segment of Country Ridge Drive near the intersection with Strawberry Lane. Beyond that, most of Country Ridge Drive lacks sidewalks. This substandard road section will serve to isolate pedestrians or force them to walk along the gravel right-of-way shoulder or within the traveling portion of the roadway as stated in comments submitted by Country Ridge residents. Concerned Country Ridge residents have expressed their safety concerns over the existing condition and how the increased traffic volumes may exacerbate the danger to pedestrians.

Plats comprising the existing Country Ridge neighborhood contain a series of tracts and easements labeled as KID access & emergency vehicle access, drainage & irrigation easement, etc. In particular, the final plat of Country Home Estates (Exhibit 13), Tract B presents opportunities for off-street pedestrian travel and possibly for use as a SEVA as well. If available, these tracts could be improved with a soft or hard walking surface allowing Ladera and Country Ridge residents to move about the community outside of roadways. This potential solution carries some improvement expense and private coordination between Ladera and “Country Ridge” to accomplish, but it presents an opportunity to improve the pedestrian safety concerns expressed by existing residents. That is to say, improving open tracts and easements in Country Ridge with off-street pedestrian amenities may ameliorate the safety hazard created by sub-standard roadways lacking sidewalks, for both Ladera and Country Ridge residents.

Planning staff recommends the Hearing Examiner consider tasking Ladera with creating a safe pedestrian walking route to Keene Road. In doing so, it is worth noting that the Keene Road bridge over highway I-182 lacks sidewalk; thereby interrupting pedestrian travel north on Keene Rd. The nearest school is White Bluffs Elementary School, located directly north of Ladera on the north side of Highway I-182.

Figure 4 (below) illustrates the main thoroughfare to access Ladera from Keene Road shown as a bold orange line. The route is referenced several times above and is the route of primary concern mentioned repeatedly in public comment letters.

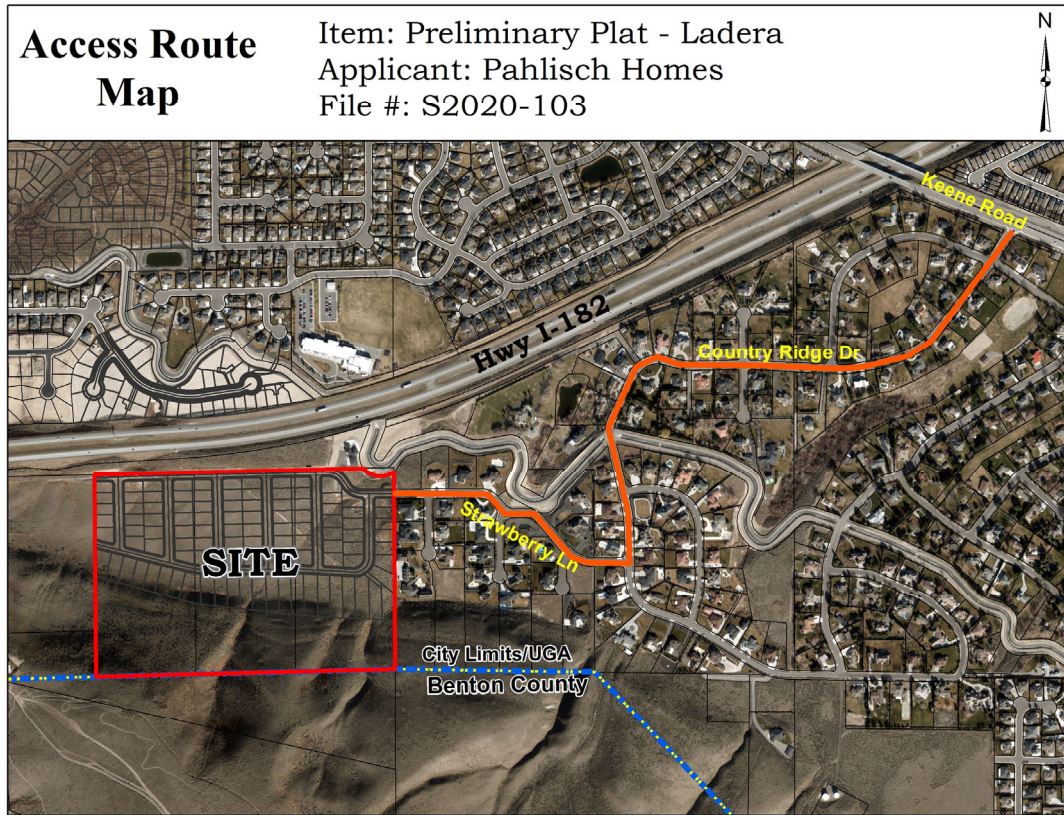


Figure 4 – Access Route Map

FIRE SAFETY

Portions of the plat are adjacent to undeveloped properties over 5-acres in size and so are subject to the City's wildland fire protection requirements. The City has wildland fire protection requirements that apply to homes built on or adjacent to steep slopes. Recommended conditions of approval #'s 59-61, require compliance with these wildland fire protection requirements in addition to other specific requirements related to installation of fire hydrants and residential fire sprinkler systems. With respect to the urban-wildland interface, one physical feature mitigating wildland fire danger is the fact that homes will be below the steep hillside. As fire runs uphill much more rapidly than downhill, the homes will be less vulnerable to the drying/pre-heating physics of fire behavior as compared to hillside or hilltop developments.

The Richland Fire Department has charged Ladera with providing a secondary emergency vehicle access (SEVA) route. This requirement is iterated as approval condition # 62. SEVAs are typically private easements, which may be gated, and are not typically available for general use by the public. Ladera has a few potential SEVA routes across privately-owned land or within the adjacent KID irrigation canal access road. The SEVA serving Ladera could potentially mirror the SEVA on the

north side of I-182 which leads from Keene Road to the White Bluffs School. Establishing a similar SEVA would rely on emergency private tracts for emergency vehicle access within Country Ridge/Country Home Estates (Exhibit 13). Establishing a SEVA using these tracts would likely require constructing a crossing over the KID canal in order to serve Ladera. The availability of a SEVA extending west to Dallas Road will be determined by Jim Sterling who owns the land across which the SEVA could extend.

To ensure the SEVA requirement is properly conveyed to the applicant and any subsequent developers, staff developed condition # 62 contained in the set of plat approval conditions included at the end of this report.

SCHOOLS

The plat falls within the boundaries of the Richland School District. The proposed plat was routed to the district for review and commenting as part of the standard referral process. Though no comments from the district were received by the City, prior staff reports for nearby plat sites noted that the site is located within the White Bluff's district. School children living in Ladera will be isolated in terms of walkability to and from schools due to the lack of sidewalks on existing roads running through the Country Ridge community.

PARKS

Ladera does not specifically propose the creation of any new parks within its boundaries. It should be noted that Ladera is reserving 19.7-acres as natural open-space which will contribute to the preservation of the Badger Mountain Centennial Preserve which is a Benton County park. Although a bulk of the preserve falls within the jurisdiction of Benton County, it serves as a local recreational area to City residents. The primary public park available to residents of Ladera will be the 41.5-acre Badger Mountain Park located on Keene Road, approximately 3-miles to the southeast. Badger Mountain Park contains multiple facilities able to accommodate the recreational needs of south Richland residents at large.

Badger Mountain itself contains several hiking trails offering regional recreational opportunities. One of the parking lots serving Badger Mountain is located 3.4-miles from Ladera by way of vehicle travel. A small playground park is collocated with the parking lot. Together they comprise Trailhead Park, a City public park.

Standard park impact fees will be exacted concurrent with building permit issuance for single-family homes or upon certificate of occupancy issuance.

CRITICAL AREAS

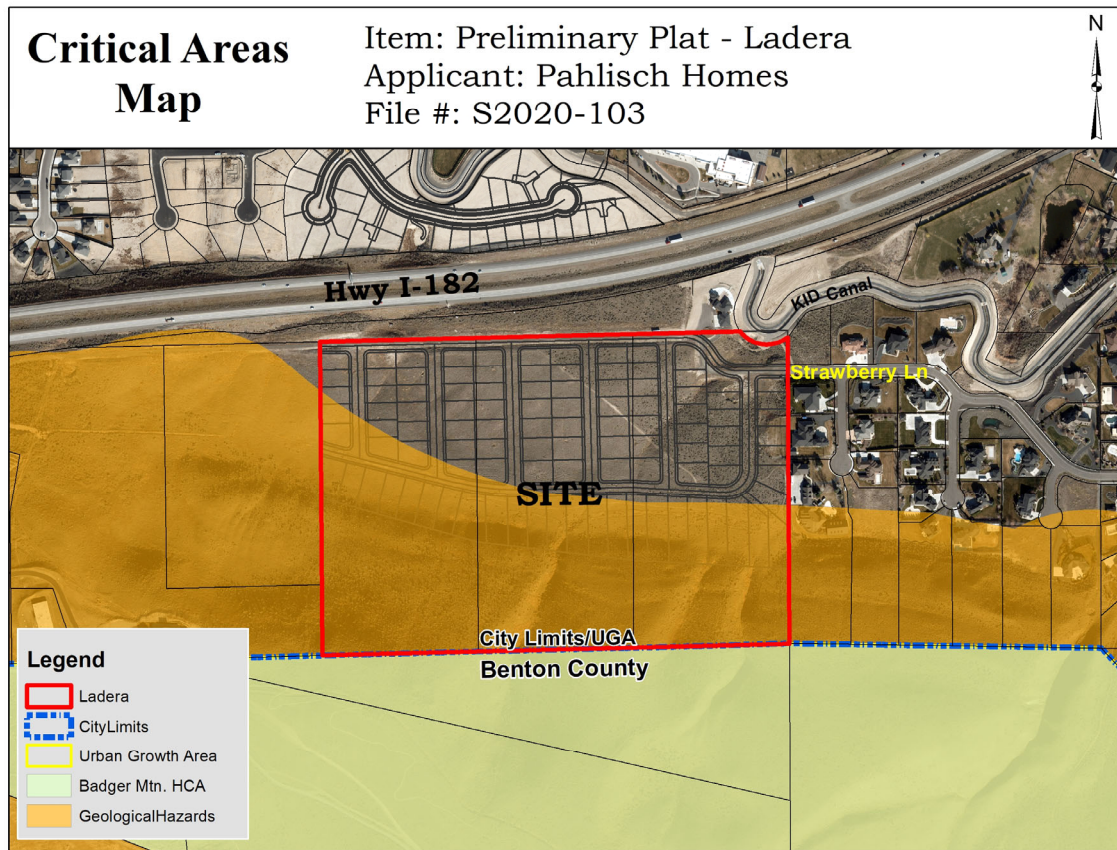


Figure 5 – Critical Areas Map

Figure 5 (above) illustrates critical areas affecting the site. The Ladera site boundary is delineated in red. The light green area south of the site represents part of the Badger Mountain Centennial Preserve Fish & Wildlife Habitat Conservation Area (FWHCA) (RMC 22.10.180-220). The orange color overlaying the southern portion of the site represents a geologically hazardous area due to the presence of steep slopes (RMC 22.10.240-295).

As explained above, the Ladera plat site is affected by three types of critical areas; 1) geologic hazards, 2) the Badger Mountain Fish and Wildlife Habitat Conservation Area, and 3) shrub-steppe habitat (see Figure 6 below). The general vicinity of the project site is identified in the City's Critical Areas Ordinance as being potentially geologically hazardous due to the presence of steep slopes. Each of the critical areas are individually described below and in Exhibits 4 & 5, included herein.

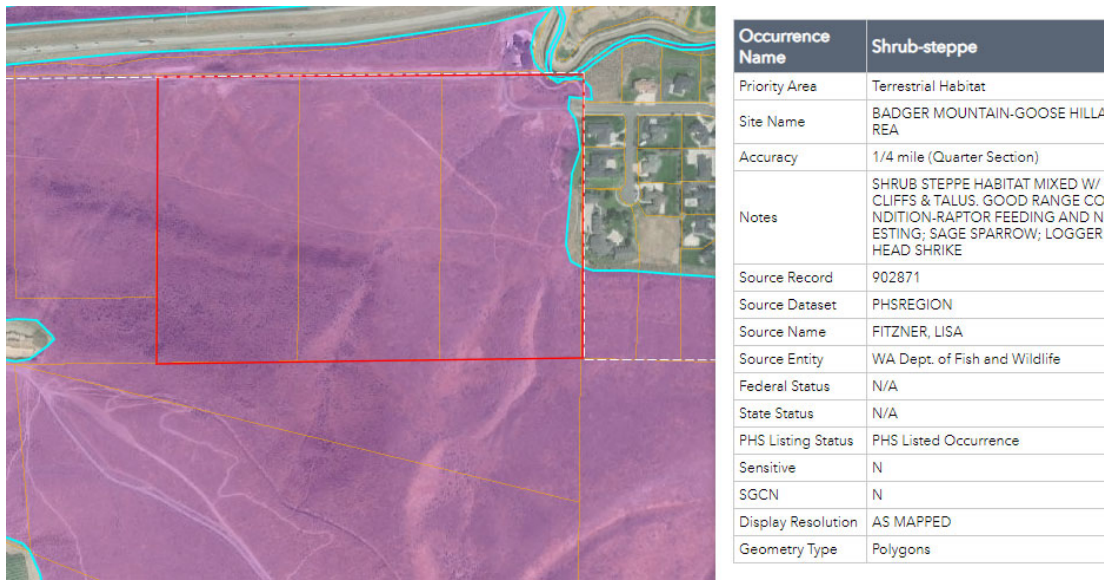


Figure 6 – Priority Habitat & Species Map
[\(https://geodataservices.wdfw.wa.gov/hp/phs/\)](https://geodataservices.wdfw.wa.gov/hp/phs/)

(areas shaded pink are mapped as priority shrub-steppe habitat)

Pahlisch Homes contracted with PBS Engineering to develop a FWHCA report/assessment (**Exhibit 5**) addressing potential impacts to the Badger Mountain Habitat Conservation Area and subsequently proposing mitigation measures. The report describes the natural context of the site, which is generally characterized as being poor wildlife habitat and as having highly fragmented sagebrush colonies. Mitigation proposed by the report included reserving the steep slopes on-site as a non-buildable area; thereby serving as a buffer between development and the natural area(s).

Washington State Dept. of Fish & Wildlife Biologist, Michael Ritter, visited the project site and prepared a written observation/recommendation letter based on his observations. Mr. Ritter's statement is provided on page 16 of Exhibit 5 and further in Exhibit 11 (comment dated 2/19/21). Although Mr. Ritter's statements support reservation of the on-site steep-slopes in deeded unbuildable tract(s) as mitigation against shrub-steppe habitat loss, he disagrees with implications of the PBS assessment that non-steep-slope areas lack suitable wildlife habitat.

Additionally, Pahlisch Homes contracted with PBS Engineering to develop a geotechnical/geologic hazard report (Exhibit 4) satisfying the geologic hazard reporting requirements of RMC 22.10.280 (see pgs. 5 & 6, Exhibit 4). The report confirms that cutting into steep slopes; thereby removing vegetation, is likely to accelerate soil erosion. Reservation of the steep slopes as non-buildable tracts, as recommended by the FWHCA report, will dually serve to prevent soil disturbing activities within the geologically hazardous portion of the site.

A hashed-line transecting the rear yard of the southernmost row of homes appears on the plat. Specifically, the line cuts through lots 22-29, 44-47, 62-65, 79-82 & 94-

96. Said line represents the approximate toe of slope, dividing buildable lands and the steep hillside but is unlabeled. Although this line is not specifically labeled as toe of slope, Planning staff confirmed the line type with the project engineer. The toe of slope line should be used to define the limits of a slope retention easement restricting grading or construction activities therein. This proposed building restriction is addressed in approval condition #65.

SEPA

A State Environmental Policy Act (SEPA) required checklist (Exhibit 8) addressing potential impacts of the proposed subdivision, was included in the preliminary plat application materials. On March 22, 2021 staff issued a Determination of Non-Significance (DNS) (Exhibit 9) using the optional DNS process available under the provisions of WAC 197-11-355 whereby the SEPA comment period closes concurrent with close of the public hearing. City staff received several public and agency comments during the advertised SEPA comment period; those comments are included as Exhibits 11 & 12.

The FWHCA report (Exhibit 5, pg. 16) includes a letter from Michael Ritter, Habitat Biologist with the State of Washington Department of Fish and Wildlife, recommending steep slopes be set aside by way of deed, in order to preserve a functional buffer between development and hillside habitat. Additional comments from Mr. Ritter (Exhibit 11) echo the acceptability of reserving the steep slopes to serve as a wildlife habitat conservation buffer. Staff applies this concept as condition of approval # 66.

AGENCY COMMENTS

A number of public agencies and City departments were given an opportunity to comment on the proposal. All comments received from other agencies in response to project advertisement are provided herein as Exhibit 11. Comments from Richland Energy Services and from the city Public Works/Engineering Department are entered directly into the set of recommended approval conditions listed at the end of this report.

Comments received from Badger Mountain Irrigation District (BMID) confirm their capacity to serve Ladera from their 8-inch underground irrigation main lying under the existing gravel road. At the same time, the Kennewick Irrigation District (KID) open-air irrigation canal physically crosses into Lot 1 of Ladera. Because of this service redundancy it is undetermined which irrigation district will provide irrigation water to lots in Ladera. Sufficed to say, there are plenty of options for providing irrigation water to Ladera.

PUBLIC COMMENTS

At the time this report was prepared, the City received comments primarily from residents of the adjoining Country Ridge neighborhood. A common theme of the comments is concern over traffic volumes and speeds through their neighborhood. Another common sentiment expressed by the neighbors relates to the perceived

inconsistency between Country Ridge and Ladera in terms of lot size and anticipated development style.

During phone conversations with several Country Ridge residents, staff noted concerns over the potential loss of solar exposure, loss of views, the sense of encroachment as compared to the openness enjoyed today, traffic safety, wildlife preservation, emergency access and egress and property value impacts. All of the written comments submitted by the public are provided as Exhibit 12.

ANALYSIS

Preliminary plat review criteria (RMC 24.12.053) are reprinted in *italics* below. Staff responses to the standard criteria are entered below, denoted by the symbol [•].

A. *The preliminary plat conforms to the requirements of this title (RMC Title 24);*

- The City's subdivision regulations set forth specific requirements for the filing an application, how notice of the application is to be provided and requires that the Hearing Examiner conduct a public hearing and make recommendation to the City Council. These steps have been followed to date.

B. *Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;*

- The larger 41.5-acre Badger Mountain Park is located approximately 3-miles southeast of the proposed plat site by way of vehicle travel. Badger Mountain Park contains outdoor sports fields and courts able to serve recreational needs of the broader surrounding vicinity.
- The Keene Road linear park trail lies approximately 1.5-miles east of the site ON Keene Road. The Keene Road trail serves to connect pedestrian travel to nearby commercial centers, neighborhoods and other parks.
- The site is not located directly on an existing bus route. The Ben Franklin Transit Authority provides bus service (route #123) along Keene Road approximately 1.5 miles to the east.
- The plat would be served by the City domestic water main currently extended in Strawberry Lane to the easterly project site boundary. This water line has the capacity to provide service to the proposed project.
- A municipal sewer main extends through the site along the north property line. This City of Richland sanitary sewer system facility contains sufficient capacity to serve the proposed 101 home sites. Sanitary service will be extended within the network of new roadways belonging to Ladera.
- The plat would be served by Richland Energy Services electrical power by way of service line extension from the end of Strawberry Lane.
- In accordance with City development standards, storm water drainage would have to be retained and managed on-site.

- Richland School District was given the opportunity to comment. No comments from the District were received by the City.
- Although Ladera will provide public sidewalks internally, Planning staff notes a lack of contiguous sidewalk in Country Ridge available for children to walk to school or the nearest bus-stop.

C. The public use and interest will be served by the platting of such subdivision and dedication;

- The proposed project is consistent with the Comprehensive Plan in terms of residential density. The project is consistent with the City's R-1-12 zoning regulations. Additional housing units will contribute to meeting the housing demand experienced in the Tri-Cities thereby serving public interest and demand. Extending Strawberry Lane as a loop will complete the roadway which currently terminates abruptly in a dead-end with no standard turn-around.

D. The application is consistent with the requirements of RMC 19.60.095, which states:

No development application for a Type II or Type III permit shall be approved by the city of Richland unless the decision to approve the permit application is supported by the following findings and conclusions:

1) The development application is consistent with the adopted Comprehensive Plan and meets the requirements and intent of the Richland Municipal Code.

- The proposal is generally consistent with the intent of the Comprehensive Plan and meets requirements of the Municipal Code as outlined above.

2) Impacts of the development have been appropriately identified and mitigated under Chapter 22.09 RMC.

- Chapter 22.09 is the City's adoption of the State Environmental Policy Act provisions. The applicant filed an environmental checklist (Exhibit 8) for which the City issued and distributed a Determination of Non-Significance (Exhibit 9). Review and analysis of the proposed development reveals the need to retain steep slopes in non-buildable tracts. This measure will serve two primary purposes; to reduce the likelihood of landslides and to preserve some of the natural habitat on-site. The project is further regulated by way of approval conditions to ensure urban development standards are applied.

3) The development application is beneficial to the public health, safety and welfare and is in the public interest.

- The project is consistent with the City's Comprehensive Plan and development regulations and it therefore would be considered beneficial to public health, safety and welfare and would be in the public interest. As mentioned above, staff is recommending several requirements in the form of conditions, aimed at ensuring the development does not generate any significant impacts which would be detrimental to the peaceful enjoyment of existing land uses in the surrounding vicinity.

- E. *The development does not lower the level of service of transportation facilities below the level of service D, as identified in the Comprehensive Plan; provided, that if a development application is projected to decrease the level of service lower than level of service D, the development may still be approved if improvements or strategies to raise the level of service above the minimum level of service are made concurrent with development. For the purposes of this section, "concurrent with development" means that required improvements or strategies are in place at the time of occupancy of the project, or a financial commitment is in place to complete the required improvements within six years of approval of the development.*
- The project would add 101 new residential lots to be accessed from newly constructed and existing roadways leading into the subdivision. The project is within the traffic impact fee area, which would typically exempt the project from providing a traffic study to prove level of service or to identify mitigation. In this case the City required a traffic study because of concerns over traffic volume limitations on Country Ridge Drive. Either way, the fee becomes the mitigation; thereby fulfilling concurrency requirements. Furthermore, the traffic study submitted by the applicant suggests installation of a traffic signal at the intersection of Keene Road and Country Ridge Drive will mitigate the constraint and will offer Country Ridge residents safer travel in and out of the development as compared to the current condition.
- F. *Any conditions attached to a project approval are as a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal.*
- The conditions of approval recommended for this project are a direct result of imposing City development standards as contained in City code and are directly related to the development proposal.

CRITERIA FOR PRELIMINARY PLAT APPROVAL

Section 24.12.053 of the RMC sets forth the criteria that must be met before a preliminary plat application can be approved; it states:

The hearing examiner shall not recommend approval of any preliminary plat application, unless the approval is accompanied by written findings that:

- A. *The preliminary plat conforms to the requirements of this title;*
- B. *Appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school;*
- C. *The public use and interest will be served by the platting of such subdivision and dedication; and*
- D. *The application is consistent with the requirements of RMC 19.60.095*

Letter (D) immediately above references RMC 19.60.095. For the reader's ease 19.60.095 is provided here:

19.60.095 REQUIRED FINDINGS

No development application for a Type II or Type III permit shall be approved by the city of Richland unless the decision to approve the permit application is supported by the following findings and conclusions:

- A. The development application is consistent with the adopted comprehensive plan and meets the requirements and intent of the Richland Municipal Code.*
- B. Impacts of the development have been appropriately identified and mitigated under Chapter 22.09 RMC.*
- C. The development application is beneficial to the public health, safety and welfare and is in the public interest.*
- D. The development does not lower the level of service of transportation facilities below the level of service D, as identified in the comprehensive plan; provided, that if a development application is projected to decrease the level of service lower than level of service D, the development may still be approved if improvements or strategies to raise the level of service above the minimum level of service are made concurrent with development. For the purposes of this section, "concurrent with development" means that required improvements or strategies are in place at the time of occupancy of the project, or a financial commitment is in place to complete the required improvements within six years of approval of the development.*
- E. Any conditions attached to a project approval are as a direct result of the impacts of the development proposal and are reasonably needed to mitigate the impacts of the development proposal.*

RMC Section 24.12.050 designates the Hearing Examiner as the hearing body responsible for conducting the review of preliminary plat applications.

FINDINGS AND CONCLUSIONS

Staff has completed its review of the preliminary plat application for Ladera (S2020-103) and recommends approval of the request subject to conformance with conditions of approval listed further below and which are based on the following findings:

Findings of Fact:

1. The Ladera preliminary plat site is approximately 60-acres in land area.
2. The Richland Comprehensive Plan designates the project site as suitable for low-density residential development with an allowable density range of 0 to 5 units per acre.
3. R-1-12 (Single-Family Residential) zoning is applied to the site. Maximum allowable residential density of the R-1-12 zone is 3.63-units/acre (12,000ft² minimum average lot size).

4. The Ladera preliminary plat consists of 101 residential lots averaging 14,014 square feet, representing a net residential average density of 3.1 units per acre.
5. Preliminary plats are classified as Type III permits (RMC 19.20.010.C).
6. Strawberry Lane and Country Ridge Drive are classified as local streets in the City's Comprehensive Plan.
7. The Ladera preliminary plat lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat shall therefore be subject to the fees administered by the finance plan for any phase submitted for approval. Since this property is included within the Financing Plan, it is exempt from the SEPA-related traffic study requirement (TIA).
8. Section 24.12.053 of the RMC sets forth standards for review of preliminary plats that require the Hearing Examiner to consider whether appropriate provisions are made for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.
9. The proposed preliminary plat provides for the extension of new streets meeting public road construction standards, includes provisions for the extension of public domestic water, sewer, irrigation water and electrical power lines.
10. Much of Country Ridge Drive does not conform to the City's public roadway construction standards.
11. Appropriate development conditions will be applied to ensure improvements proposed to serve the preliminary plat are consistent with the City's development standards.
12. Impacts on City parks generated by the new subdivision will be mitigated by way of impact fees collected at the time of building permit issuance or issuance of final certificate of occupancy.
13. City standards call for the construction of a Secondary Emergency Access Road (SEVA) to serve any development contain 16 or more homes served by a single access road.
14. The City has wildland fire protection requirements for homes built on or adjacent to steep slopes which may increase fire risks to lots within the proposed plat. Some lots in Ladera trigger the need for wildland fire protection requirements. The proposed conditions of approval address the affected lots.
15. The Richland School District was invited to comment and expressed no concerns with the plat.
16. City staff and other utility providers reviewed the project and have recommended specific conditions of approval as set forth in this report.
17. The applicant filed an environmental checklist (EA20201-132) as required under the State Environmental Policy Act.
18. After review of the checklist and application materials, staff issued a Determination of Non-Significance on February 22, 2021 using the optional DNS process.

19. Richland's Critical Areas ordinance identifies the site as being located within a potentially hazardous area due to the presence of steep slopes/geologic hazards.
20. The site borders the Badger Mountain Centennial Preserve to the south, which is classified by Richland's critical areas regulations, as a habitat conservation area.
21. The Washington (State) Department of Fish & Wildlife classifies the plat site as a Priority Habitat Area due to the potential presence of shrub-steppe plant and animal associations.
22. Fish & Wildlife biologist Michael Ritter issued a letter (contained in Exhibit 11) indicating the plat project is unlikely to have negative impacts of priority habitat or species.
23. The applicant submitted a geo-technical/geological hazards report to comply with the City's Critical Areas Ordinance (RMC 22.10.280)
24. RMC 19.60.095(D) requires that development not lower the level of service standard for transportation facilities below a level of service D.
25. The proposed project would add 101 single family lots having direct access onto roadways proposed in the plat.
26. The Ladera site lies within the boundary of the South Richland Collector Street Financing Plan (RMC 12.03). This plat is therefore be subject to the fees administered by the finance plan for any phase submitted for approval. Since this property is included within the Financing Plan, it is exempt from the SEPA-related traffic study requirement (TIA).

Conclusions of Law:

1. The site lies within a critical area due to potential geologic hazards due to the presence steep slopes on-site. Preliminary plat application materials included a geo-technical report addressing geologic hazards and qualifying portions of the site as stable and suitable for residential construction. The report identifies steep slopes of Badger Mountain as being a high-risk geologic hazard.
2. The site lies within a critical area due to potential presence of priority sagebrush-steppe habitat on-site. Preliminary plat application materials included a critical areas report assessing the condition of the existing natural landscape thereby meeting the reporting requirement listed under RMC 22.10.200.
3. Proposed measures to mitigate impacts on critical areas, generally, will be made by designating Tracts A, B & C as unbuildable open-space.
4. The lots within the proposed subdivision are consistent with the provisions of the City's respective low-density residential (R-1-12) zoning regulations through the application of an on-site density transfer for critical areas [22.10.400 RMC].

5. The proposed preliminary plat conforms to the density and type of land use envisioned in the land use and transportation elements of the adopted Comprehensive Plan.
6. The plat proposes the creation of city standard roadways serving all new lots.
7. The plat of Ladera furthers
8. Pursuant to RMC Chapters 22.09 and 22.10, the procedures required under the State Environmental Policy Act have been completed.
9. As conditioned, the proposed preliminary plat makes appropriate provisions for the public health, safety and general welfare and for such open spaces, drainage ways, streets or roads, alleys, other public ways, transit stops, potable water supplies, sanitary wastes, parks and recreation, playgrounds, schools and school grounds and all other relevant facts, including sidewalks and other planning features that assure safe walking conditions for students who only walk to and from school.
10. Based on the above findings and conclusions, approval of the proposed preliminary plat of Ladera, subject to the recommended conditions listed in this report, is warranted because the project conforms to the City's adopted comprehensive plan and zoning regulations; has followed the required State Environmental Policy Act procedures; and is consistent with the requirements of the City's subdivision regulations.

Overall Conclusion:

Based on the above findings and conclusions, approval of the proposed preliminary plat of Ladera, subject to the recommended conditions listed herein, is warranted because the project conforms to the City's adopted Comprehensive Plan and zoning regulations; has followed the required State Environmental Policy Act procedures; and is consistent with the requirements of the City's subdivision regulations.

RECOMMENDED CONDITIONS OF APPROVAL**PUBLIC WORKS****PRE-PLAT SPECIFIC CONDITIONS:**

1. The proposed right-of-way radii at all intersections are depicted on the preliminary plat as 20-feet. Per city design guidelines the right-of-way radii (and also the curb returns) shall be 25-feet, minimum.
2. The street names as provided on the preliminary plat map are not approved or vested at this time. Approval of proposed street names occurs during the construction phase of the project.

GENERAL CONDITIONS:

3. All final, approved plans for public improvements shall be submitted prior to pre-con on a 24" x 36" hardcopy format and also electronically in .dwg format compatible with the City's standard CAD software. Addendums are not allowed, all information shall be supplied in full size (and electronic) format. Electronic copies of the construction plans are required prior to the pre-con meeting along with the multiple sets of paper drawings. When construction of the public infrastructure has been substantially completed, the applicant shall provide paper and electronic record drawings in accordance with the City's "Record Drawing Requirements". The electronic record drawings shall be submitted in an AutoCAD format compatible with the City's standard CAD software. The final record drawings shall be submitted and approved by the City before the final punchlist inspection will be performed. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
4. A copy of the construction drawings shall be submitted for review to the appropriate jurisdictions by the developer and his engineer. All required comments / conditions from all appropriate reviewing jurisdictions (e.g.: Benton County, any appropriate irrigation districts, other utilities, etc.) shall be incorporated into one comprehensive set of drawings and resubmitted (if necessary) for final permit review and issuance.
5. Any work within the public right-of-way or easements or involving public infrastructure will require the applicant to obtain a right-of-way construction permit prior to beginning work, per RMC Chapter 12.08. The applicant shall pay a plan review fee based on a cost-per-sheet of engineering infrastructure plans. This public infrastructure plan review fee shall apply each time a project is submitted for review. This fee will be different for commercial projects versus subdivision projects. Please visit the Public Works Private Development page on the City's webpage to find the current per-sheet fee. A permit fee in the amount equal to 3% of the construction costs of the work within the right-of-way or easement will be collected at the time the construction permit is issued. A stamped, itemized Engineers estimate (Opinion of probable cost) and a copy of the material submittals shall be submitted along with the approved plan submittal.
6. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of the final plat. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of plat acceptance. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for final plat acceptance.

7. A pre-construction conference will be required prior to the start of any work within the public right-of-way or easement. Contact the Public Works Engineering Division at 942-7500 to schedule a pre-construction conference.
8. Site plan drawings which involve the construction of public infrastructure shall be drawn on a standard 24" x 36" drawing format to a scale which shall not be less than 1"=40'.
9. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.
10. Any and all necessary permits that may be required by jurisdictional entities outside of the City of Richland shall be the responsibility of the developer to obtain.
11. All construction plan sheets shall include the note "CALL 811" or:
<http://www.call811.com/>
12. A copy of the preliminary plat shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to final platting.

DESIGN STANDARDS:

13. Public improvement design shall follow the following general format:
 - A. All materials and workmanship shall be in conformance with the latest revision of the City of Richland Standard Specifications and Details, Public Infrastructure Design Guidelines and the current edition of the State of Washington Standard Specifications for Road, Bridge, and Municipal Construction. Please confirm that you have the latest set of standard specs and details by visiting the City's web page.
 - B. Water lines shall be aligned on the south and east side of street centerlines.
 - C. Sanitary sewer shall be aligned on the north and west side of street centerlines.
 - D. Storm sewer shall be aligned on the south and east side of street centerlines.
 - E. Any sewer or storm manholes that are installed outside of public Right of Way shall have an acceptable 12-foot wide gravel access road (minimum) provided from a public street for maintenance vehicles.
 - F. 10-foot horizontal spacing shall be maintained between domestic water and sanitary sewer mainlines and service lines.
 - G. Watermains larger than 8-inches in diameter shall be ductile iron.
 - H. Watermains installed outside of the City Right of Way or in very rocky native material, shall be ductile iron and may need restrained joints.
 - I. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
 - J. Sewer mains over 15-feet deep shall be constructed out of SDR26 PVC.

- K. All utilities shall be extended to the adjacent property (properties) at the time of construction.
 - L. The minimum centerline finish grade shall be no less than 0.30 % and the maximum centerline finish grade shall be no more than 10.0 % for local streets. 12% can be allowed for local streets for short distances.
 - M. The minimum centerline radius for local streets shall be 100-feet.
 - N. Any filling of low areas that may be required within the public Right of Way shall be compacted to City standards.
 - O. An overall, composite utility plan shall be included in the submitted plan set if the project is phased. This comprehensive utility plan benefits all departments and maintenance groups involved in the review and inspection of the project.
 - P. A detailed grading plan shall be included in the submitted plan set.
 - Q. For public utilities not located within public street rights-of-way the applicant shall provide maintenance access acceptable to the City and the applicant shall provide an exclusive 10-foot wide public utility easement (minimum) to be conveyed to the City of Richland.
 - R. Final design of the public improvements shall be approved at the time of the City's issuance of a Right-of-way Construction Permit for the proposed construction.
 - S. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
 - T. All curb returns at minor intersections shall have a minimum radius of 25-feet.
 - U. All public streets shall meet design requirements for sight distance (horizontal, vertical and intersectional).
 - V. The final engineered construction plans shall identify locations for irrigation system, street lighting, gas service, power lines, telephone lines, cable television lines, street trees and mail boxes. All electrical appurtenances such as transformers, vaults, conduit routes, and street lights (including their circuit) need to be shown in the plan view.
 - W. Construction plans shall reference all City of Richland standard details necessary to construct all public improvements which will be owned, operated, maintained by the City or used by the general public.
 - X. The contractor shall be responsible for any and all public infrastructure construction deficiencies for a period of one year from the date of the letter of acceptance by the City of Richland.
14. If the project will be built in phases the applicant shall submit a master plan for the sanitary sewer, domestic water, storm drainage, electrical, street lighting and irrigation system for the entire project prior to submitting plans for the first phase to assure constructability of the entire project. This includes the location and size of any storm retention ponds that may be required to handle runoff.

15. If the City Fire Marshal requires a secondary emergency vehicle access, it shall be included in the construction plan set and be designed to the following standards:
- A. 2-inches compacted gravel, minimum (temp. SEVAs only).
 - B. 2% cross-slope, maximum.
 - C. 5% slope, maximum. Any access road steeper than 5% shall be paved or be approved by the Fire Marshal.
 - D. Be 20-feet in width.
 - E. Have radii that are accommodating with those needed for City Fire apparatus.

Secondary emergency vehicles accesses (SEVA's) shall be 20-feet wide, as noted. Longer secondary accesses can be built to 12-feet wide with the approval of the City of Richland Fire Marshal, however turn-outs are required at a spacing acceptable to the Fire Dept. Temporary SEVA's shall be constructed with 2-inches of compacted gravel, at a minimum. Permanent SEVA's shall be paved with 2-inches of asphalt over 4-inches of gravel, at a minimum.

SURVEY MONUMENT DESTRUCTION:

16. All permanent survey monuments existing on the project site shall be protected. If any monuments are destroyed by the proposed construction, the applicant shall retain a professional land surveyor to replace the monuments and file a copy of the record survey with the City.
- A. No survey monument shall be removed or destroyed (the physical disturbance or covering of a monument such that the survey point is no longer visible or readily accessible) before a permit is obtained from the Department of Natural Resources (DNR). WAC 332-120-030(2) states "It shall be the responsibility of the governmental agency or others performing construction work or other activity (including road or street resurfacing projects) to adequately search the records and the physical area of the proposed construction work or other activity for the purpose of locating and referencing any known or existing survey monuments." (RCW 58.09.130).
 - B. Any person, corporation, association, department, or subdivision of the state, county or municipality responsible for an activity that may cause a survey monument to be removed or destroyed shall be responsible for ensuring that the original survey point is perpetuated. (WAC 332-120-030(2)).
 - C. Survey monuments are those monuments marking local control points, geodetic control points, and land boundary survey corners. (WAC 332-120-030(3)).

When a monument must be removed during an activity that might disturb or destroy it, a licensed Engineer or Land Surveyor must complete, sign, seal and file a permit with the DNR.

It shall be the responsibility of the designing Engineer to identify the affected monuments on the project plans and include a construction note directing them to the DNR permit.

TRAFFIC & STREETS:

17. The "Ladera" preliminary plat is subject to RMC 12.03, the City's traffic impact fee program.
18. The City Traffic Engineer has reviewed the traffic impact analysis dated November 4, 2020 and concurs with the improvement recommendations regarding the addition of a traffic signal at the intersection of Keene Road and Country Ridge Drive and the addition of new sidewalk along both sides of Country Ridge Drive between Keene Road and Foxtrot Lane. The latter improvement shall include curbs, gutters, sidewalks, storm drainage and street light improvements meeting City standards and a re-stripe of the roadway section to provide two outbound lanes. In addition, the developer shall install a 100-foot long right-turn taper on Keene Road for eastbound traffic. The described improvements shall be developed as a single project and shall be designed and installed no later than the phase that constructs the 50th lot.
19. Frontage improvements shall be constructed by the developer on both sides of Strawberry Lane within the limits of the phase being constructed. The road section the developer is proposing west of Lot 14 is the city's "single frontage local street" standard. This is acceptable but the road design shall be modified so that 4.5-feet of right-of-way (ROW) is provided behind the sidewalk along the south side of the road. This will put the north curb at 2.5-feet from the developer's north property line. If the owner of the property to the north wishes to develop building lots along Strawberry Lane he may do so by removing the curb and providing enough ROW and additional street improvements to construct the city's typical local street standard. The storm drainage system constructed for Strawberry Lane shall be sized to handle the future storm runoff from this widened road section. "No Parking" signs shall be installed along the north side of Strawberry Lane. The road section for Strawberry Lane east of Lot 2 shall be the city standard 54-foot wide ROW for a local street section.
20. Sidewalks shall be installed along all public right-of-way frontages that building lots do not front on during construction of those phases (e.g., storm drainage ponds, parks, HOA tracts, etc.).
21. Lamont Street is shown as a single frontage street with lot accesses along the south side only. This is acceptable with the condition that sidewalks will be required on both sides of Lamont Street, and the right of way width shall be widened to provide a minimum of one-foot behind the sidewalks on each

side of the street. "No Parking" signs shall be installed along the north side of Lamont Street.

22. The developer and his engineer shall demonstrate on the construction plans that all future driveways, sidewalks and pedestrian ramps will meet City and ADA requirements.
23. Pedestrian ramps shall be designed to current City standard details and A.D.A. standards. Adequate right-of-way shall be provided at corners to allow for at least 1-foot of ROW behind the pedestrian ramp landing. Crosswalks between pedestrian ramps shall be designed to City standards. Crosswalks at stop-controlled intersections shall have cross-slopes less than 2%. Crosswalks crossing thru-streets shall have cross-slopes less than 5%. The road profile shall be designed to accommodate this.
24. The vision-clearance triangle needs to be shown on all corner lots on both the construction plans and the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
25. Per city standards, any roads narrower than 34-feet shall have parking restricted on one side, and any roads 27-feet or narrower shall have parking restricted on both sides. Street signs indicating restricted parking shall be installed prior to final platting at the developer's expense. The restricted parking areas shall be indicated on the construction plans and the final plat. All signage will be installed by the developer prior to final platting.
26. All roads shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.
27. If the project is to be constructed in phases, all dead-end streets longer than 150-feet that will be continued later need to have temporary turnarounds built at the end of them. If the temporary turnaround is not located within the final plat an easement with a 50-foot radius will be required.

DOMESTIC WATER:

28. The proposed preliminary plat is located within the "Tapteal 3" water pressure zone. The closest Tapteal 3 watermain is located in Strawberry Lane. It shall be the responsibility of the developer to extend a watermain to and through this property to serve domestic water at the time of plat construction. This water main shall be sized to adequately supply domestic water and fire flows to the proposed development and for future development to the west.
29. This development is located at the far west end of the Tapteal 3 pressure zone. The City desires that a secondary source of supply be established

- from Dallas Road for system reliability and resiliency. The developer shall cooperate with the City in efforts to complete this connection.
30. In accordance with municipal code, domestic water mains shall be extended to the adjoining properties adjacent to the preliminary plat.
 31. The developer will be required to demonstrate that all phases are capable of delivering adequate fire flows prior to construction plans being accepted for review. This may require looping of the watermain from off-site locations, or oversizing of the main where needed.
 32. There is an existing watermain on this property that needs to be rerouted so that it is within the proposed roadway. The preliminary plat shows the water main in future building lots.
 33. The fire hydrant layout shall be approved by the City Fire Marshal.
 34. In accordance with Richland Municipal Code Chapter 18.16.080, an irrigation source and distribution system, entirely separate from the City's domestic water system, shall be provided for this development. Construction plans will not be accepted for review until adequate and viable proof of an irrigation source is made available by the developer. The designing Engineer shall submit plans for the proposed irrigation system to the Irrigation District with jurisdiction over the property at the same time that they are submitted to the City for construction review. Plans shall be reviewed and accepted by said irrigation district prior to issuance of a Right-of-Way permit by the City. Easements shall be provided on the final plat for this system where needed.
- SANITARY SEWER:
35. A 10-foot wide exclusive sanitary sewer easement shall be provided for any sewer main that is outside of the public Right-of-Way. Wider easements are required for mains that are buried deeper than 10-feet. If any manholes are located outside of the public Right-of-Way, maintenance truck access to said structure may be required.
- STORM WATER:
36. All construction projects that don't meet the exemption requirements outlined in Richland Municipal Code, Section 16.06 shall comply with the requirements of the Washington State Department of Ecology issued Eastern Washington NPDES Phase II Municipal Stormwater Permit. The Developer shall be responsible for compliance with the permit conditions. All construction activities subject to this title shall be required to comply with the standards and requirements set forth in the Stormwater Management Manual for Eastern Washington (SWMMEW) and prepare a Stormwater Site Plan. In addition, a Stormwater Pollution Prevention Plan (SWPPP) or submission of a completed erosivity waiver certification is required at the time of plan submittal. The City has adopted revised standards affecting the construction

of new stormwater facilities in order to comply with conditions of its NPDES General Stormwater Permit program. This project, and each phase thereof, shall comply with the requirements of the City's stormwater program in place at the time each phase is engineered. The project will require detailed erosion control plans.

37. All public storm drainage systems shall have their flow rate and storage capacity designed by a professional engineer following the core elements defined in the latest editions of the Stormwater Management Manual for Eastern Washington, the current Richland municipal codes, the Phase II Municipal Stormwater Permit, and the City's "Public Infrastructure Construction Plan Requirements and Design Guidelines". The storm water calculations shall be stamped by a professional engineer and shall include a profile of the storm system showing the hydraulic grade line. The calculations should include an accurate delineation of the contributing drainage area to accurately size the stormwater facilities. Passing the storm water downhill to an existing storm system will require an analysis of the downstream storm system to determine its capability of accepting the storm water without being overwhelmed. The applicant's design shall provide runoff protection to downstream property owners.
38. If any existing storm drainage or ground water seepage drains onto the proposed site, said storm drainage shall be considered an existing condition, and it shall be the responsibility of the property developer to design a system to contain or treat and release the off-site storm drainage.
39. If there are any natural drainage ways across the proposed pre-plat, the engineered construction plans shall address it in accordance with Richland Municipal code 24.16.170 ("Easements-watercourses").
40. Natural runoff channels ("gulleys") located uphill from this preliminary plat need to be taken into consideration when designing the storm drainage system for this plat. Storm water running off the hill should be intercepted and put into the on-site storm drainage system and/or conveyed through the project to a pre-existing drainage channel. The storm drainage system for this development, both its conveyance and retention / infiltration components, shall be designed to effectively manage runoff from upstream properties that can be anticipated to convey stormwater onto this property because of a pre-development runoff condition. Additionally, as this property is upslope of developed properties the stormwater system shall include provisions for possible discharge of runoff onto downslope properties from storms in excess of the design storm as described above. Those provisions may be required to include off-site downslope conveyance facilities and/or flowage easements allowing for the conveyance of stormwater to and across downslope properties.

41. Any proposed storm drainage retention facilities constructed as part of the proposed preliminary plat shall not adversely affect neighboring properties.
42. Prior to or concurrent with the submittal of the first phase the developer shall provide a Geotechnical report including the percolation rate of the soils in the area of any storm retention ponds. If the project constructs a storm retention pond then the engineer will need to demonstrate that the pond will drain itself within 72 hours after the end of a storm event, and not have standing water in it longer than that. Engineering solutions are available for retention ponds that do not percolate within 72 hours.
43. The amount of post-development storm runoff from the proposed site shall not exceed the amount of pre-development runoff.
44. The parcel occupied by the stormwater basin shall be identified as a separate parcel or tract on the final plat and shall be dedicated to the City stormwater utility. The design of the basin shall include access features meeting the city's needs for maintenance.
45. The developer should consider the long-term appearance of the storm basin, particularly if it will occupy a prominent location in the development. City storm pond maintenance practices consist of semi-annual vegetation trimming and silt and debris removal, so if the developer wishes for the pond to be landscaped and visually appealing, then a homeowners association should be considered for long-term landscape maintenance responsibilities. These maintenance responsibilities shall be noted on the final plat. Basins designed as detention and evaporative basins need to include plantings that will tolerate or thrive in standing water. Planting designs for areas not routinely exposed to water shall include plants that will thrive without irrigation. At a minimum the landscaping plan should be consistent with the City's intended maintenance standard as described above.
46. The developer shall be responsible for landscaping the storm pond and for its maintenance and the plantings through the one-year infrastructure warranty period. At 11 months after the final acceptance date the developer shall clean the storm system and basin of all accumulated oil, sediment, and debris. After this maintenance is completed and inspected the City will begin routine maintenance of the system and basin. The developer shall replace any plantings that have failed to survive the warranty period. The developer shall also perform trimmings required to control weeds in excess of 18-inches in height for the 12-months following the date of final plat acceptance.

FINAL PLATTING / PROJECT ACCEPTANCE REQUIREMENTS:

47. When the construction is substantially complete a paper set of "record drawings" shall be prepared by a licensed surveyor and include all changes and deviations. Please reference the Public Works document "RECORD DRAWING REQUIREMENTS & PROCEDURES" for a complete description

- of the record drawing process. All final punchlist items shall be completed or financially guaranteed prior to recording of the final plat.
48. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and release of a certificate of occupancy. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final acceptance. Off-site ("third party") easements or right-of-ways for City infrastructure are the responsibility of the developer to obtain. Once received, the City will prepare the easement document and provide it to the developer. The developer shall record the easement at the Benton County Assessor and return a recorded original document to the City prior to application for final occupancy.
 49. Any off-site easements or permits necessary for this project shall be obtained and secured by the applicant and supplied to the City at the time of plat construction and prior to final plat acceptance by the City.
 50. Ten-foot wide public utility easements will be required on the final plat along both sides of all Right-of-Ways within the proposed plat.
 51. The vision-clearance triangle needs to be shown on all corner lots on the final plat document, in accordance with RMC Chapter 12.11.020. If the intersection is in a curve, it will have to be evaluated per AASHTO guidelines. This information may need to be designed by the engineer of record and supplied to the surveyor of record for inclusion into the final plat document.
 52. Any roads narrower than 34-feet shall have parking restricted on one side, and any roads 27-feet or narrower shall have parking restricted on both sides. Street signs indicating restricted parking shall be installed prior to final platting at the developers expense. The restricted parking areas shall be indicated on the final plats.
 53. All landscaped areas within the plat that are in the public Right of Way shall be the responsibility of the homeowners to maintain.
 54. A one-foot "No access easement" will be required along the north side of the "Lamont" Street right of way. Lamont is proposed to be a single-frontage street and access is only allowed on one side.
 55. The intended use and ownership of all tracts within the plat shall be noted on the final plat.
 56. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.
 57. Any restricted parking areas shall be indicated on the final plats.

58. The intended use and ownership of all tracts within the plat shall be noted on subsequent final plat(s).

FIRE DEPARTMENT

59. Wild-land areas are areas which are undeveloped, uncultivated or unfit for cultivation, or considered by the city of Richland to be wasteland or desert, or which are any combination of these descriptions and which are deemed by the city of Richland as a hazard for wild fire purposes. The following requirements apply to buildings and structures constructed on, in, or near wild-land areas:
- a) All structures within 30 feet of a property line adjoining a wild-land area shall have noncombustible siding, soffit, and skirting on the side adjacent to the wild-land area when the wild-land area is in excess of five contiguous acres. This requirement shall not apply to interior lots of platted parcels of land and development phases whose streets are accessible and whose water system is operational.
 - b) Decks and porches 36 inches or less in height shall have skirting if within 30 feet of adjacent wild-land areas when the wild-land area is in excess of five contiguous acres. Skirting shall be sufficiently constructed so as not to allow the accumulation of combustible material under the deck or porch. The area under the deck or porch shall not be used for storage.
60. Subsequent final plat(s) shall contain a note advising future buyers of lots 22-29, 44-47, 62-65, 79-82 & 94-96 as numbered on the preliminary plat survey, of the following construction-related requirements:
- a) *All structures within 30 feet of a property line adjoining a wild-land area shall have noncombustible siding, soffit, and skirting on the side adjacent to the wild-land area.*
 - b) *Decks and porches 36 inches or less in height shall have skirting if within 30 feet of adjacent wild-land areas.*
 - c) *Skirting shall be sufficiently constructed so as not to allow the accumulation of combustible material under the deck or porch. The area under the deck or porch shall not be used for storage.*
61. As determined by the Fire marshal, noncombustible siding or soffit material shall be required on the downhill side(s) of a structure that is within 30 feet of a grade that is 15 percent or greater in steepness. The grade shall be determined by the predominate slope on the downhill side measured from the structure or building and extending a maximum of 300 feet.
62. Evidence that an easement securing a secondary emergency vehicle access (SEVA) route shall be provided to the City prior to or concurrent with the first

phase of construction. Any proposed SEVA route shall be approved by the Richland Fire Marshall.

63. The SEVA shall be improved to the satisfaction of the Richland Fire Marshall.

PLANNING DEPARTMENT

64. The Ladera preliminary plat (Exhibit 2) contains a faint hashed line intersecting the southerly portion lots 22-29, 44-47, 62-65, 79-82 & 94-96. All subsequent final plats containing said lots, as numbered on the preliminary plat, shall identify and label the same hashed line as "toe-of-slope". All lots containing the toe-of-slope line shall be directed to a City note on the plat advising future property owners that development uphill of said line is restricted, or reference to a recorded restrictive easement shall be made.
65. As mitigation for permanent impacts to and loss of shrubsteppe habitat, Tracts "A", "B", & "C" as labeled on the preliminary plat (Exhibit 2), shall be permanently reserved as natural open space by way of deed restriction.
66. Prior to beginning construction, an archaeological survey shall be performed and provided to Jessica Lally, Yakima Nation Archaeologist, 509-865-5121 extension 4766, Jessica_Lally @Yakima.com, for review. Said study shall also be submitted to the Richland Planning Department for the project record.

EXHIBIT LIST

1. Application
2. Preliminary Plat Survey
3. Title Report
4. Geotechnical Report
5. Fish and Wildlife Habitat Conservation Area Report
6. Traffic Impact Analysis
7. Public Notice & Affidavits
8. Environmental Checklist
9. Determination of Non-Significance
10. Site Photos
11. Agency Comments
12. Public Comments
13. Plats comprising the adjacent neighborhood "*Country Ridge*"



Pahlisch Homes

Justin Evans

206-999-0815, justine@pahlisch.com

City of Richland
Development Services

625 Swift Blvd. MS-35
Richland, WA 99352
☎ (509) 942-7794
📠 (509) 942-7764

S2020-103
Preliminary Plat Application

Note: A Pre-Application meeting is required prior to submittal of an application.

PROPERTY OWNER INFORMATION		☐ Contact Person
Owner: Pahlisch Homes, Chad Bettsworth		
Address: 210 SW Wilson Avenue, Bend OR 97701		
Phone: (541) 385-6762	Email: chadb@pahlischhomes.com	

APPLICANT/CONTRACTOR INFORMATION (if different)		☒ Contact Person
Company: Knutzen Engineering	UBI# 603-538-277	
Contact: Nathan Machiela		
Address: 5401 Ridgeline Dr, Suite 160, Kennewick WA 99338		
Phone: (509) 222-0959	Email: nathan@knutzenengineering.com	

SURVEYOR INFORMATION	
Contact: Derek Ingalsbe	
Address: 313 North Morain Street, Kennewick WA 99336	
Phone: (509) 735-7364	Email: derek@strattonsurvey.com

ENGINEER INFORMATION	
Contact: Nathan Machiela	
Address: 5401 Ridgeline Dr, Suite 160, Kennewick WA 99338	
Phone: (509) 222-0959	Email: nathan@knutzenengineering.com

PROJECT DESCRIPTION
The project proposes to subdivide three parcels totaling approximately 60 acres into approximately 106 lots. The project will include construction of roadway, grading, utility improvements including water, irrigation, power, cable, gas and telephone to each lot and storm water disposal design for run-off generated by on-site improvements.

PROPERTY INFORMATION		
Parcel #: 120984000002000,3000,4000	Zoning: Single Family Residential - R-1-12	
Legal Description: The southeast southeast and the east one half southwest southeast section 20 T9N R28E		
Proposed Subdivision Name: Ladera		
Gross Plat Acreage: 59.44	Number of Lots: 106	Smallest Lot Size: 10,125 SF
Net Lot Area Acreage: 30.91	Avg Lot Size: 13,105 SF	Largest Lot Size: 39,754 SF
Domestic Water Supply: ☒ City ☐ Private Well	Sewage Disposal: ☒ City ☐ Septic	
Irrigation Source: ☐ City ☐ Private Well ☐ Columbia Irrig District ☐ Kennewick Irrig District	☒ BMID	
SEPA Checklist Submitted? ☒ Yes ☐ No	Title Report (Subdivision Guarantee) Submitted? ☒ Yes ☐ No	

APPLICATION MUST INCLUDE

1. Completed Application and Filing Fee
2. 2 – Full Size Copies & the .pdf file
3. 1 – 11" x 17" copy of proposed survey
4. Title Report showing ownership, easements, restrictions and accurate legal description of the property involved
5. SEPA Checklist
6. Other information as determined by the Administrator

I authorize employees and officials of the City of Richland the right to enter and remain on the property in question to determine whether a permit should be issued and whether special conditions should be placed on any issued permit. I have the legal authority to grant such access to the property in question.

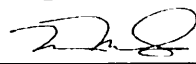
I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation pertaining to development activities associated with a permit.

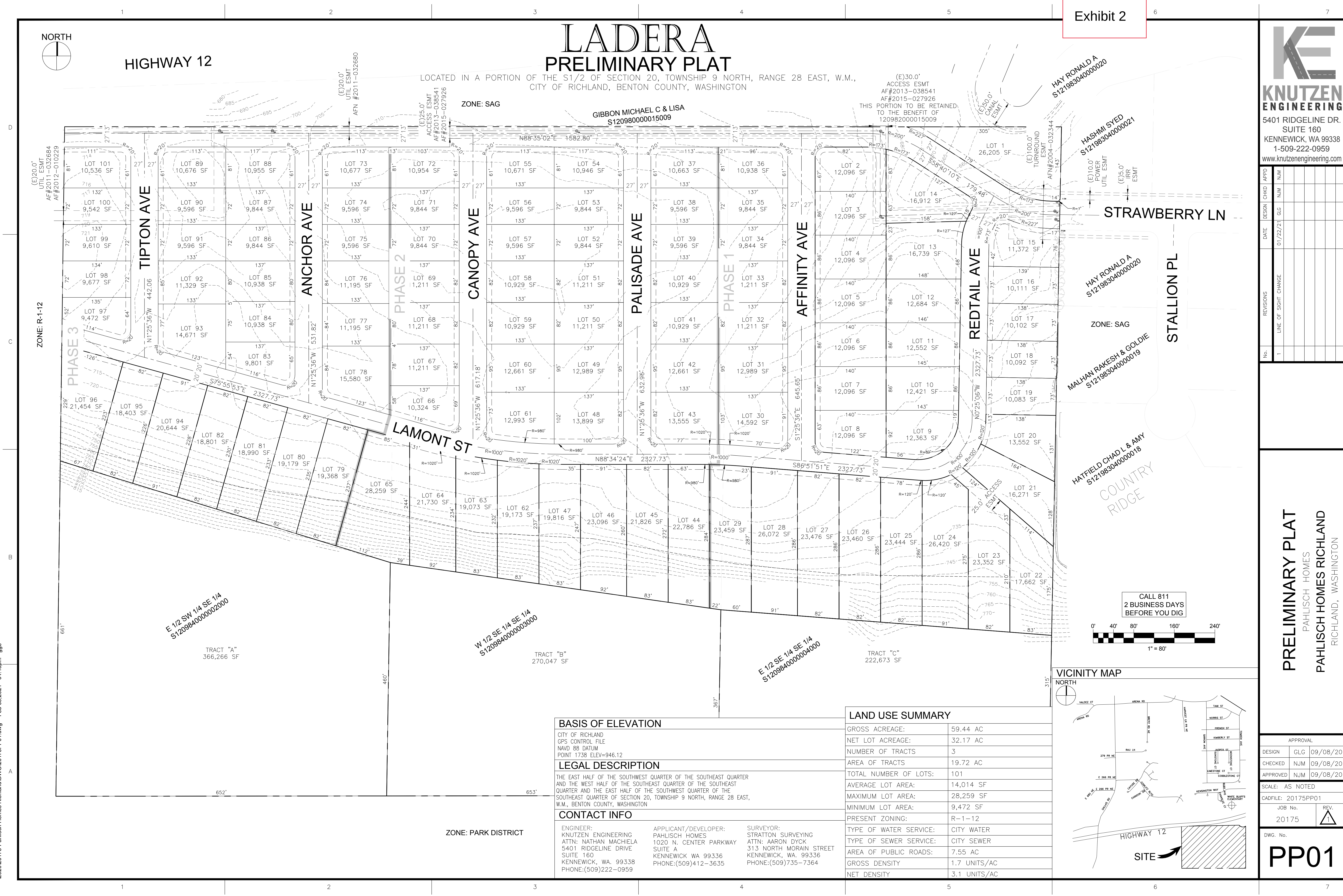
I hereby certify under penalty of perjury under the laws of the State of Washington that the following is true and correct:

1. I have read and examined this permit application and have documented all applicable requirements on the site plan.
2. The information provided in this application contains no misstatement of fact.
3. I am the owner(s), the authorized agent(s) of the owner(s) of the above referenced property, or I am currently a licensed contractor or specialty contractor under Chapter 18.27 RCW or I am exempt from the requirements of the Chapter 18.27 RCW.
4. I understand this permit is subject to all other local, state, and federal regulations.

Note: This application will not be processed unless the above certification is endorsed by an authorized agent of the owner(s) of the property in question and/or the owner(s) themselves. If the City of Richland has reason to believe that erroneous information has been supplied by an authorized agent of the owner(s) of the property in question and/or by the owner(s) themselves, processing of the application may be suspended.

Applicant Printed Name: Nathan Machiela

Applicant Signature:  Date 11/18/2020



COMMITMENT FOR TITLE INSURANCE



8203 WEST QUINAULT AVE, SUITE 10
KENNEWICK, WA 99336
Phone: 509-783-0660 Fax: 509-783-6612



8203 WEST QUINAULT AVE, SUITE 10, KENNEWICK, WA 99336
Phone: 509-783-0660 Fax: 509-783-6612

DISTRIBUTION LIST

Our Order No.: CBF11860
Reference No:
Re: STEVE TATRO, TRUSTEE, SUNDANCE CAPITAL 401K PLAN/PAHLISCH HOMES,
INC. OR ITS ASSIGNS
Property Address: 4002, 4204 AND 4406 210 PR
RICHLAND, WA 99352

This Preliminary Commitment has been prepared and distributed to the following parties:

	Lender
Escrow Officer: Kemal Suljic	
Selling Agent	Listing Agent
Additional Selling Agent	Additional Listing Agent
Buyer's Attorney	Seller's Attorney
Mortgage Broker	Additional Lender



COMMITMENT FOR TITLE INSURANCE
Issued by
TITLE RESOURCES GUARANTY COMPANY

NOTICE

IMPORTANT—READ CAREFULLY: THIS COMMITMENT IS AN OFFER TO ISSUE ONE OR MORE TITLE INSURANCE POLICIES. ALL CLAIMS OR REMEDIES SOUGHT AGAINST THE COMPANY INVOLVING THE CONTENT OF THIS COMMITMENT OR THE POLICY MUST BE BASED SOLELY IN CONTRACT.

THIS COMMITMENT IS NOT AN ABSTRACT OF TITLE, REPORT OF THE CONDITION OF TITLE, LEGAL OPINION, OPINION OF TITLE, OR OTHER REPRESENTATION OF THE STATUS OF TITLE. THE PROCEDURES USED BY THE COMPANY TO DETERMINE INSURABILITY OF THE TITLE, INCLUDING ANY SEARCH AND EXAMINATION, ARE PROPRIETARY TO THE COMPANY, WERE PERFORMED SOLELY FOR THE BENEFIT OF THE COMPANY, AND CREATE NO EXTRACONTRACTUAL LIABILITY TO ANY PERSON, INCLUDING A PROPOSED INSURED.

THE COMPANY'S OBLIGATION UNDER THIS COMMITMENT IS TO ISSUE A POLICY TO A PROPOSED INSURED IDENTIFIED IN SCHEDULE A IN ACCORDANCE WITH THE TERMS AND PROVISIONS OF THIS COMMITMENT. THE COMPANY HAS NO LIABILITY OR OBLIGATION INVOLVING THE CONTENT OF THIS COMMITMENT TO ANY OTHER PERSON.

COMMITMENT TO ISSUE POLICY

Subject to the Notice; Schedule B, Part I—Requirements; Schedule B, Part II—Exceptions; and the Commitment Conditions, TITLE RESOURCES GUARANTY COMPANY, a Texas corporation (the "Company"), commits to issue the Policy according to the terms and provisions of this Commitment. This Commitment is effective as of the Commitment Date shown in Schedule A for each Policy described in Schedule A, only when the Company has entered in Schedule A both the specified dollar amount as the Proposed Policy Amount and the name of the Proposed Insured.

If all of the Schedule B, Part I—Requirements have not been met within 180 days after the Commitment Date, this Commitment terminates and the Company's liability and obligation end.

An Authorized Signature



Title Resources Guaranty Company

By 
President/CEO

Secretary

This page is only a part of a 2016 ALTA® Commitment for Title Insurance issued by Title Resources Guaranty Company. This Commitment is not valid without the Notice; the Commitment to Issue Policy; the Commitment Conditions; Schedule A; Schedule B, Part I—Requirements; and Schedule B, Part II—Exceptions; and a counter-signature by the Company or its issuing agent that may be in electronic form.

TRGC Form: Comm16 ALTA Commitment Form Adopted 6-17-2006 Revised 08-01-2016 WA Modified

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COMMITMENT CONDITIONS

1. DEFINITIONS

- (a) "Knowledge" or "Known": Actual or imputed knowledge, but not constructive notice imparted by the Public Records.
- (b) "Land": The land described in Schedule A and affixed improvements that by law constitute real property. The term "Land" does not include any property beyond the lines of the area described in Schedule A, nor any right, title, interest, estate, or easement in abutting streets, roads, avenues, alleys, lanes, ways, or waterways, but this does not modify or limit the extent that a right of access to and from the Land is to be insured by the Policy.
- (c) "Mortgage": A mortgage, deed of trust, or other security instrument, including one evidenced by electronic means authorized by law.
- (d) "Policy": Each contract of title insurance, in a form adopted by the American Land Title Association, issued or to be issued by the Company pursuant to this Commitment.
- (e) "Proposed Insured": Each person identified in Schedule A as the Proposed Insured of each Policy to be issued pursuant to this Commitment.
- (f) "Proposed Policy Amount": Each dollar amount specified in Schedule A as the Proposed Policy Amount of each Policy to be issued pursuant to this Commitment.
- (g) "Public Records": Records established under state statutes at the Commitment Date for the purpose of imparting constructive notice of matters relating to real property to purchasers for value and without Knowledge.
- (h) "Title": The estate or interest described in Schedule A.

2. If all of the Schedule B, Part I—Requirements have not been met within the time period specified in the Commitment to Issue Policy, this Commitment terminates and the Company's liability and obligation end.

3. The Company's liability and obligation is limited by and this Commitment is not valid without:

- (a) the Notice;
- (b) the Commitment to Issue Policy;
- (c) the Commitment Conditions;
- (d) Schedule A;
- (e) Schedule B, Part I—Requirements; and
- (f) Schedule B, Part II—Exceptions; and
- (g) a counter-signature by the Company or its issuing agent that may be in electronic form.

4. COMPANY'S RIGHT TO AMEND

The Company may amend this Commitment at any time. If the Company amends this Commitment to add a defect, lien, encumbrance, adverse claim, or other matter recorded in the Public Records prior to the Commitment Date, any liability of the Company is limited by Commitment Condition 5. The Company shall not be liable for any other amendment to this Commitment.

5. LIMITATIONS OF LIABILITY

- (a) The Company's liability under Commitment Condition 4 is limited to the Proposed Insured's actual expense incurred in the interval between the Company's delivery to the Proposed Insured of the Commitment and the delivery of the amended Commitment, resulting from the Proposed Insured's good faith reliance to:
 - (i) comply with the Schedule B, Part I—Requirements;
 - (ii) eliminate, with the Company's written consent, any Schedule B, Part II—Exceptions; or
 - (iii) acquire the Title or create the Mortgage covered by this Commitment.
- (b) The Company shall not be liable under Commitment Condition 5(a) if the Proposed Insured requested the amendment or had Knowledge of the matter and did not notify the Company about it in writing.

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- (c) The Company will only have liability under Commitment Condition 4 if the Proposed Insured would not have incurred the expense had the Commitment included the added matter when the Commitment was first delivered to the Proposed Insured.
- (d) The Company's liability shall not exceed the lesser of the Proposed Insured's actual expense incurred in good faith and described in Commitment Conditions 5(a)(i) through 5(a)(iii) or the Proposed Policy Amount.
- (e) The Company shall not be liable for the content of the Transaction Identification Data, if any.
- (f) In no event shall the Company be obligated to issue the Policy referred to in this Commitment unless all of the Schedule B, Part I—Requirements have been met to the satisfaction of the Company.
- (g) In any event, the Company's liability is limited by the terms and provisions of the Policy.

6. LIABILITY OF THE COMPANY MUST BE BASED ON THIS COMMITMENT

- (a) Only a Proposed Insured identified in Schedule A, and no other person, may make a claim under this Commitment.
- (b) Any claim must be based in contract and must be restricted solely to the terms and provisions of this Commitment.
- (c) Until the Policy is issued, this Commitment, as last revised, is the exclusive and entire agreement between the parties with respect to the subject matter of this Commitment and supersedes all prior commitment negotiations, representations, and proposals of any kind, whether written or oral, express or implied, relating to the subject matter of this Commitment.
- (d) The deletion or modification of any Schedule B, Part II—Exception does not constitute an agreement or obligation to provide coverage beyond the terms and provisions of this Commitment or the Policy.
- (e) Any amendment or endorsement to this Commitment must be in writing and authenticated by a person authorized by the Company.
- (f) When the Policy is issued, all liability and obligation under this Commitment will end and the Company's only liability will be under the Policy.

7. IF THIS COMMITMENT HAS BEEN ISSUED BY AN ISSUING AGENT

The issuing agent is the Company's agent only for the limited purpose of issuing title insurance commitments and policies. The issuing agent is not the Company's agent for the purpose of providing closing or settlement services.

8. PRO-FORMA POLICY

The Company may provide, at the request of a Proposed Insured, a pro-forma policy illustrating the coverage that the Company may provide. A pro-forma policy neither reflects the status of Title at the time that the pro-forma policy is delivered to a Proposed Insured, nor is it a commitment to insure.

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CASCADE TITLE COMPANY OF BENTON-FRANKLIN COUNTIES
8203 WEST QUINULT AVE, SUITE 10, KENNEWICK, WA 99336
Phone: 509-783-0660 Fax: 509-783-6612

Agent for
TITLE RESOURCES GUARANTY COMPANY
ALTA COMMITMENT

SCHEDULE A

Title Officer: **Pat Doherty**

Escrow Officer: **Kemal Suljic**

Ref: **STEVE TATRO, TRUSTEE, SUNDANCE CAPITAL
401K PLAN/ PAHLISCH HOMES, INC. OR ITS ASSIGNS**

Order No.: **CBF11860**

Reference No.:

Add'l Ref:

1. EFFECTIVE DATE: **September 03, 2020 at 8:00 AM.**

2. POLICY OR POLICIES TO BE ISSUED:

a. **ALTA 2006 STANDARD OWNER'S POLICY**
Proposed Insured:
PAHLISCH HOMES, INC. OR ITS ASSIGNS

Amount **\$3,000,000.00**

b.
Proposed Insured:

Amount

c.
Proposed Insured:

Amount

PREMIUM INFORMATION:

a. SHORT TERM RATE	\$3,657.00	Tax: \$314.50	Total: \$3,971.50
b.		Tax:	Total:
c.		Tax:	Total:

3. THE ESTATE OR INTEREST IN THE LAND DESCRIBED HEREIN AND WHICH IS COVERED BY THIS COMMITMENT IS:

Fee Simple

4. THE ESTATE OR INTEREST REFERRED TO HEREIN IS AT DATE OF COMMITMENT VESTED IN:

STEVE TATRO, TRUSTEE, SUNDANCE CAPITAL 401K PLAN, RICHARD HENDERSON, TRUSTEE, SSR INVESTMENTS 401K PLAN AND SID LITCHFIELD, TRUSTEE, S&A CONSTRUCTION 401K PLAN

5. THE LAND REFERRED TO IN THIS COMMITMENT IS SITUATED IN THE COUNTY OF BENTON, STATE OF WASHINGTON AND IS MORE FULLY DESCRIBED AS FOLLOWS:

SEE ATTACHED EXHIBIT "A"

SCHEDULE B - SECTION I

REQUIREMENTS:

1. INSTRUMENTS CREATING THE ESTATE OR INTEREST TO BE INSURED MUST BE APPROVED AND FILED OF RECORD.
2. PAYMENT OF CANCELLATION FEE IN ACCORDANCE WITH OUR FILED RATE SCHEDULE, TO BE IMPOSED IF THIS TRANSACTION IS CANCELED FOR ANY REASON.
3. THIS COMMITMENT SHALL NOT OBLIGATE THE COMPANY TO ISSUE ANY ENDORSEMENT. ALL ENDORSEMENTS TO BE ISSUED MUST BE AGREED TO BY THE COMPANY AND APPROPRIATE FOR THE ESTATE INSURED.
4. ANY SKETCH OR MAP ENCLOSED AS AN ATTACHMENT HERewith IS FURNISHED FOR INFORMATION PURPOSES ONLY TO ASSIST IN PROPERTY LOCATION WITH REFERENCE TO STREETS AND OTHER PARCELS. NO REPRESENTATION IS MADE AS TO ACCURACY AND THE COMPANY ASSUMES NO LIABILITY FOR ANY LOSS OCCURRING BY REASON OF RELIANCE THEREON.

END OF SCHEDULE B - SECTION I REQUIREMENTS

SCHEDULE B - SECTION II

SCHEDULE B OF THE POLICY OR POLICIES TO BE ISSUED WILL CONTAIN EXCEPTIONS TO THE FOLLOWING MATTERS UNLESS THE SAME ARE DISPOSED OF TO THE SATISFACTION OF THE COMPANY.

GENERAL EXCEPTIONS:

- A. RIGHTS OR CLAIMS DISCLOSED ONLY BY POSSESSION, OR CLAIMED POSSESSION, OF THE PREMISES.
- B. ENCROACHMENTS, OVERLAPS, BOUNDARY LINE DISPUTES WHICH WOULD BE DISCLOSED BY AN ACCURATE SURVEY OR INSPECTION OF THE PREMISES.
- C. EASEMENTS, PRESCRIPTIVE RIGHTS, RIGHTS-OF-WAY, STREETS, ROADS, ALLEYS OR HIGHWAYS NOT DISCLOSED BY THE PUBLIC RECORDS.
- D. ANY LIEN, OR RIGHT TO A LIEN, FOR CONTRIBUTIONS TO EMPLOYEES BENEFIT FUNDS, OR FOR STATE WORKERS' COMPENSATION, OR FOR SERVICES, LABOR OR MATERIAL HERETOFORE OR HEREAFTER FURNISHED, ALL AS IMPOSED BY LAW AND NOT SHOWN BY THE PUBLIC RECORDS.
- E. UNDERGROUND EASEMENTS, SERVITUDES OR INSTALLATIONS OF WHICH NO NOTICE IS OF RECORD.
- F. GENERAL TAXES NOT NOW PAYABLE; MATTERS RELATING TO SPECIAL ASSESSMENTS AND SPECIAL LEVIES, IF ANY, PRECEDING THE SAME BECOMING A LIEN.
- G. ANY SERVICE, INSTALLATION, CONNECTION, MAINTENANCE, OR CONSTRUCTION CHARGES FOR SEWER, WATER, ELECTRICITY, NATURAL GAS OR OTHER UTILITIES OR GARBAGE COLLECTION AND DISPOSAL.
- H. RESERVATIONS OR EXCEPTIONS IN UNITED STATES PATENTS OR IN ACTS AUTHORIZING THE ISSUANCE THEREOF.
- I. INDIAN TRIBAL CODES OR REGULATIONS, INDIAN TREATY OR ABORIGINAL RIGHTS, INCLUDING EASEMENTS OR EQUITABLE SERVITUDES.
- J. WATER RIGHTS, CLAIMS OR TITLE TO WATER.
- K. DEFECTS, LIENS ENCUMBRANCES, ADVERSE CLAIMS OR OTHER MATTERS, IF ANY, CREATED, FIRST APPEARING IN THE PUBLIC RECORDS OR ATTACHING SUBSEQUENT TO THE EFFECTIVE DATE HEREOF BUT PRIOR TO THE DATE THE PROPOSED INSURED ACQUIRES FOR VALUE OF RECORD THE ESTATE OR INTEREST OR MORTGAGE THEREON COVERED BY THIS COMMITMENT

END OF SCHEDULE B SECTION II GENERAL EXCEPTIONS

SPECIAL EXCEPTIONS:

1. **LIEN OF REAL ESTATE EXCISE TAX UPON ANY SALE OF SAID PREMISES, IF UNPAID.**

LOCATED IN: CITY OF RICHLAND

EXCISE TAX OF 1.60% IS DUE ON SALES PRICES UP TO \$500,000.00.

EXCISE TAX OF 1.78% IS DUE ON THAT PORTION OF THE SALES PRICE FROM \$500,000.01 TO \$1,500,000.00.

EXCISE TAX OF 3.25% IS DUE ON THAT PORTION OF SALES PRICE FROM \$1,500,000.01 TO \$3,000,000.00.

EXCISE TAX OF 3.5% IS DUE ON THAT PORTION OF THE SALES PRICE OVER \$3,000,000.00.

2. **DELINQUENT GENERAL TAXES FOR THE YEARS 2017, 2018, 2019 AND 2020, IN THE RESPECTIVE SUMS OF \$1,427.82, \$3,159.42, \$2,427.42 AND \$4,298.93, PLUS INTEREST AND PENALTIES. TAX ACCOUNT NO. 1-2098-400-0002-000 - PARCEL A.**
3. **DELINQUENT GENERAL TAXES FOR THE YEARS 2017, 2018, 2019 AND 2020, IN THE RESPECTIVE SUMS OF \$1,613.30, \$3,568.83, \$2,740.02 AND \$4,298.93, PLUS INTEREST AND PENALTIES. TAX ACCOUNT NO. 1-2098-400-0003-000 - PARCEL B.**
4. **DELINQUENT GENERAL TAXES FOR THE YEARS 2017, 2018, 2019 AND 2020, IN THE RESPECTIVE SUMS OF \$1,736.98, \$3,841.73, \$2,948.45 AND \$4,298.93, PLUS INTEREST AND PENALTIES. TAX ACCOUNT NO. 1-2098-400-0004-000 - PARCEL C.**
5. **LIABILITY TO FUTURE ASSESSMENT BY KENNEWICK IRRIGATION DISTRICT.**
6. **SAID PROPERTY IS WITHIN THE KENNEWICK IRRIGATION DISTRICT, HOWEVER WAS NOT ASSESSED THIS YEAR.**
7. **LIABILITY TO FUTURE ASSESSMENTS OR CHARGES BY THE GOOSE GAP WATER ASSOCIATION.**

8. **EXCEPTIONS AND RESERVATIONS CONTAINED IN DEED;**
FROM: UNITED STATES OF AMERICA
RECORDED: YAKIMA SHEEP COMPANY
RECORDING NO.: 363423 (INCLUDES OTHER PROPERTY)
AS FOLLOWS:

RESERVING ALL OIL AND GAS OVER SAID PREMISES AND OTHER PROPERTY, AND THE RIGHT TO PROSPECT FOR, MINE AND REMOVE THE SAME.

THE PRESENT OWNERSHIP OR ENCUMBRANCES UPON THE ESTATE OR INTEREST REFERRED TO IN THIS EXCEPTION ARE NOT INCLUDED HEREIN AND NO INVESTIGATION HAS BEEN MADE THERETO.

CONTINUED

9. CONDEMNATION OF ACCESS AND INGRESS AND EGRESS TO STATE HIGHWAY AND OF LIGHT, VIEW AND AIR AND THE TERMS AND CONDITIONS THEREOF, INCLUDING EASEMENT TO CONSTRUCT AN ACCESS ROAD.

DECREE IN FAVOR OF: STATE OF WASHINGTON

BENTON COUNTY SUPERIOR

COURT CAUSE NOS.: 82-2-00936-6 AND 82-2-00653-7 (INCLUDES OTHER PROPERTY)

NOTE: SAID DECREE ALSO PROVIDED FOR REASONABLE INGRESS AND EGRESS. (INCLUDES OTHER PROPERTY)

10. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

PURPOSE: EASEMENT FOR INGRESS AND EGRESS

RECORDED: November 04, 1997

AUDITOR'S FILE NO.: 97-28127

11. OIL AND GAS LEASE, ASSIGNMENT INCLUDING THE TERMS, COVENANTS AND PROVISIONS THEREOF;

LESSOR: SAVANT RESOURCES LLC., A COLORADO LIMITED LIABILITY COMPANY

LESSEE: DELTA PETROLEUM CORPORATION

DATED: AUGUST 15, 2005

RECORDED: JANUARY 17, 2006

RECORDING NO.: 2006-001558 (INCLUDES OTHER PROPERTY)

THE PRESENT OWNERSHIP OR ENCUMBRANCES UPON THE ESTATE OR INTEREST REFERRED TO IN THIS EXCEPTION ARE NOT INCLUDED HEREIN AND NO INVESTIGATION HAS BEEN MADE THERETO.

12. CITY OF RICHLAND ORDINANCE NO. 19-06 AND THE TERMS AND CONDITIONS THEREOF;

RECORDED: JULY 26, 2006

RECORDING NO.: 2006-024209 (INCLUDES OTHER PROPERTY)

PROVIDING: ANNEXATION AND ZONING

13. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY

PURPOSE: UTILITY

RECORDED: November 17, 2011

AUDITOR'S FILE NO.: 2011-032680 AFFECTS PARCEL B

14. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY

PURPOSE: TEMPORARY EASEMENT

RECORDED: November 17, 2011

AUDITOR'S FILE NO.: 2011-032681 AFFECTS PARCEL B

15. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: CITY OF RICHLAND

PURPOSE: TEMPORARY TURN AROUND & UTILITY

RECORDED: September 09, 2004

AUDITOR'S FILE NO.: 2004-032344 AFFECTS PARCEL C

CONTINUED

16. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: UTILITY
RECORDED: November 17, 2011
AUDITOR'S FILE NO.: 2011-032682 AFFECTS PARCEL C

17. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: TEMPORARY EASEMENT
RECORDED: November 17, 2011
AUDITOR'S FILE NO.: 2011-032683 AFFECTS PARCEL C

18. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: UTILITY
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032684 AFFECTS PARCEL A

19. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: TEMPORARY EASEMENT
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032685 AFFECTS PARCEL A

20. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: UTILITY
RECORDED: APRIL 10, 2012
AUDITOR'S FILE NO.: 2012-010229 AFFECTS PARCEL A

21. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: TEMPORARY EASEMENT
RECORDED: APRIL 10, 2012
AUDITOR'S FILE NO.: 2012-010230 AFFECTS PARCEL A

22. BILL OF SALE AND THE TERMS AND CONDITIONS THEREOF RECORDED JUNE 19, 2012 UNDER BENTON COUNTY AUDITOR'S FILE NUMBER, 2012-017950.

23. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: JAMES J. STERLING
PURPOSE: ACCESS AND UTILITY
RECORDED: SEPTEMBER 17, 2015
AUDITOR'S FILE NO.: 2015-027926 AFFECTS ALL PARCELS

24. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: UTILITY
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032666 AFFECTS ALL PARCELS

CONTINUED

25. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: UTILITY
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032667 AFFECTS ALL PARCELS
26. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: UTILITY
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032668 AFFECTS ALL PARCELS
27. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: TEMPORARY EASEMENT
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032669 AFFECTS ALL PARCELS
28. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: UTILITY
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032670 AFFECTS ALL PARCELS
29. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: TEMPORARY EASEMENT
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032671 AFFECTS ALL PARCELS
30. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: UTILITY
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032672 AFFECTS ALL PARCELS
31. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: TEMPORARY EASEMENT
RECORDED: NOVEMBER 17, 2011
AUDITOR'S FILE NO.: 2011-032673 AFFECTS ALL PARCELS
32. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:
GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY COMPANY
PURPOSE: UTILITY
RECORDED: APRIL 9, 2012
AUDITOR'S FILE NO.: 2012-010113 AFFECTS ALL PARCELS

CONTINUED

33. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: NOR AM INVESTMENT, LLC, A WASHINGTON LIMITED LIABILITY
COMPANY
PURPOSE: TEMPORARY EASEMENT
RECORDED: APRIL 9, 2012
AUDITOR'S FILE NO.: 2012-010114 AFFECTS ALL PARCELS

34. EASEMENT AND THE TERMS AND CONDITIONS THEREOF:

GRANTEE: JAMES J. STERLING, HIS HEIRS, SUCCESSORS AND ASSIGNS
PURPOSE: ACCESS AND UTILITY
RECORDED: NOVEMBER 21, 2013
AUDITOR'S FILE NO.: 2013-038541 AFFECTS ALL PARCELS

35. DEED OF TRUST AND THE TERMS AND CONDITIONS THEREOF:

GRANTOR: DOS CABRAS VIEJAS, A WASHINGTON LIMITED LIABILITY
COMPANY
TRUSTEE: CHICAGO TITLE COMPANY OF WASHINGTON BENTON-FRANKLIN
COUNTIES
BENEFICIARY: STEVE TATRO, TRUSTEE, SUNDANCE CAPITAL 401K PLAN,
RICHARD HENDERSON, TRUSTEE, SSR INVESTMENTS 401K PLAN,
SID LITCHFIELD, TRUSTEE, S&A CONSTRUCTIONS 401K PLAN
AMOUNT: \$1,412,606.00
DATED: September 01, 2017
RECORDED: September 13, 2017
AUDITOR'S FILE NO.: 2017-026249 AFFECTS ALL PARCELS

36. BECAUSE OF THE HIGH LIABILITY REQUESTED, THIS PRELIMINARY COMMITMENT FOR TITLE INSURANCE IS ISSUED SUBJECT TO AMENDMENT OR MODIFICATION BY THE REGIONAL COUNSEL FOR TITLE RESOURCES GUARANTY COMPANY. NO FINAL POLICY OF TITLE INSURANCE WILL BE ISSUED UNTIL WRITTEN AUTHORIZATION IS RECEIVED BY TITLE RESOURCES GUARANTY COMPANY. RECEIPT OF APPROVAL AND ANY AMENDMENTS OR MODIFICATIONS OF THIS PRELIMINARY COMMITMENT WILL BE REPORTED BY SUPPLEMENTAL REPORT.

37. TERMS AND CONDITIONS OF THE TRUST UNDER WHICH TITLE IS VESTED.

38. WE REQUEST A SHOWING OF THE TERMS AND CONDITIONS OF THE TRUST UNDER WHICH TITLE IS VESTED, PARTICULARLY THE AUTHORIZATION OF THE TRUSTEE TO EXECUTE THE FORTHCOMING INSTRUMENT ON BEHALF OF THE TRUSTORS OF THE TRUST.

NOTE: APPLIES TO ALL THREE ENTITIES SHOWN AS VESTEE HEREIN.

END OF SCHEDULE B- SECTION II SPECIAL EXCEPTIONS

NOTES:

a. THE ADDRESS OF THE SUBJECT PROPERTY IS:

4406 210 PR
Richland, WA 99352 PARCEL A

4204 210 PR
Richland, WA 99352 PARCEL B

4002 210 PR
Richland, WA 99352 PARCEL C

b. ACCORDING TO THE RECORDS OF BENTON COUNTY ASSESSOR, THE CURRENT VALUE OF SAID PREMISES IS AS FOLLOWS:

TAX ACCOUNT NO.:1-2098-400-0002-000 - PARCEL A
LAND: \$330,000.00
IMPROVEMENTS: \$0.00
TOTAL: \$330,000.00

a. TAX ACCOUNT NO.:1-2098-400-0003-000 - PARCEL B
LAND: \$330,000.00
IMPROVEMENTS: \$0.00
TOTAL: \$330,000.00

c. TAX ACCOUNT NO.:1-2098-400-0004-000 - PARCEL C
LAND: \$330,000.00
IMPROVEMENTS: \$0.00
TOTAL: \$330,000.00

c. THE FOLLOWING ABBREVIATED LEGAL DESCRIPTION IS PROVIDED AS A COURTESY TO ENABLE THE DOCUMENT PREPARER TO CONFORM WITH THE REQUIREMENTS OF RCW 65.04.045, PERTAINING TO STANDARDIZATION OF RECORDED DOCUMENTS.

ABBREVIATED LEGAL DESCRIPTION:

E1/2 SW SE, W1/2 SE SE AND E1/2 SE SE, ALL IN 20-9-28 EWM

d. ACCORDING TO EVIDENCE SUPPLIED TO THIS COMPANY, MATT NELSON, CHIEF EXECUTIVE OFFICER IS AUTHORIZED TO SIGN FOR PAHLISCH HOMES, INC.; ANY AMENDMENTS THERETO SHOULD BE SUBMITTED PRIOR TO CLOSING.

END OF SCHEDULE B- SECTION II NOTES



Authorized Signature

EXHIBIT "A"

PARCEL A: (1-2098-400-0002-000)

**THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON.**

PARCEL B: (1-2098-400-0003-000)

**THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON.**

PARCEL C: (1-2098-400-0004-000)

**THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON.**



Rev. 12-27-19

FACTS			WHAT DOES TITLE RESOURCES GUARANTY COMPANY DO WITH YOUR PERSONAL INFORMATION?
Why?			Financial companies choose how they share your personal information. Federal law gives consumers the right to limit some but not all sharing. Federal law also requires us to tell you how we collect, share, and protect your personal information. Please read this notice carefully to understand what we do.
What?			The types of personal information we collect and share depend on the product or service you have with us. This information can include: • Social Security number and account balances • Payment history and credit card or other debt • Checking account information and wire transfer instructions When you are <i>no longer</i> our customer, we continue to share your information as described in this notice.
How?			All financial companies need to share customers' personal information to run their everyday business. In the section below, we list the reasons financial companies can share their customers' personal information; the reasons TITLE RESOURCES GUARANTY COMPANY chooses to share; and whether you can limit this sharing.
Reasons we can share your personal information		Does TITLE RESOURCES GUARANTY COMPANY share?	Can you limit this sharing?
For our everyday business purposes – such as to process your transactions, maintain your account(s), respond to court orders and legal investigations, or report to credit bureaus		Yes	No
For our marketing purposes- to offer our products and services to you		No	We don't share
For joint marketing with other financial companies		No	We don't share
For our affiliates' everyday business purposes- information about your transactions and experiences		Yes	No
For our affiliates' everyday business purposes- information about your creditworthiness		No	We don't share
For our affiliates to market to you		No	We don't share
For nonaffiliates to market to you		No	We don't share
Questions?		Go to https://www.titleresources.com/privacypolicy	

Who we are	
Who is providing this notice?	TITLE RESOURCES GUARANTY COMPANY
What we do	
How does TITLE RESOURCES GUARANTY COMPANY protect my personal information?	To protect your personal information from unauthorized access and use, we use security measures that comply with federal law. These measures include computer safeguards and secured files and buildings.
How does TITLE RESOURCES GUARANTY COMPANY collect my personal information?	We collect your personal information, for example, when you • Apply for insurance or pay insurance premiums • Provide your mortgage information or show your driver's license • Give us your contact information We also collect your personal information from others, such as credit bureaus, affiliates, or other companies.
Why can't I limit all sharing?	Federal law gives you the right to limit only • Sharing for affiliates' everyday business purposes –information about your creditworthiness • Affiliates from using your information to market to you • Sharing for nonaffiliates to market to you State laws and individual companies may give you additional rights to limit sharing.
Definitions	
Affiliates	Companies related by common ownership or control. They can be financial and nonfinancial companies. • <i>Our affiliates include companies that are owned in whole or in part by Realogy Holdings Corp., such as Better Homes and Gardens® Real Estate, CENTURY 21®, Coldwell Banker®, Coldwell Banker Commercial®, The Corcoran Group®, ERA®, Sotheby's International Realty®, ZipRealty®, NRT LLC, Cartus and Title Resource Group.</i>
Nonaffiliates	Companies not related by common ownership or control. They can be financial and nonfinancial companies. • <i>TITLE RESOURCES GUARANTY COMPANY does not share with nonaffiliates so they can market to you.</i>
Joint Marketing	A formal agreement between nonaffiliated financial companies that together market financial products or service to you. • <i>TITLE RESOURCES GUARANTY COMPANY does not share with nonaffiliated financial companies for joint marketing purposes.</i>
Other Important Information	
For European Union Customers	Please see our Privacy Policy located at https://www.titleresources.com/privacypolicy
For our California Customers	Please see our notice about the California Consumer Protection Act located at https://www.titleresources.com/privacypolicy

Prepared by:
Basalt Legal PLLC
6½ N. Second Ave., Suite 200
Walla Walla, WA 99362

152729 - \$10.00 - DG - 08/10/2020 - Benton County

Benton Franklin Title Company submits this
document as a COURTESY RECORDING ONLY.
It has not been examined to verify the accuracy
or validity, if any, upon title to the property described.
MISC 20-666

REF: DOT 2017-026249

DEED IN LIEU OF FORECLOSURE

Grantor: Dos Cabras Viejas, LLC, a Washington limited liability company
Grantees: Steve Tatro, Trustee, Sundance Capital 401K Plan;
Richard Henderson, Trustee, SSR Investments 401K Plan; and
Sid Litchfield, Trustee, S&A Construction 401K Plan
APN: 1-2098-400-0002-000, 1-2098-400-0003-000, 1-2098-400-0004-000

THE GRANTOR, **Dos Cabras Viejas, LLC**, a Washington limited liability company, for and in consideration of this Deed in Lieu of Foreclosure of the below-mentioned Deed of Trust, conveys and warrants to **Steve Tatro, Trustee, Sundance Capital 401K Plan; Richard Henderson, Trustee, SSR Investments 401K Plan; and Sid Litchfield, Trustee, S&A Construction 401K Plan**, the beneficiaries under the note and Deed of Trust, the following-described real estate, situated in the County of Benton, State of Washington ("Property"):

PARCEL A:

THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON.

PARCEL B:

THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON.

PARCEL C:

THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON.

Tax Parcel Nos: 1-2098-400-0002-000, 1-2098-400-0003-000, 1-2098-400-0004-000

This Deed is an absolute conveyance of title, in effect and form. This Deed is not intended as a mortgage, trust conveyance, or security of any kind. Consideration for this Deed is full release of Grantor from all debts and obligations heretofore existing on account of the Deed of Trust on the Property recorded on September 13, 2017, under Auditor's File No. 2017-026249, records of Benton County, Washington.

Notwithstanding any of the foregoing, the parties agree that this conveyance is subject to the afore-mentioned Deed of Trust and no merger is intended or shall be construed by this conveyance and the lien created by the aforementioned Deed of Trust shall survive this conveyance.

Dated this 6th day of August, 2020.

DOS CABRAS VIEJAS, LLC

BY [Signature]

John A. Sullins, Member and Authorized Agent

BY [Signature]

Brian Trimble, Member and Authorized Agent

STATE OF WASHINGTON)
County of Benton) ss.

On this day personally appeared before John W. Sullins, to me known to be one of the members of Dos Cabras Viejas, LLC, the limited liability company that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said limited liability company, for the uses and purposes therein mentioned, and on oath stated that they are authorized to execute the said instrument.

Given under my hand and official seal this 6th day of August, 2020.

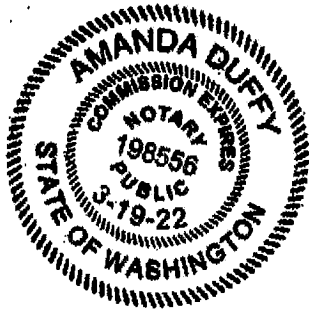


[Signature]
Notary Public in and for the State of
Washington, residing at West Richland
My appointment expires: 3-19-22

STATE OF WASHINGTON)
) ss.
County of Benton)

On this day personally appeared before Brian Trimble, to me known to be one of the members of Dos Cabras Viejas, LLC, the limited liability company that executed the within and foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of said limited liability company, for the uses and purposes therein mentioned, and on oath stated that they are authorized to execute the said instrument.

Given under my hand and official seal this 6th day of August, 2020.



Amanda Duffy
Notary Public in and for the State of
Washington, residing at West Richland
My appointment expires: 3-19-22

PATENT 10/15/56
9/12/56

363423

United States of America
to Yakima Sheep Company

give & grant

SE SW; Lt 4, Sec 18-9-28; SW NW, NW SW, S $\frac{1}{2}$ SW, &
S $\frac{1}{2}$ SE Sec 20-9-28; & S $\frac{1}{2}$, NW, W $\frac{1}{2}$ NE, SE NE Sec 28-9-28
cont 918.93 acres, ac to official plat of the survey
of sd land on file in Bureau of Land Management;
Subj to any vested & accrued w/r for mining, agr, etc
& rts to ditches & reservoirs used in conn with such
w/r as may be rec & ack by the local customs, laws &
decisions of courts; & reserved fr lands hby granted
a r/w thon for ditches or enls constr by auth of the US.
EXC & RESERV also to the US, all oil & gas in the

Lt 4, SE SW, Sec 18 & the SW NW, NW SW, S $\frac{1}{2}$ SW, S $\frac{1}{2}$ SE
Sec 20-9-28, & Sec 18, or the persons auth by it, the SE to
prosp for mine & remove such deposits fr same upon
compliance with cond & subj to prov & limit of Act of
7/17/14 (38 Stat. 509). As to the Lt 4, SE SW sd
sec 18, SW NW, NW SW, S $\frac{1}{2}$ SW, S $\frac{1}{2}$ SE sd sec 20, this entry
is made under Sec 29 of the Act of 2/25/20 (41 Stat. 437)
& the Act of 3/4/33 (47 Stat. 1570) & patent is issued
subj to rts of prior permittees or lessees to use so
much of surface of sd lands as is req for mining
operations, withou compensaion to patentee for damages
xcn ok Rose M Beall, Chief patents section

Fld by & Mailed to Yakima Sheep Company, Yakima. Wn

Post
10440
SEP 3 - 1982

DAVID W. SPADER, Clerk

IN THE SUPERIOR COURT OF THE STATE OF WASHINGTON
IN AND FOR BENTON COUNTY

THE STATE OF WASHINGTON,

Petitioner,

NO. 82-2-00936-6

PETITION

DAVID LAND AND LIVESTOCK COMPANY,
a Washington corporation, DENNIS
Z. DAVIN and YERNA DAVIN, his
wife, RAYMOND T. WICHNER and
BEATRICE WICHNER, his wife,
WILLIAM H. REYNOLDS and JANE DOE
REYNOLDS, his wife, DOUGLAS E.
ENSOR and RUTH A. ENSOR, his
wife, DALE G. VAN SCHOLACK and
JUDITH ANN VAN SCHOLACK, his
wife, BURN V. GRAY and DALE B.
GRAY, her husband, NORTHWEST
LIVESTOCK PRODUCTION CREDIT
ASSOCIATION, a corporation,
YAKIMA MINERAL LEASE COMPANY, a
corporation, KENNETH O. EKENBERRY,
Attorney General, and JOSEPH B. IONAN,
Assistant Attorney General,
DISTRICT ATTORNEYS, and
BENTON COUNTY, INC., and BENTON COUNTY,
Respondents.

Comes now the State of Washington, petitioner, by Kenneth O.

Ekenberry, Attorney General, and Joseph B. Ionan, Assistant Attorney
General, and respectfully petitions and shows to this court:

1

That the Secretary of Transportation of the State of Washington, as
authorized by resolution of the Washington State Transportation Commission
Petition

KENNETH EKENBERRY, ATTORNEY GENERAL
JOSEPH B. IONAN
5TH FLOOR, BENTON COUNTY
OLYMPIA
WA. 98501
Tel. 753-6126

has surveyed, located, selected and adopted part of the route of SR 82
as established by the legislature of the State of Washington, over,
across, and/or adjacent to certain lands, real, personal, premises and
property described in Exhibit "A" hereto attached and by this reference
made a part hereof.

II

That the Washington State Transportation Commission, pursuant to
law, has established the section of SR 82 involved herein as a limited
access facility.

III

That the property and the property rights so described are necessary
for a public use of the State of Washington, to wit: the construction,
maintenance and operation of SR 82.

IV

That the names of each and every encumbrancer, owner or other person
interested in said lands or other property or any part thereof, so far as
can be ascertained from the public records, are as follows:

David Land and Livestock Company, a Washington corporation
Dennis Z. Davin and Yerna Davin, his wife

Raymond T. Wichner and Beatrice Wichner, his wife

William H. Reynolds and Jane Doe Reynolds, his wife

Douglas E. Ensor and Ruth A. Ensor, his wife

Dale G. Van Scholack and Judith Ann Van Scholack, his wife

Burn V. Gray and Dale B. Gray, her husband

Northwest Livestock Production Credit Association, a corporation
Yakima Mineral Lease Company, a corporation

Petition

1 Kennewick Irrigation District
2 Cities Service Company, Inc.
3 Benton County
4 WHEREFORE, petitioner prays for an order adjudicating that the lands
5 real estate, premises and other property herein designated as Exhibit "A"
6 hereto attached are necessary for the public use of the State of
7 Washington; and that at the time said order is entered, a date be set for
8 trial of this action before a court or jury, if a jury be demanded, at
9 which trial the total amount to be awarded all parties interested in the
10 lands herein sought to be appropriated be determined, and that upon
11 payment into the registry of this court of the amount so determined, the
12 title to said lands, premises, property and property rights be vested in
13 fee simple to the petitioner, the State of Washington, for public highway
14 purposes, to wit: the construction, operation and maintenance of a limit
15 access highway.
16 DATED this 27th day of August, 1982.
17
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26
27

KENNETH O. HIRSHBERG
 Attorney General
 JESSIE B. STONAN
 Assistant Attorney General
 Attorneys for Petitioner
 State of Washington

28218 26562 10440
 SINGLE

PAGE NO. 5-04645

INTERESTED PARTIES: BAYER LAND and LIVESTOCK COMPANY, a Washington Corporation;
 DENNIS E. and JANE ROE DAVIS, his wife, OVERLOOK PROPERTIES,
 EIGHTH PARKINER, whose partners are HAROLD A. HICOMER and
 JANE ROE HICOMER, his wife, WILLIAM M. HENRIS and JANE ROE
 HENRIS, his wife, DOUGLAS E. HENRIS and JANE ROE HENRIS, his
 wife, DALE S. VANSCHACK and JANE ROE VANSCHACK, his wife,
 and ERIC V. GRAY and JANE ROE GRAY, his wife, HANSHAM, HENRIS
 COMPANY, KENNEWICK IRRIGATION DISTRICT, CITIES SERVICE COMPANY,
 INC.

DESCRIPTION:

PARCEL "A":

All that part of the following described tract "A" lying southerly of a line described
 as follows:

Beginning at a point opposite Highway Engineer's Station (hereinafter referred to as
 SR 13) IR 103199.07 on the 1/4 line Survey of SR 82, Goose Bay Road Viaduct to set
 SR 13, and 191.13 feet Northwesterly therefrom, thence Northwesterly to a point opposite
 point opposite SR 13, 111240.20 and 195 feet Northwesterly therefrom, thence North-
 westerly to a point on the East line of Lot 4 of short plat 739 that is 175 feet
 Northwesterly, when measured at right angles, from said 1/4 line Survey and the end of this
 line description.

TOGETHER WITH the perpetual right, permit, license and easement to use and occupy the
 following described lands to be designated as Parcel "B" for the purpose of constructing
 an access road.

PARCEL "B":

All that part of the following described tract "A" lying between the hereinabove
 described Parcel "A" and a line described as beginning at a point opposite SR 13
 110250.00 on said 1/4 line Survey and 255 feet Northwesterly therefrom, thence North-
 westerly to a point opposite SR 13, 111240.20 and 195 feet Northwesterly therefrom,
 thence Northwesterly to a point opposite SR 13, 111240.20 and 195 feet Northwesterly therefrom,
 SR 82 and 70 feet Westerly therefrom and the end of this line description.

TRACT "C":

Lot 4, Short Plat 739, according to the survey thereof recorded on April 13, 1979,
 under Auditor's File No. 768975.

Also the North half of the Southeast Quarter in Section 19, Township 9 North,
 Range 28 East, N.M.

Also the Southeast Quarter of the Southeast Quarter, and the South half of the
 Southeast Quarter of Section 20, Township 9 North, Range 28 East, N.M. records
 of Benton County, situated in the County of Benton, Washington.

The lands being herein condemned for an access easement containing an area of 0.89 acres.

The lands being herein condemned, in fee, contain an area of 1.45 acres, more or less, the specific details concerning all of which may be found within that certain map of definite location now of record and on file in the office of the Secretary of Transportation at Olympia, Washington, bearing date of approval January 28, 1960 revised July 19, 1962.

TOGETHER WITH all rights of ingress and egress, if any (including all existing future or potential easements of access, light, view and air) to, from and between said SR 82 and the remainder of said tract, *X.

EXCEPT that there shall be reasonable ingress and egress to, from and between the remainder of said tract *X and the 1/2 line right of way (hereinafter of Parcel "A").

TOGETHER WITH the right to enter upon the independently situated lands, where necessary, to remove improvements, if any, located wholly or partially upon the right of way.

10440
31170

97 28127

FILED BY

Nov 4 8 53 AM '97

BOBBIE GAGNER
BENTON COUNTY AUDITOR

Return Address

Name Baker Boyer Bank

Address P.O. Box 1796

City, State, Zip Walla Walla, Washington 99362

VOL 677 PAGE 1090

Document Title(s) (or transactions contained therein):

BENTON-FRANKLIN TITLE CO.

10.00

1. WARRANTY FULFILLMENT DEED
2.
3.
4.

Reference Number(s) of Documents assigned or released:
(on page _____ of documents(s))

Grantor(s) (Last name first, then first name and initials)

1. BAKER-BOYER NATIONAL BANK, a Washington corporation
2.
3.
4.
5. Additional names on page _____ of document.

Grantee(s) (Last name first, then first name and initials)

1. STERLING, JAMES J.
2. STERLING, SHERI E.
3.
4.
5. Additional names on page _____ of document.

Legal description (abbreviated: i.e. lot, block, plat or section, township, range)
Ptn. 20-9-28

Additional legal is on page _____ of document.

Assessor's Property Tax Parcel/Account Number

Additional legal is on page _____ of document.

The Auditor/Recorder will rely on the information provided on the form. The staff will not read the document to verify the accuracy or completeness of the indexing information provided herein.

WASHINGTON STATE COUNTY AUDITOR/RECORDER'S
INDEXING FORM (Cover Sheet)

Form 7265-2



FILED FOR RECORD AT REQUEST OF

BENTON-FRANKLIN TITLE CO.
89-999
BT 17437

WHEN RECORDED RETURN TO

Name.....

Address.....

City, State, Zip.....

THIS SPACE PROVIDED FOR RECORDER'S USE:

VOL 677 PAGE 1091

Statutory Warranty Deed
(FULFILLMENT)

THE GRANTOR BAKER-BOYER NATIONAL BANK, a Washington Corporation

for and in consideration of FULFILLMENT OF REAL ESTATE CONTRACT

in hand paid, conveys and warrants to JAMES J. STERLING and SHERIE STERLING, husband and wife
the following described real estate, situated in the County of Benton, State of Washington:

Legal Description is attached hereto and by this reference made a part hereof.

SUBJECT TO: Easements, Reservations, Restrictions, Covenants and Conditions of record
and liability to future assessment by Badger Mountain Irrigation District or assigns.

This deed is given in fulfillment of that certain real estate contract between the parties hereto, dated October 13, 1989, and conditioned for the conveyance of the above described property, and the covenants of warranty herein contained shall not apply to any title, interest or encumbrance arising by, through or under the purchaser in said contract, and shall not apply to any taxes, assessments or other charges levied, assessed or becoming due subsequent to the date of said contract.

Real Estate Sales Tax was paid on this sale on _____

, Rec. No. _____

Dated October 13, 1989

BENTON CO. TREASURER
89-04573
OCT 19 1989
336.60
EXCISE TAX PAID

BAKER-BOYER NATIONAL BANK
by _____

STATE OF WASHINGTON

COUNTY OF _____ PUBLIC COUNTY OF Benton ss.

I certify that I know or have satisfactory evidence that _____
signed this instrument and acknowledged to be (his/her) free and voluntary act for the uses and purposes mentioned in the instrument.
I certify that I know or have satisfactory evidence that _____
signed this instrument, on oath stated that (he/she) was authorized to execute the instrument and acknowledged it as the _____
of Baker-Boyer National Bank to be the free and voluntary act of such party for the uses and purposes mentioned in the instrument.

Dated

(SEAL OR STAMP)

Signature of Notary Public

Title

My appointment expires

(SEAL OR STAMP)

10/18/89
Dated
Signature of Notary Public
NOTARY PUBLIC FOR THE STATE OF WASHINGTON
Title

My appointment expires

9/15/91

10440
The West half of the Southeast quarter of the Southwest quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington, EXCEPT interstate highway right-of-way.

The East half of the Southeast quarter of the Southwest quarter of Section 20, Township 9 North, Range 28 East W.M., records of Benton County, Washington, EXCEPT interstate highway right-of-way.

The West half of the Southwest quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington.

The East half of the Southwest quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington.

The West half of the Southeast quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington.

The East half of the Southeast quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington.

Together with Easement for ingress and egress described as follows:

A parcel of land situated in the Southwest Quarter of the Southwest Quarter of Section 20, Township 9 North, Range 28 East, Willamette Meridan, Benton County, Washington, described as follows:

Beginning at the Southeast corner of the Southwest Quarter of the Southwest Quarter of said Section 20; Thence $N0^{\circ}53'39''W$, along the East line of said Southwest Quarter of the Southwest Quarter, a distance of 762.02 feet to the True Point of Beginning; Thence $S51^{\circ}46'33''W$ a distance of 85.53 feet to a point of curve; Thence Southwesterly along the arc of a curve to the right having a central angle of $44^{\circ}55'31''$, a radius of 640.00 feet, an arc distance of 501.82 feet to a point of reverse curve; Thence Southwesterly along the arc of a curve to the left, having a central angle of $75^{\circ}21'56''$, a radius of 20.00 feet, an arc distance of 26.31 feet to a point on the Easterly Right-of-way of Goose Gap road; Thence $N21^{\circ}20'08''E$ along said Easterly Right-of-way a distance of 91.34 feet; Thence $N2^{\circ}23'13''E$ along said Easterly Right-of-way a distance of 25.58 feet to a point of curve; Thence Southeasterly along the arc of a curve to the left having a central angle of $87^{\circ}59'39''$ a radius of 20.00 feet, a chord bearing of $S41^{\circ}36'37''E$, an arc distance of 30.72 feet to a point of compound curve; Thence Northeasterly along the arc of a curve to the left having a central angle of $42^{\circ}37'01''$, a radius of 560.00 feet, an arc distance of 416.53 feet; Thence $N51^{\circ}46'33''E$ a distance of 146.54 feet to a point on the Eastline of the Southwest Quarter of the Southwest Quarter of said Section 20; Thence $S0^{\circ}53'39''E$ along said East line a distance of 100.61 feet to the True Point of Beginning.



2006-001558
Pg: 1 of 7
01/17/2006 01:48P
38.00 Benton County

DELTA PETROLEUM CORP ASSGN

	RECORDER'S USE ONLY
--	---------------------

Return To: Delta Petroleum Corporation
370 17th Street, Suite 4300
Denver, Colorado 80202

Benton County Auditor/Recorder's Indexing Form

- A. **Document Title:**
Oil and Gas Lease Assignment
- B. **Grantor:**
Savant Resources LLC
- C. **Grantee:**
Delta Petroleum Corporation
- D. **Legal description:**
Township 9 North, Range 28 East, W.M.
Section 34: N2NE
Additional legal description on page 7 of document
- E. **Assessor's property tax parcel/account number(s):**
Federal Lease - N/A
- F. **Auditor's recording number for assigned lease:**
Not Recorded



When Recorded Return To:
Delta Petroleum Corporation
370 17th Street, #4300
Denver, CO 80202
Attn: Lyell Coe, Vice President

ASSIGNMENT

THIS ASSIGNMENT (this "Assignment"), dated effective as of August 15, 2005 (the "Effective Date"), is from SAVANT RESOURCES LLC, a Colorado limited liability company ("Savant"), 730 Seventeenth Street, Suite 410, Denver, Colorado 80202-3510, to DELTA PETROLEUM CORPORATION ("Delta"), having an address of 370 Seventeenth Street, Suite 4300, Denver, Colorado 80202. Savant and Delta shall be referred to herein, individually, as a "Party," and, collectively, as the "Parties."

IN CONSIDERATION OF TEN DOLLARS (\$10.00), the mutual premises and covenants contained herein, and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the Parties hereby agree as follows:

1. **Assignment.** Subject to the terms and conditions of this Assignment, Savant hereby sells, assigns and transfers unto Delta all of Savant's right, title and interest in and to the following (collectively, the "Assets"), but **RESERVING AND EXCEPTING** unto Savant the Excluded Assets (as described in Section 1(f) below):

(a) **CRB Leases.** The leasehold estates created by the oil and gas leases (the "CRB Leases") described in Exhibit A hereto, insofar as the CRB Leases cover the land (the "CRB Land") described in Exhibit A hereto;

(b) **CRB Contracts.** The agreements, contracts, instruments, declarations and orders (collectively, the "CRB Contracts") described in Exhibit B hereto, including, that certain Acquisition and Exploration Agreement, dated October 24, 2002, between Savant and EnCana Oil & Gas (USA) Inc. ("EnCana"), as amended (collectively, the "EnCana Agreement");

(c) **Savant Reversion and Relinquished Override.** The Savant Reversion (as defined in Section 14 of the EnCana Agreement) and the Relinquished Override (as described in Section 15 of the EnCana Agreement).

(d) **Data.** Subject to Section 1(f)(ii) below, copies of all geological, geophysical, engineering and technical data, reports and information in Savant's possession including, all raw and processed data, and interpretations, write-ups, presentations and reports therefrom, the well logs from the BN # 1-9 well, MT data, seismic data, magnetic tapes and field notes (collectively, the "Data").

(e) **Records.** Subject to the Excluded Assets below, copies of the CRB Leases, the CRB Contracts, and all other documents related to the Assets in Savant's possession or control (collectively, the "Records").

P11, C1, Benton

(f) **Excluded Assets.** Notwithstanding anything to the contrary, Savant hereby expressly RESERVES AND EXCEPTS from the Assets all of the following (the "Excluded Assets"):

(i) All overriding royalty interests, other than the Relinquished Override (as described in Section 15 of the EnCana Agreement), reserved by Savant or assigned by Savant to Savant's designees burdening the CRB Leases of record on or before the Effective Date, and an overriding royalty interest (the "Savant Delta Override") equal to the difference between the aggregate of all landowner's royalty and overriding royalty interests existing of record on or before the Effective Date, and twenty percent (20%) of 8/8ths of all oil, gas, casinghead gas, condensate and other hydrocarbons produced, saved and marketed from the CRB Land pursuant to the terms of the CRB Leases, or lands pooled, communitized or unitized therewith. The Savant Delta Override shall be proportionately reduced, on a lease by lease basis, to the extent that a CRB Lease covers less than the entire mineral fee estate in and under the CRB Land covered by such CRB Lease, and to the extent that the interest in the CRB Lease assigned by Savant to Delta hereunder is less than the entire leasehold estate created by such CRB Lease. The Savant Delta Override shall be free and clear of all costs of exploration, drilling, development, production and operations, but shall bear its proportionate share of all gathering, compression, treating, processing, transportation or marketing costs borne by the working interest estate, and the Savant Delta Override shall bear its proportionate part of the gross production taxes, or any similar taxes, assessed against such interest. It is the intent of Delta and Savant that Savant deliver to Delta a proportionate eighty percent (80%) net revenue interest in each CRB Lease, on a lease-by-lease basis. The Savant Delta Override shall burden and apply to all extensions and renewals of the CRB Leases. For purposes of this Assignment, an "extension or renewal" shall mean any new lease covering all or any portion of the CRB Land covered by an expiring CRB Lease which is acquired (and, with respect to a federal or state lease, for which an offer to lease has been filed) by Delta, or Delta's successors or assigns, on or before the expiration of such CRB Lease or on or before six (6) months thereafter.

(ii) All agreements, data and other information that cannot be disclosed or assigned to Delta as a result of confidentiality arrangements under agreements between Savant and unaffiliated third parties. Notwithstanding the foregoing, Savant shall use its commercially reasonable efforts to obtain permission to deliver all such agreements, data and other information to Delta. To the extent that Savant is required to pay a transfer fee or additional license fee to obtain permission to deliver such agreements, data and other information, Savant shall not be obligated to deliver the same unless Delta shall agree to reimburse Savant for such fees.

(iii) All income, revenue, receipts, proceeds, benefits, monies, refunds, credits, accounts receivable, gains, awards, settlements, adjustments, production (including all oil, natural gas, natural gas liquids or condensate inventory), or other amounts due or payable to Savant under, with respect to, or attributable to, any of the Assets with respect to any period prior to the Effective Date.

(iv) All claims and causes of action of Savant arising from or relating to the Assets and relating to and only to times prior to the Effective Date.

TO HAVE AND TO HOLD the Assets unto Delta, and Delta's successors and assigns, subject to the terms and conditions of this Assignment.

2. **Assumption.** Savant shall be responsible for and shall pay for all costs, expenses and charges allocable to the Assets for the period prior to the Effective Date, and Delta shall assume and pay for all costs, expenses and charges allocable to the Assets for the period on and after the Effective Date. This Assignment is subject to and burdened by the terms and conditions of that certain Purchase and Sale Agreement (the "Delta Savant Agreement"), dated September 1, 2005, between Delta and Savant (a copy of which is available at the offices of Savant), the CRB Leases, and the CRB Contracts, and shall be burdened by the landowners' royalties, overriding royalties and other burdens of record on or before the Effective Date and the Savant Delta Override (described in Section 1(f)(i) above). Delta hereby assumes and agrees to bear all of Savant's duties, obligations and liabilities arising in connection with or related to the CRB Leases and the CRB Contracts accruing on or after the Effective Date. In the event of a conflict between the terms and conditions of this Assignment and the terms and conditions of the Delta Savant Agreement, the terms and conditions of the Delta Savant Agreement shall control and govern the point in conflict. None of the provisions of the Delta Savant Agreement shall be deemed to have merged with this Assignment. The terms and conditions of the Delta Savant Agreement shall be deemed to be covenants running with the CRB Land covered by the CRB Leases, and a burden upon Delta's interest in the CRB Leases for the benefit of Savant.

3. **Disclaimers.** Except as otherwise provided in the Delta Savant Agreement, the Assets are assigned "AS IS, WHERE IS, WITH ALL FAULTS, AND WITHOUT RECOURSE," AND THE PARTIES EXPRESSLY DISCLAIM ALL WARRANTIES, EXPRESS, IMPLIED, STATUTORY OR OTHERWISE, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTY OF MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. The Parties hereby acknowledge and agree that the foregoing disclaimers are conspicuous.

4. **Consents.** Notwithstanding anything in this Assignment to the contrary, to the extent that any of the Assets are subject to an agreement, law or regulation requiring the prior written consent of a third party prior to the assignment of such Assets, and such consent has not been obtained, this Assignment shall not be deemed to assign such Assets until such consent shall have been obtained.

5. **Exhibits.** All exhibits attached hereto are hereby incorporated herein and made a part hereof for all purposes, as if set forth in full herein. References in such exhibits to instruments on file in the public records are hereby incorporated by reference herein for all purposes.

6. **Binding Effect.** This Assignment shall be binding upon and inure to the benefit of Assignor and Assignee, and their respective successors and assigns.

7. **Further Assurances.** The Parties shall use their reasonable efforts in good faith to execute all documents and take all other action reasonably necessary to consummate the transactions contemplated by this Assignment and the Agreement.

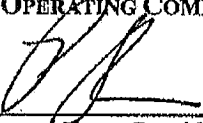
8. **Counterparts.** This Assignment may be executed in one or more counterparts, and each counterpart shall be deemed to be an original, but all of which shall be deemed to be one assignment. As appropriate, Assignor shall also execute, acknowledge and deliver separate counterparts of this Assignment on officially approved forms in sufficient counterparts to satisfy applicable statutory and regulatory requirements. Such counterpart assignments shall be deemed to contain all of the terms and conditions of the Agreement and this Assignment. The Assets assigned in such governmental assignments are the same, and not additional to the Assets assigned hereunder.

9. **Warranty of Title.** Subject to the CRB Contracts, the Delta Savant Agreement and the EnCana Agreement, Savant warrants title to the CRB Leases by, through and under Savant, but not otherwise.

EXECUTED on the dates below the signatures hereto, to be effective for all purposes as of the Effective Date.

SAVANT RESOURCES LLC

BY SAVANT OPERATING COMPANY, MANAGER

By: 
Patterson Shaw, President

Date: 9/28/2005

DELTA PETROLEUM CORPORATION

By: 
Roger A. Parker, President

Date: 9/27/2005

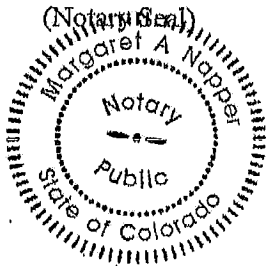
Acknowledgments

STATE OF COLORADO)

CITY AND COUNTY OF DENVER)

ss.

On this 28th day of September, 2005, before me personally appeared Patterson Shaw, known to me to be the President of Savant Operating Company, Manager of Savant Resources LLC, a Colorado limited liability company, that is described in and that executed this instrument, and acknowledged to me that he executed this instrument on behalf of said company.



Margaret A. Napper
Notary Public

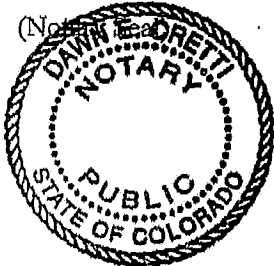
My commission expires November 17, 2007

STATE OF COLORADO)

CITY AND COUNTY OF DENVER)

ss.

On this 27th day of September, 2005, before me personally appeared Roger Parker, known to me to be the President of Delta Petroleum Corporation, a Colorado corporation, that is described in and that executed this instrument, and acknowledged to me that he executed this instrument on behalf of said corporation.



My Commission Expires 07/12/2008

Dawn E. Crotti
Notary Public

My commission expires: 7/12/2008

COLUMBIA RIVER BASIN PHASE II - CATEGORY 1												
BENTON COUNTY		LEASE NO	LESSOR	COUNTY	LEASE DATE	LESSEE	TWN	RNG	SEC	LEGAL DESCRIPTION	GROSS ACRES	RECORDING
		W4300	BLM WAOR-57483	BENTON	9/1/2002	SAVANT RESOURCES	5N	28E	34	N2NE	1,385.84	
							5N	28E	30	UNNUMBERED LOT NW1/4, UNNUMBERED LOT		
							"	"	"	SW1/4, UNNUMBERED LOT NW1/4, UNNUMBERED		
							"	"	"	LOT SW1/4, E21/2		
							5N	28E	25	NENE		
							5N	28E	25	NW		
							5N	28E	20	ALL		
							5N	28E	18	UNNUMBERED LOT NW1/4, UNNUMBERED		
							"	"	"	LOT SW1/4, NW1/4, SE1/4, SW1/4, SW1/4		

TOTAL NET ACRES





WHEN RECORDED RETURN TO:

Richland City Clerk
P.O. Box 190
Richland, WA 99352

PID #120984000001000, 120983000003000, 120984000003000, 120983000002000,
120984000002000 & 120984000004000

ORDINANCE NO. 19-06

AN ORDINANCE of the City of Richland providing for the annexation and assignment of zoning classification of approximately 117 acres located south of I-182, east of Dallas Road and west of the plat of Country Estates and amending the Official Zoning Map No. 59 to assign zoning to the annexation area. (Sterling)

WHEREAS, the City received a letter of request from Jim Sterling and Sheri Sterling, requesting annexation into the City of Richland; and

WHEREAS, the City Council held a meeting with the property owners on September 16, 2005 and adopted Resolution No. 37-05, which accepted the request for proposed annexation subject to simultaneous adoption of the City's Comprehensive Plan and the assumption of the appropriate share of all existing City Indebtedness, and further directed staff to submit an application to the Benton County Review Board; and

WHEREAS, the Richland Planning Commission at their regular meeting on September 28, 2005, did conduct a public hearing and formulated recommendations on the appropriate preliminary zoning designation for the property to be annexed; and

WHEREAS, staff prepared and submitted a request to the Benton County Boundary Review Board to annex the subject area into the City; and

WHEREAS, the City Council re-adopted resolution #20-06 on March 7, 2006, authorizing annexation of the subject property; and

WHEREAS, the Boundary Review Board reviewed the request and, following the provisions of RCW 36.93.110, waived their review of the proposed annexation; and

WHEREAS, June 6, 2006 was established as the date for City Council to hold a public hearing to consider the annexation petition; and

WHEREAS, the matter was duly considered by the City Council of the City of Richland at said hearing and it was finally determined by City Council that annexation would be of general benefit to the residents of the City of Richland.

NOW, THEREFORE, BE IT ORDAINED by the City Council of the City of Richland as follows:

Section 1.01 The real property as more specifically described as:

Those portions of the South ½ of the Southeast Quarter and the Southeast Quarter of the Southwest Quarter of Section 20, Township 9 North, Range 28 E.W.M., lying southerly of the I-182 Right-of-Way.

is hereby annexed to the City of Richland and is hereby declared to be within the corporate limits of the City of Richland, Benton County, Washington.

Section 1.02 The area proposed for annexation has been included in the City of Richland Comprehensive Plan.

Section 1.03 The property within the annexed area shall be taxed or assessed to pay indebtedness of the City of Richland contracted prior to or existing at the time of annexation.

Section 1.04 It is hereby found, as an exercise of the City's police power, that the best zoning for said property shall be R1-12 Single Family Residential 12,000 zoning when consideration is given to the interest of the general public.

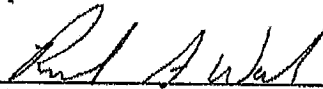
Section 1.05 Title 23 of the City of Richland Municipal Code and the Official Zoning Map of the City, as adopted by Section 23.08.040 of said title, are amended by amending Sectional Map No. 59, which is one of a series of maps constituting said Official Zoning Map. Said map shall bear the number and date of passage of this ordinance and by this reference made a part of this ordinance and of the Official Zoning Map of the City.

Section 1.06 Unless otherwise agreed to by the City, the City of Richland will be the provider of electrical power services and other utilities for any future development(s) that may occur within the proposed annexation area.

Section 1.07 The City Clerk is directed to file a copy of this annexation with the Board of County Commissioners of Benton County and the State of Washington in the manner required by law. The City Clerk is also directed to file with the Auditor of Benton County, Washington a copy of this ordinance and shall attach amended Sectional Map No. 59, and an amended Annexation Map, duly certified by the Clerk as a true copy.

Section 1.08 This ordinance shall become effective at such time that it is recorded with the Benton County Auditor.

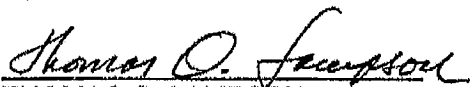
PASSED by the City Council of the City of Richland on this 20th day of June
2006.


ROBERT A. WELCH
Mayor

ATTEST:

for 
CYNTIA D. JOHNSON
City Clerk

APPROVED AS TO FORM:


THOMAS O. LAMPSON
City Attorney

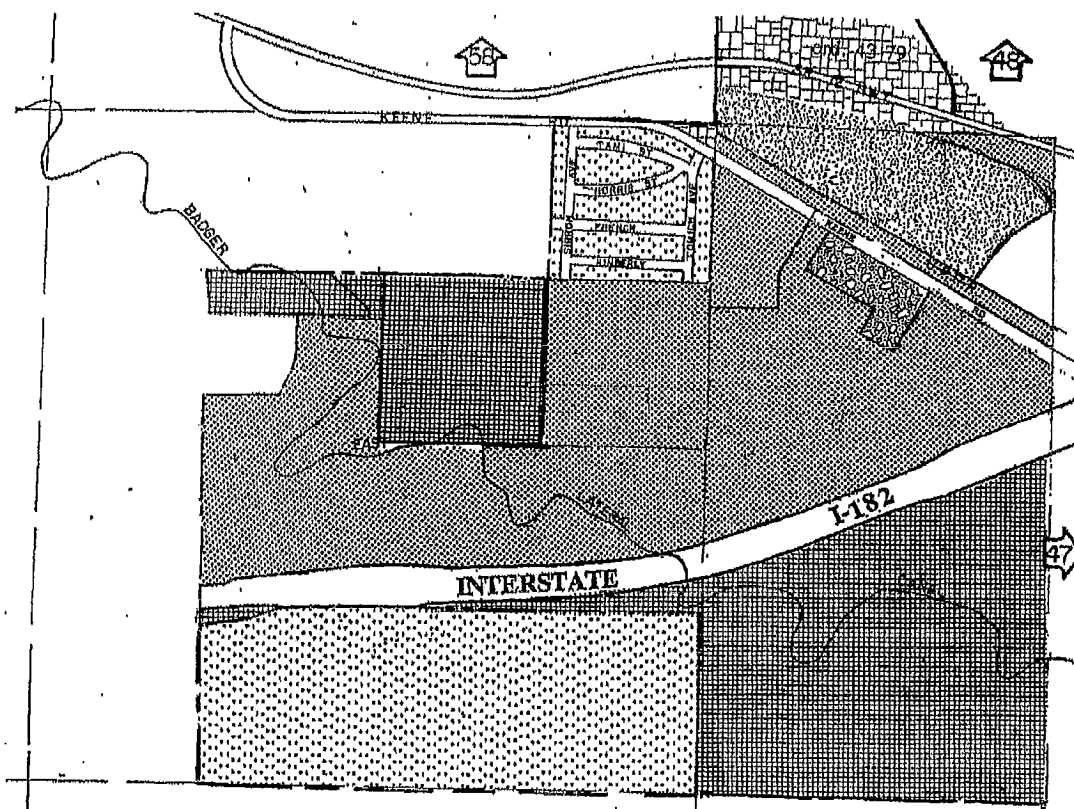
Date Published: June 25, 2006



2006-024209
Pg: 5 of 5

RICHLAND CITY CLERK ORD

07/26/2006 04:34P
36.00 Benton County



A CERTIFIED TRUE COPY

Debra C. Barber
Deputy CITY CLERK

Amended by Ord.:
67-78, 10/16/78

Ord. 19-06, 6/20/06

Ord. 835 12/17/73
Ord. 55-77, 10/3/77

Ord. 21-95 6/5/95

Ord. 14-96 4/15/96

Ord. 9-00 4/11/00

Ord. 11-01, 5/1/01

Ord. 14-01, 6/19/01

Ord. 3-03, 1/21/03

Ord. 4-03, 1/21/03

Ord. #28-05, 9/6/05

59

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION
BY Sherrill DEPUTY
Easement 9/19/04
WHEN RECORDED RETURN TO:



City Attorney
City of Richland
P.O. Box 190
Richland, WA 99352

Portion of Parcel No. 1-2098-400-0004-000

TEMPORARY TURN AROUND & UTILITY EASEMENT

The Grantor, **SHERI E. STERLING**, for and in consideration of the transfer of property and other valuable considerations. Conveys and quit claims to the **CITY OF RICHLAND**, Washington, a municipal corporation, a **temporary turn around and utility easement** in, over and under the following described property situated in the County of Benton, State of Washington:

SEE ATTACHED DESCRIPTION EXHIBIT A

For the purpose of constructing, installing maintaining, repairing, and operating a **temporary turn around and utility easement** with full right to go upon said premises at any time for such purposes, together with the right to trim brush and trees that may interfere with the construction, maintenance and operation of same.

THIS TEMPORARY TURN AROUND EASEMENT SHALL EXPIRE UPON THE RECORDATION OF A PERMANENT EASEMENT OR DEDICATION.

DATED this 22 day of March, 2004.

Sheri E. Sterling
SHERI E. STERLING

STATE OF CALIFORNIA)
COUNTY OF RIVERSIDE : Ss

On this 22 day of MARCH, 2004, before me, the undersigned, a Notary Public in and for the State of California, duly commissioned and sworn, personally appeared **SHERI E. STERLING**, to me known to be the individual that executed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said entity, for the uses and purposes therein mentioned, and on oath stated that she is authorized to execute the said instrument.

Witness my hand and official seal hereto affixed the day and year first above written.

J. A. Putero Jr
Notary Public in and for the State of
California; residing at Palm Springs
My Commission Expires MAY 24, 2006
J. A. - PUTERO, JR
Print Name

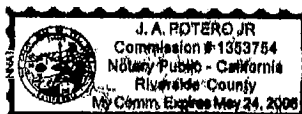


EXHIBIT A

LEGAL DESCRIPTION

A 100.00 ft. by 100.00 ft area of land located in the Southeast 1/4 of the Southeast 1/4 of Section 20 in Township 9 North of Range 28 East of the Willamette Meridian, Benton County, Washington, described more particularly as follows:

Commencing at the Southeast corner of said Southeast 1/4 of Section 20;

THENCE North 00 degrees 16 minutes 30 seconds West for a distance of 1145.77 feet along the East line of said Southeast 1/4 of Section 20 to the True Point of Beginning for this Legal Description;

THENCE North 00 degrees 16 minutes 30 seconds West for a distance of 50.00 feet, continuing along said East line of the Southeast 1/4;

THENCE South 89 degrees 43 minutes 30 seconds West for a distance of 100.00 feet, at right angles to said East line;

THENCE South 00 degrees 16 minutes 30 seconds East for a distance of 100.00 feet, parallel to said East line of the Southeast 1/4;

THENCE North 89 degrees 43 minutes 30 seconds East for a distance of 100.00 feet, to a point on the East line of said Southeast 1/4;

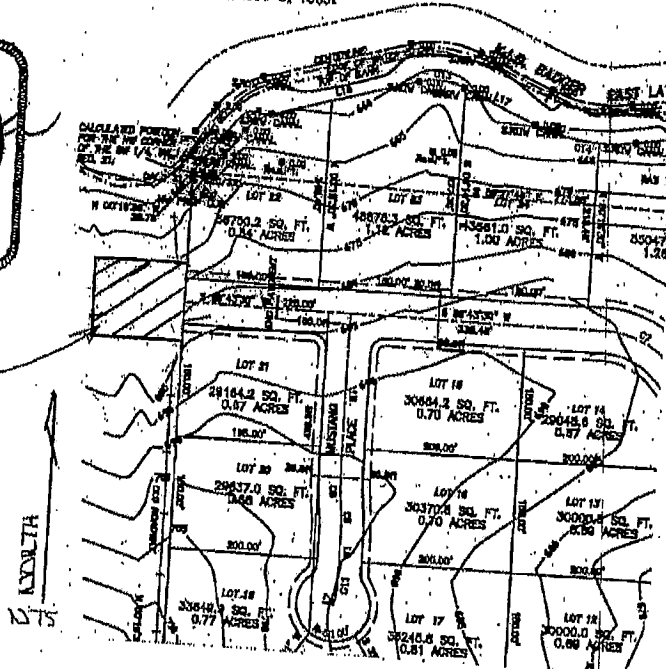
THENCE North 00 degrees 16 minutes 30 seconds West for a distance of 50.00 feet, along said East line of the Southeast 1/4 of Section 20 to the True Point of Beginning.

Said property contains 0.230 acres more or less.



1/16/04

TEMP. TURN-
AROUND ESM.T.
(04-0007)



2011-032680 EAS

11/17/2011 02:54:11 PM Pages: 3 Fee: \$64.00

Vsi Law Group PLLC
Benton County Auditor's Office



After Recording Please Return To:

Loren D. Combs

VSI Law Group, PLLC

3600 Port of Tacoma Road, Suite 311

Tacoma, WA 98424

EXCISE TAX NOT PRESENTED
BENTON COUNTY EXCISE

BY Kim R. Jones DEPUTY Easement
11-17-11

UTILITY EASEMENT

Grantor: SHERI E. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The West half of the Southeast quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington. Complete legal description is in Exhibit A of document

Tax Parcel No.: 120984000003000

SHERI E. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, hereby grants to NOR AM INVESTMENT, LLC ("Grantee"), its successors and assigns, a perpetual easement to install, construct, operate, inspect, maintain, repair, remove, and replace water mains and lines, sanitary sewer mains and lines, and any and all appurtenances, over, under, upon and across the property legally described in Exhibit A attached hereto and graphically depicted in Exhibit B attached hereto (the "Easement"), which is a portion of Benton County Assessor's Parcel Number 120984000003000.

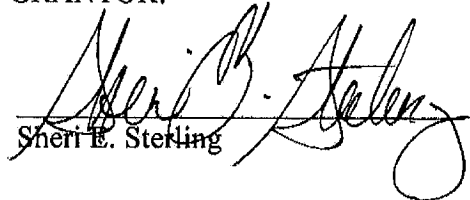
Grantee, its employees, agents, and contractors shall have the right at such times as may be reasonably necessary to enter upon Grantor's property to access the Easement area for the purposes of installing, constructing, operating, inspecting, maintaining, repairing, removing, or replacing water mains and lines, sanitary sewer mains and lines, and appurtenances. The Grantor shall retain the right to use the surface of the Easement if such use does not unreasonably interfere with the rights granted to Grantee herein. However, the Grantor shall not erect buildings or structures on or over the Easement.

This Easement shall be a covenant running with the land and shall be binding on the successors, heirs, and assigns of both the parties hereto.

This Easement shall be a covenant running with the land and shall be binding on the successors, heirs, and assigns of both the parties hereto.

DATED this 9 day of ~~October~~ ^{November}, 2011

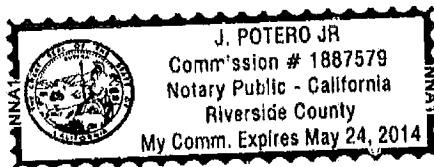
GRANTOR:

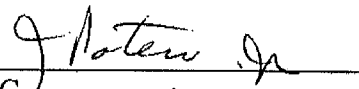

Sheri E. Sterling

STATE OF CALIFORNIA)
)
County of Riverside) ss.

I certify that I ~~know or~~ have satisfactory evidence that Sheri E. Sterling is the person who appeared before me, and said person acknowledged that she signed this instrument and acknowledged it to be her free and voluntary act for the uses and purposes mentioned in the instrument.

^{NOVEMBER}
DATED: ~~October~~ 9, 2011.




NOTARY PUBLIC

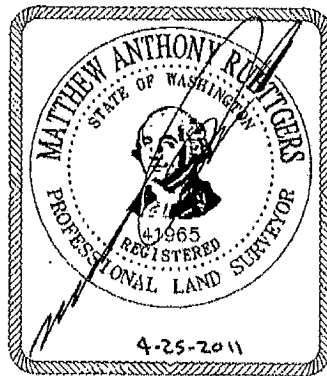
Print Name: J. POTOERO JR.

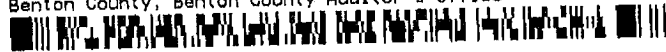
My appointment expires: MAY 24, 2014

EXHIBIT "A"
EASEMENT DESCRIPTION
PARCEL NO.: 120984000003000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727178, contained within a 20.00 foot wide strip of land, lying 10.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the **True Point of Beginning**; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington





After Recording Please Return To:

Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX L. 11/17/11

BY Kim R. Jacobs DEPUTY Easement
11-17-11

TEMPORARY EASEMENT

Grantor: SHERI E. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The West half of the Southeast quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington. Complete legal description is in Exhibit A of document

Tax Parcel No.: 120984000003000

SHERI E. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, does hereby grant to the NOR AM INVESTMENT, LLC ("Grantee"), a temporary construction easement over, upon and across the real property legally described in Exhibit A and graphically depicted on Exhibit B attached hereto (the "Easement"), situated in Benton County, State of Washington.

The purpose of the Easement is to allow the Grantee, its officers, employees, agents and contractors the right to use and occupy the Easement area for construction activities for installation of water and sewer utilities.

The Easement shall terminate when all installation work for the water and sewer mains is complete.

DATED this 9 day of November, 2011

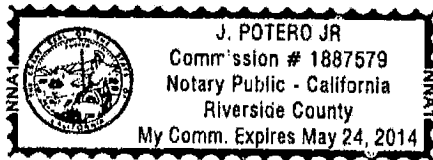
GRANTOR:

Sheri E. Sterling
Sheri E. Sterling

STATE OF CALIFORNIA)
) ss.
County of Riverside)

I certify that I ~~know~~ or have satisfactory evidence that Sheri E. Sterling is the person who appeared before me, and said person acknowledged that she signed this instrument and acknowledged it to be her free and voluntary act for the uses and purposes mentioned in the instrument.

November 9
DATED: ~~October~~ *9*, 2011.



J. Poto Jr

NOTARY PUBLIC

Print Name: *J POTO JR, JR.*
My appointment expires: *MAY 24, 2014*

EXHIBIT "A"
CONSTRUCTION EASEMENT DESCRIPTION
PARCEL NO.: 120984000003000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727178, contained within a 50.00 foot wide strip of land, lying 25.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the **True Point of Beginning**; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington

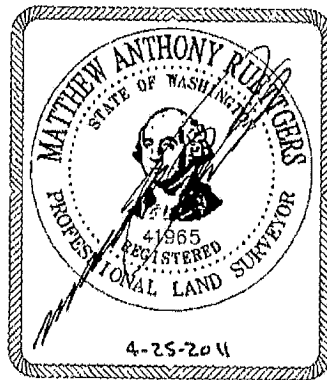
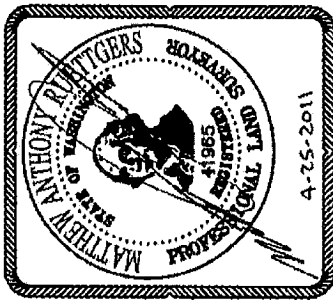


Diagram illustrating a 50' CONSTRUCTION EASEMENT. The easement is divided into a 20' EASEMENT and a 10' EASEMENT, with a 25' total width. The diagram shows a dashed line labeled "EASEMENT CENTERLINE" and a solid line labeled "25'".



4-25-2011

HWY SR I-182

SEE DETAIL FOR TYPICAL DIMENSIONS

APN: 120933000002000
A/FN: 9727181

APN: 120933000003000
A/FN: 9727179

APN: 120934000001000
A/FN: 9727180

APN: 120934000002000
A/FN: 9727176

APN: 120934000003000
A/FN: 9727178

APN: 120934000004000
A/FN: 9727177

APN: 1209320000015009
A/FN: 2005-030164

NOTE:

20 21 29 28

19 20 30 29

**NOTE:
SEE EXHIBIT "C" FOR
EASEMENT CENTERLINE
DIMENSIONS**

APN: 120984000003000
AFN: 9727178

PacWest Engineering, LLC

10209 Bridgeport Way SW, Suite C-1

Lakewood, Wa. 98499

Phone (253) 830-5960

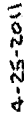
Fax (253) 830-5999

DWG: STERLING.DWG

DATE: 4-25-2011

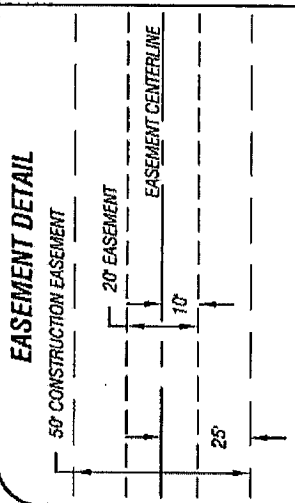
PROJECT: 07-540

EASEMENT PICTORIAL ILLUSTRATION
LOCATED IN SW 1/4 & SE 1/4 OF SECTION 20,
TOWNSHIP 9 NORTH, RANGE 28 EAST,
W.M., BENTON COUNTY, WASHINGTON

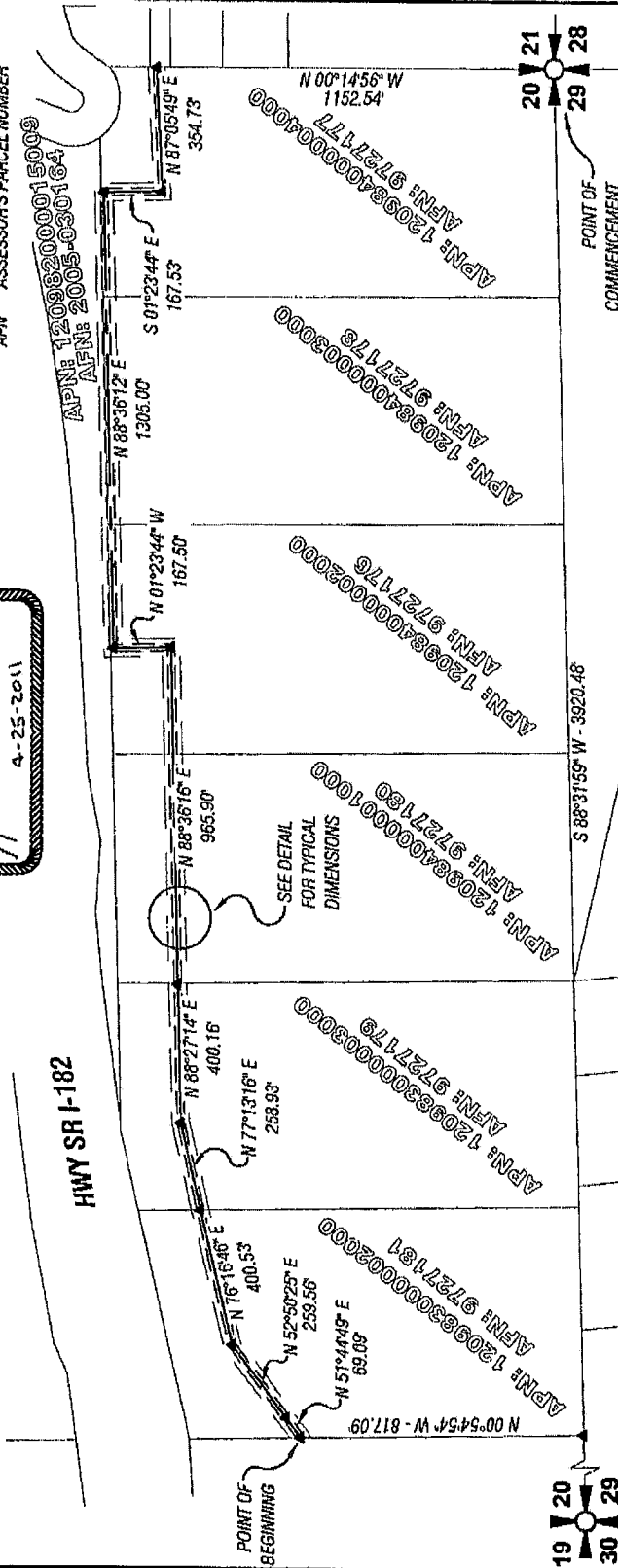


▲	CALCULATED POINT
AFN	AUDITOR'S FILE NUMBER
APN	ASSESSOR'S PARCEL NUMBER

NOT TO SCALE



HWY SR I-182



POINT OF COMMENCEMENT

PacWest Engineering, LLC

I0209 Bridgeport Way SW, Suite C-1

Lakewood, Wa. 98499

Phone (253) 830-5960

DWG: STERLING.DWG

DATE: 4-25-2011

PROJECT: 07-540



2011-032682 EAS

11/17/2011 02:54:11 PM Pages: 3 Fee: \$64.00

Vsi Law Group PLLC

Benton County, Benton County Auditor's Office



After Recording Please Return To:

Loren D. Combs

VSI Law Group, PLLC

3600 Port of Tacoma Road, Suite 311

Tacoma, WA 98424

EXCISE TAX NOT REQUIRED

BENTON COUNTY EXCISE TAX DIVISION

BY *Kim R. Jacobs* DEPUTY

Easement

11-17-11

UTILITY EASEMENT

Grantor: SHERI E. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The East half of the Southwest quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington. Complete legal description is in Exhibit A of document.

Tax Parcel No.: 120984000004000

SHERI E. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, hereby grants to NOR AM INVESTMENT, LLC ("Grantee"), its successors and assigns, a perpetual easement to install, construct, operate, inspect, maintain, repair, remove, and replace water mains and lines, sanitary sewer mains and lines, and any and all appurtenances, over, under, upon and across the property legally described in Exhibit A attached hereto and graphically depicted in Exhibit B attached hereto (the "Easement"), which is a portion of Benton County Assessor's Parcel Number 120984000004000.

Grantee, its employees, agents, and contractors shall have the right at such times as may be reasonably necessary to enter upon Grantor's property to access the Easement area for the purposes of installing, constructing, operating, inspecting, maintaining, repairing, removing, or replacing water mains and lines, sanitary sewer mains and lines, and appurtenances. The Grantor shall retain the right to use the surface of the Easement if such use does not unreasonably interfere with the rights granted to Grantee herein. However, the Grantor shall not erect buildings or structures on or over the Easement.

This Easement shall be a covenant running with the land and shall be binding on the successors, heirs, and assigns of both the parties hereto.

This Easement shall be a covenant running with the land and shall be binding on the successors, heirs, and assigns of both the parties hereto.

DATED this 9 ^{November} day of ~~October~~, 2011 *JK*

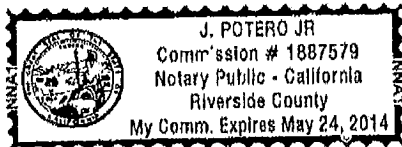
GRANTOR:

Sheri E. Sterling
Sheri E. Sterling

STATE OF CALIFORNIA)
) ss.
County of Riverside)

I certify that I ~~know or~~ have satisfactory evidence that Sheri E. Sterling is the person who appeared before me, and said person acknowledged that she signed this instrument and acknowledged it to be her free and voluntary act for the uses and purposes mentioned in the instrument.

November
DATED: ~~October~~ 9, 2011. *JK*

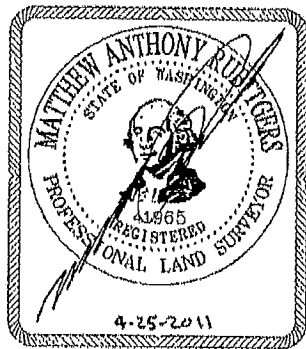


J. Poto Jr
NOTARY PUBLIC
Print Name: J. POTO JR
My appointment expires: MAY 24, 2014

EXHIBIT "A"
EASEMENT DESCRIPTION
PARCEL NO.: 120984000004000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727177, contained within a 20.00 foot wide strip of land, lying 10.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the True Point of Beginning; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington





After Recording Please Return To:

Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION

BY Kim R. Jacobs DEPUTY Easement
11-17-11

TEMPORARY EASEMENT

Grantor: SHERI E. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The East half of the Southwest quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington. Complete legal description is in Exhibit A of document.

Tax Parcel No.: 120984000004000

SHERI E. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, does hereby grant to the NOR AM INVESTMENT, LLC ("Grantee"), a temporary construction easement over, upon and across the real property legally described in Exhibit A and graphically depicted on Exhibit B attached hereto (the "Easement"), situated in Benton County, State of Washington.

The purpose of the Easement is to allow the Grantee, its officers, employees, agents and contractors the right to use and occupy the Easement area for construction activities for installation of water and sewer utilities.

The Easement shall terminate when all installation work for the water and sewer mains is complete.

DATED this 9 ^{November} day of ~~October~~ 2011

GRANTOR:

Sheri E. Sterling

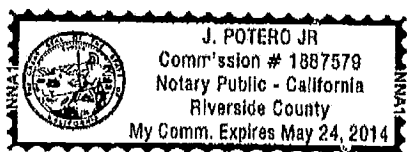
STATE OF CALIFORNIA)

County of Riverside)

ss.

I certify that I ~~know~~ or have satisfactory evidence that Sheri E. Sterling is the person who appeared before me, and said person acknowledged that she signed this instrument and acknowledged it to be her free and voluntary act for the uses and purposes mentioned in the instrument.

NOVEMBER 9th
DATED: ~~October~~ 9, 2011.



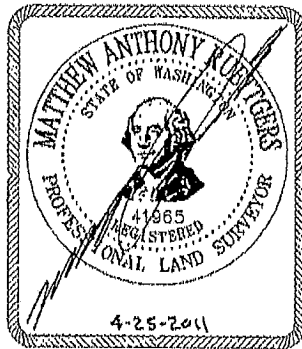
NOTARY PUBLIC

Print Name: J. Potero JrMy appointment expires: May 24, 2014

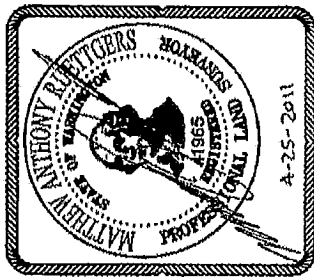
EXHIBIT "A"
CONSTRUCTION EASEMENT DESCRIPTION
PARCEL NO.: 120984000004000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727177, contained within a 50.00 foot wide strip of land, lying 25.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the **True Point of Beginning**; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



**EASEMENT PICTORIAL ILLUSTRATION
LOCATED IN SW 1/4 & SE 1/4 OF SECTION 20,
TOWNSHIP 9 NORTH, RANGE 28 EAST,
W.M., BENTON COUNTY, WASHINGTON**



APN AUDITOR'S FILE NUMBER
APN ASSESSOR'S PARCEL NUMBER

NOT TO SCALE

HWY SR 1-182

APNE 120982000015009
APNE 2005-030164

SEE DETAIL
FOR TYPICAL
DIMENSIONS

APNs: 130934000000000000
AFN: 9727178

APN: 12093400000020000
APN: 9727176

APN: 120934000001000
ALN: 9727180

ALPN: 1209330000003000
ALPN: 9727175

APN: 130933000002000
APN: 9727181

**NOTE:
SEE EXHIBIT "C" FOR
EASEMENT CENTERLINE
DIMENSIONS**

APN: 120984000004000
AFN: 9727177

PacWest Engineering, LLC

10209 Bridgeport Way SW, Suite C-1

Lakewood, Wa. 9
Phone (253) 830-5960

Fax (253) 830-5999



2011-032684 EAS
11/17/2011 02:54:11 PM Pages: 3 Fee: \$64.00
Vsi Law Group PLLC
Benton County, Benton County Auditor's Office

After Recording Please Return To:
Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NOT ESTIMATED
BENTON COUNTY EXCISE TAX DIVISION

BY Kim R. Jassby DEPUTY Easement
11-17-11

UTILITY EASEMENT

Grantor: SHERI E. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The East half of the Southeast quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington. Complete legal description is in Exhibit A of document.

Tax Parcel No.: 120984000002000

SHERI E. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, hereby grants to NOR AM INVESTMENT, LLC ("Grantee"), its successors and assigns, a perpetual easement to install, construct, operate, inspect, maintain, repair, remove, and replace water mains and lines, sanitary sewer mains and lines, and any and all appurtenances, over, under, upon and across the property legally described in Exhibit A attached hereto and graphically depicted in Exhibit B attached hereto (the "Easement"), which is a portion of Benton County Assessor's Parcel Number 120984000002000.

Grantee, its employees, agents, and contractors shall have the right at such times as may be reasonably necessary to enter upon Grantor's property to access the Easement area for the purposes of installing, constructing, operating, inspecting, maintaining, repairing, removing, or replacing water mains and lines, sanitary sewer mains and lines, and appurtenances. The Grantor shall retain the right to use the surface of the Easement if such use does not unreasonably interfere with the rights granted to Grantee herein. However, the Grantor shall not erect buildings or structures on or over the Easement.

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This Easement shall be a covenant running with the land and shall be binding on the successors, heirs, and assigns of both the parties hereto.

DATED this 9 ^{November} ~~day of October~~, 2011

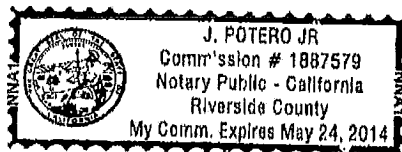
GRANTOR:

Sheri E. Sterling
Sheri E. Sterling

STATE OF CALIFORNIA)
)
County of Riverside) ss.

I certify that I ~~know~~ ^{have} satisfactory evidence that Sheri E. Sterling is the person who appeared before me, and said person acknowledged that she signed this instrument and acknowledged it to be her free and voluntary act for the uses and purposes mentioned in the instrument.

^{November 9th}
DATED: ~~October~~ 9, 2011.



J. Poto Jr
NOTARY PUBLIC

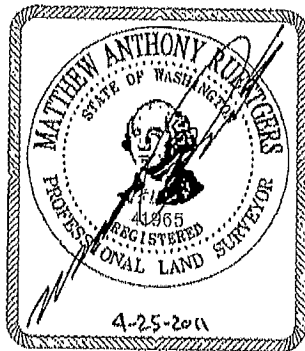
Print Name: J. POTO JR

My appointment expires: May 24, 2014

EXHIBIT "A"
EASEMENT DESCRIPTION
PARCEL NO.: 120984000002000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727176, contained within a 20.00 foot wide strip of land, lying 10.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South $88^{\circ}31'59''$ West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North $00^{\circ}54'54''$ West, 817.09 feet to the **True Point of Beginning**; thence North $51^{\circ}44'49''$ East, 69.09 feet; thence North $52^{\circ}50'25''$ East, 259.56 feet; thence North $76^{\circ}16'46''$ East, 400.53 feet; thence North $77^{\circ}13'16''$ East, 258.93 feet; thence North $88^{\circ}27'14''$ East, 400.16 feet; thence North $88^{\circ}36'16''$ East, 965.90 feet; thence North $01^{\circ}23'44''$ West, 167.50 feet; North $88^{\circ}36'12''$ East, 1305.00 feet; thence South $01^{\circ}23'44''$ East, 167.53 feet; thence North $87^{\circ}05'49''$ East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North $00^{\circ}14'56''$ West, 1152.54 feet from the Point of Commencement. All lying in the Southeast $\frac{1}{4}$ and Southwest $\frac{1}{4}$ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



2011-032685 EAS
11/17/2011 02:54:11 PM Pages: 6 Fee: \$66.00
VSI Law Group PLLC
Benton County, Benton County Auditor's Office

After Recording Please Return To:

Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NOT RECALCULATED
BENTON COUNTY EXCISE TAX DIVISION

BY: Kim R. Jacobs DEPUTY Easement
11-17-11

TEMPORARY EASEMENT

Grantor: SHERI E. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The East half of the Southeast quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington. Complete legal description is in Exhibit A of document.

Tax Parcel No.: 120984000002000

SHERI E. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, does hereby grant to the NOR AM INVESTMENT, LLC ("Grantee"), a temporary construction easement over, upon and across the real property legally described in Exhibit A and graphically depicted on Exhibit B attached hereto (the "Easement"), situated in Benton County, State of Washington.

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The Easement shall terminate when all installation work for the water and sewer mains is complete.

DATED this 9 day of November, 2011

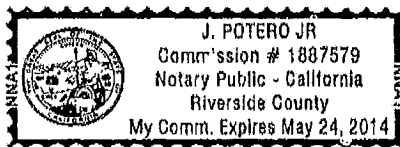
GRANTOR:

Sheri E. Sterling

STATE OF CALIFORNIA)
)
County of Riverside) ss.

I certify that I ~~know~~ or have satisfactory evidence that Sheri E. Sterling is the person who appeared before me, and said person acknowledged that she signed this instrument and acknowledged it to be her free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: ~~October~~ ^{November 9th} 2011.

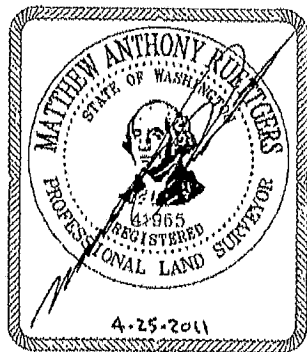


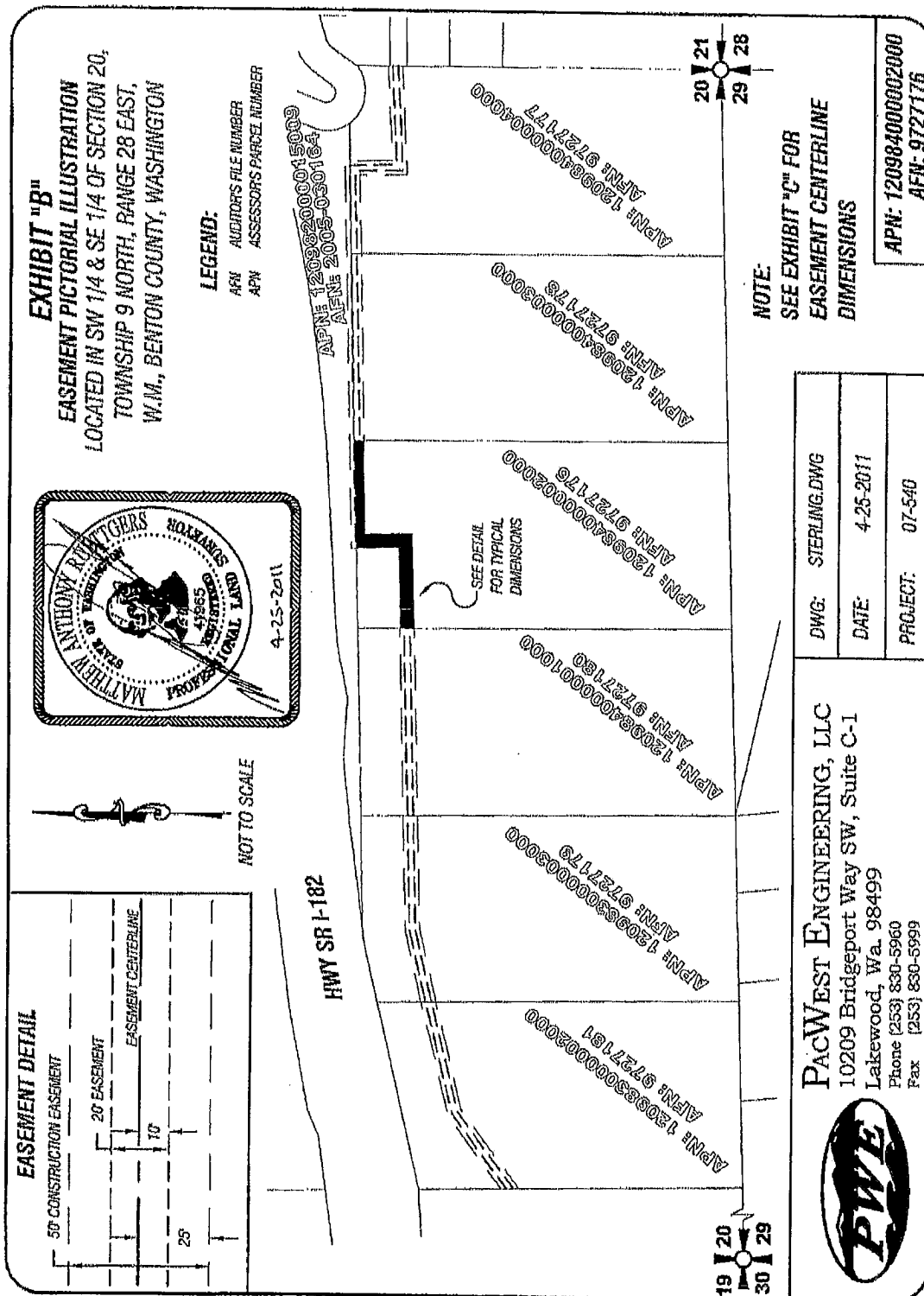
J. Poto Jr
NOTARY PUBLIC
Print Name: J. POTO JR
My appointment expires: May 24, 2014

EXHIBIT "A"
CONSTRUCTION EASEMENT DESCRIPTION
PARCEL NO.: 120984000002000

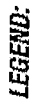
All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727176, contained within a 50.00 foot wide strip of land, lying 25.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South $88^{\circ}31'59''$ West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North $00^{\circ}54'54''$ West, 817.09 feet to the True Point of Beginning; thence North $51^{\circ}44'49''$ East, 69.09 feet; thence North $52^{\circ}50'25''$ East, 259.56 feet; thence North $76^{\circ}16'46''$ East, 400.53 feet; thence North $77^{\circ}13'16''$ East, 258.93 feet; thence North $88^{\circ}27'14''$ East, 400.16 feet; thence North $88^{\circ}36'16''$ East, 965.90 feet; thence North $01^{\circ}23'44''$ West, 167.50 feet; North $88^{\circ}36'12''$ East, 1305.00 feet; thence South $01^{\circ}23'44''$ East, 167.53 feet; thence North $87^{\circ}05'49''$ East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North $00^{\circ}14'56''$ West, 1152.54 feet from the Point of Commencement. All lying in the Southeast $\frac{1}{4}$ and Southwest $\frac{1}{4}$ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



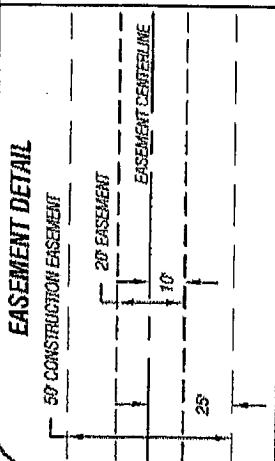


**EASEMENT PICTORIAL ILLUSTRATION
LOCATED IN SW 1/4 & SE 1/4 OF SECTION 20,
TOWNSHIP 9 NORTH, RANGE 28 EAST,
W.M., BENTON COUNTY, WASHINGTON**

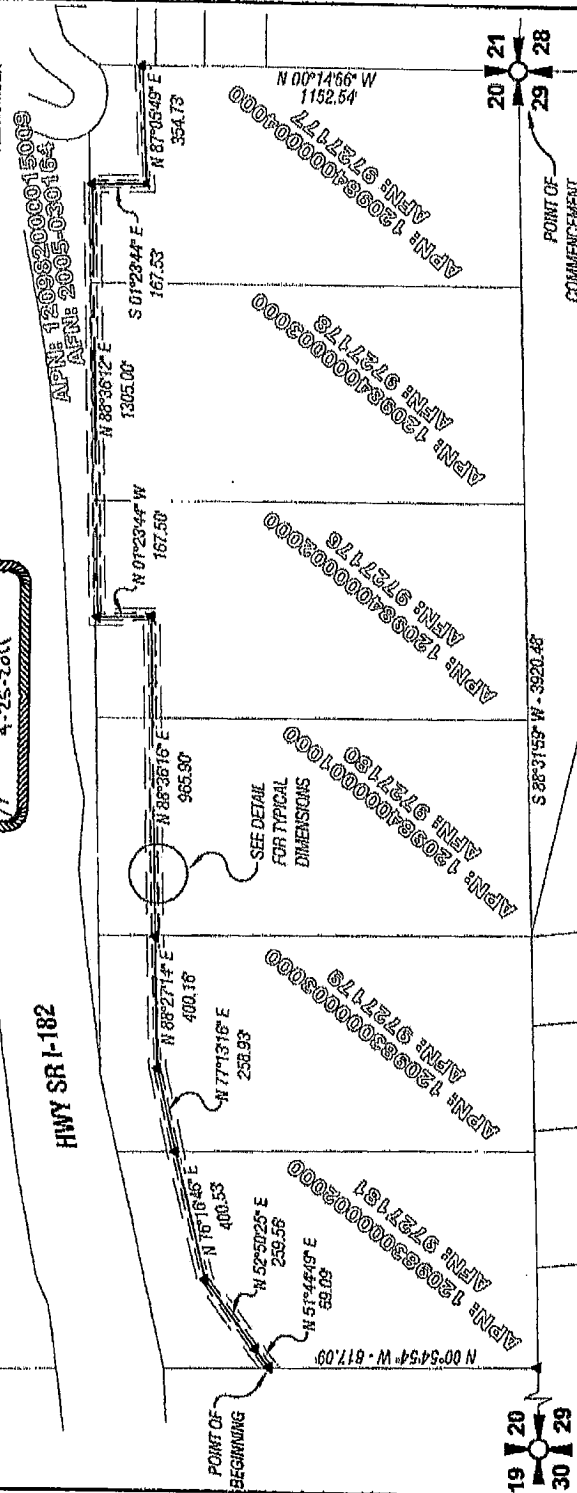


▲	CALCULATED POINT
AFN	AUDITOR'S FILE NUMBER
APN	ASSESSORS PARCEL NUMBER

NOT TO SCALE



HWY SR 1-182



PACWEST ENGINEERING, LLC
10209 Bridgeport Way SW, Suite C-1
Lakewood, Wa. 98499
Phone (253) 830-5960
Fax (253) 830-5999



DWG: STERLING.DWG

DATE: 4-25-2011

PROJECT: 07-540

After Recording Please Return To:
Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION

BY Kim Jacobs 4-10-12 DEPUTY Assessor

UTILITY EASEMENT

Grantor: SHERI E. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The East half of the Southeast quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington. Complete legal description is in Exhibit A of document.

Tax Parcel No.: 120984000002000

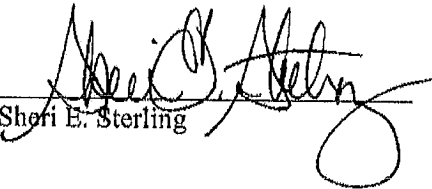
SHERI E. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, hereby grants to NOR AM INVESTMENT, LLC ("Grantee"), its successors and assigns, a perpetual easement to install, construct, operate, inspect, maintain, repair, remove, and replace water mains and lines, sanitary sewer mains and lines, and any and all appurtenances, over, under, upon and across the property legally described in Exhibit A attached hereto and graphically depicted in Exhibit B attached hereto (the "Easement"), which is a portion of Benton County Assessor's Parcel Number 120984000002000.

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This Easement shall be a covenant running with the land and shall be binding on the successors, heirs, and assigns of both the parties hereto.

DATED this 6 day of ^{April}~~March~~, 2012

GRANTOR:


Sheri E. Sterling

STATE OF CALIFORNIA)
)
County of Riverside) ss.

I certify that I have satisfactory evidence that Sheri E. Sterling is the person who appeared before me, and said person acknowledged that she signed this instrument and acknowledged it to be her free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: March ____, 2012.

SEE ATTACHED CERTIFICATE

NOTARY PUBLIC

Print Name: _____

My appointment expires: _____

ACKNOWLEDGMENT

State of California
County of RIVERSIDE

On April 6, 2012 before me, Dianne A. Krulitz NOTARY PUBLIC
(insert name and title of the officer)

personally appeared Sheri E. Sterling
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing
paragraph is true and correct.

WITNESS my hand and official seal.

Signature Dianne A. Krulitz (Seal)

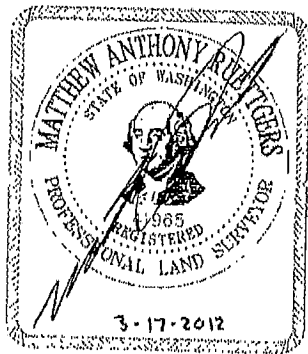


Utility Easement

EXHIBIT "A"
EASEMENT DESCRIPTION
PARCEL NO.: 120984000002000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727176, contained within a 20.00 foot wide strip of land, lying 10.00 feet on either side of the following described centerline:

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After Recording Please Return To:
Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION

BY Sam C. Ciccillo DEPUTY Easement
4-10-12

TEMPORARY EASEMENT

Grantor: SHERI E. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The East half of the Southeast quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington. Complete legal description is in Exhibit A of document.

Tax Parcel No.: 120984000002000

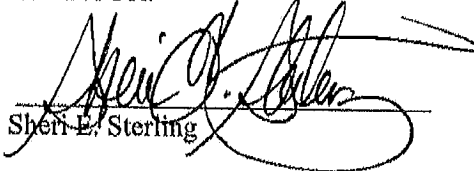
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The Easement shall terminate when all installation work for the water and sewer mains is complete.

DATED this 6th day of April ~~March~~, 2012

GRANTOR:


Sheri E. Sterling

STATE OF CALIFORNIA)
) ss.
County of Riverside)

I certify that I have satisfactory evidence that Sheri E. Sterling is the person who appeared before me, and said person acknowledged that she signed this instrument and acknowledged it to be her free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: ~~March~~ ____, 2012.

SEE ATTACHED CERTIFICATE

NOTARY PUBLIC

Print Name: _____

My appointment expires: _____

ACKNOWLEDGMENT

State of California
County of RIVERSIDE

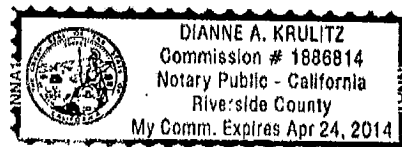
On April 6, 2012 before me, Dianne A. Krulitz NOTARY PUBLIC
(insert name and title of the officer)

personally appeared Sheri E. Stirling
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are
subscribed to the within instrument and acknowledged to me that he/she/they executed the same in
his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the
person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing
paragraph is true and correct.

WITNESS my hand and official seal.

Signature Dianne A. Krulitz (Seal)

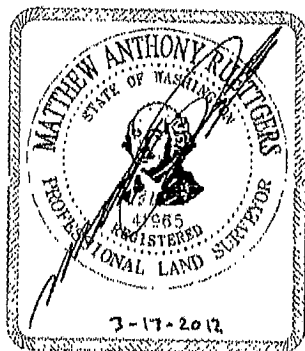


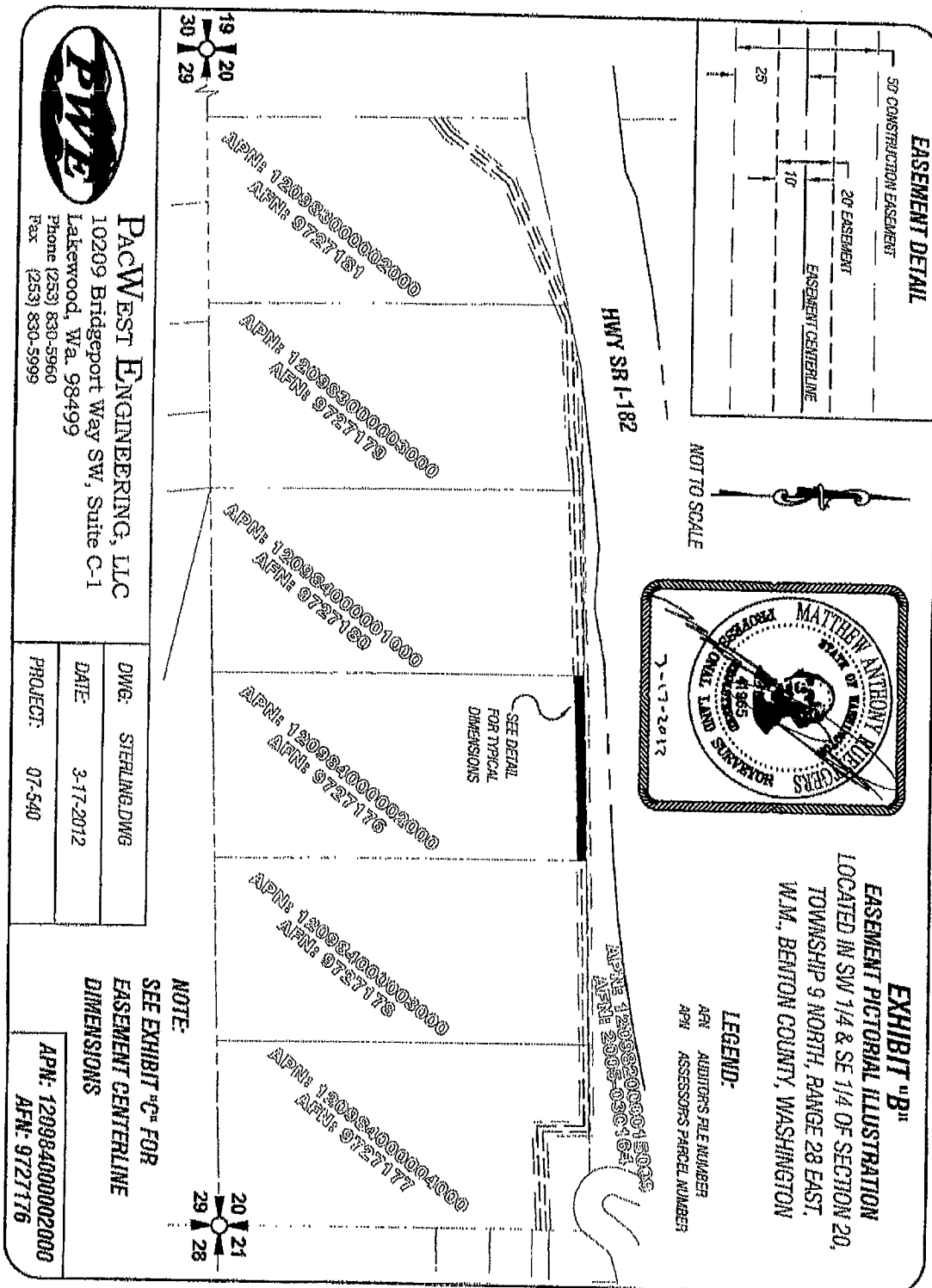
Temporary Co-Signatory

EXHIBIT "A"
CONSTRUCTION EASEMENT DESCRIPTION
PARCEL NO.: 120984000002000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727176, contained within a 50.00 foot wide strip of land, lying 25.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South $88^{\circ}31'59''$ West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North $00^{\circ}54'54''$ West, 817.09 feet to the **True Point of Beginning**; thence North $51^{\circ}44'49''$ East, 69.09 feet; thence North $36^{\circ}53'04''$ East, 273.91 feet; thence North $65^{\circ}56'32''$ East, 532.43 feet; thence North $87^{\circ}29'34''$ East, 391.67 feet; thence North $83^{\circ}36'16''$ East, 158.10 feet; thence North $87^{\circ}44'14''$ East, 1011.81 feet; North $88^{\circ}36'12''$ East, 1305.00 feet; thence South $01^{\circ}23'44''$ East, 167.53 feet; thence North $87^{\circ}05'49''$ East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North $00^{\circ}14'56''$ West, 1152.54 feet from the Point of Commencement. All lying in the Southeast $\frac{1}{4}$ and Southwest $\frac{1}{4}$ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington







Return Address:

JIM STERLING

890 GEORGE WASHINGTON WAY

RICHLAND, WA 993528

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION
BY James J. Sterling DEPUTY
Easement

EASEMENT

Grantor: Sheri E. Sterling, a single person

Grantee: James J. Sterling

Legal Description: Portion of South 1/4, SE 1/4, Sec. 20, T.9N., R.28E., W.M.

Assessor's Tax Parcel #: 1-2098-400-0002-000, 12098-400-0003-003, 1-2098-400-0002-000

For valuable consideration, receipt of which is hereby acknowledged, the Grantor, Sheri E. Sterling, a single person, hereby grants and conveys to the Grantee, James J. Sterling, his heirs successors and assigns, the right, privilege and authority to construct, improve, repair and maintain an access road and utilities, over and upon the following lands, located in Benton County, State of Washington, to-wit:

ACCESS & UTILITY EASEMENT

AN EASEMENT FOR ACCESS AND UTILITIES 30.00 FEET IN WIDTH, WITH 15.00 FEET OF SAID WIDTH LYING ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE SITUATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, BENTON COUNTY WASHINGTON;

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 20; THENCE N 00°18'39"W, 1152.54 FEET ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE CENTERLINE OF AN EXISTING 20.00 WIDE UTILITY EASEMENT AS DESCRIBED IN AUDITOR'S FILE NO. 2011-032672, RECORDS OF BENTON COUNTY, WASHINGTON AND THE BEGINNING OF SAID CENTERLINE; THENCE ALONG SAID CENTERLINE THE FOLLOWING COURSES; THENCE S 87°05'49"W, 353.36 FEET; THENCE N 01°23'44"W, 167.53 FEET; THENCE S 88°36'12"W, 1305.00 FEET; THENCE S 01°23'44"E, 30.00 FEET TO THE TERMINUS OF SAID CENTERLINE.

EXCEPT ANY PORTION THEREOF LYING IN THE NORTH HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 20.

The covenants herein contained shall run with the land and are binding upon all subsequent owners thereof. In Witness Whereof, the said Grantor has executed this instrument this 13 day of November, 2013.

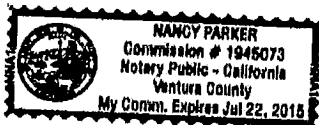
Sheri E. Sterling
SHERI E. STERLING

STATE OF CALIFORNIA

County of

On this 13 day of November, 2013, before me, the undersigned Notary Public, in and for the State of California, duly commissioned and sworn, personally appeared: Sheri E. Sterling, to me proven to be the individual that executed the foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said entity, for the uses and purposes mentioned in the instrument, and on oath stated that she is authorized to execute said instrument.

Given under my hand and official seal this 13 day of November, 2013.



Nancy Parker
Notary Public in and for the State of California
residing at Oxnard, CA
My commission expires: July 22, 2015



BENTON COUNTY RECORDING COVER SHEET

RETURN TO:
Benton P.U.D.,
PO Box 6270
Kennewick, WA 99336-

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION
BY *[Signature]* 6/19/12 DEPUTY
EASEMENT

Document Title(s) (or transactions contained therein): 1. Bill of Sale 2.
Reference Number(s) of Documents assigned or released: (on page _____ of document(s))
Grantor(s) (Last name first, then first name and initials) 1. Public Utility District No. 1 of Benton County, Washington 2. Additional names on page _____ of document
Grantee(s) (Last name first, then first name and initials) 1. City of Richland 2. Additional names on page _____ of document.
Legal description (abbreviated: i.e. lot, block, plat or section, township, range), 1. Varies, see Exhibit A and B
Assessor's Property Tax Parcel/Account Number: N/A
The Auditor/Recorder will rely on the information provided on the form. The staff will not read the document or verify the accuracy or completeness of the indexing information provided herein.

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION
BY B. Murray 6/19/12 DEPUTY
EASEMENT

BILL OF SALE

KNOW ALL PERSONS BY THESE PRESENTS,

That PUBLIC UTILITY DISTRICT NO. 1 OF BENTON COUNTY, a Washington municipal corporation ("PUD"), pursuant to the provisions of that certain Electrical Service Area and Facilities Purchase Agreement ("Agreement") with the CITY OF RICHLAND, a Washington municipal corporation ("City"), does by these presents grant, bargain, sell and convey unto the City the following described personal property, located in the County of Benton, State of Washington, to-wit:

Overhead and underground electric lines, poles, conduits, vaults, transformers, switches, wire and affiliated equipment in the geographical areas as identified in red on Exhibit A and Exhibit B of the Agreement, (hereinafter the "Personal Property").

The PUD covenants, agrees and warrants that it owns said Personal Property and that the same is free from liens and encumbrances and that it will defend the sale of the Personal Property hereby made, against all and every person or persons whomsoever, lawfully claiming the same or any part thereof.

THE PUD MAKES NO WARRANTIES OR REPRESENTATIONS REGARDING THE PERSONAL PROPERTY, MAKES NO WARRANTY OF MERCHANTABILITY OR OF FITNESS FOR A PARTICULAR PURPOSE, AND THE PERSONAL PROPERTY IS TRANSFERRED "AS IS", WHERE IS, EXCEPT AS STATED IN SECTION E OF ARTICLE IX OF THE ELECTRICAL SERVICE AREA AND FACILITIES PURCHASE AGREEMENT BETWEEN THE PARTIES HERETO EXECUTED ON

_____ AND _____

IN WITNESS WHEREOF, the PUD hereunder set its hand this _____ day of _____,
2012.

PUBLIC UTILITY DISTRICT
NO. 1 OF BENTON COUNTY

By: James Sanders
It's General Manager

City of Richland

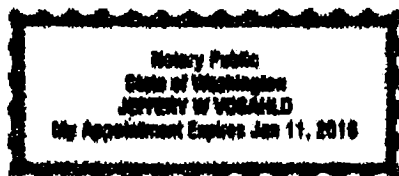
By: Cynthia Johnson
It's City Manager

STATE of WASHINGTON

County of BENTON

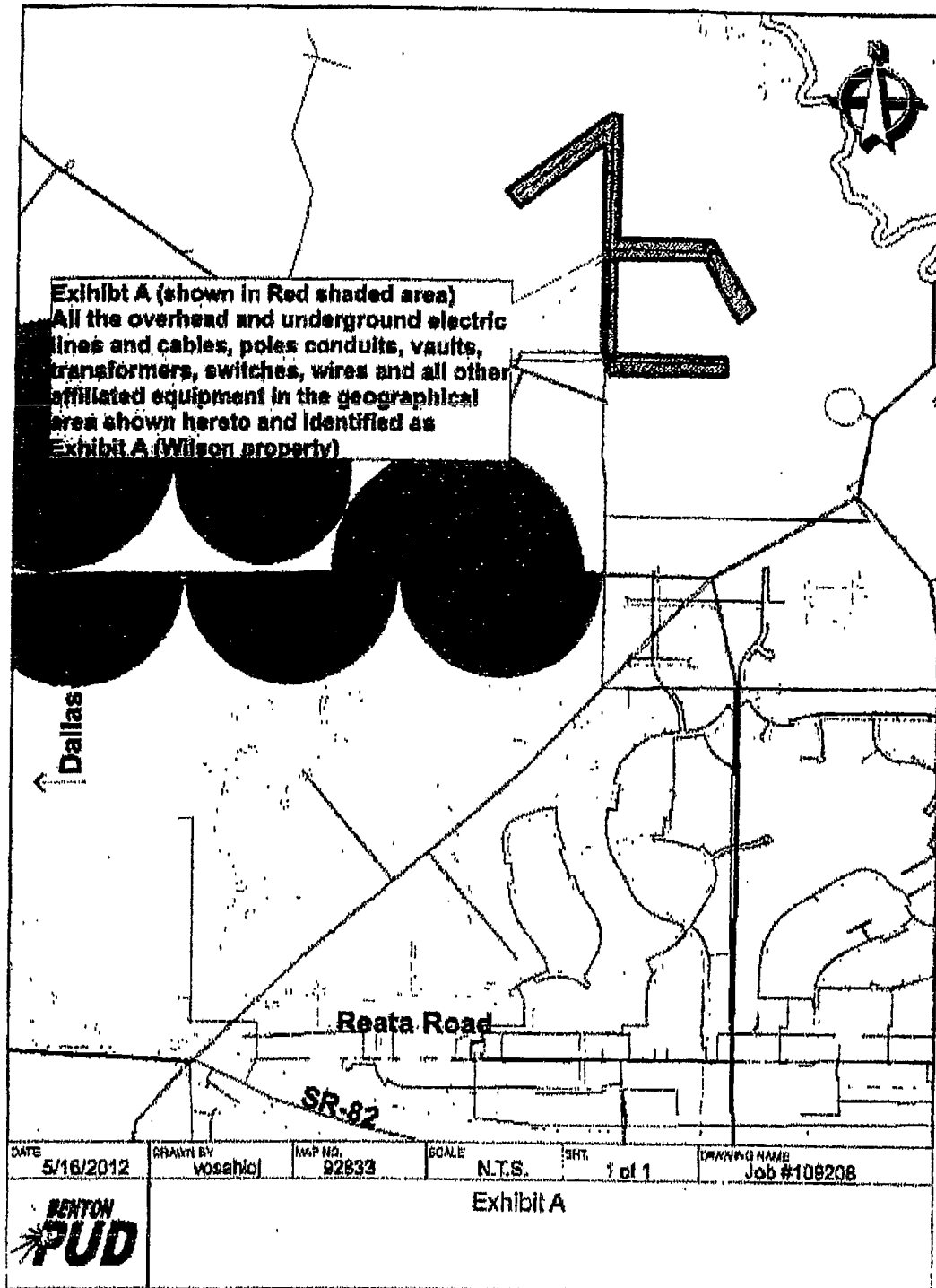
On this 13th day of JUNE 2012, before me, the undersigned Notary Public, personally appeared James Sanders known to me to be the General Manager of PUBLIC UTILITY DISTRICT NO.1 OF BENTON COUNTY and Cynthia Johnson known to me to be the City Manager for the CITY OF RICHLAND, the corporation that signed the foregoing instrument, and acknowledged the said instrument to be the free and voluntary act and deed of said corporation, for the uses and purposes therein mentioned, and on oath stated that he/she was authorized to execute the said the instrument.

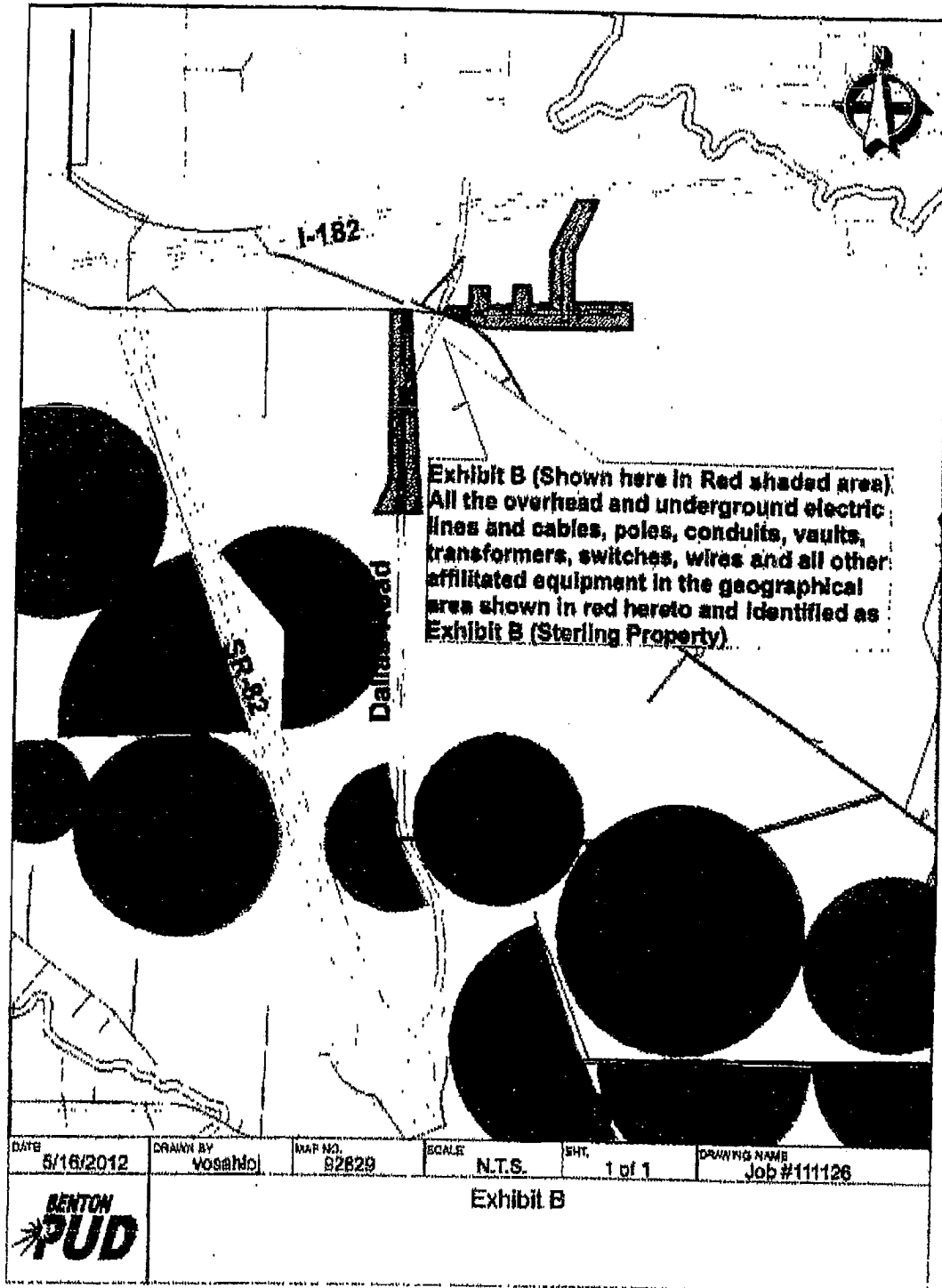
GIVEN under my hand and official seal this 13th day of
JUNE, 2012.



[Signature]
Notary's Signature

My Appointment Expires 1/11/2016





After Recording Please Return To:

Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION

BY Kim R Jacobs DEPUTY Assessment
11-17-11

UTILITY EASEMENT

Grantor: JAMES J. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The West half of the Southwest quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington.

Complete legal description is in Exhibit A of document

Tax Parcel No.: 120984000001000

JAMES J. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, hereby grants to NOR AM INVESTMENT, LLC ("Grantee"), its successors and assigns, a perpetual easement to install, construct, operate, inspect, maintain, repair, remove, and replace water mains and lines, sanitary sewer mains and lines, and any and all appurtenances, over, under, upon and across the property legally described in Exhibit A attached hereto and graphically depicted in Exhibit B attached hereto (the "Easement"), which is a portion of Benton County Assessor's Parcel Number 120984000001000.

Grantee, its employees, agents, and contractors shall have the right at such times as may be reasonably necessary to enter upon Grantor's property to access the Easement area for the purposes of installing, constructing, operating, inspecting, maintaining, repairing, removing, or replacing water mains and lines, sanitary sewer mains and lines, and appurtenances. The Grantor shall retain the right to use the surface of the Easement if such use does not unreasonably interfere with the rights granted to Grantee herein. However, the Grantor shall not erect buildings or structures on or over the Easement.

This Easement shall be a covenant running with the land and shall be binding on the successors, heirs, and assigns of both the parties hereto.

DATED this 31st day of October, 2011

GRANTOR:


James J. Sterling

STATE OF WASHINGTON)

)

SS.

County of Benton

I certify that I know or have satisfactory evidence that James J. Sterling is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: October 31st, 2011.

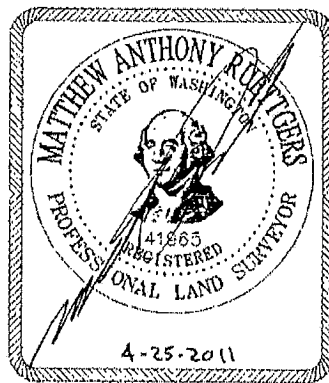



 NOTARY PUBLIC
 Print Name: Tracy N Taylor
 My appointment expires: 12-1-2012

EXHIBIT "A"
EASEMENT DESCRIPTION
PARCEL NO.: 120984000001000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727180, contained within a 20.00 foot wide strip of land, lying 10.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South $88^{\circ}31'59''$ West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North $00^{\circ}54'54''$ West, 817.09 feet to the **True Point of Beginning**; thence North $51^{\circ}44'49''$ East, 69.09 feet; thence North $52^{\circ}50'25''$ East, 259.56 feet; thence North $76^{\circ}16'46''$ East, 400.53 feet; thence North $77^{\circ}13'16''$ East, 258.93 feet; thence North $88^{\circ}27'14''$ East, 400.16 feet; thence North $88^{\circ}36'16''$ East, 965.90 feet; thence North $01^{\circ}23'44''$ West, 167.50 feet; North $88^{\circ}36'12''$ East, 1305.00 feet; thence South $01^{\circ}23'44''$ East, 167.53 feet; thence North $87^{\circ}05'49''$ East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North $00^{\circ}14'56''$ West, 1152.54 feet from the Point of Commencement. All lying in the Southeast $\frac{1}{4}$ and Southwest $\frac{1}{4}$ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



After Recording Please Return To:

Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXACT PAYMENT TO THE
BENTON COUNTY AUDITOR'S OFFICE

BY Kim R. Jacobs COUNTY CLERK
11-17-11

TEMPORARY EASEMENT

Grantor: JAMES J. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The West half of the Southwest quarter of the Southeast quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington. Complete legal description is in Exhibit A of document

Tax Parcel No.: 120984000001000

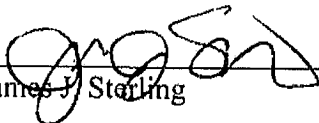
JAMES J. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, does hereby grant to the NOR AM INVESTMENT, LLC ("Grantee"), a temporary construction easement over, upon and across the real property legally described in Exhibit A and graphically depicted on Exhibit B attached hereto (the "Easement"), situated in Benton County, State of Washington.

The purpose of the Easement is to allow the Grantee, its officers, employees, agents and contractors the right to use and occupy the Easement area for construction activities for installation of water and sewer utilities.

The Easement shall terminate when all installation work for the water and sewer mains is complete.

DATED this 31st day of October, 2011

GRANTOR:


James J. Sterling

STATE OF WASHINGTON)

)

ss.

County of Benton)

I certify that I know or have satisfactory evidence that James J. Sterling is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: October 31st, 2011.

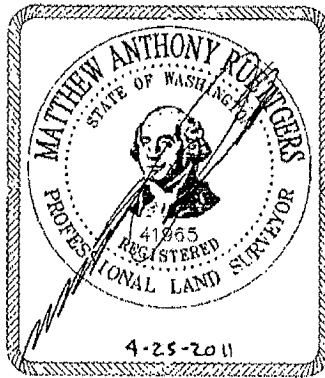


Tracy N. Taylor
NOTARY PUBLIC
Print Name: Tracy N. Taylor
My appointment expires: 12-1-2012

EXHIBIT "A"
CONSTRUCTION EASEMENT DESCRIPTION
PARCEL NO.: 120984000001000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727180, contained within a 50.00 foot wide strip of land, lying 25.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the **True Point of Beginning**; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington





+After Recording Please Return To:
Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

NOTARY PUBLIC
BENTON COUNTY EX-11-17-11

BY Kim R. Jacobs DEPUTY Easement
11-17-11

UTILITY EASEMENT

Grantor: JIM. STERLING and LAURA STERLING, husband and wife
Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company
Abbreviated Legal Description: Section 20 Township 9 Range 28 Quarter SE: Southeast Quarter of the Northwest Quarter: Northeast Quarter of the Southwest Quarter and the North Half of Southeast Quarter. Complete legal description is in Exhibit A of document
Tax Parcel No.: 120982000015009

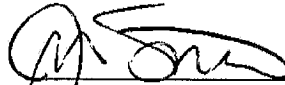
JAMES J. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, hereby grants to NOR AM INVESTMENT, LLC ("Grantee"), its successors and assigns, a perpetual easement to install, construct, operate, inspect, maintain, repair, remove, and replace water mains and lines, sanitary sewer mains and lines, and any and all appurtenances, over, under, upon and across the property legally described in Exhibit A attached hereto and graphically depicted in Exhibit B attached hereto (the "Easement"), which is a portion of Benton County Assessor's Parcel Number 120982000015009.

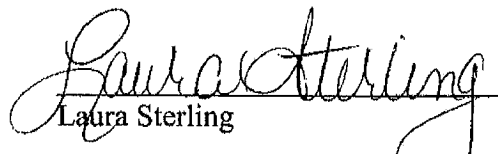
Grantee, its employees, agents, and contractors shall have the right at such times as may be reasonably necessary to enter upon Grantor's property to access the Easement area for the purposes of installing, constructing, operating, inspecting, maintaining, repairing, removing, or replacing water mains and lines, sanitary sewer mains and lines, and appurtenances. The Grantor shall retain the right to use the surface of the Easement if such use does not unreasonably interfere with the rights granted to Grantee herein. However, the Grantor shall not erect buildings or structures on or over the Easement.

This Easement shall be a covenant running with the land and shall be binding on the successors, heirs, and assigns of both the parties hereto.

DATED this 31st day of October, 2011

GRANTOR:


Jim Sterling


Laura Sterling

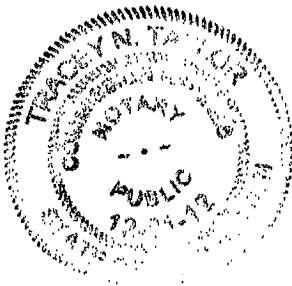
STATE OF WASHINGTON)

) ss.

County of Benton)

I certify that I know or have satisfactory evidence that Jim Sterling and Laura Sterling are the persons who appeared before me, and said persons acknowledged that they signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: October 31, 2011.



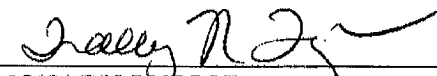
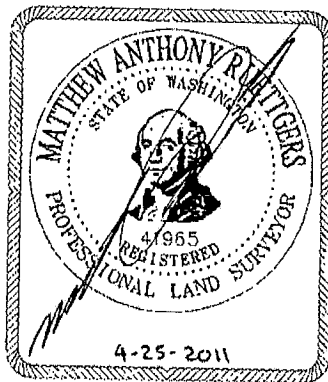

NOTARY PUBLIC
Print Name: Tracey N Taylor
My appointment expires: 12-1-2012

EXHIBIT "A"
EASEMENT DESCRIPTION
PARCEL NO.: 120982000015009

All that portion of that certain parcel of land described in Statutory Warranty Deed recorded under Auditor's File Number 2005-030164, contained within a 20.00 foot wide strip of land, lying 10.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South $88^{\circ}31'59''$ West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North $00^{\circ}54'54''$ West, 817.09 feet to the **True Point of Beginning**; thence North $51^{\circ}44'49''$ East, 69.09 feet; thence North $52^{\circ}50'25''$ East, 259.56 feet; thence North $76^{\circ}16'46''$ East, 400.53 feet; thence North $77^{\circ}13'16''$ East, 258.93 feet; thence North $88^{\circ}27'14''$ East, 400.16 feet; thence North $88^{\circ}36'16''$ East, 965.90 feet; thence North $01^{\circ}23'44''$ West, 167.50 feet; thence North $88^{\circ}36'12''$ East, 1305.00 feet; thence South $01^{\circ}23'44''$ East, 167.53 feet; thence North $87^{\circ}05'49''$ East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North $00^{\circ}14'56''$ West, 1152.54 feet from the Point of Commencement. All lying in the Southeast $\frac{1}{4}$ and Southwest $\frac{1}{4}$ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



2011-032669 EAS

11/17/2011 02:45:05 PM Pages: 5 Fee: \$66.00
Vsi Law Group PLLC
Benton County, Benton County Auditor's Office



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Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

TACOMA COUNTY AUDITOR
BENTON COUNTY, WA

Kim R. Jacobs Easement
11-17-11

TEMPORARY EASEMENT

Grantor: JIM.STERLING and LAURA STERLING, husband and wife

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: Section 20 Township 9 Range 28 Quarter SE: Southeast Quarter of the Northwest Quarter: Northeast Quarter of the Southwest Quarter and the North Half of Southeast Quarter. Complete legal description is in Exhibit A of document

Tax Parcel No.: 120982000015009

JIM STERLING AND LAURA STERLING, husband and wife, ("Grantor"), record owners of the property hereinafter described, for good and valuable consideration, do hereby grant to the NOR AM INVESTMENT, LLC ("Grantee"), a temporary construction easement over, upon and across the real property legally described in Exhibit A and graphically depicted on Exhibit B attached hereto (the "Easement"), situated in Benton County, State of Washington.

The purpose of the Easement is to allow the Grantee, its officers, employees, agents and contractors the right to use and occupy the Easement area for construction activities for installation of water and sewer utilities.

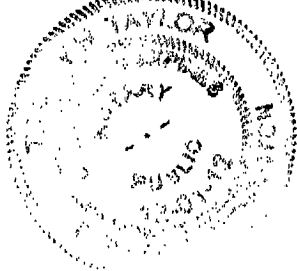
DATED this 31st day of October, 2011


Jim Sterling


Laura Sterling

I certify that I know or have satisfactory evidence that Jim Sterling and Laura Sterling, husband and wife, are the persons who appeared before me, and said persons acknowledged that they signed this instrument and acknowledged it to be their free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: October 31, 2011.

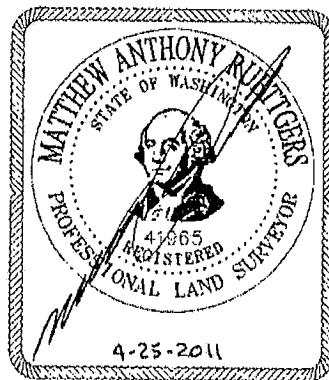


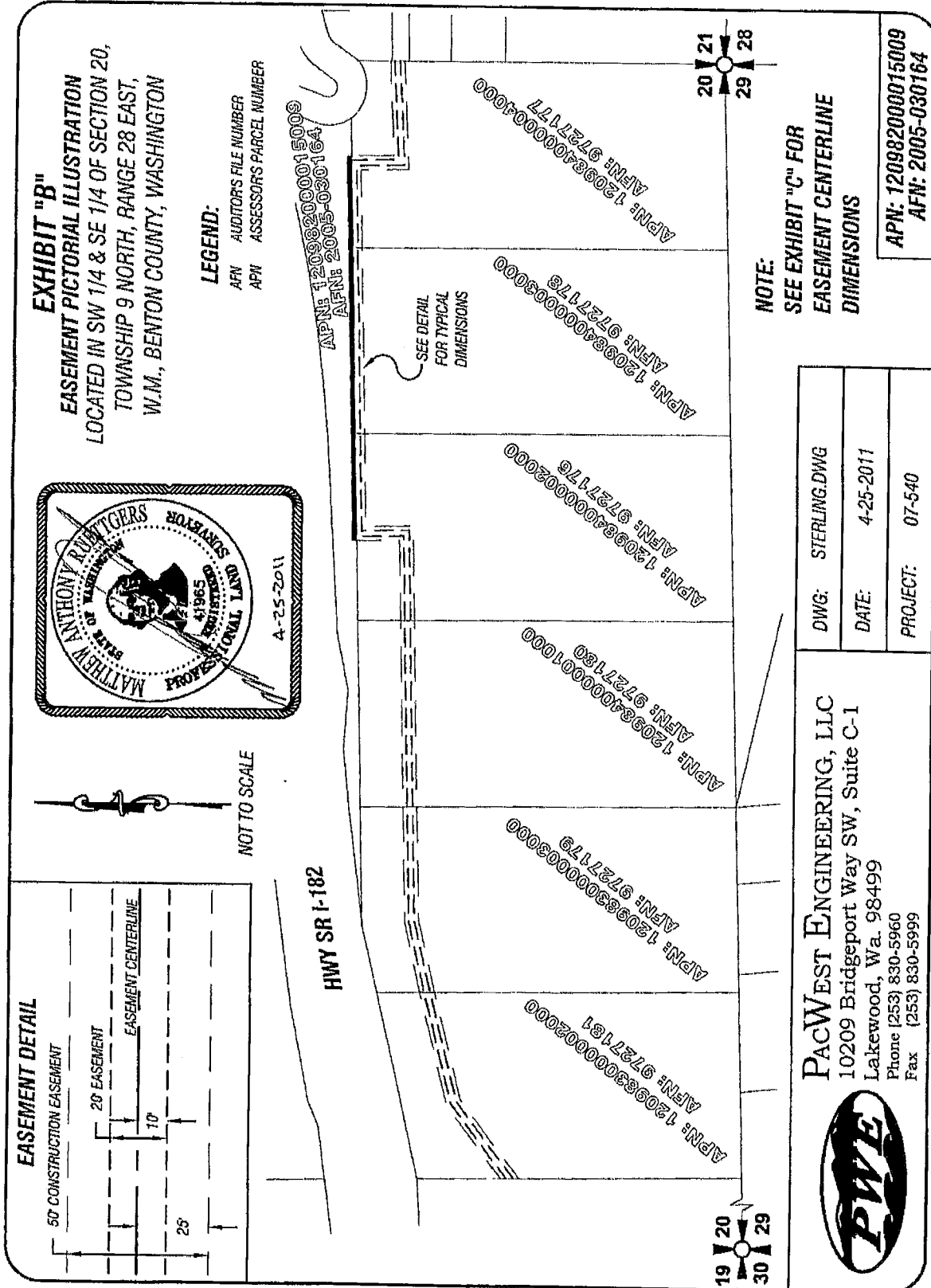

 NOTARY PUBLIC
 Print Name: Tracy N Taylor
 My appointment expires: 12-1-2012

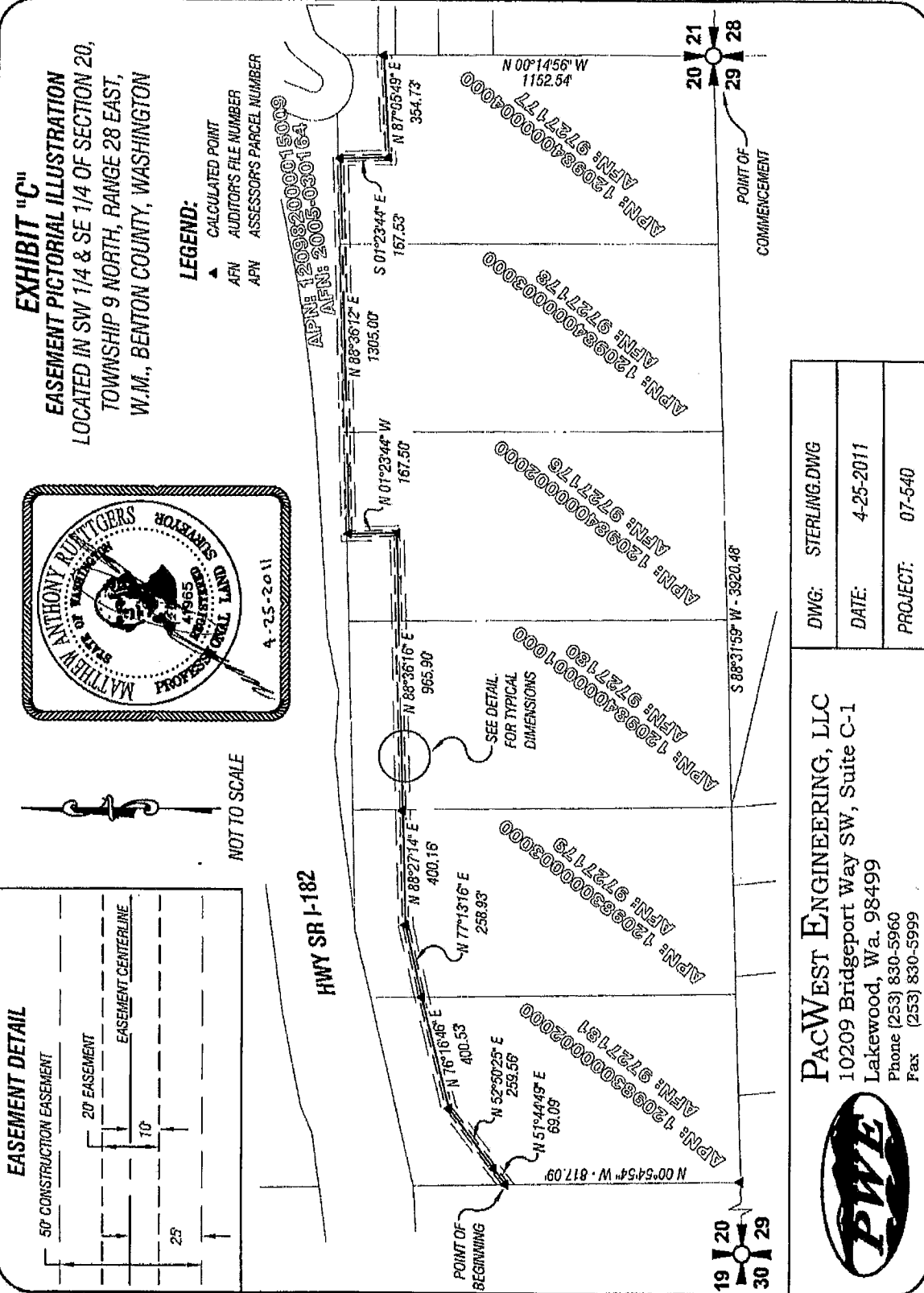
EXHIBIT "A"
CONSTRUCTION EASEMENT DESCRIPTION
PARCEL NO.: 120982000015009

All that portion of that certain parcel of land described in Quit Statutory Warranty Deed recorded under Auditor's File Number 2005-030164, contained within a 50.00 foot wide strip of land, lying 25.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the **True Point of Beginning**; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington









After Recording Please Return To:
Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NO. 11-17-11
BENTON COUNTY AUDITOR'S OFFICE

Kim B. Jacobs 11-17-11 *Easement*

UTILITY EASEMENT

Grantor: JAMES J. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The West half of the Southeast quarter of the Southwest quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington, EXCEPT interstate highway right-of-way. Complete legal description is in Exhibit A of document.

Tax Parcel No.: 120983000002000

JAMES J. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, hereby grants to NOR AM INVESTMENT, LLC ("Grantee"), its successors and assigns, a perpetual easement to install, construct, operate, inspect, maintain, repair, remove, and replace water mains and lines, sanitary sewer mains and lines, and any and all appurtenances, over, under, upon and across the property legally described in Exhibit A attached hereto and graphically depicted in Exhibit B attached hereto (the "Easement"), which is a portion of Benton County Assessor's Parcel Number 120983000002000.

Grantee, its employees, agents, and contractors shall have the right at such times as may be reasonably necessary to enter upon Grantor's property to access the Easement area for the purposes of installing, constructing, operating, inspecting, maintaining, repairing, removing, or replacing water mains and lines, sanitary sewer mains and lines, and appurtenances. The Grantor shall retain the right to use the surface of the Easement if such use does not unreasonably interfere with the rights granted to Grantee herein. However, the Grantor shall not erect buildings or structures on or over the Easement.

This Easement shall be a covenant running with the land and shall be binding on the successors, heirs, and assigns of both the parties hereto.

DATED this 31 day of October, 2011

GRANTOR:


James J. Sterling

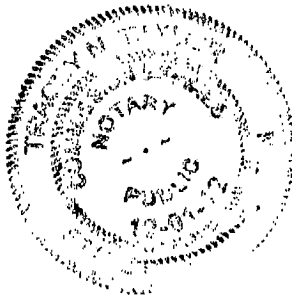
STATE OF WASHINGTON)

) ss.

County of Benton)

I certify that I know or have satisfactory evidence that James J. Sterling is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: October 31st, 2011.

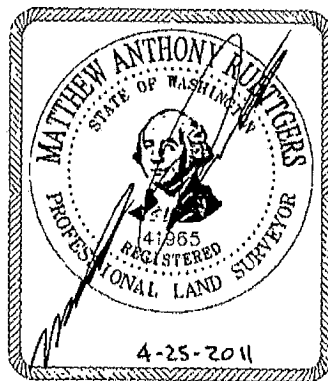



NOTARY PUBLIC
Print Name: Tracy N Taylor
My appointment expires: 12-1-2012

EXHIBIT "A"
EASEMENT DESCRIPTION
PARCEL NO.: 120983000002000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727181, contained within a 20.00 foot wide strip of land, lying 10.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the **True Point of Beginning**; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



After Recording Please Return To:

Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX IS REQUIRED
BENTON COUNTY EXCISE TAX DIVISION

BY Kim R. Jacobs DEPUTY Easement
11-17-11

TEMPORARY EASEMENT

Grantor: JAMES J. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The West half of the Southeast quarter of the Southwest quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington, EXCEPT interstate highway right-of-way. Complete legal description is in Exhibit A of document.

Tax Parcel No.: 120983000002000

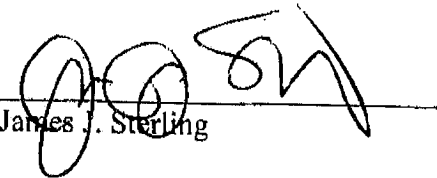
JAMES J. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, does hereby grant to the NOR AM INVESTMENT, LLC ("Grantee"), a temporary construction easement over, upon and across the real property legally described in Exhibit A and graphically depicted on Exhibit B attached hereto (the "Easement"), situated in Benton County, State of Washington.

The purpose of the Easement is to allow the Grantee, its officers, employees, agents and contractors the right to use and occupy the Easement area for construction activities for installation of water and sewer utilities.

The Easement shall terminate when all installation work for the water and sewer mains is complete.

DATED this 31 day of October, 2011

GRANTOR:


James J. Sterling

STATE OF WASHINGTON)

County of Benton)

ss.

I certify that I know or have satisfactory evidence that James J. Sterling is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: October 31st, 2011.

Tracy N. Taylor
NOTARY PUBLIC
Print Name: Tracy N. Taylor
My appointment expires: 12-31-2012

EXHIBIT "A"
CONSTRUCTION EASEMENT DESCRIPTION
PARCEL NO.: 120983000002000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727181, contained within a 50.00 foot wide strip of land, lying 25.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the **True Point of Beginning**; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington

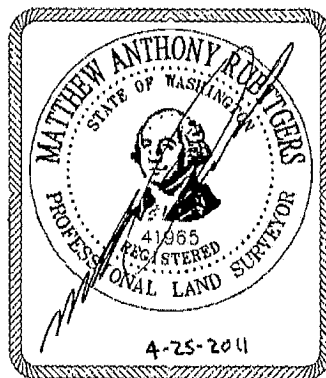
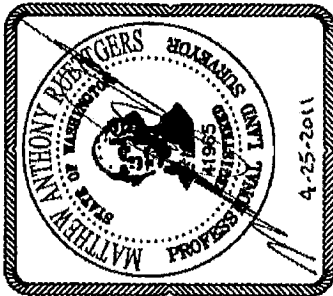


EXHIBIT "C"
EASEMENT PICTORIAL ILLUSTRATION
LOCATED IN SW 1/4 & SE 1/4 OF SECTION 20,
TOWNSHIP 9 NORTH, RANGE 28 EAST,
W.M., BENTON COUNTY, WASHINGTON

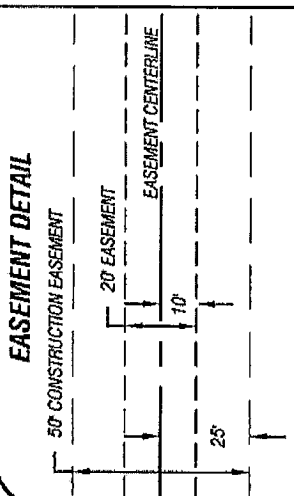


4-25-2011

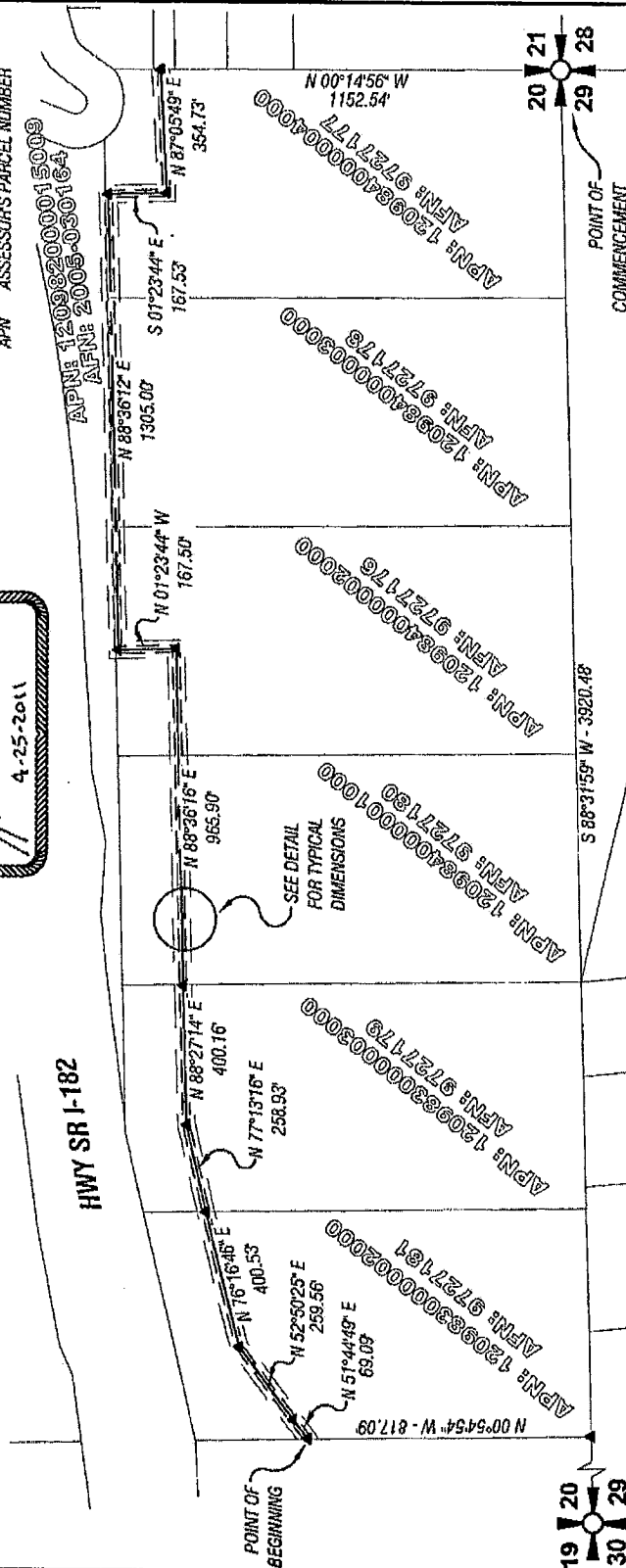
LEGEND:

- | | |
|-----|--------------------------|
| ▲ | CALCULATED POINT |
| AFN | AUDITOR'S FILE NUMBER |
| APN | ASSESSOR'S PARCEL NUMBER |

NOT TO SCALE



HWY SR 1-182



S 88°31'59" W - 3920.48'

POINT OF COMMENCEMENT

PacWest Engineering, LLC

10209 Bridgeport Way SW, Suite C-1

Lakewood, Wa. 98499

Phone (253) 830-5960

Fax (253) 830-5999

DWG: STERLING.DWG

DATE: 4-25-2011

PROJECT: 07-540

After Recording Please Return To:
Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NOT REQUIRED
BENTON COUNTY RECORDS & TAXATION

by *Kim R. Jacobs* DEPUTY *Easement*
11-17-11

UTILITY EASEMENT

Grantor: JAMES J. STERLING, a single person

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: The East half of the Southwest quarter of the Southwest quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington, EXCEPT interstate right-of-way. Complete legal description is in Exhibit A of document.

Tax Parcel No.: 120983000003000

JAMES J. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, hereby grants to NOR AM INVESTMENT, LLC ("Grantee"), its successors and assigns, a perpetual easement to install, construct, operate, inspect, maintain, repair, remove, and replace water mains and lines, sanitary sewer mains and lines, and any and all appurtenances, over, under, upon and across the property legally described in Exhibit A attached hereto and graphically depicted in Exhibit B attached hereto (the "Easement"), which is a portion of Benton County Assessor's Parcel Number 120983000003000.

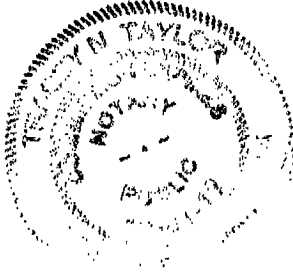
Grantee, its employees, agents, and contractors shall have the right at such times as may be reasonably necessary to enter upon Grantor's property to access the Easement area for the purposes of installing, constructing, operating, inspecting, maintaining, repairing, removing, or replacing water mains and lines, sanitary sewer mains and lines, and appurtenances. The Grantor shall retain the right to use the surface of the Easement if such use does not unreasonably interfere with the rights granted to Grantee herein. However, the Grantor shall not erect buildings or structures on or over the Easement.

DATED this 31st day of October, 2011


James J. Sterling

I certify that I know or have satisfactory evidence that James J. Sterling is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in the instrument.

DATED: October 31st, 2011.

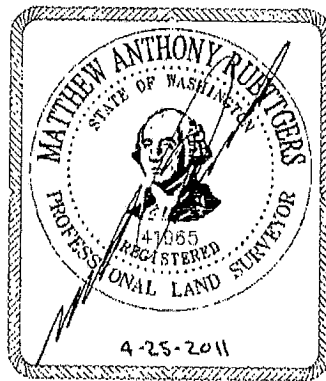


 NOTARY PUBLIC
 Print Name: Traump Taylor
 My appointment expires: 12-1-2012

EXHIBIT "A"
EASEMENT DESCRIPTION
PARCEL NO.: 120983000003000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727179, contained within a 20.00 foot wide strip of land, lying 10.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the **True Point of Beginning**; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



**After Recording Please Return To:**

Loren D. Combs
VSI Law Group, PLLC
3600 Port of Tacoma Road, Suite 311
Tacoma, WA 98424

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION

BY

Kim R. Jacobs

DEPUTY

Easement
11-17-11**TEMPORARY EASEMENT****Grantor:** JAMES J. STERLING, a single person**Grantee:** NOR AM INVESTMENT, LLC, a Washington limited liability company**Abbreviated Legal Description:** The East half of the Southwest quarter of the Southwest quarter of Section 20, Township 9 North, Range 28 East, W.M., records of Benton County, Washington, EXCEPT interstate right-of-way. Complete legal description is in Exhibit A of document**Tax Parcel No.:** 120983000003000

JAMES J. STERLING, a single person, ("Grantor"), record owner of the property hereinafter described, for good and valuable consideration, does hereby grant to the NOR AM INVESTMENT, LLC ("Grantee"), a temporary construction easement over, upon and across the real property legally described in Exhibit A and graphically depicted on Exhibit B attached hereto (the "Easement"), situated in Benton County, State of Washington.

The purpose of the Easement is to allow the Grantee, its officers, employees, agents and contractors the right to use and occupy the Easement area for construction activities for installation of water and sewer utilities.

The Easement shall terminate when all installation work for the water and sewer mains is complete.

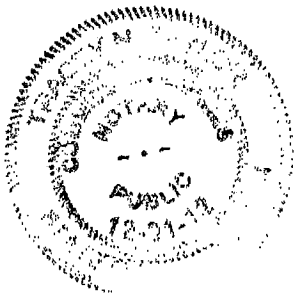
DATED this 31st day of October, 2011

GRANTOR:
James J. Sterling

County of Benton

SS.

DATED: October 31st, 2011.

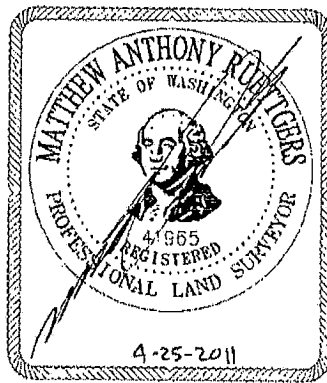


My appointment expires:

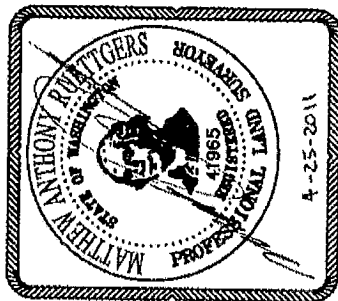
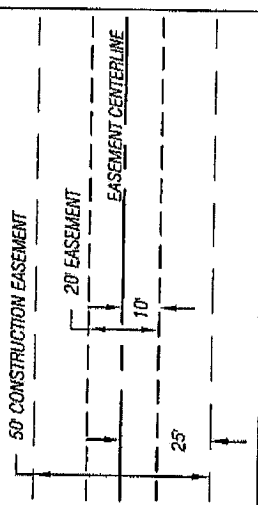
EXHIBIT "A"
CONSTRUCTION EASEMENT DESCRIPTION
PARCEL NO.: 120983000003000

All that portion of that certain parcel of land described in Quit Claim Deed recorded under Auditor's File Number 9727179, contained within a 50.00 foot wide strip of land, lying 25.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the **True Point of Beginning**; thence North 51°44'49" East, 69.09 feet; thence North 52°50'25" East, 259.56 feet; thence North 76°16'46" East, 400.53 feet; thence North 77°13'16" East, 258.93 feet; thence North 88°27'14" East, 400.16 feet; thence North 88°36'16" East, 965.90 feet; thence North 01°23'44" West, 167.50 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



EASEMENT DETAIL



NOT TO SCALE

HWY SR I-182

EXHIBIT "B"

EASEMENT PICTORIAL ILLUSTRATION
LOCATED IN SW 1/4 & SE 1/4 OF SECTION 20,
TOWNSHIP 9 NORTH, RANGE 28 EAST,
W.M., BENTON COUNTY, WASHINGTON

LEGEND:

AFN	AUDITOR'S FILE NUMBER
APN	ASSESSOR'S PARCEL NUMBER

APN: 12098200015009
AFN: 2005-030164

APR 12 08 40 AM '71
FBI NEW YORK
APR 12 1971

N: 1209840000003000
ALFN: 9127178
000000

APN: 1209840000002000
ALN: 3727176

APN: 130934000001000
AFN: 9127130

AFM: AFM
120830000003000
6117216

FOR TYPICAL
DIMENSIONS

N: 12983000006607
AT: 1212181

SEE DETAIL
FOR TYPICAL
DIMENSIONS



**NOTE:
SEE EXHIBIT "C" FOR
EASEMENT CENTERLINE
DIMENSIONS**

APN: 120983000003000
AFN: 9727179

PACWEST ENGINEERING, LLC
10209 Bridgeport Way SW, Suite C-1
Lakewood, Wa. 98499
Phone (253) 830-5960
Fax (253) 830-5999

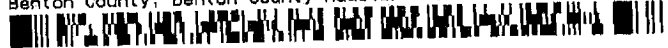


DWG:	STERLING.DWG
DATE:	4-25-2011
PROJECT:	07-540

2012-010113 EAS

04/09/2012 03:07:19 PM Pages: 4 Fee: \$65.00

Vsi Law Group, PLLC
Benton County, Benton County Auditor's Office



After Recording Please Return To:

Loren D. Combs

VSI Law Group, PLLC

3600 Port of Tacoma Road, Suite 311

Tacoma, WA 98424

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION

By Kim J. [Signature] DEPUTY Assessor
4-9-12

UTILITY EASEMENT

Grantor: JIM STERLING and LAURA STERLING, husband and wife

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: Section 20 Township 9 Range 28 Quarter SE: Southeast Quarter of the Northwest Quarter: Northeast Quarter of the Southwest Quarter and the North Half of Southeast Quarter. Complete legal description is in Exhibit A of document

Tax Parcel No.: 120982000015009

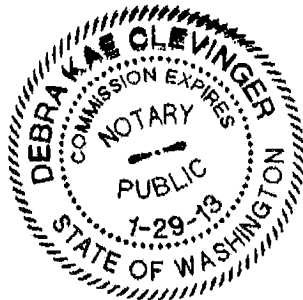
JIM STERLING and LAURA STERLING, husband and wife, ("Grantor"), record owners of the property hereinafter described, for good and valuable consideration, hereby grant to NOR AM INVESTMENT, LLC ("Grantee"), its successors and assigns, a perpetual easement to install, construct, operate, inspect, maintain, repair, remove, and replace water mains and lines, sanitary sewer mains and lines, and any and all appurtenances, over, under, upon and across the property legally described in Exhibit A attached hereto and graphically depicted in Exhibit B attached hereto (the "Easement"), which is a portion of Benton County Assessor's Parcel Number 120982000015009.

Grantee, its employees, agents, and contractors shall have the right at such times as may be reasonably necessary to enter upon Grantor's property to access the Easement area for the purposes of installing, constructing, operating, inspecting, maintaining, repairing, removing, or replacing water mains and lines, sanitary sewer mains and lines, and appurtenances. The Grantor shall retain the right to use the surface of the Easement if such use does not unreasonably interfere with the rights granted to Grantee herein. However, the Grantor shall not erect buildings or structures on or over the Easement.

DATED this 4 day of April, 2012

Jim Sterling
Laura Sterling

DATED: April 4, 2012



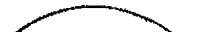
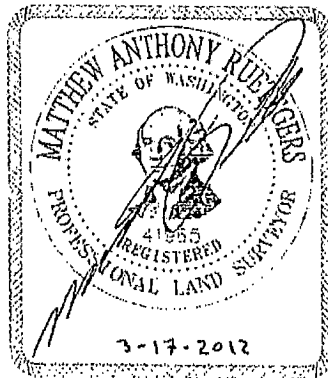

NOTARY PUBLIC
Print Name: Nehra K Clewinger
My appointment expires: 12-9-12

EXHIBIT "A"
EASEMENT DESCRIPTION
PARCEL NO.: 120982000015009

All that portion of that certain parcel of land described in Statutory Warranty Deed recorded under Auditor's File Number 2005-030164, contained within a 20.00 foot wide strip of land, lying 10.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South 88°31'59" West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North 00°54'54" West, 817.09 feet to the True Point of Beginning; thence North 51°44'49" East, 69.09 feet; thence North 36°53'04" East, 273.91 feet; thence North 65°56'32" East, 532.43 feet; thence North 87°29'34" East, 391.67 feet; thence North 83°36'16" East, 158.10 feet; thence North 87°44'14" East, 1011.81 feet; North 88°36'12" East, 1305.00 feet; thence South 01°23'44" East, 167.53 feet; thence North 87°05'49" East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North 00°14'56" West, 1152.54 feet from the Point of Commencement. All lying in the Southeast ¼ and Southwest ¼ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



After Recording Please Return To:

Loren D. Combs

VSI Law Group, PLLC

3600 Port of Tacoma Road, Suite 311

Tacoma, WA 98424



EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION

BY Kim Jacobs DEPUTY Basement
4-9-12

TEMPORARY EASEMENT

Grantor: JIM STERLING and LAURA STERLING, husband and wife

Grantee: NOR AM INVESTMENT, LLC, a Washington limited liability company

Abbreviated Legal Description: Section 20 Township 9 Range 28 Quarter SE: Southeast Quarter of the Northwest Quarter; Northeast Quarter of the Southwest Quarter and the North Half of Southeast Quarter. Complete legal description is in Exhibit A of document

Tax Parcel No.: 120982000015009

JIM STERLING AND LAURA STERLING, husband and wife, ("Grantor"), record owners of the property hereinafter described, for good and valuable consideration, do hereby grant to the NOR AM INVESTMENT, LLC ("Grantee"), a temporary construction easement over, upon and across the real property legally described in Exhibit A and graphically depicted on Exhibits B and C attached hereto (the "Easement"), situated in Benton County, State of Washington.

The purpose of the Easement is to allow the Grantee, its officers, employees, agents and contractors the right to use and occupy the Easement area for construction activities for installation of water and sewer utilities.

DATED this 4th day of April, 2012


Jim Sterling


Laura Sterling

STATE OF WASHINGTON)
)
County of Benton) ss.

DATED: April 7, 2012

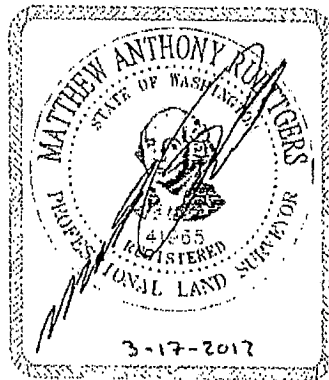



NOTARY PUBLIC
Print Name: LOREN D. COMBS
My appointment expires: 7/7/2022

EXHIBIT "A"
CONSTRUCTION EASEMENT DESCRIPTION
PARCEL NO.: 120982000015009

All that portion of that certain parcel of land described in Quit Statutory Warranty Deed recorded under Auditor's File Number 2005-030164, contained within a 50.00 foot wide strip of land, lying 25.00 feet on either side of the following described centerline:

Commencing at the Southeast corner of Section 20; thence South $88^{\circ}31'59''$ West, 3920.48 feet on the south line of said section to the Southwest corner of that property described in Volume 676, Page 2225 of Benton County records (Auditor's File Number 9727181); thence on the west line of said property, North $00^{\circ}54'54''$ West, 817.09 feet to the True Point of Beginning; thence North $51^{\circ}44'49''$ East, 69.09 feet; thence North $36^{\circ}53'04''$ East, 273.91 feet; thence North $65^{\circ}56'32''$ East, 532.43 feet; thence North $87^{\circ}29'34''$ East, 391.67 feet; thence North $83^{\circ}36'16''$ East, 158.10 feet; thence North $87^{\circ}44'14''$ East, 1011.81 feet; North $88^{\circ}36'12''$ East, 1305.00 feet; thence South $01^{\circ}23'44''$ East, 167.53 feet; thence North $87^{\circ}05'49''$ East, 354.73 feet to a point on the East line of said Section 20 and the terminus point of this description. Said point lying North $00^{\circ}14'56''$ West, 1152.54 feet from the Point of Commencement. All lying in the Southeast $\frac{1}{4}$ and Southwest $\frac{1}{4}$ of Section 20, Township 9 North, Range 28 East, Willamette Meridian, Benton County, Washington



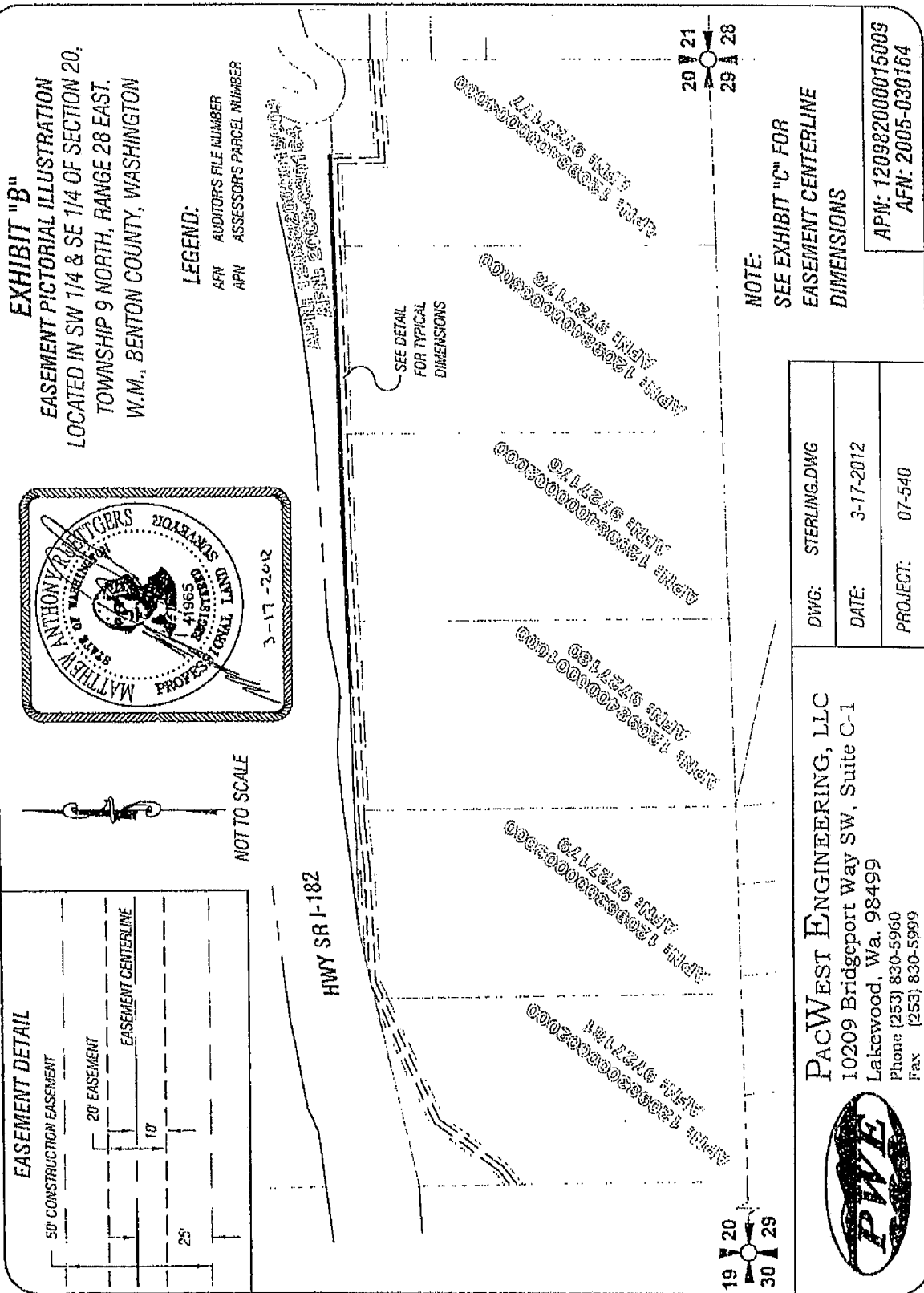
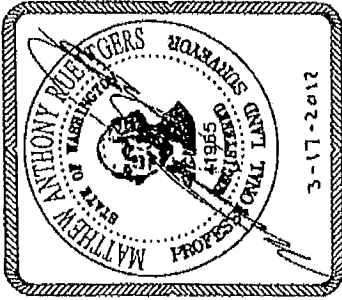
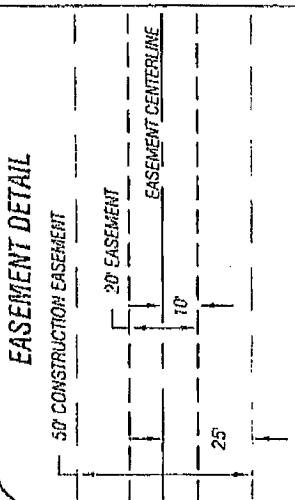


EXHIBIT "C"

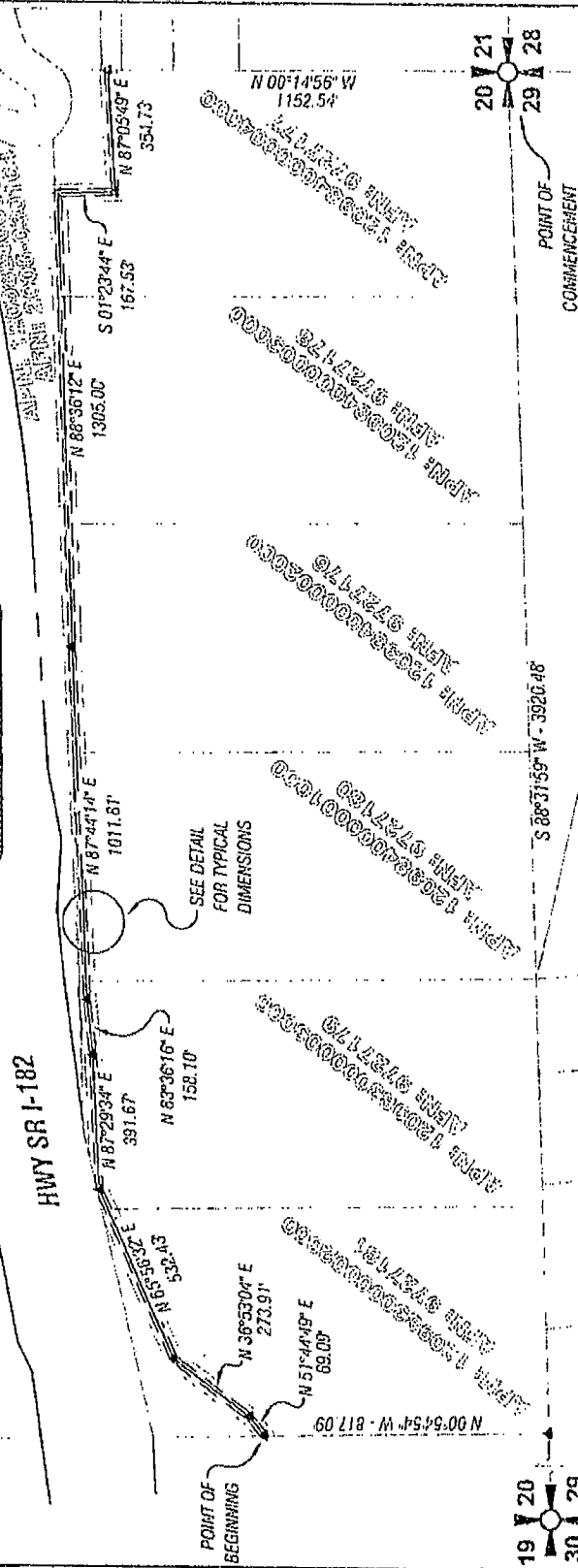


NOT TO SCALE



LEGEND:

- | | |
|-----|--------------------------|
| ▲ | CALCULATED POINT |
| AFN | AUDITOR'S FILE NUMBER |
| APN | ASSESSOR'S PARCEL NUMBER |



PACWEST ENGINEERING, LLC
10209 Bridgeport Way SW, Suite C-1



DWG-STERLING.DWG

DATE: 3-17-2012

PROJECT: 07-540

Return Address:

JIM STERLING

890 GEORGE WASHINGTON WAY

RICHLAND, WA 993528

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION
BY Alexis Cee 11/21/13 DEPUTY
Easement

109113

EASEMENT BENTON FRANKLIN TITLE CO.

Grantor: Sheri E. Sterling, a single person

Grantee: James J. Sterling

Legal Description: Portion of South 1/4, SE 1/4, Sec. 20, T.9N., R.28E., W.M.

Assessor's Tax Parcel #: 1-2098-400-0002-000, 12098-400-0003-003, 1-2098-400-0002-000

For valuable consideration, receipt of which is hereby acknowledged, the Grantor, Sheri E. Sterling, a single person, hereby grants and conveys to the Grantee, James J. Sterling, his heirs successors and assigns, the right, privilege and authority to construct, improve, repair and maintain an access road and utilities, over and upon the following lands, located in Benton County, State of Washington, to-wit:

ACCESS & UTILITY EASEMENT

AN EASEMENT FOR ACCESS AND UTILITIES 30.00 FEET IN WIDTH, WITH 15.00 FEET OF SAID WIDTH LYING ON EACH SIDE OF THE FOLLOWING DESCRIBED CENTERLINE SITUATED IN THE SOUTH HALF OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST OF THE WILLAMETTE MERIDIAN, BENTON COUNTY WASHINGTON;

COMMENCING AT THE SOUTHEAST CORNER OF SAID SECTION 20; THENCE N 00°18'39"W, 1152.54 FEET ALONG THE EAST LINE OF SAID SOUTHEAST QUARTER TO THE CENTERLINE OF AN EXISTING 20.00 WIDE UTILITY EASEMENT AS DESCRIBED IN AUDITOR'S FILE NO. 2011-032672, RECORDS OF BENTON COUNTY, WASHINGTON AND THE BEGINNING OF SAID CENTERLINE; THENCE ALONG SAID CENTERLINE THE FOLLOWING COURSES; THENCE S 87°05'49"W, 353.36 FEET; THENCE N 01°23'44"W, 167.53 FEET; THENCE S 88°36'12"W, 1305.00 FEET; THENCE S 01°23'44"E, 30.00 FEET TO THE TERMINUS OF SAID CENTERLINE.

EXCEPT ANY PORTION THEREOF LYING IN THE NORTH HALF OF THE SOUTHEAST QUARTER OF SAID SECTION 20.

The covenants herein contained shall run with the land and are binding upon all subsequent owners thereof. In Witness Whereof, the said Grantor has executed this instrument this 13 day of November, 2013.

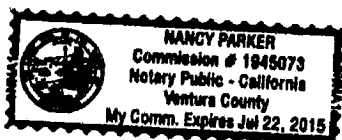
Sheri E. Sterling
SHERI E. STERLING

STATE OF CALIFORNIA

County of

On this 13 day of November, 2013, before me, the undersigned Notary Public, in and for the State of California, duly commissioned and sworn, personally appeared: Sheri E. Sterling, to me proven to be the individual that executed the foregoing instrument, and acknowledged said instrument to be the free and voluntary act and deed of said entity, for the uses and purposes mentioned in the instrument, and on oath stated that she is authorized to execute said instrument.

Given under my hand and official seal this 13 day of November, 2013.



Nancy Parker
Notary Public in and for the State of California
residing at Oxnard, CA
My commission expires: July 22, 2015

EXHIBIT MAP
ACCESS & UTILITY EASEMENT
S 1/2, SEC. 20, T.9N., R.28E., W.M.

JIM STERLING PROPERTY:
TAX PARCEL NO.
1-2096-200-0015-009

MATCH LINE

N723°44'W
30.00'

TERMINUS POINT
ACCESS EASEMENT

20' EXIST. UTIL. ESM'T.

30' ACCESS ESM'T.

SHERI STERLING:
TAX PARCEL NO.
1-2098-400-0002-000

30' ACCESS ESM'T.

EXHIBIT MAP
ACCESS & UTILITY EASEMENT
S 1/2, SEC. 20, T.9N., R.28E., W.M.

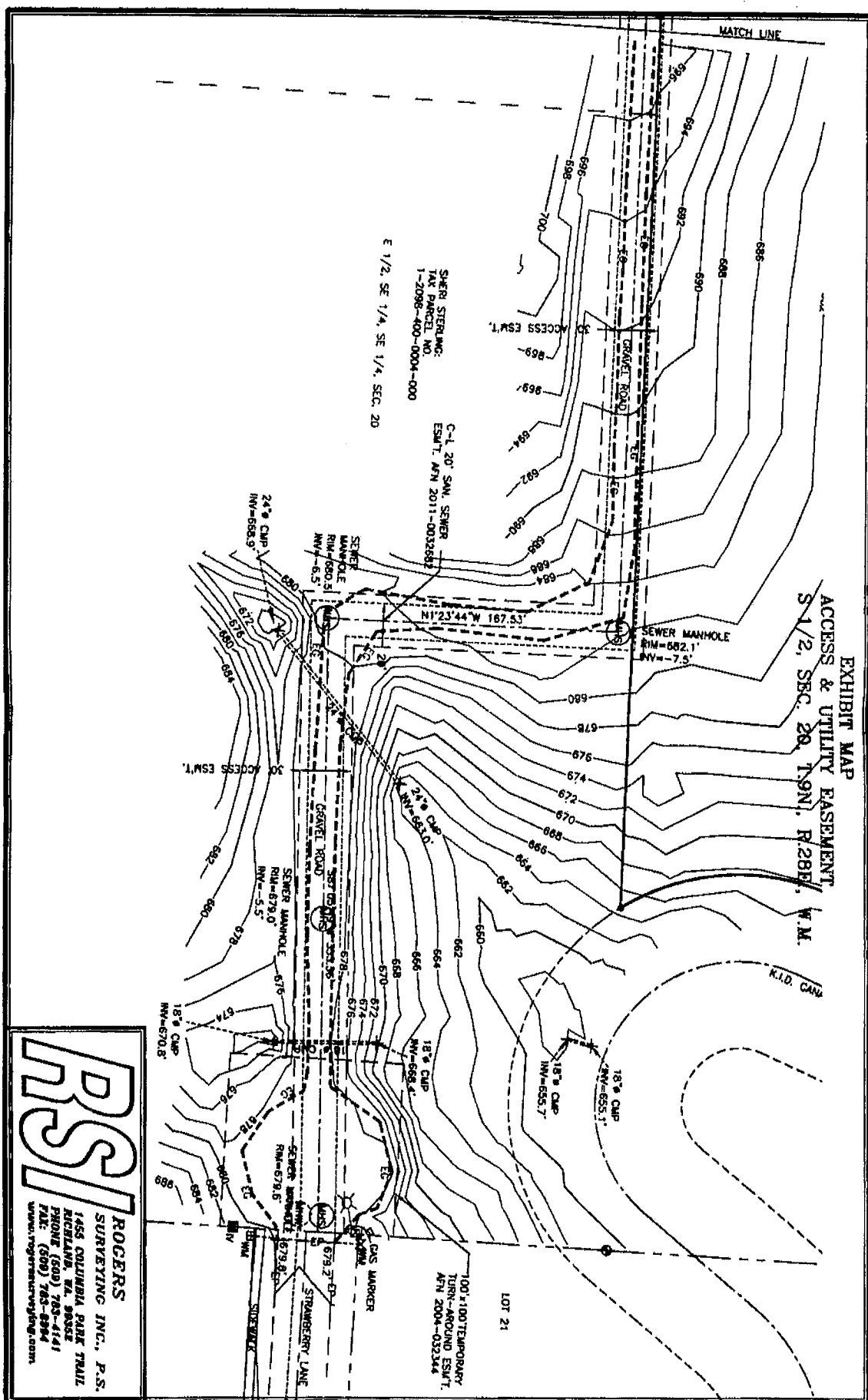
JIM STERLING PROPERTY:
TAX PARCEL NO.
1-2098-200-0015-009

SHERI STERLING:
TAX PARCEL NO.
1-2098-400-0003-000

30' ACCESS ESM'T.

S&S 30' 12" W. 1305.00'

RSI ROGERS
SURVEYING INC., P.S.
1455 COLUMBIA PARK TRAIL
RICHLAND, VA. 22352
PHONE (509) 723-4141
FAX (509) 723-8864
www.rogerssurveying.com





When recorded return to:

Dos Cabras Viejas, LLC
8524 W. Gage Blvd
Ste A-1 #293
Kennewick, WA 99336

DEED OF TRUST

(For use in the state of Washington only)

THIS DEED OF TRUST, made this , between

DOS CABRAS VIEJAS a Washington Limited Liability Company, as GRANTORS, whose address is **8524 W. Gage Blvd., Ste A-1 #293, Kennewick, WA 99336**

and

CHICAGO TITLE COMPANY OF WASHINGTON BENTON-FRANKLIN COUNTIES as TRUSTEE, whose address is **8102 W GRANDRIDGE BLVD, SUITE B, KENNEWICK, WA 99336**

And

STEVE TATRO, TRUSTEE, SUNDANCE CAPITAL 401K PLAN
RICHARD HENDERSON, TRUSTEE, SSR INVESTMENTS 401K PLAN
SID LITCHFIELD, TRUSTEE, S&A CONSTRUCTION 401K PLAN

as BENEFICIARIES, whose address is , ,

SUNDANCE CAPITAL 401K PLAN TRUST, 148 COUNTRY WAY, WALLA WALLA, WA 99362
SSR INVESTMENTS 401K PLAN TRUST, 1284 TWO ACRE LANE, WALLA WALLA, WA 99362
S&A CONSTRUCTION 401K PLAN TRUST, 85320 FUJI LANE, MILTON FREEWATER OR 97862

WITNESSETH: Grantor(s) hereby bargain(s), sell(s), and convey(s) to Trustee in trust, with power of sale, the following described real property in Benton County, Washington:

PARCEL A:

THE EAST HALF OF THE SOUTHWEST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON.

PARCEL B:

THE WEST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON.

PARCEL C:

THE EAST HALF OF THE SOUTHEAST QUARTER OF THE SOUTHEAST QUARTER OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON.

Tax Parcel Number(s): **1-2098-400-0002-000, 1-2098-400-0003-000, 1-2098-400-0004-000**

which real property is not used principally for agricultural or farming purposes, together with all the tenements, hereditaments, and appurtenances now or hereafter thereunto belonging or in any wise appertaining, and the rents, issues, and profits thereof.

This Deed of Trust is for the purpose of securing performance of each agreement of Grantor(s) contained in this Deed of Trust, and payment of the sum of **ONE MILLION FOUR HUNDRED TWELVE THOUSANDSIX HUNDRED SIX DOLLARS (\$1,412,606.00)** with interest, in accordance with the terms of a promissory note of even date herewith, payable to Beneficiaries or order, and made by Grantor(s), and all renewals, modifications, and extensions thereof, and also such further sums as

may be advanced or loaned by Beneficiaries to Grantor(s), or any of Grantor(s)' successors or assigns, together with interest thereon at such rate as shall be agreed upon.

DUE DATE: The entire balance of the promissory note secured by this Deed of Trust, together with any and all interest accrued thereon, shall be due and payable in full on **OCTOBER 31 2018**.

To protect the security of this Deed of Trust, Grantor(s) covenant(s) and agree(s):

1. To keep the property in good condition and repair; to permit no waste thereof; to complete any building, structure, or improvement being built or about to be built thereon; to restore promptly any building, structure, or improvement thereon which may be damaged or destroyed; and to comply with all laws, ordinances, regulations, covenants, conditions, and restrictions affecting the property.
2. To pay before delinquent all lawful taxes and assessments upon the property; to keep the property free and clear of all other charges, liens, or encumbrances impairing the security of this Deed of Trust.
3. To keep all buildings now or hereafter erected on the property described herein continuously insured against loss by fire or other hazards in an amount not less than the total debt secured by this Deed of Trust. All policies shall be held by the Beneficiary, and be in such companies as the Beneficiary may approve and have loss payable first to the Beneficiary, as its interest may appear, and then to the Grantor(s). The amount collected under any insurance policy may be applied upon any indebtedness hereby secured in such order as the Beneficiary shall determine. Such application by the Beneficiary shall not cause discontinuance of any proceedings to foreclose this Deed of Trust. In the event of foreclosure, all rights of the Grantor(s) in insurance policies then in force shall pass to the purchaser at the foreclosure sale.
4. To defend any action or proceeding purporting to affect the security hereof or the rights or powers of Beneficiary or Trustee, and to pay all costs and expenses, including cost of title search and attorney's fees in a reasonable amount, in any such action or proceeding, and in any suit brought by Beneficiary to foreclose this Deed of Trust.
5. To pay all costs, fees, and expenses in connection with this Deed of Trust, including the expenses of the Trustee incurred in enforcing the obligation secured hereby and Trustee's and attorney's fees actually incurred, as provided by statute.
6. Should Grantor(s) fail to pay when due any taxes, assessments, insurance premiums, liens, encumbrances, or other charges against the property hereinabove described, Beneficiary may pay the same, and the amount so paid, with interest at the rate set forth in the note secured hereby, shall be added to and become a part of the debt secured in this Deed of Trust.
7. **DUE ON SALE: (OPTIONAL - Not applicable unless initialed by Grantor and Beneficiary.)** The property described in this security instrument may not be sold or transferred without the Beneficiary's consent. Upon breach of this provision, Beneficiary may declare all sums due under the note and Deed of Trust immediately due and payable, unless prohibited by applicable law.

Grantor (Initials)

Beneficiary (Initials)

8. **NO FURTHER ENCUMBRANCES: (OPTIONAL - Not applicable unless initialed by Grantor and Beneficiary.)** As an express condition of Beneficiary making the loan secured by this Deed of Trust, Grantor shall not further encumber, pledge, mortgage, hypothecate, place any lien, charge or claim upon, or otherwise give as security the property or any interest therein nor cause or allow by operation of law the encumbrance of the Trust Estate or any interest therein without the written consent of a Beneficiary even though such encumbrance may be junior to the encumbrance created by this Deed of Trust. Encumbrance of the property contrary to the provisions of this provision shall constitute a default and Beneficiary may, at Beneficiary's option, declare the entire balance of principal and interest immediately due and payable, whether the same be created by Grantor or an unaffiliated third party asserting a judgment lien, mechanic's or materialmen's lien or any other type of encumbrance or title defect.

Grantor (Initials)

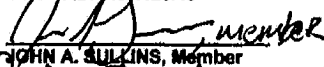
Beneficiary (Initials)

IT IS MUTUALLY AGREED THAT:

1. In the event any portion of the property is taken or damaged in an eminent domain proceeding, the entire amount of the award or such portion as may be necessary to fully satisfy the obligation secured by this Deed of Trust shall be paid to Beneficiary to be applied to said obligation.
2. By accepting payment of any sum secured by this Deed of Trust after its due date, Beneficiary does not waive its right to require prompt payment when due of all other sums so secured or to declare default for failure to so pay.
3. The Trustee shall reconvey all or any part of the property covered by this Deed of Trust to the person entitled thereto, on written request of the Grantor(s) and the Beneficiary, or upon satisfaction of the obligation secured and written request for reconveyance made by the Beneficiary or the person entitled thereto.
4. Upon default by Grantor(s) in the payment of any indebtedness secured by this Deed of Trust or in the performance of any agreement contained in this Deed of Trust, all sums secured hereby shall immediately become due and payable at the option of the Beneficiary subject to any cure period provided in the note secured by this Deed of Trust. . In such event and upon written request of Beneficiary, Trustee shall sell the trust property, in accordance with the Deed of Trust Act of the State of Washington, at public auction to the highest bidder. Any person except Trustee may bid at Trustee's sale. Trustee shall apply the proceeds of the sale as follows: (1) to the expense of the sale, including a reasonable Trustee's fee and attorney's fee; (2) to the obligation secured by this Deed of Trust; and (3) the surplus, if any, shall be distributed to the persons entitled thereto.
5. Trustee shall deliver to the purchaser at the sale its deed, without warranty, which shall convey to the purchaser all right, title and interest in the real and personal property which Grantor(s) had or had the power to convey at the time of the execution of this Deed of Trust, and such as Grantor(s) may have acquired thereafter. Trustee's deed shall recite the facts showing that the sale was conducted in compliance with all the requirements of law and of this Deed of Trust, which recital shall be prima facie evidence of such compliance and conclusive evidence thereof in favor of bona fide purchaser and encumbrancers for value.
6. The power of sale conferred by this Deed of Trust and by the Deed of Trust Act of the State of Washington is not an exclusive remedy; Beneficiary may cause this Deed of Trust to be foreclosed as a mortgage.
7. In the event of the death, incapacity, disability, or resignation of Trustee, or at the discretion of the Beneficiary, Beneficiary may appoint in writing a successor trustee, and upon the recording of such appointment in the mortgage records of the county in which this Deed of Trust is recorded, the successor trustee shall be vested with all powers of the original trustee. The trustee is not obligated to notify any party hereto of pending sale under any other Deed of Trust or of an action or proceeding in which Grantor(s), Trustee, or Beneficiary shall be a party unless such action or proceeding is brought by the Trustee.
8. This Deed of Trust applies to, inures to the benefit of, and is binding not only on the parties hereto, but on his/her/their heirs, devisees, legatees, administrators, executors, and assigns. The term Beneficiary shall mean the holder and owner of the note secured hereby, whether or not named as Beneficiary herein.
9. ADDITIONAL TERMS AND CONDITIONS: (check one)
 - a. ☐ None
 - b. ☐ As set forth on the attached Exhibit _____ which is incorporated by this reference.

(Note: If neither a nor b is checked, then option "a" applies.)

DOS CABRAS MEJAS


JOHN A. SULLIVAN, Member


BRIAN TRIMBLE, Member

STATE OF WASHINGTON

ss.

COUNTY OF BENTON

I certify that I know or have satisfactory evidence that **DOS CABRAS VIEJAS** is the person who appeared before me, and said person acknowledged that he signed this instrument and acknowledged it to be his free and voluntary act for the uses and purposes mentioned in this instrument.

Dated: 09-13-2017




Notary name: Max Babiy
Notary Public in and for the State of WA
Residing at _____
My appointment expires: 02-06-2019

REQUEST FOR FULL RECONVEYANCE - *Do not record. To be used only when note has been paid.*

TO: TRUSTEE

The undersigned is the legal owner and holder of the note and all other indebtedness secured by the within Deed of Trust. Said note, together with all other indebtedness secured by said Deed of Trust, has been fully paid and satisfied; and you are hereby requested and directed, on payment to you of any sums owing to you under the terms of said Deed of Trust, to cancel said note above mentioned, and all other evidences of indebtedness secured by said Deed of Trust delivered to you herewith, together with the said Deed of Trust, and to reconvey, without warranty, to the parties designated by the terms of said Deed of Trust, all the estate now held by you thereunder.

Dated: _____

PROMISSORY NOTE

\$462,718.00

9/12/17

Date

KENNEWICK, WA

City, State

FOR VALUE RECEIVED, DOS CABRAS VIEJAS, a Washington Limited Liability Company hereinafter "Maker" promises to pay to Sid Litchfield, Trustee, S&A Construction 401K Plan hereinafter "Holder" or order at 85320 Fuji Lane, Milton Freewater, OR. 97862

or other such place as may be designated by the Holder from time to time, the principal sum of **Three Hundred Thirty Seven Thousand Dollars (\$337,000.00)**, with interest thereon from 10 day of March, 2017 on the unpaid principal at the rate of **20 percent (0.20%)** per annum and the principal sum of **ONE HUNDRED TWENTY FIVE THOUSAND SEVEN HUNDRED EIGHTEEN DOLLARS (\$125,718.00)** with interest thereon from 10 day of March 2017 on the unpaid principal at a rate of **6 percent (0.06%)** per annum. as follows:

1. INSTALLMENT PAYMENTS: Maker shall pay, (check one)

a. ☒ **NO INSTALLMENTS.** No installment payments are required.

b. ☐ **PRINCIPAL and INTEREST INSTALLMENTS** of
Zero

Dollars (\$0.00)

c. ☐ **INTEREST ONLY PAYMENTS** on the outstanding principal balance.

(The following must be completed if "b" or "c" is checked)

The installment payments shall begin on the _____ day of _____

and shall continue on the _____ day of each succeeding: (check one)

☐ calendar month ☐ third calendar month ☐ sixth calendar month ☐ twelfth calendar month

☐ Other

2. DUE DATE: The entire balance of this Note together with any and all interest accrued thereon shall be due and payable in full on 31st day of October 2018.

3. DEFAULT INTEREST: After maturity, or failure to make any payment, any unpaid principal shall accrue interest at the rate of _____ percent (**18%**) per annum (18% if not filled in) OR the maximum rate allowed by law, whichever is less, during such period of Maker's default under this Note.

4. **ALLOCATION OF PAYMENTS:** Each payment shall be credited first to any late charge due, second to interest, and the remainder to principal.
5. **PREPAYMENT:** Maker may prepay all or part of the balance owed under this Note at any time without penalty.
6. **CURRENCY:** All principal and interest payments shall be made in lawful money of the United States.
7. **LATE CHARGE:** If Holder receives any installment payment more than **Fifteen (15)** days (15 days if not filled in) after its due date, then a late payment charge of **\$N/A**, or **Five percent (%)** of the installment payment (5% of the installment payment if neither is filled in) shall be added to the scheduled payment.
8. **DUE ON SALE: (OPTIONAL-Not applicable unless initialed by Holder and Maker to this Note)** If this Note is secured by a Deed of Trust or any other instrument securing repayment of this Note, the property described in such security instruments may not be sold or transferred without the Holder's consent. Upon breach of this provision, Holder may declare all sums due under this Note immediately due and payable, unless prohibited by applicable law.

Maker (Initials)

Holder (Initials)

9. **ACCELERATION:** If Maker fails to make any payment owed under this Note, or if Maker defaults under any Deed of Trust or any other instruments securing repayment of this Note, and such default is not cured within days (30 days if not filled in) after written notice of such default, then Holder may, at its option, declare all outstanding sums owed on this Note to be immediately due and payable, in addition to any other rights or remedies that Holder may have under the Deed of Trust or other instruments securing repayment of this Note.
10. **ATTORNEYS' FEES AND COSTS:** Maker shall pay all costs incurred by Holder in collecting sums due under this Note after a default, including reasonable attorneys' fees, whether or not suit is brought. If Maker or Holder sues to enforce this Note or obtain a declaration of its rights hereunder, the prevailing party in any such proceeding shall be entitled to recover its reasonable attorneys' fees and costs incurred in the proceeding (including those incurred in any bankruptcy proceeding or appeal) from the non-prevailing party.
11. **WAIVER OF PRESENTMENTS:** Maker waives presentment for payment, notice of dishonor, protest and notice of protest.
12. **NON-WAIVER:** No failure or delay by Holder in exercising Holder's rights under this Note shall be a waiver of such rights.
13. **SEVERABILITY:** If any clause or any other portion of this Note shall be determined to be void or unenforceable for any reason, such determination shall not affect the validity or enforceability of any other clause or portion of this Note, all of which shall remain in full force and effect.
14. **INTEGRATION:** There are no verbal or other agreements which modify or affect the terms of this Note. This Note may not be modified or amended except by written agreement signed by Maker and Holder.

- 15. CONFLICTING TERMS:** In the event of any conflict between the terms of this Note and the terms of any Deed of Trust or other instruments securing payment of this Note, the terms of this Note shall prevail.
- 16. EXECUTION:** Each Maker executes this Note as a principal and not as a surety. If there is more than one Maker, each such Maker shall be jointly and severally liable under this Note.
- 17. COMMERCIAL PROPERTY:** (**OPTIONAL-Not applicable unless Initialed by Holder and Maker to this Note**) Maker represents and warrants to Holder that the sums represented by this Note are being used for business, investment or commercial purposes, and not for personal, family or household purposes.

Maker (Initials)

Holder (Initials)

ORAL AGREEMENTS: ORAL AGREEMENTS OR ORAL COMMITMENTS TO LOAN MONEY, TO EXTEND CREDIT, OR TO FOREBEAR FROM ENFORCING REPAYMENT OF A DEBT ARE NOT ENFORCEABLE UNDER WASHINGTON LAW.

- 18. DEFINITIONS:** The word Maker shall be construed interchangeably with the words Borrower or Payer and the word Holder shall be construed interchangeably with the words Lender or Payee. In this Note, singular and plural words shall be construed interchangeably as may be appropriate in the context and circumstances to which such words apply.

- 19. ADDITIONAL TERMS AND CONDITIONS:** (check one)

a. ☐ NONE

OR

- b. ☐ As set forth on the attached "Exhibit A" which is incorporated by this reference.

(Note: If neither a or b is checked, then option "a" applies)

- 20. THIS NOTE IS SECURED BY** ☒ **DEED OF TRUST,** ☐ **MORTGAGE** ☐ _____ **OF EVEN DATE.**

Maker (signatures)

DOS CABRAS VIEJAS


JOHN A. SULLINS, Member


BRIAN TRIMBLE, MEMBER

Maker's address for all notices given by Holder under this Note:

8524 W. Gage Blvd.

Ste A-1 #293

Kennewick, WA 99336

DO NOT DESTROY THIS NOTE

WHEN PAID this original Note together with the Deed of Trust securing the same, must be surrendered to the Trustee for cancellation and retention before any reconveyance can be processed.

PROMISSORY NOTE

\$474,937.00

9/12/17

Date

KENNEWICK, WA

City, State

FOR VALUE RECEIVED, DOS CABRAS VIEJAS, a Washington Limited Liability Company hereinafter "Maker" promises to pay to RICHARD HENDERSON 401K Plan hereinafter "Holder" or order at 1284 TWO ACRE LANE, WALLA WALLA, WA. 99362 or other such place as may be designated by the Holder from time to time, the principal sum of **Three Hundred Thirty Seven Thousand Dollars (\$337,000.00)**, with interest thereon from 10 day of March, 2017 on the unpaid principal at the rate of **20 percent (0.20%)** per annum and the principal sum of **ONE HUNDRED THIRTY SEVEN THOUSAND NINE HUNDRED THIRTY SEVEN DOLLARS (\$137,937.00)** with interest thereon from 10 day of March 2017 on the unpaid principal at a rate of **6 percent (0.06%)** per annum, as follows:

1. **INSTALLMENT PAYMENTS:** Maker shall pay, (check one)

a. ☒ **NO INSTALLMENTS.** No installment payments are required.

b. ☐ **PRINCIPAL and INTEREST INSTALLMENTS** of
Zero

Dollars (\$0.00)

c. ☐ **INTEREST ONLY PAYMENTS** on the outstanding principal balance.

(The following must be completed if "b" or "c" is checked)

The installment payments shall begin on the _____ day of _____

and shall continue on the _____ day of each succeeding: (check one)

☐ calendar month ☐ third calendar month ☐ sixth calendar month ☐ twelfth calendar month

☐ Other

:

2. **DUE DATE:** The entire balance of this Note together with any and all interest accrued thereon shall be due and payable in full on 31st day of October 2018.

3. **DEFAULT INTEREST:** After maturity, or failure to make any payment, any unpaid principal shall accrue interest at the rate of _____ percent (**18%**) per annum (18% if not filled in) OR the maximum rate allowed by law, whichever is less, during such period of Maker's default under this Note.

4. **ALLOCATION OF PAYMENTS:** Each payment shall be credited first to any late charge due, second to interest, and the remainder to principal.
5. **PREPAYMENT:** Maker may prepay all or part of the balance owed under this Note at any time without penalty.
6. **CURRENCY:** All principal and interest payments shall be made in lawful money of the United States.
7. **LATE CHARGE:** If Holder receives any installment payment more than **Fifteen (15)** days (15 days if not filled in) after its due date, then a late payment charge of **\$N/A**, or **Five percent (%)** of the installment payment (5% of the installment payment if neither is filled in) shall be added to the scheduled payment.
8. **DUE ON SALE: (OPTIONAL-Not applicable unless initialed by Holder and Maker to this Note)** If this Note is secured by a Deed of Trust or any other instrument securing repayment of this Note, the property described in such security instruments may not be sold or transferred without the Holder's consent. Upon breach of this provision, Holder may declare all sums due under this Note immediately due and payable, unless prohibited by applicable law.

Maker (Initials)

Holder (Initials)

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10. **ATTORNEYS' FEES AND COSTS:** Maker shall pay all costs incurred by Holder in collecting sums due under this Note after a default, including reasonable attorneys' fees, whether or not suit is brought. If Maker or Holder sues to enforce this Note or obtain a declaration of its rights hereunder, the prevailing party in any such proceeding shall be entitled to recover its reasonable attorneys' fees and costs incurred in the proceeding (including those incurred in any bankruptcy proceeding or appeal) from the non-prevailing party.
11. **WAIVER OF PRESENTMENTS:** Maker waives presentment for payment, notice of dishonor, protest and notice of protest.
12. **NON-WAIVER:** No failure or delay by Holder in exercising Holder's rights under this Note shall be a waiver of such rights.
13. **SEVERABILITY:** If any clause or any other portion of this Note shall be determined to be void or unenforceable for any reason, such determination shall not affect the validity or enforceability of any other clause or portion of this Note, all of which shall remain in full force and effect.
14. **INTEGRATION:** There are no verbal or other agreements which modify or affect the terms of this Note. This Note may not be modified or amended except by written agreement signed by Maker and Holder.

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- 16. EXECUTION:** Each Maker executes this Note as a principal and not as a surety. If there is more than one Maker, each such Maker shall be jointly and severally liable under this Note.
- 17. COMMERCIAL PROPERTY:** (**OPTIONAL-Not applicable unless Initialed by Holder and Maker to this Note**) Maker represents and warrants to Holder that the sums represented by this Note are being used for business, investment or commercial purposes, and not for personal, family or household purposes.

Maker (Initials)

Holder (Initials)

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- 19. ADDITIONAL TERMS AND CONDITIONS:** (check one)

a. ☐ NONE

OR

b. ☐ As set forth on the attached "Exhibit A" which is incorporated by this reference.

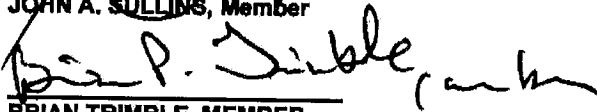
(Note: If neither a or b is checked, then option "a" applies)

- 20. THIS NOTE IS SECURED BY** ☒ **DEED OF TRUST,** ☐ **MORTGAGE** ☐ _____ **OF EVEN DATE.**

Maker (signatures)

DOS CABRAS VIEJAS


JOHN A. SULLINS, Member


BRIAN TRIMBLE, MEMBER

Maker's address for all notices given by Holder under this Note:
8524 W. Gage Blvd.
Ste A-1 #293
Kennewick, WA 99336

DO NOT DESTROY THIS NOTE

WHEN PAID this original Note together with the Deed of Trust securing the same, must be surrendered to the Trustee for cancellation and retention before any reconveyance can be processed.

PROMISSORY NOTE

\$474,950.00

9/12/17

Date

KENNEWICK, WA

City, State

FOR VALUE RECEIVED, **DOS CABRAS VIEJAS**, a Washington Limited Liability Company hereinafter "Maker" promises to pay to **Steve Tatro, Trustee, Sundance Capital 401K Plan** hereinafter "Holder" or order at **148 Country Way, Walla Walla, Wa. 99362**

or other such place as may be designated by the Holder from time to time, the principal sum of **Three Hundred Thirty Seven Thousand Dollars (\$337,000.00)**, with interest thereon from 10 day of March, 2017 on the unpaid principal at the rate of **20 percent (\$0.20%)** per annum and the principal sum of **ONE HUNDRED THIRTY SEVEN THOUSAND NINE HUNDRED FIFTY DOLLARS (\$137,950.00)** with interest thereon from 10 day of March 2017 on the unpaid principal at a rate of **6 percent (0.06%)** per annum, as follows:

1. INSTALLMENT PAYMENTS: Maker shall pay, (check one)

a. ☒ **NO INSTALLMENTS.** No installment payments are required.

b. ☐ **PRINCIPAL and INTEREST INSTALLMENTS** of
Zero

Dollars (\$0.00)

c. ☐ **INTEREST ONLY PAYMENTS** on the outstanding principal balance.

(The following must be completed if "b" or "c" is checked)

The installment payments shall begin on the _____ day of _____

and shall continue on the _____ day of each succeeding: (check one)

☐ calendar month ☐ third calendar month ☐ sixth calendar month ☐ twelfth calendar month

☐ Other

2. DUE DATE: The entire balance of this Note together with any and all interest accrued thereon shall be due and payable in full on 31st day of October 2018.

3. DEFAULT INTEREST: After maturity, or failure to make any payment, any unpaid principal shall accrue interest at the rate of _____ percent (**18%**) per annum (18% if not filled in) OR the maximum rate allowed by law, whichever is less, during such period of Maker's default under this Note.

4. **ALLOCATION OF PAYMENTS:** Each payment shall be credited first to any late charge due, second to interest, and the remainder to principal.
5. **PREPAYMENT:** Maker may prepay all or part of the balance owed under this Note at any time without penalty.
6. **CURRENCY:** All principal and interest payments shall be made in lawful money of the United States.
7. **LATE CHARGE:** If Holder receives any installment payment more than **Fifteen (15)** days (15 days if not filled in) after its due date, then a late payment charge of **\$N/A**, or **Five percent (%)** of the installment payment (5% of the installment payment if neither is filled in) shall be added to the scheduled payment.
8. **DUE ON SALE: (OPTIONAL-Not applicable unless Initialed by Holder and Maker to this Note)** If this Note is secured by a Deed of Trust or any other instrument securing repayment of this Note, the property described in such security instruments may not be sold or transferred without the Holder's consent. Upon breach of this provision, Holder may declare all sums due under this Note immediately due and payable, unless prohibited by applicable law.

 Maker (Initials)

 Holder (Initials)

9. **ACCELERATION:** If Maker fails to make any payment owed under this Note, or if Maker defaults under any Deed of Trust or any other instruments securing repayment of this Note, and such default is not cured within days (30 days if not filled in) after written notice of such default, then Holder may, at its option, declare all outstanding sums owed on this Note to be immediately due and payable, in addition to any other rights or remedies that Holder may have under the Deed of Trust or other instruments securing repayment of this Note.
10. **ATTORNEYS' FEES AND COSTS:** Maker shall pay all costs incurred by Holder in collecting sums due under this Note after a default, including reasonable attorneys' fees, whether or not suit is brought. If Maker or Holder sues to enforce this Note or obtain a declaration of its rights hereunder, the prevailing party in any such proceeding shall be entitled to recover its reasonable attorneys' fees and costs incurred in the proceeding (including those incurred in any bankruptcy proceeding or appeal) from the non-prevailing party.
11. **WAIVER OF PRESENTMENTS:** Maker waives presentment for payment, notice of dishonor, protest and notice of protest.
12. **NON-WAIVER:** No failure or delay by Holder in exercising Holder's rights under this Note shall be a waiver of such rights.
13. **SEVERABILITY:** If any clause or any other portion of this Note shall be determined to be void or unenforceable for any reason, such determination shall not affect the validity or enforceability of any other clause or portion of this Note, all of which shall remain in full force and effect.
14. **INTEGRATION:** There are no verbal or other agreements which modify or affect the terms of this Note. This Note may not be modified or amended except by written agreement signed by Maker and Holder.

- 15. CONFLICTING TERMS:** In the event of any conflict between the terms of this Note and the terms of any Deed of Trust or other instruments securing payment of this Note, the terms of this Note shall prevail.
- 16. EXECUTION:** Each Maker executes this Note as a principal and not as a surety. If there is more than one Maker, each such Maker shall be jointly and severally liable under this Note.
- 17. COMMERCIAL PROPERTY:** (*OPTIONAL-Not applicable unless initialed by Holder and Maker to this Note*) Maker represents and warrants to Holder that the sums represented by this Note are being used for business, investment or commercial purposes, and not for personal, family or household purposes.

Maker (Initials)

Holder (Initials)

ORAL AGREEMENTS: ORAL AGREEMENTS OR ORAL COMMITMENTS TO LOAN MONEY, TO EXTEND CREDIT, OR TO FOREBEAR FROM ENFORCING REPAYMENT OF A DEBT ARE NOT ENFORCEABLE UNDER WASHINGTON LAW.

- 18. DEFINITIONS:** The word Maker shall be construed interchangeably with the words Borrower or Payer and the word Holder shall be construed interchangeably with the words Lender or Payee. In this Note, singular and plural words shall be construed interchangeably as may be appropriate in the context and circumstances to which such words apply.

- 19. ADDITIONAL TERMS AND CONDITIONS:** (check one)

a. ☐ NONE

OR

b. ☐ As set forth on the attached "Exhibit A" which is incorporated by this reference.

(Note: If neither a or b is checked, then option "a" applies)

- 20. THIS NOTE IS SECURED BY** ☒ **DEED OF TRUST,** ☐ **MORTGAGE** ☐ _____ **OF EVEN DATE.**

Maker (signatures)

DOS CABRAS VIEJAS


JOHN A. SULLIVAN, Member


BRIAN TRIEMBLE, Member

Maker's address for all notices given by Holder under this Note:
8524 W. Gage Blvd.
STE A-1 #293
Kennewick, WA 99336

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20-9-28

4395

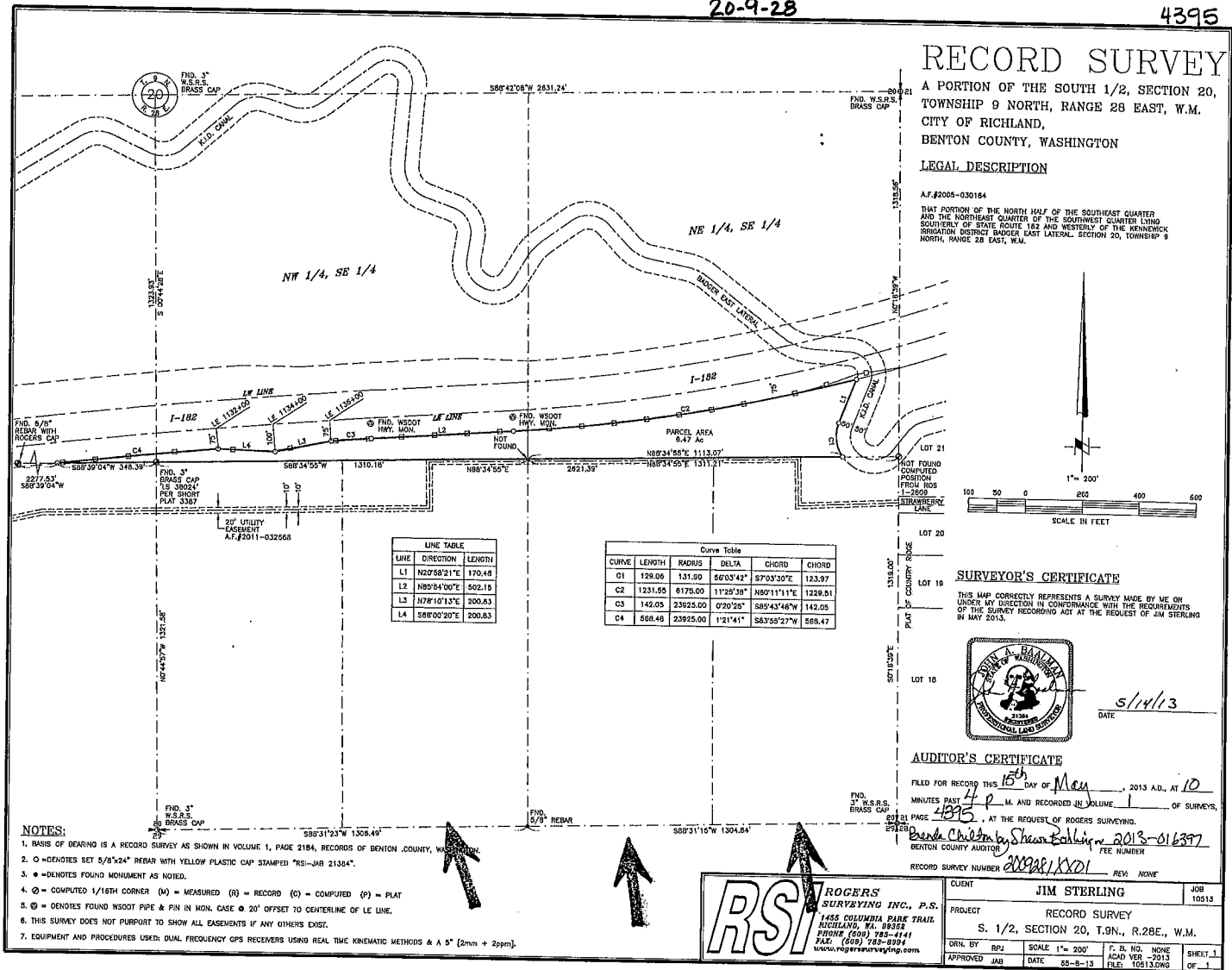
RECORD SURVEY

A PORTION OF THE SOUTH 1/2, SECTION 20,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.
CITY OF RICHLAND,
BENTON COUNTY, WASHINGTON

LEGAL DESCRIPTION

A.F. #2005-030184

THAT PORTION OF THE NORTH HALF OF THE SOUTHEAST QUARTER
AND THE NORTHEAST QUARTER OF THE SOUTHWEST QUARTER LYING
SOUTHERLY OF STATE ROUTE 162 AND WESTERLY OF THE KENNEDY
IRRIGATION DISTRICT BATTLE EAST LATERAL, SECTION 20, TOWNSHIP 9
NORTH, RANGE 28 EAST, W.M.



THIS MAP IS GIVEN TO ASSIST IN
LOCATING THE PREMISES. IT IS
NOT BASED ON A SURVEY AND DOES
NOT PURPORT TO SHOW ALL HIGHWAYS,
PROPERTY, THE COMPANY ASSUMES NO
LIABILITY FOR VARIATIONS, IF ANY,
IN DIMENSIONS AND LOCATIONS.



Geotechnical Engineering Report

Country Ridge Subdivision
Strawberry Lane
Richland, Washington

Prepared for:
Pahlisch Homes, Inc.
210 SW Wilson Avenue, Suite 100
Bend, Oregon 97702

November 17, 2020
PBS Project 66265.000



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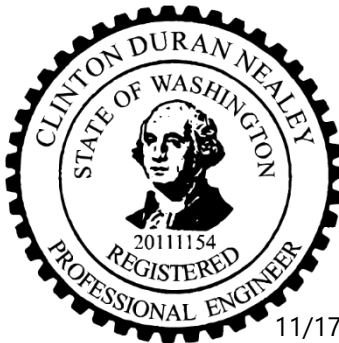
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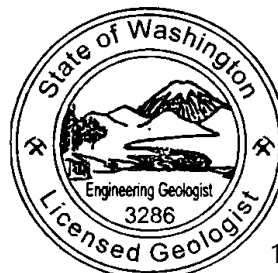
November 17, 2020
PBS Project 66265.000

Prepared by:



11/17/2020

Clint Nealey, PE
Geotechnical Staff Engineer



11/17/2020

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Shaun Cordes, LG, LEG
Project Engineering geologist

Reviewed by:

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Manager

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Table 2. USDA Hydrologic Soil Group Parameters

Table 3. 2018 IBC Seismic Design Parameters

FIGURES

Figure 1. Vicinity Map

Figure 2. Site Plan

Figure 3. Slope Map

APPENDICES

Appendix A: Field Explorations

Table A-1. Terminology Used to Describe Soil

Table A-2. Key to Test Pit and Boring Log Symbols

Figures A1–A9. Logs for Test Pits TP-1 through TP-18

Appendix B: Laboratory Testing

Figure B1. Summary of Laboratory Data

1 INTRODUCTION

1.1 General

This report presents results of PBS Engineering and Environmental Inc. (PBS) geotechnical engineering services for the proposed subdivision located immediately south of State Highway 12 at the west terminus of Strawberry Lane in Richland, Washington (site). The general site location is shown on the Vicinity Map, Figure 1. The locations of PBS' explorations in relation to existing site features are shown on the Site Plan, Figure 2.

1.2 Purpose and Scope

The purpose of PBS' services was to develop geotechnical design and construction recommendations in support of the planned subdivision. This was accomplished by performing the following scope of services.

1.2.1 Literature and Records Review

PBS reviewed various published geologic maps of the area for information regarding geologic conditions and hazards at or near the site.

1.2.2 Subsurface Explorations

PBS observed excavation of 18 test pits to depths of up to 12 feet below the existing ground surface (bgs) at the site. The test pits were logged and representative soil samples collected by a member of the PBS geotechnical engineering staff. Interpreted test pit logs are included as Figures A1 through A9 in Appendix A, Field Explorations.

1.2.3 Field Infiltration Testing

Four open-hole, falling-head field infiltration tests were completed in test pits TP-6, TP-8, TP-15, and TP-18 within the proposed development at depths of approximately 4 feet bgs. Infiltration testing was monitored by PBS geotechnical engineering staff.

1.2.4 Soils Testing

Representative soil samples were returned to our laboratory and classified in general accordance with the Unified Soil Classification System (ASTM D2487) and/or the Visual-Manual Procedure (ASTM D2488). Laboratory tests included natural moisture contents and grain-size analyses. Laboratory test results are included in the exploration logs in Appendix A, Field Explorations; and in Appendix B, Laboratory Testing.

1.2.5 Geotechnical Engineering Analysis

Data collected during the subsurface exploration, literature research, and testing were used to develop site-specific geotechnical design parameters and construction recommendations.

1.2.6 Report Preparation

This Geotechnical Engineering Report summarizes the results of our explorations, testing, and analyses, including information relating to the following:

- Field exploration logs and site plan showing approximate exploration locations
- Infiltration test results
- Laboratory test results
- Groundwater levels and considerations
- Liquefaction potential

- Shallow foundation recommendations:
 - Minimum embedment
 - Allowable bearing pressure
 - Estimated settlement
 - Sliding coefficient
- Earthwork and grading, cut, and fill recommendations:
 - Structural fill materials and preparation
 - Utility trench excavation and backfill requirements
 - Slab and pavement subgrade preparation
 - Wet weather considerations
- Seismic design criteria in accordance with the 2018 International Building Code (IBC) with state of Washington amendments
- Slab-on-grade design recommendations
- Asphalt concrete (AC) pavement section recommendations

1.3 Project Understanding

PBS understands the client plans to subdivide the northern portion of the three parcels located west of the terminus of Strawberry Lane in Richland, Washington. The three parcels total 60 acres, although current plans are to develop 38.4 acres to the north due to the presence steep slopes to the south. Development will occur in three phases and will include development of 100 lots for construction of single-family residences. PBS assumes one- and two-story, wood-frame construction. Development will include construction of access roadways and installation of utilities.

2 SITE CONDITIONS

2.1 Surface Description

The site is located in Richland, Washington, positioned along the slope and toe of Badger Mountain. The site consists of a roughly rectangular parcel divided by semi-flat, undulating topography on the northern half of the site where the proposed lots will be positioned, and a steep, uniform slope along the southern half. This report will refer to the northern half of the site as the “low-lying area” and the southern half as “hillslope,” as identified on Figure 2. The site is currently undeveloped and vegetated with grasses and sage brush. The site is bordered to the east by residential development, to the north by State Highway 12, and to the south and west by undeveloped open spaces.

The low-lying area of the site ranges in elevation between approximately 665 feet above mean sea level (amsl) and 720 feet amsl (NAVD 88; USGS, 2017). This area is composed of gradual hills forming a north-sloping pediment at the toe of Badger Mountain with individual hills separated by small basins. The hillslope portion of the site (within the site boundary) ranges from an elevation of 720 feet amsl to 1130 feet amsl. Outside of the site, the land continues to slope up to the south with Badger Mountain forming the local topographic high point at 1575 feet amsl to the south.

Slope conditions of the site are discussed in greater detail under section 2.6.

2.2 Geologic Setting

2.2.1 Regional Geologic Setting

The site is located within the eastern extent of the Yakima fold and thrust belt, a structural-tectonic sub-province occupying the western extent of the greater Columbia Basin geologic province. The Columbia Basin province is separated from the Deschutes-Columbia Plateau and Blue Mountains Provinces of Oregon by the Oregon border. The province is composed primarily of volcanic basement rocks of the Columbia River Basalt Group (CRBG) subdivided into smaller recognizable flows and members that are overlain by Quaternary deposits (Derkey et al., 2006). These older flood basalts were generated by volcanic eruptions in eastern Oregon, eastern Washington, and western Idaho between 16.7 million years ago (Ma) and 5.5 Ma (Reidel, 2004).

The Yakima fold and thrust belt is an actively deforming series of faults and folds that is accommodating clockwise rotation through crustal shortening within the western Columbia Province (McCaffrey et al., 2016). Active Quaternary and Holocene faults are found throughout this sub-province. Northwest-southeast and east-west trending anticlinal ridges and wide synclinal valleys dominate much of the Yakima fold and thrust belt. Reverse faulting is pervasive along the flanks of these anticline-syncline complexes (Gomberg et al., 2012). The eastern-most extent of the Yakima fold and thrust belt is continued across the Oregon-Washington border by the Horse Heaven Anticline (locally referred to as the Horse Heaven Hills) and the Wallula fault system before reaching the Blue Mountains province of Oregon.

The Horse Heaven Anticline forms the local topographic high point along the southern margin of the Columbia Basin, and has been continuously incised by the ancestral and historical Columbia River resulting in a narrow water gap at the southern extent of the Columbia Basin (Reidel and Fecht, 1994; Schuster, 1994). Throughout the Pleistocene, cataclysmic outburst flood waters from Glacial Lake Missoula resulted in rapid sedimentation as floodwaters ponded behind the Horse Heaven Anticline. Slowing flood waters blanketed the basin with slackwater flood deposits over much of the low-lying areas, as well as created extensive gravel bar complexes near the Columbia River. After glacial outburst flooding, reworking of fine-grained material by aeolian processes has created deposits of loess in elevated areas that were not directly affected by glacial floodwaters.

2.2.2 Local Geology

Low elevation areas of the site are underlain by Pleistocene Cataclysmic fine-grained flood deposits (Reidel and Fecht, 1994). These flood deposits are described as sand to silt sized particles of predominantly quartz, feldspar, and basalt sands, and mapped as greater than 60 feet thick. They are commonly rhythmically bedded and contain lenses of rounded gravels.

Badger Mountain and the associated northwest-oriented linear ridge line is mapped as consisting of various compositions of the Miocene to Pliocene age Columbia River Basalt Group (CRBG). These rocks are described as well-stratified lava flows of dark gray and gray-black basalt with occasional layers of sedimentary rocks between lava flows. The ridgeline is a surface expression of the Rattlesnake Hills anticline and fault complex that borders the eastern margin of the Yakima fold and thrust belt. Faulting throughout the Quaternary has elevated and deformed the basalts that comprise Badger Mountain, forming steep sloping ridgelines protruding upward from younger surficial deposits (Reidel and Fecht, 1994).

The Rattlesnake Hills fault complex and seismogenic structures (USGS fault No. 565) are mapped within the northern and southern portions of the site (Figure 2). Southeastern portions of the Rattlesnake Hills structures are described as echelon double-plunging anticlines that are bounded by thrust or reverse faults and form the linear ridgeline west of the Tri-Cities metropolitan area. These topographic features extend across the Columbia River and continue into northeastern Oregon as part of the Wallula Fault system (USGS fault No.

846). The northeastern and southwestern corners of the site are overlapping areas that are mapped as fault splays of the Rattlesnake Hills seismogenic features.

2.3 Subsurface Conditions

The site was explored by excavating 18 test pits, designated TP-1 through TP-18, to depths of up to 12 feet bgs. The excavation was performed by Mahaffey Enterprises, Inc., of Kennewick, Washington, using a CAT 308E excavator outfitted with a 60-inch smooth bucket.

PBS has summarized the subsurface units as follows:

- SILT (ML):** Brown silt with varying fine-grained sand content was encountered at and below the ground surface in all explorations. The silt varied from medium stiff to hard, was generally dry, and non-plastic.
- GRAVEL (GP):** Angular, basalt gravel was found in test pits TP-6, TP-10, and TP-16. A roughly 1-foot-thick layer was found at about 2 feet bgs in test pits TP-10 and TP-16. Gravel was also encountered at about 6 feet bgs to the termination depth in test pit TP-6, where the layer was cemented and difficult to excavate with the equipment available. Silt and fine-grained sand was intermixed with gravel everywhere gravel was encountered.

2.4 Groundwater

Static groundwater was not encountered during our explorations to the depth explored. Based on a review of regional groundwater logs available from the Washington State Department of Ecology, we anticipate that static groundwater is present at a depth greater than 50 feet bgs. Please note that groundwater levels can fluctuate during the year depending on climate, irrigation season, extended periods of precipitation, drought, and other factors.

2.5 Infiltration Testing

PBS completed four open-hole, falling-head infiltration tests in test pits TP-6, TP-8, TP-15, and TP-18, at depths of approximately 4 feet bgs within the unlined test pits. The infiltration testing was conducted in general accordance with the Stormwater Management Manual for Eastern Washington procedures. The unlined test pits were filled with water to achieve a minimum 1-foot-high column of water. After a period of saturation, the height of the water column in the test pit was then measured initially and at regular, timed intervals. Results of our field infiltration testing are presented in Table 1.

Table 1. Infiltration Test Results

Test Location	Depth (feet bgs)	Field Measured Infiltration Rate (in/hr)	Soil Classification	Recommended Hydrologic Soil Group
TP-6	4	1.3	SILT (ML)	B/C
TP-8	4	1.9	SILT (ML)	B
TP-15	4	2.0	SILT (ML)	B
TP-18	4	1.8	SILT (ML)	B

The infiltration rates listed in Table 1 are not permeabilities/hydraulic conductivities, but field-measured rates, and do not include correction factors related to long-term infiltration rates. The design engineer should determine the appropriate correction factors to account for the planned level of pre-treatment, maintenance, vegetation, siltation, etc. Field-measured infiltration rates are typically reduced by a minimum factor of 2 to 4 for use in design. PBS recommends that the lowest infiltration rate be applied site-wide, before correction factors are used, to account for soil mixing that occurs during normal construction activities.

Soil types can vary significantly over relatively short distances. The infiltration rates noted above are representative of one discrete location and depth. Installation of infiltration systems within the layer the field rate was measured is considered critical to proper performance of the systems. PBS recommends our services be retained to verify that infiltration systems are functioning as intended.

The United States Department of Agriculture (USDA) categorizes soils in four hydrologic soil groups, A through D, and are designated mainly by particle size and hydraulic conductivity. Table 3 below shows general characteristics of each group as they are identified by the USDA.

Table 2. USDA Hydrologic Soil Group Parameters

Soil Properties	Hydrologic Soil Group			
	A	B	C	D
Saturated Hydraulic Conductivity (k) (inches/hour)	$k > 5.67$	$1.42 < k < 5.67$	$0.14 < k < 1.42$	$k < 0.14$

2.6 Critical Areas – Geologically Hazardous Areas

Critical areas are defined as geologically hazardous areas that may not be suited for commercial, residential, or industrial development due to public health or safety concerns and warrant additional evaluation. Geologically hazardous areas are present on the southern portion of the property. Based on our field investigation and review of topographic data, approximately 32 acres of the site qualifies as a high geologic hazard.

2.6.1 Landslide Hazard

Landslides occur when masses of soil or rock lose stability due to over-saturation of the material, contributing to elevated pore water pressures; erosion of the terminal end of the slope, causing de-buttressing and generating additional instability of the overburden material; along geologic contacts; or as a combination of these processes in conjunction with one another.

A vectorized version of the Badger Mountain 7.5-minute quadrangle was acquired from the USGS National Map Database TNM download portal (USGS, 2020b). These 10-foot elevation contours were used to generate slope maps for the site and surrounding areas to assess slope inclinations utilizing ArcMap GIS and the 3D Analyst toolset. City Code 22.10.240 describes slopes that constitute a landslide hazards area. As such, slopes have been grouped as greater than 15% and greater than 40%, with no slopes greater than 80% within the site or upslope of the site (Figure 3).

Slopes greater than 40% exist throughout the hillslope portion of the property and continue beyond the property boundary. PBS did not explore the hillside due to excavator inaccessibility. However, previous exploration in the vicinity revealed a veneer of variable thickness consisting of unconsolidated windblown loess and colluvium overlying basalt bedrock. Similar subsurface conditions may be present on the site and, if present, site slopes could be destabilized by cutting near the toe of the slope.

Review of available Washington Department of Natural Resources (WADNR) data does not indicate the presences of mapped landslides within the property boundary (WADNR, 2020). However, landslide deposits are identified on similar slopes of Badger Mountain approximately 3,000 feet southeast of the site (WADNR, 2020; Reidel et al., 1994). Therefore, it is inferred that any modifications to the hillslope portion of the site could induce slope instability and impact downslope structures.

2.6.2 Erosion Hazard

Minimally vegetated slopes likely composed of unconsolidated soils like those found on site and in the project vicinity may be subject to rapid erosion as a result of heavy precipitation, rapid snow melt, or typical rainfall following a wildfire. Alternatively, wind may also cause erosion to occur. Cutting into the toe of the slope or disturbing vegetation on site slopes could increase the potential for erosion at the site.

2.6.3 Seismic Hazard

Seismic hazards are geologic hazards associated with earthquakes. Seismic waves generated by earthquakes produce shaking with intensity that increases based on proximity to the earthquake (epicenter), soil type and consistency/relative density, and the magnitude of the earthquake (size). Earthquakes can trigger additional hazards to occur as a result of shaking. Strong earthquake ground shaking will occur during a code-based seismic event on the CSZ as well as from local faults.

2.6.3.1 Fault Surface Rupture

Fault surface rupture is deformation observed at the ground surface from deformation along a fault plane that occurs during an earthquake. Deformation is manifested in the form of tension cracks, sags, pressure ridges, and vertical and horizontal offsets of the ground surface that can cause extensive damage to structures and infrastructure that crosses or is located in close proximity to an underlying fault. Review of the US Geological Survey Quaternary Fault and Fold Database and WADNR Geologic Information GIS portal indicates two splays of the Rattlesnake Hills fault (USGS fault ID 565) are present at the toe of Badger Mountain and along the north-facing hillside (Figure 2). In addition, the associated anticline mapped at the crest of Badger Mountain is identified as a seismogenic fold capable of generating earthquakes.

2.6.3.2 Seismically Induced Landslides

Seismically induced landslides are landslides that occur as the result of shaking generated by an earthquake. Shaking can cause slope materials to slide, tumble, or flow along preexisting geologic contacts, joints within the rock mass, or shedding of loose surficial materials.

3 CONCLUSIONS AND RECOMMENDATIONS

3.1 Geotechnical Design Considerations

The subsurface conditions at the site consist predominantly of silt with variable fine-grained sand content. A 1-foot-thick layer of gravel was encountered at a depth of 2 feet bgs in test pits TP-10 and TP-16 and at a depth of 6 feet bgs to the termination depth in TP-6. Based on our observations and analyses, conventional foundation support on shallow spread footings is feasible for the proposed new residential structures. Due to the presence of medium-stiff silt soils at the ground surface, we recommend site grading include moisture conditioning and recompaction of all subgrades within cut areas and under roads, sidewalks, driveways, and building pads.

Excavation of site soils is likely feasible using conventional equipment. Bedrock was not observed to the depths explored but may be encountered if excavations exceed 12 feet bgs. PBS did not perform subsurface exploration to assess slope conditions under the assumption that the slope would not be disturbed by the proposed development.

The grading and final development plans for the project had not been completed when this report was prepared. Once completed, PBS should be engaged to review the project plans and update our recommendations, as necessary.

Site grading should not undermine/remove the toe of the existing slope without additional geotechnical evaluation.

3.2 Shallow Foundations

Shallow spread footings bearing on recompacted native silt may be used to support loads associated with the proposed development, provided the recommendations in this report are followed. Footings should not be supported on undocumented fill.

3.2.1 Minimum Footing Widths and Design Bearing Pressure

Continuous wall and isolated spread footings should be sized in accordance with local codes but should not be less than 12 inches wide. Footings should be sized using a maximum allowable bearing pressure of 2,000 pounds per square foot (psf). This is a net bearing pressure and the weight of the footing and overlying backfill can be disregarded in calculating footing sizes. The recommended allowable bearing pressure applies to the total of dead plus long-term live loads. Allowable bearing pressures may be increased by one-third for seismic and wind loads.

Footings will settle in response to column and wall loads. Based on our evaluation of the subsurface conditions and our analysis, we estimate post-construction settlement will be less than 1 inch for the column and perimeter foundation loads. Differential settlement will be on the order of one-half of the total settlement.

3.2.2 Footing Embedment Depths

PBS recommends that all footings be founded a minimum of 24 inches below the lowest adjacent grade. The footings should be founded below an imaginary line projecting upward at a 1H:1V (horizontal to vertical) slope from the base of any adjacent, parallel utility trenches or deeper excavations.

3.2.3 Footing Preparation

Excavations for footings should be carefully prepared to a neat and undisturbed state. PBS recommends our services be retained to confirm suitable bearing conditions and evaluate all exposed footing subgrades. Observations should also confirm that loose or soft materials have been removed from new footing excavations and concrete slab-on-grade areas. Localized deepening of footing excavations may be required to penetrate loose, wet, or deleterious materials.

3.2.4 Lateral Resistance

Lateral loads can be resisted by passive earth pressure on the sides of footings and grade beams, and by friction at the base of the footings. A passive earth pressure of 250 pounds per cubic foot (pcf) may be used for footings confined by native soils and new structural fills. The allowable passive pressure has been reduced by a factor of two to account for the large amount of deformation required to mobilize full passive resistance. Adjacent floor slabs, pavements, or the upper 12-inch depth of adjacent unpaved areas should not be considered when calculating passive resistance. For footings supported on native soils or new structural fills, use a coefficient of friction equal to 0.35 when calculating resistance to sliding. These values do not include a factor of safety (FS).

3.3 Floor Slabs

Satisfactory subgrade support for building floor slabs can be obtained from the recompacted native silty sand subgrade prepared in accordance with our recommendations presented in the Site Preparation, Wet/Freezing Weather and Wet Soil Conditions, and Imported Granular Materials sections of this report. A minimum 6-inch-thick layer of imported granular material should be placed and compacted over the prepared subgrade. Thicker aggregate sections may be necessary where undocumented fill is present, soft/loose soils are present at subgrade elevation, and/or during wet conditions. Imported granular material should be composed of crushed rock or crushed gravel that is relatively well graded between coarse and fine, contains no deleterious materials, has a maximum particle size of 1 inch, and has less than 5 percent by dry weight passing the US Standard No. 200 Sieve.

Floor slabs supported on a subgrade and base course prepared in accordance with the preceding recommendations may be designed using a modulus of subgrade reaction (k) of 100 pounds per cubic inch (pci).

3.4 Seismic Design Considerations

3.4.1 Code-Based Seismic Design Parameters

The current seismic design criteria for this project are based on the 2018 International Building Code with State of Washington amendments. Based on subsurface conditions encountered at the site, Site Class D is appropriate for use in design. The seismic design criteria, in accordance with the 2018 IBC, are summarized in Table 3.

Table 3. 2018 IBC Seismic Design Parameters

Parameter	Short Period	1 Second
Maximum Credible Earthquake Spectral Acceleration	$S_s = 0.43 \text{ g}$	$S_1 = 0.16 \text{ g}$
Site Class	D	
Site Coefficient	$F_a = 1.46$	$F_v = 2.27$
Adjusted Spectral Acceleration	$S_{MS} = 0.63 \text{ g}$	$S_{M1} = 0.37 \text{ g}$
Design Spectral Response Acceleration Parameters	$S_{DS} = 0.42 \text{ g}$	$S_{D1} = 0.25 \text{ g}$

g = Acceleration due to gravity

3.4.2 Liquefaction Potential

Liquefaction is defined as a decrease in the shear resistance of loose, saturated, cohesionless soil (e.g., sand) or low plasticity silt soils, due to the buildup of excess pore pressures generated during an earthquake. This results in a temporary transformation of the soil deposit into a viscous fluid. Liquefaction can result in ground settlement, foundation bearing capacity failure, and lateral spreading of ground.

Based on a review of the Washington Division of Geology and Earth Resources, the site is shown as having a low to moderate liquefaction hazard; however, based on the lack of groundwater observed during our explorations and the depth to groundwater reported in nearby well logs, our current opinion is that the risk of structurally damaging liquefaction settlement at the site is low.

3.5 Temporary and Permanent Slopes

Cuts at the toe of the existing slope are not allowed without completing additional analyses. All temporary cut slopes should be excavated with a smooth-bucket excavator, with the slope surface repaired if disturbed. In addition, upslope surface runoff should be rerouted to not run down the face of the slopes. Equipment should

not be allowed to induce vibration or infiltrate water above the slopes, and no surcharges are allowed within 25 feet of the slope crest.

Permanent cut and fill slopes up to 10 feet high can be inclined at 2H:1V in stiff or better silt or compacted structural fill. If slow seepage is present, use of a rock blanket or a suitably revegetated, reinforced erosion control blanket may be required. PBS should be consulted if seepage is present; additional erosion control measures, such as additional drainage elements, and/or flatter slopes, may also be required. Exposed soils that are soft or loose may also require these measures. Fill slopes should be over-built and cut back into compacted structural fill at the design inclination using a smooth-bucket excavator. Erosion control is critical to maintaining slopes.

3.6 Ground Moisture

The perimeter ground surface and hard-scape should be sloped to drain away from all structures and away from adjacent slopes. Gutters should be tight-lined to a suitable discharge and maintained as free-flowing. All crawl spaces (if present) should be adequately ventilated and sloped to drain to a suitable, exterior discharge.

4 CONSTRUCTION RECOMMENDATIONS

4.1 Site Preparation

Construction of the proposed subdivision will involve clearing and grubbing of the existing vegetation or demolition of possible existing structures. Demolition should include removal of existing pavement, utilities, etc., if present, throughout the proposed new development. Underground utility lines or other abandoned structural elements should also be removed. The voids resulting from removal of foundations or loose soil in utility lines should be backfilled with compacted structural fill. The base of these excavations should be excavated to firm native subgrade before filling, with sides sloped at a minimum of 1H:1V to allow for uniform compaction. Materials generated during demolition should be transported off site or stockpiled in areas designated by the owner's representative.

4.1.1 Proofrolling/Subgrade Verification

Following site preparation and prior to placing aggregate base over shallow foundation, floor slab, and pavement subgrades, the exposed subgrade should be evaluated either by proofrolling or another method of subgrade verification. The subgrade should be proofrolled with a fully loaded dump truck or similar heavy, rubber-tire construction equipment to identify unsuitable areas. If evaluation of the subgrades occurs during wet conditions, or if proofrolling the subgrades will result in disturbance, they should be evaluated by PBS using a steel foundation probe. We recommend that PBS be retained to observe the proofrolling and perform the subgrade verifications. Unsuitable areas identified during the field evaluation should be compacted to a firm condition or be excavated and replaced with structural fill.

4.1.2 Wet/Freezing Weather and Wet Soil Conditions

Due to the presence of fine-grained silt and sands in the near-surface materials at the site, construction equipment may have difficulty operating on the near-surface soils when the moisture content of the surface soil is more than a few percentage points above the optimum moisture required for compaction. Soils disturbed during site preparation activities, or unsuitable areas identified during proofrolling or probing, should be removed and replaced with compacted structural fill.

Site earthwork and subgrade preparation should not be completed during freezing conditions, except for mass excavation to the subgrade design elevations. We recommend the earthwork construction at the site be performed during the dry season.

Protection of the subgrade is the responsibility of the contractor. Construction of granular haul roads to the project site entrance may help reduce further damage to the pavement and disturbance of site soils. The actual thickness of haul roads and staging areas should be based on the contractors' approach to site development, and the amount and type of construction traffic. The imported granular material should be placed in one lift over the prepared undisturbed subgrade and compacted using a smooth-drum, non-vibratory roller. A geotextile fabric should be used to separate the subgrade from the imported granular material in areas of repeated construction traffic. Depending on site conditions, the geotextile should meet Washington State Department of Transportation (WSDOT) SS 9-33.2 – Geosynthetic Properties for soil separation or stabilization. The geotextile should be installed in conformance with WSDOT SS 2-12.3 – Construction Geosynthetic (Construction Requirements) and, as applicable, WSDOT SS 2-12.3(2) – Separation or WSDOT SS 2-12.3(3) – Stabilization.

4.1.3 Compacting Test Pit Locations

The test pit excavations were backfilled using the excavator bucket and relatively minimal compactive effort; therefore, soft spots can be expected at these locations. We recommend that the relatively uncompacted soil be removed from the test pits to a depth of at least 3 feet below finished subgrade elevation in pavement areas and to full depth in building areas. The resulting excavation should be backfilled with structural fill.

4.2 Excavation

The near-surface soils at the site can be excavated with conventional earthwork equipment to depths of up to 12 feet. Larger earthwork equipment may be required for deeper excavations and where bedrock could be encountered. Sloughing and caving should be anticipated. All excavations should be made in accordance with applicable Occupational Safety and Health Administration (OSHA) and state regulations. The contractor is solely responsible for adherence to the OSHA requirements. Open excavation techniques may be used provided the excavation is configured in accordance with the OSHA requirements, groundwater seepage is not present, and with the understanding that some sloughing may occur. Trenches/excavations should be flattened if sloughing occurs or seepage is present. Use of a trench shield or other approved temporary shoring is recommended if vertical walls are desired for cuts deeper than 4 feet bgs. If dewatering is used, we recommend that the type and design of the dewatering system be the responsibility of the contractor, who is in the best position to choose systems that fit the overall plan of operation.

4.3 Structural Fill

Structural fill should be placed over subgrade that has been prepared in conformance with the Site Preparation and Wet/Freezing Weather and Wet Soil Conditions sections of this report. Structural fill material should consist of relatively well-graded soil, or an approved rock product that is free of organic material and debris, and contains particles not greater than 4 inches nominal dimension.

The suitability of soil for use as compacted structural fill will depend on the gradation and moisture content of the soil when it is placed. As the amount of fines (material finer than the US Standard No. 200 Sieve) increases, soil becomes increasingly sensitive to small changes in moisture content and compaction becomes more difficult to achieve. Soils containing more than about 5 percent fines cannot consistently be compacted to a dense, non-yielding condition when the water content is significantly greater (or significantly less) than optimum.

If fill and excavated material will be placed on slopes steeper than 5H:1V, these must be keyed/benched into the existing slopes and installed in horizontal lifts. Vertical steps between benches should be approximately 2 feet.

4.3.1 On-Site Soil

On-site soils encountered in our explorations are generally suitable for placement as structural fill during moderate, dry weather when moisture content can be maintained by air drying and/or addition of water. The fine-grained fraction of the site soils are moisture sensitive, and during wet weather, may become unworkable because of excess moisture content. In order to reduce moisture content, some aerating and drying of fine-grained soils may be required. The material should be placed in lifts with a maximum uncompacted thickness of approximately 8 inches and compacted to at least 92 percent of the maximum dry density, as determined by ASTM D1557 (modified proctor).

4.3.2 Imported Granular Materials

Imported granular material used during periods of wet weather or for haul roads, building pad subgrades, staging areas, etc., should be pit or quarry run rock, crushed rock, or crushed gravel and sand, and should meet the specifications provided in WSDOT SS 9-03.14(2) – Select Borrow. In addition, the imported granular material should be fairly well graded between coarse and fine, and of the fraction passing the US Standard No. 4 Sieve, less than 5 percent by dry weight should pass the US Standard No. 200 Sieve.

Imported granular material should be placed in lifts with a maximum uncompacted thickness of 9 inches and be compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557.

4.3.3 Base Aggregate

Base aggregate for floor slabs and beneath pavements should be clean crushed rock or crushed gravel. The base aggregate should contain no deleterious materials, meet specifications provided in WSDOT SS 9-03.9(3) – Crushed Surfacing Base Course, and have less than 5 percent (by dry weight) passing the US Standard No. 200 Sieve. The imported granular material should be placed in one lift and compacted to at least 95 percent of the maximum dry density, as determined by ASTM D1557.

4.3.4 Foundation Base Aggregate

Imported granular material placed at the base of excavations for spread footings, slabs-on-grade, and other below-grade structures should be clean, crushed rock or crushed gravel, and sand that is fairly well graded between coarse and fine. The granular materials should contain no deleterious materials, have a maximum particle size of 1½ inch, and meet WSDOT SS 9-03.12(1)A – Gravel Backfill for Foundations (Class A). The imported granular material should be placed in one lift and compacted to not less than 95 percent of the maximum dry density, as determined by ASTM D1557.

4.3.5 Trench Backfill

Trench backfill placed beneath, adjacent to, and for at least 2 feet above utility lines (i.e., the pipe zone) should consist of well-graded granular material with a maximum particle size of 1 inch and less than 10 percent by dry weight passing the US Standard No. 200 Sieve, and should meet the standards prescribed by WSDOT SS 9-03.12(3) – Gravel Backfill for Pipe Zone Bedding. The pipe zone backfill should be compacted to at least 90 percent of the maximum dry density as determined by ASTM D1557, or as required by the pipe manufacturer or local building department.

Within pavement areas or beneath building pads, the remainder of the trench backfill should consist of well-graded granular material with a maximum particle size of 1½ inches, less than 10 percent by dry weight passing the US Standard No. 200 Sieve, and should meet standards prescribed by WSDOT SS 9-03.19 – Bank Run Gravel for Trench Backfill. This material should be compacted to at least 92 percent of the maximum dry density, as determined by ASTM D1557, or as required by the pipe manufacturer or local building department.

The upper 2 feet of the trench backfill should be compacted to at least 95 percent of the maximum dry density, as determined by ASTM D1557.

Outside of structural improvement areas (e.g., roadway alignments or building pads), trench backfill placed above the pipe zone should consist of excavated material free of wood waste, debris, clods, or rocks greater than 6 inches in diameter and meet WSDOT SS 9-03.14 – Borrow and WSDOT SS 9-03.15 – Native Material for Trench Backfill. This general trench backfill should be compacted to at least 90 percent of the maximum dry density, as determined by ASTM D1557, or as required by the pipe manufacturer or local building department.

4.3.6 Stabilization Material

Stabilization rock should consist of pit or quarry run rock that is well-graded, angular, crushed rock consisting of 4- or 6-inch-minus material with less than 5 percent passing the US Standard No. 4 Sieve. The material should be free of organic matter and other deleterious material. WSDOT SS 9-13.1(5) – Quarry Spalls can be used as a general specification for this material with the stipulation of limiting the maximum size to 6 inches.

5 ADDITIONAL SERVICES AND CONSTRUCTION OBSERVATIONS

In most cases, other services beyond completion of a final geotechnical engineering report are necessary or desirable to complete the project. Occasionally, conditions or circumstances arise that require additional work that was not anticipated when the geotechnical report was written. PBS offers a range of environmental, geological, geotechnical, and construction services to suit the varying needs of our clients.

PBS should be retained to review the plans and specifications for this project before they are finalized. Such a review allows us to verify that our recommendations and concerns have been adequately addressed in the design.

Satisfactory earthwork performance depends on the quality of construction. Sufficient observation of the contractor's activities is a key part of determining that the work is completed in accordance with the construction drawings and specifications. We recommend that PBS be retained to observe general excavation, stripping, fill placement, footing subgrades, and/or pile installation. Subsurface conditions observed during construction should be compared with those encountered during the subsurface explorations. Recognition of changed conditions requires experience; therefore, qualified personnel should visit the site with sufficient frequency to detect whether subsurface conditions change significantly from those anticipated.

6 LIMITATIONS

This report has been prepared for the exclusive use of the addressee, and their architects and engineers, for aiding in the design and construction of the proposed development and is not to be relied upon by other parties. It is not to be photographed, photocopied, or similarly reproduced, in total or in part, without express written consent of the client and PBS. It is the addressee's responsibility to provide this report to the appropriate design professionals, building officials, and contractors to ensure correct implementation of the recommendations.

The opinions, comments, and conclusions presented in this report are based upon information derived from our literature review, field explorations, laboratory testing, and engineering analyses. It is possible that soil, rock, or groundwater conditions could vary between or beyond the points explored. If soil, rock, or groundwater conditions are encountered during construction that differ from those described herein, the client is responsible for ensuring that PBS is notified immediately so that we may reevaluate the recommendations of this report.

Unanticipated fill, soil and rock conditions, and seasonal soil moisture and groundwater variations are commonly encountered and cannot be fully determined by merely taking soil samples or completing explorations such as test pits. Such variations may result in changes to our recommendations and may require additional funds for expenses to attain a properly constructed project; therefore, we recommend a contingency fund to accommodate such potential extra costs.

The scope of work for this subsurface exploration and geotechnical report did not include environmental assessments or evaluations regarding the presence or absence of wetlands or hazardous substances in the soil, surface water, or groundwater at this site.

If there is a substantial lapse of time between the submission of this report and the start of work at the site, if conditions have changed due to natural causes or construction operations at or adjacent to the site, or if the basic project scheme is significantly modified from that assumed, this report should be reviewed to determine the applicability of the conclusions and recommendations presented herein. Land use, site conditions (both on and off site), or other factors may change over time and could materially affect our findings; therefore, this report should not be relied upon after three years from its issue, or in the event that the site conditions change.

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Important Information about This Geotechnical-Engineering Report

Subsurface problems are a principal cause of construction delays, cost overruns, claims, and disputes.

While you cannot eliminate all such risks, you can manage them. The following information is provided to help.

The Geoprofessional Business Association (GBA) has prepared this advisory to help you – assumedly a client representative – interpret and apply this geotechnical-engineering report as effectively as possible. In that way, you can benefit from a lowered exposure to problems associated with subsurface conditions at project sites and development of them that, for decades, have been a principal cause of construction delays, cost overruns, claims, and disputes. If you have questions or want more information about any of the issues discussed herein, contact your GBA-member geotechnical engineer. Active engagement in GBA exposes geotechnical engineers to a wide array of risk-confrontation techniques that can be of genuine benefit for everyone involved with a construction project.

Understand the Geotechnical-Engineering Services Provided for this Report

Geotechnical-engineering services typically include the planning, collection, interpretation, and analysis of exploratory data from widely spaced borings and/or test pits. Field data are combined with results from laboratory tests of soil and rock samples obtained from field exploration (if applicable), observations made during site reconnaissance, and historical information to form one or more models of the expected subsurface conditions beneath the site. Local geology and alterations of the site surface and subsurface by previous and proposed construction are also important considerations. Geotechnical engineers apply their engineering training, experience, and judgment to adapt the requirements of the prospective project to the subsurface model(s). Estimates are made of the subsurface conditions that will likely be exposed during construction as well as the expected performance of foundations and other structures being planned and/or affected by construction activities.

The culmination of these geotechnical-engineering services is typically a geotechnical-engineering report providing the data obtained, a discussion of the subsurface model(s), the engineering and geologic engineering assessments and analyses made, and the recommendations developed to satisfy the given requirements of the project. These reports may be titled investigations, explorations, studies, assessments, or evaluations. Regardless of the title used, the geotechnical-engineering report is an engineering interpretation of the subsurface conditions within the context of the project and does not represent a close examination, systematic inquiry, or thorough investigation of all site and subsurface conditions.

Geotechnical-Engineering Services are Performed for Specific Purposes, Persons, and Projects, and At Specific Times

Geotechnical engineers structure their services to meet the specific needs, goals, and risk management preferences of their clients. A geotechnical-engineering study conducted for a given civil engineer

will not likely meet the needs of a civil-works constructor or even a different civil engineer. Because each geotechnical-engineering study is unique, each geotechnical-engineering report is unique, prepared *solely* for the client.

Likewise, geotechnical-engineering services are performed for a specific project and purpose. For example, it is unlikely that a geotechnical-engineering study for a refrigerated warehouse will be the same as one prepared for a parking garage; and a few borings drilled during a preliminary study to evaluate site feasibility will not be adequate to develop geotechnical design recommendations for the project.

Do not rely on this report if your geotechnical engineer prepared it:

- for a different client;
- for a different project or purpose;
- for a different site (that may or may not include all or a portion of the original site); or
- before important events occurred at the site or adjacent to it; e.g., man-made events like construction or environmental remediation, or natural events like floods, droughts, earthquakes, or groundwater fluctuations.

Note, too, the reliability of a geotechnical-engineering report can be affected by the passage of time, because of factors like changed subsurface conditions; new or modified codes, standards, or regulations; or new techniques or tools. *If you are the least bit uncertain about the continued reliability of this report, contact your geotechnical engineer before applying the recommendations in it. A minor amount of additional testing or analysis after the passage of time – if any is required at all – could prevent major problems.*

Read this Report in Full

Costly problems have occurred because those relying on a geotechnical-engineering report did not read the report in its entirety. Do not rely on an executive summary. Do not read selective elements only. *Read and refer to the report in full.*

You Need to Inform Your Geotechnical Engineer About Change

Your geotechnical engineer considered unique, project-specific factors when developing the scope of study behind this report and developing the confirmation-dependent recommendations the report conveys. Typical changes that could erode the reliability of this report include those that affect:

- the site's size or shape;
- the elevation, configuration, location, orientation, function or weight of the proposed structure and the desired performance criteria;
- the composition of the design team; or
- project ownership.

As a general rule, *always* inform your geotechnical engineer of project or site changes – even minor ones – and request an assessment of their impact. *The geotechnical engineer who prepared this report cannot accept*

responsibility or liability for problems that arise because the geotechnical engineer was not informed about developments the engineer otherwise would have considered.

Most of the “Findings” Related in This Report Are Professional Opinions

Before construction begins, geotechnical engineers explore a site’s subsurface using various sampling and testing procedures. *Geotechnical engineers can observe actual subsurface conditions only at those specific locations where sampling and testing is performed.* The data derived from that sampling and testing were reviewed by your geotechnical engineer, who then applied professional judgement to form opinions about subsurface conditions throughout the site. Actual site-wide subsurface conditions may differ – maybe significantly – from those indicated in this report. Confront that risk by retaining your geotechnical engineer to serve on the design team through project completion to obtain informed guidance quickly, whenever needed.

This Report’s Recommendations Are Confirmation-Dependent

The recommendations included in this report – including any options or alternatives – are confirmation-dependent. In other words, they are not final, because the geotechnical engineer who developed them relied heavily on judgement and opinion to do so. Your geotechnical engineer can finalize the recommendations *only after observing actual subsurface conditions* exposed during construction. If through observation your geotechnical engineer confirms that the conditions assumed to exist actually do exist, the recommendations can be relied upon, assuming no other changes have occurred. *The geotechnical engineer who prepared this report cannot assume responsibility or liability for confirmation-dependent recommendations if you fail to retain that engineer to perform construction observation.*

This Report Could Be Misinterpreted

Other design professionals’ misinterpretation of geotechnical-engineering reports has resulted in costly problems. Confront that risk by having your geotechnical engineer serve as a continuing member of the design team, to:

- confer with other design-team members;
- help develop specifications;
- review pertinent elements of other design professionals’ plans and specifications; and
- be available whenever geotechnical-engineering guidance is needed.

You should also confront the risk of constructors misinterpreting this report. Do so by retaining your geotechnical engineer to participate in prebid and preconstruction conferences and to perform construction-phase observations.

Give Constructors a Complete Report and Guidance

Some owners and design professionals mistakenly believe they can shift unanticipated-subsurface-conditions liability to constructors by limiting the information they provide for bid preparation. To help prevent the costly, contentious problems this practice has caused, include the complete geotechnical-engineering report, along with any attachments or appendices, with your contract documents, *but be certain to note*

conspicuously that you’ve included the material for information purposes only. To avoid misunderstanding, you may also want to note that “informational purposes” means constructors have no right to rely on the interpretations, opinions, conclusions, or recommendations in the report. Be certain that constructors know they may learn about specific project requirements, including options selected from the report, *only* from the design drawings and specifications. Remind constructors that they may perform their own studies if they want to, and *be sure to allow enough time* to permit them to do so. Only then might you be in a position to give constructors the information available to you, while requiring them to at least share some of the financial responsibilities stemming from unanticipated conditions. Conducting prebid and preconstruction conferences can also be valuable in this respect.

Read Responsibility Provisions Closely

Some client representatives, design professionals, and constructors do not realize that geotechnical engineering is far less exact than other engineering disciplines. This happens in part because soil and rock on project sites are typically heterogeneous and not manufactured materials with well-defined engineering properties like steel and concrete. That lack of understanding has nurtured unrealistic expectations that have resulted in disappointments, delays, cost overruns, claims, and disputes. To confront that risk, geotechnical engineers commonly include explanatory provisions in their reports. Sometimes labeled “limitations,” many of these provisions indicate where geotechnical engineers’ responsibilities begin and end, to help others recognize their own responsibilities and risks. *Read these provisions closely.* Ask questions. Your geotechnical engineer should respond fully and frankly.

Geoenvironmental Concerns Are Not Covered

The personnel, equipment, and techniques used to perform an environmental study – e.g., a “phase-one” or “phase-two” environmental site assessment – differ significantly from those used to perform a geotechnical-engineering study. For that reason, a geotechnical-engineering report does not usually provide environmental findings, conclusions, or recommendations; e.g., about the likelihood of encountering underground storage tanks or regulated contaminants. *Unanticipated subsurface environmental problems have led to project failures.* If you have not obtained your own environmental information about the project site, ask your geotechnical consultant for a recommendation on how to find environmental risk-management guidance.

Obtain Professional Assistance to Deal with Moisture Infiltration and Mold

While your geotechnical engineer may have addressed groundwater, water infiltration, or similar issues in this report, the engineer’s services were not designed, conducted, or intended to prevent migration of moisture – including water vapor – from the soil through building slabs and walls and into the building interior, where it can cause mold growth and material-performance deficiencies. Accordingly, *proper implementation of the geotechnical engineer’s recommendations will not of itself be sufficient to prevent moisture infiltration.* Confront the risk of moisture infiltration by including building-envelope or mold specialists on the design team. *Geotechnical engineers are not building-envelope or mold specialists.*

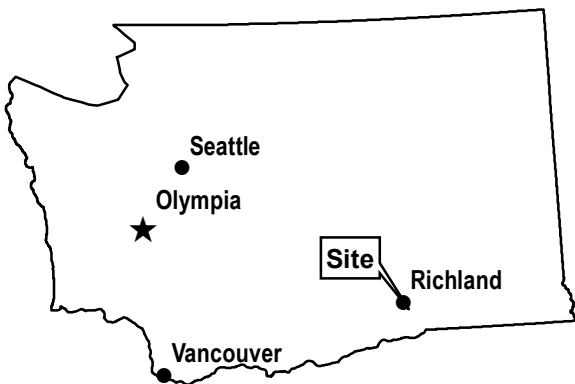


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Figures



VICINITY MAP

COUNTRY RIDGE RICHLAND, WASHINGTON

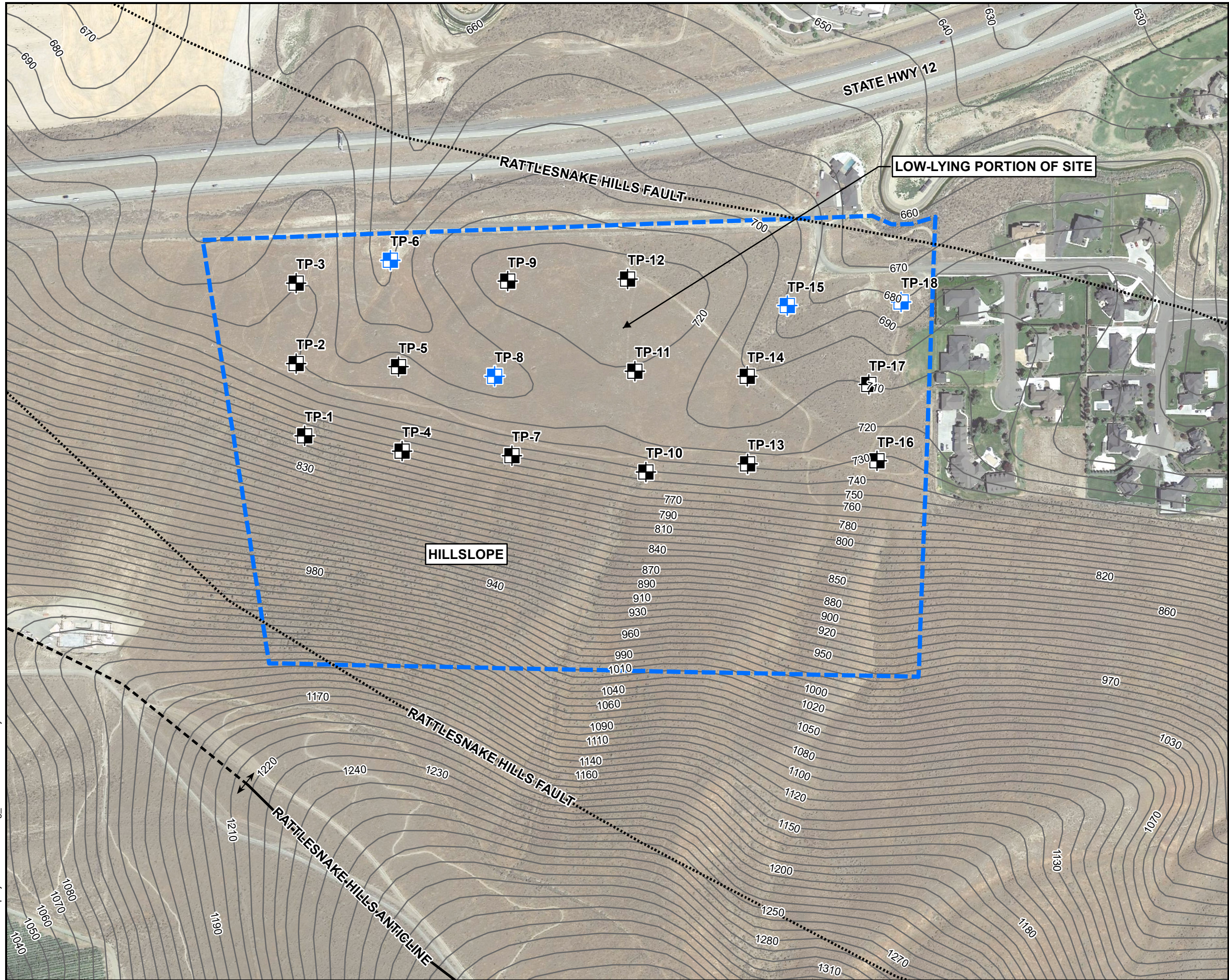
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1

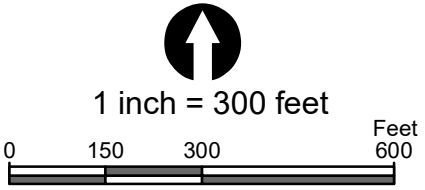
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EXPLANATION

- TP-1 - Test pit name and approximate location
- TP-6 - Test pit name and approximate location with infiltration test
- Approximate site boundary
- 10-foot elevation contour
- USGS Quaternary fault trace:
solid where visible, dotted where concealed
- WADNR Quaternary anticline trace:
solid where visible, dashed where inferred

SOURCES: Google Earth 2020, USGS 10-foot elevation contours 2020, USGS Quaternary fault and fold database 2020, and WADNR seismogenic features 2020



SITE PLAN

COUNTRY RIDGE
RICHLAND, WASHINGTON

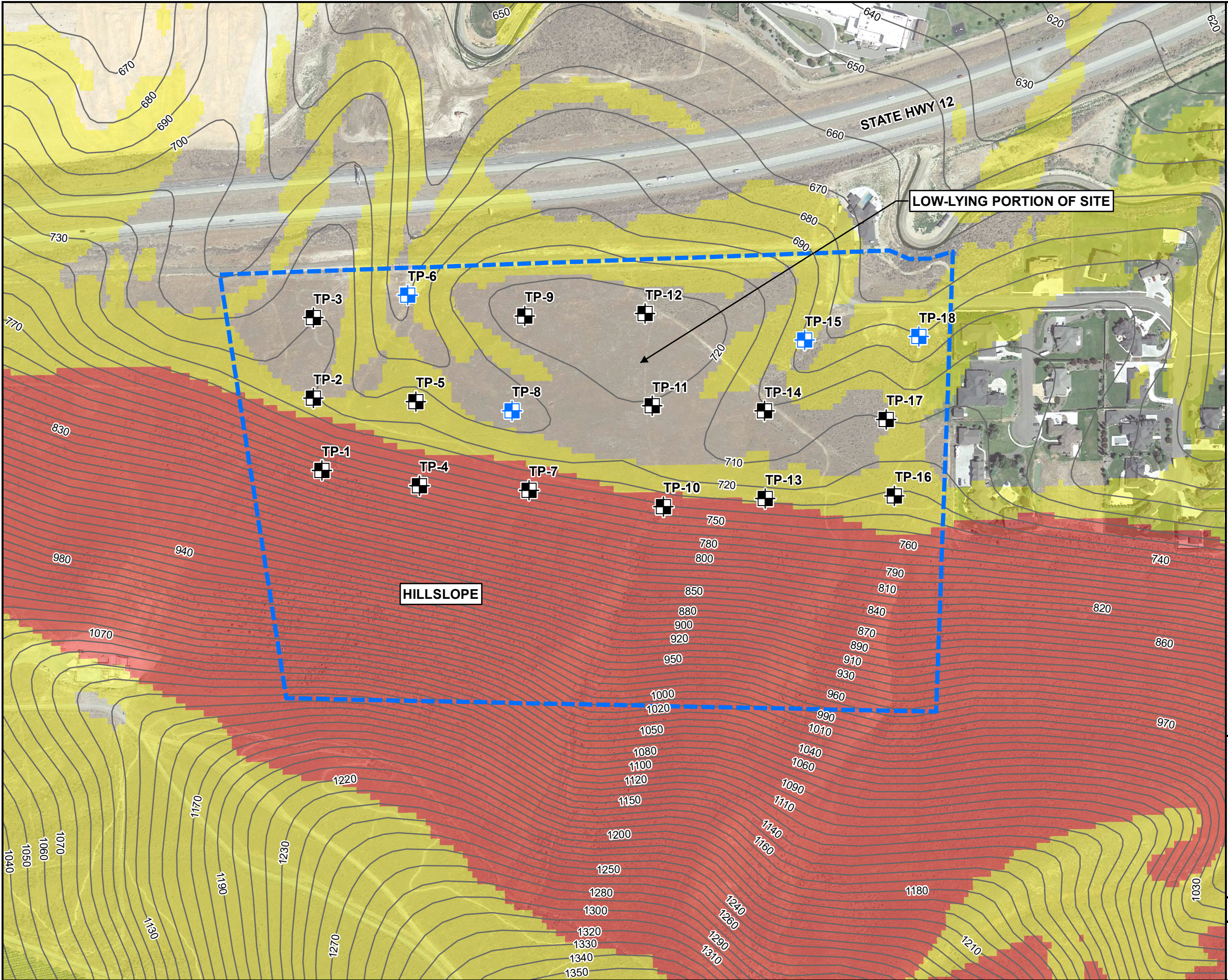
DATE: NOV 2020 · PROJECT: 66265.000



FIGURE

2

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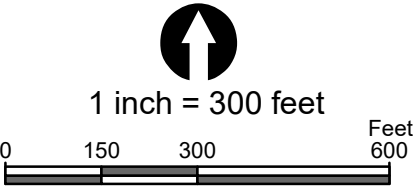
EXPLANATION

- TP-1 - Test pit name and approximate location
- TP-6 - Test pit name and approximate location with infiltration test
- Approximate site boundary
- 10-foot elevation contour

Calculated Percent Slope (% Slope)

- >15%
- >40%

SOURCES: Google Earth 2020, USGS 10-foot elevation contours 2020, WADNR fault and fold database 2020, Slope inclination generated from USGS 10-foot elevation contours



SLOPE MAP

COUNTRY RIDGE
RICHLAND, WASHINGTON

DATE: NOV 2020 · PROJECT: 66265.000



FIGURE

3

Appendix A

Field Explorations

Appendix A: Field Explorations

A1 GENERAL

PBS explored subsurface conditions at the project site by excavating 18 test pits to depths of 10 to 12 feet bgs on September 9, 2020. The approximate locations of the explorations are shown on Figure 2, Site Plan. The procedures used to advance the test pits, collect samples, and other field techniques are described in detail in the following paragraphs. Unless otherwise noted, all soil sampling and classification procedures followed engineering practices in general accordance with relevant ASTM procedures. "General accordance" means that certain local drilling/excavation and descriptive practices and methodologies have been followed.

A2 TEST PITS

A2.1 Excavation

Test pits were excavated using a CAT 308E excavator equipped with a 60-inch-wide, smooth bucket provided and operated by Mahaffey Enterprises, Inc., of Kennewick, Washington. The test pits were observed by a member of the PBS geotechnical staff, who maintained a detailed log of the subsurface conditions and materials encountered during the course of the work.

A2.2 Sampling

Representative disturbed samples were taken at selected depths in the test pits. The disturbed soil samples were examined by a member of the PBS geotechnical staff and sealed in plastic bags for further examination.

A2.3 Test Pit Logs

The test pit logs show the various types of materials that were encountered in the excavations and the depths where the materials and/or characteristics of these materials changed, although the changes may be gradual. Where material types and descriptions changed between samples, the contacts were interpreted. The types of samples taken during excavation, along with their sample identification number, are shown to the right of the classification of materials. The natural water (moisture) contents are shown farther to the right. Measured seepage levels, if observed, are noted in the column to the right.

A3 MATERIAL DESCRIPTION

Initially, samples were classified visually in the field. Consistency, color, relative moisture, degree of plasticity, and other distinguishing characteristics of the soil samples were noted. Afterward, the samples were reexamined in the PBS laboratory, various standard classification tests were conducted, and the field classifications were modified where necessary. The terminology used in the soil classifications and other modifiers are defined in Table A-1, Terminology Used to Describe Soil.

Soil Descriptions

Soils exist in mixtures with varying proportions of components. The predominant soil, i.e., greater than 50 percent based on total dry weight, is the primary soil type and is capitalized in our log descriptions (SAND, GRAVEL, SILT, or CLAY). Smaller percentages of other constituents in the soil mixture are indicated by use of modifier words in general accordance with the ASTM D2488-06 Visual-Manual Procedure. "General Accordance" means that certain local and common descriptive practices may have been followed. In accordance with ASTM D2488-06, group symbols (such as GP or CH) are applied on the portion of soil passing the 3-inch (75mm) sieve based on visual examination. The following describes the use of soil names and modifying terms used to describe fine- and coarse-grained soils.

Fine-Grained Soils (50% or greater fines passing 0.075 mm, No. 200 sieve)

The primary soil type, i.e., SILT or CLAY is designated through visual-manual procedures to evaluate soil toughness, dilatency, dry strength, and plasticity. The following outlines the terminology used to describe fine-grained soils, and varies from ASTM D2488 terminology in the use of some common terms.

Primary soil NAME, Symbols, and Adjectives			Plasticity Description	Plasticity Index (PI)
SILT (ML & MH)	CLAY (CL & CH)	ORGANIC SOIL (OL & OH)		
SILT		Organic SILT	Non-plastic	0 – 3
SILT		Organic SILT	Low plasticity	4 – 10
SILT/Elastic SILT	Lean CLAY	Organic SILT/ Organic CLAY	Medium Plasticity	10 – 20
Elastic SILT	Lean/Fat CLAY	Organic CLAY	High Plasticity	20 – 40
Elastic SILT	Fat CLAY	Organic CLAY	Very Plastic	>40

Modifying terms describing secondary constituents, estimated to 5 percent increments, are applied as follows:

Description	% Composition	
With Sand	% Sand $\geq$ % Gravel	15% to 25% plus No. 200
With Gravel	% Sand < % Gravel	
Sandy	% Sand $\geq$ % Gravel	$\leq$ 30% to 50% plus No. 200
Gravelly	% Sand < % Gravel	

Borderline Symbols, for example CH/MH, are used when soils are not distinctly in one category or when variable soil units contain more than one soil type. **Dual Symbols**, for example CL-ML, are used when two symbols are required in accordance with ASTM D2488.

Soil Consistency terms are applied to fine-grained, plastic soils (i.e., $PI \geq 7$). Descriptive terms are based on direct measure or correlation to the Standard Penetration Test N-value as determined by ASTM D1586-84, as follows. SILT soils with low to non-plastic behavior (i.e., $PI < 7$) may be classified using relative density.

Consistency Term	SPT N-value	Unconfined Compressive Strength	
		tsf	kPa
Very soft	Less than 2	Less than 0.25	Less than 24
Soft	2 – 4	0.25 – 0.5	24 – 48
Medium stiff	5 – 8	0.5 – 1.0	48 – 96
Stiff	9 – 15	1.0 – 2.0	96 – 192
Very stiff	16 – 30	2.0 – 4.0	192 – 383
Hard	Over 30	Over 4.0	Over 383

Soil Descriptions

Coarse - Grained Soils (less than 50% fines)

Coarse-grained soil descriptions, i.e., SAND or GRAVEL, are based on the portion of materials passing a 3-inch (75mm) sieve. Coarse-grained soil group symbols are applied in accordance with ASTM D2488-06 based on the degree of grading, or distribution of grain sizes of the soil. For example, well-graded sand containing a wide range of grain sizes is designated SW; poorly graded gravel, GP, contains high percentages of only certain grain sizes. Terms applied to grain sizes follow.

Material NAME	Particle Diameter	
	Inches	Millimeters
SAND (SW or SP)	0.003 – 0.19	0.075 – 4.8
GRAVEL (GW or GP)	0.19 – 3	4.8 – 75
Additional Constituents:		
Cobble	3 – 12	75 – 300
Boulder	12 – 120	300 – 3050

The primary soil type is capitalized, and the fines content in the soil are described as indicated by the following examples. Percentages are based on estimating amounts of fines, sand, and gravel to the nearest 5 percent. Other soil mixtures will have similar descriptive names.

Example: Coarse-Grained Soil Descriptions with Fines

>5% to < 15% fines (Dual Symbols)	≥15% to < 50% fines
Well graded GRAVEL with silt: GW-GM	Silty GRAVEL: GM
Poorly graded SAND with clay: SP-SC	Silty SAND: SM

Additional descriptive terminology applied to coarse-grained soils follow.

Example: Coarse-Grained Soil Descriptions with Other Coarse-Grained Constituents

Coarse-Grained Soil Containing Secondary Constituents	
With sand or with gravel	≥ 15% sand or gravel
With cobbles; with boulders	Any amount of cobbles or boulders.

Cobble and boulder deposits may include a description of the matrix soils, as defined above.

Relative Density terms are applied to granular, non-plastic soils based on direct measure or correlation to the Standard Penetration Test N-value as determined by ASTM D1586-84.

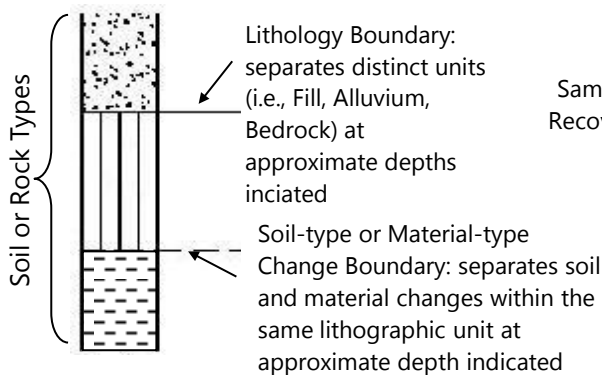
Relative Density Term	SPT N-value
Very loose	0 – 4
Loose	5 – 10
Medium dense	11 – 30
Dense	31 – 50
Very dense	> 50

SAMPLING DESCRIPTIONS

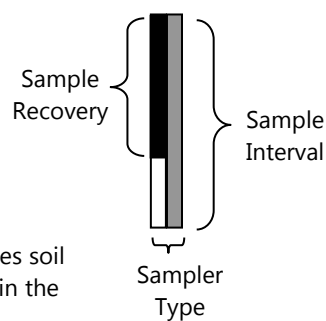
SPT Drive Sampler Standard Penetration Test ASTM D 1586	Shelby Tube Push Sampler ASTM D 1587	Specialized Drive Samplers (Details Noted on Logs)	Specialized Drill or Push Sampler (Details Noted on Logs)	Grab Sample	Rock Coring Interval	Screen (Water or Air Sampling)	Water Level During Drilling/Excavation	Water Level After Drilling/Excavation
								

LOG GRAPHICS

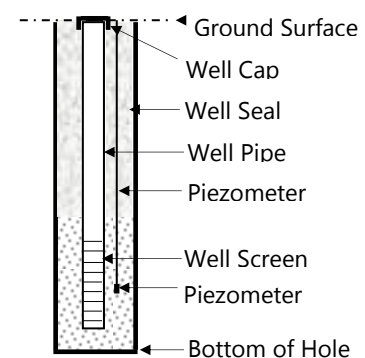
Soil and Rock



Sampling Symbols



Instrumentation Detail



Geotechnical Testing Acronym Explanations

PP	Pocket Penetrometer	HYD	Hydrometer Gradation
TOR	Torvane	SIEV	Sieve Gradation
DCP	Dynamic Cone Penetrometer	DS	Direct Shear
ATT	Atterberg Limits	DD	Dry Density
PL	Plasticity Limit	CBR	California Bearing Ratio
LL	Liquid Limit	RES	Resilient Modulus
PI	Plasticity Index	VS	Vane Shear
P200	Percent Passing US Standard No. 200 Sieve	bgs	Below ground surface
OC	Organic Content	MSL	Mean Sea Level
CON	Consolidation	HCL	Hydrochloric Acid
UC	Unconfined Compressive Strength		



COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

TEST PITS

PBS PROJECT NUMBER:
66265.000

TEST PIT LOCATION:
(See Site Plan)

DEPTH IN FEET	GRAPHIC LOG	MATERIAL DESCRIPTION NOTE: Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE & SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ■ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
TP-1							
0.0		Stiff, brown, SILT (ML) with sand; non-plastic; fine sand; dry roots to 12 inches bgs	669.0 0.0				
2.0				P200	☒ S-1		
4.0				DCP		9 ●	P200 = 80%
6.0							
8.0							
10.0							
12.0		Final depth 11.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	658.0 11.0		☒ S-2		
14.0							
Date Completed: 9/9/2020 Elevation: 669 Final Depth: 11 feet bgs Latitude: 46.24467 Longitude: -119.33453							

TP-2							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 12 inches bgs	649.0 0.0				
2.0							
4.0					☒ S-1		
6.0							
8.0							
10.0							
12.0		Final depth 11.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	638.0 11.0		☒ S-2		
14.0							
Date Completed: 9/9/2020 Elevation: 649 Final Depth: 11 feet bgs Latitude: 46.24498 Longitude: -119.33458							

EXCAVATION METHOD: CAT 308E
EXCAVATED BY: Mahaffey Enterprises, Inc.

LOGGED BY: C. Nealey

FIGURE A1
Page 1 of 9

TEST PIT LOG - 2 PER PAGE 66265.000_TP1-18_20200915.GPJ PBS DATATMPL_GEO_0309615.GDT PRINT DATE: 9/25/20RPG



COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

TEST PITS

PBS PROJECT NUMBER:
66265.000

TEST PIT LOCATION:
(See Site Plan)

DEPTH IN FEET	GRAPHIC LOG	MATERIAL DESCRIPTION NOTE: Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE & SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ▣ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
TP-3							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 12 inches bgs	638.0 0.0				
2.0							
4.0					☒ S-1		
6.0							
8.0							
10.0			628.0 10.0		☒ S-2		
12.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
14.0							
Date Completed: 9/9/2020 Elevation: 638 Final Depth: 10 feet bgs Latitude: 46.24566 Longitude: -119.33458							

TP-4							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 12 inches bgs	659.0 0.0				
2.0							
4.0					☒ S-1		
6.0							
8.0							
10.0			649.0 10.0		☒ S-2		
12.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
14.0							
Date Completed: 9/9/2020 Elevation: 659 Final Depth: 10 feet bgs Latitude: 46.24446 Longitude: -119.33334							

EXCAVATION METHOD: CAT 308E
EXCAVATED BY: Mahaffey Enterprises, Inc.

LOGGED BY: C. Nealey

FIGURE A2
Page 2 of 9



COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

TEST PITS

PBS PROJECT NUMBER:
66265.000

TEST PIT LOCATION:
(See Site Plan)

DEPTH IN FEET	GRAPHIC LOG	MATERIAL DESCRIPTION NOTE: Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE & SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ▣ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
TP-5							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 12 inches bgs	667.0 0.0				
2.0							
4.0					▣ S-1		
6.0							
8.0							
10.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	657.0 10.0				
12.0							
14.0							
Date Completed: 9/9/2020 Elevation: 667 Final Depth: 10 feet bgs Latitude: 46.24499 Longitude: -119.33339							

TP-6							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 12 inches bgs moderate cementation	612.0 0.0				
2.0							
4.0					▣ S-1		
6.0		Poorly graded GRAVEL (GP) with sand and cobbles; fine sand; coarse, angular to subangular basalt gravel; dry	606.0 6.0				
8.0							
10.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	602.0 10.0		▣ S-2		
12.0							
14.0							
Date Completed: 9/9/2020 Elevation: 612 Final Depth: 10 feet bgs Latitude: 46.24592 Longitude: -119.33356							

EXCAVATION METHOD: CAT 308E
EXCAVATED BY: Mahaffey Enterprises, Inc.

LOGGED BY: C. Nealey

FIGURE A3
Page 3 of 9



COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

TEST PITS

PBS PROJECT NUMBER:
66265.000

TEST PIT LOCATION:
(See Site Plan)

DEPTH IN FEET	GRAPHIC LOG	MATERIAL DESCRIPTION NOTE: Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE & SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ▣ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
TP-7							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 12 inches bgs	659.0 0.0				
2.0							
4.0					▣ S-1		
6.0							
8.0							
10.0		boulders at 9 feet bgs					
12.0			647.0 12.0				
14.0		Final depth 12.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
Date Completed: 9/9/2020 Elevation: 659 Final Depth: 12 feet bgs Latitude: 46.24423 Longitude: -119.33202							

TP-8							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 6 inches bgs moderate cementation	586.0 0.0				
2.0							
4.0					▣ S-1		
6.0							
8.0							
10.0			576.0 10.0		▣ S-2		
12.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
14.0							
Date Completed: 9/9/2020 Elevation: 586 Final Depth: 10 feet bgs Latitude: 46.24488 Longitude: -119.33218							

EXCAVATION METHOD: CAT 308E
EXCAVATED BY: Mahaffey Enterprises, Inc.

LOGGED BY: C. Nealey

FIGURE A4
Page 4 of 9

TEST PIT LOG - 2 PER PAGE 66265.000_TP1-18_20200915.GPJ PBS DATATMPL_GEO_0309615.GDT PRINT DATE: 9/25/20RPG



COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

TEST PITS

PBS PROJECT NUMBER:
66265.000

TEST PIT LOCATION:
(See Site Plan)

DEPTH IN FEET	GRAPHIC LOG	MATERIAL DESCRIPTION NOTE: Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE & SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ▣ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
TP-9							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 6 inches bgs	652.0 0.0				
2.0							
4.0					▣ S-1		
6.0							
8.0							
10.0			642.0 10.0		▣ S-2		
12.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
14.0							
Date Completed: 9/9/2020 Elevation: 652 Final Depth: 10 feet bgs Latitude: 46.24567 Longitude: -119.33192							

TP-10							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry	665.0 0.0				
2.0		Poorly graded GRAVEL (GP) with sand and cobbles; fine sand; coarse, angular to subangular basalt gravel; dry	663.0 2.0				
4.0		Brown, silty SAND (SM); non-plastic; fine sand; dry	662.0 3.0		▣ S-1		
6.0							
8.0							
10.0			655.0 10.0		▣ S-2		
12.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
14.0							
Date Completed: 9/9/2020 Elevation: 665 Final Depth: 10 feet bgs Latitude: 46.24403 Longitude: -119.33035							

EXCAVATION METHOD: CAT 308E
EXCAVATED BY: Mahaffey Enterprises, Inc.

LOGGED BY: C. Nealey

FIGURE A5
Page 5 of 9



COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

TEST PITS

PBS PROJECT NUMBER:
66265.000

TEST PIT LOCATION:
(See Site Plan)

DEPTH IN FEET	GRAPHIC LOG	MATERIAL DESCRIPTION NOTE: Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE & SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ▣ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
TP-11							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 12 inches bgs	646.0 0.0				
2.0							
4.0					▣ S-1		
6.0		moderate cementation					
8.0							
10.0			636.0 10.0		▣ S-2		
12.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
14.0							
Date Completed: 9/9/2020 Elevation: 646 Final Depth: 10 feet bgs Latitude: 46.24490 Longitude: -119.33049							

TP-12							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry	644.0 0.0				
2.0							
4.0		roots to 36 inches bgs			▣ S-1		
6.0							
8.0							
10.0			634.0 10.0				
12.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
14.0							
Date Completed: 9/9/2020 Elevation: 644 Final Depth: 10 feet bgs Latitude: 46.24566 Longitude: -119.33058							

EXCAVATION METHOD: CAT 308E
EXCAVATED BY: Mahaffey Enterprises, Inc.

LOGGED BY: C. Nealey

FIGURE A6
Page 6 of 9



COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

TEST PITS

PBS PROJECT NUMBER:
66265.000

TEST PIT LOCATION:
(See Site Plan)

DEPTH IN FEET	GRAPHIC LOG	MATERIAL DESCRIPTION NOTE: Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE & SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ▣ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
TP-13							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 0.5 inches bgs	634.0 0.0				
2.0							
4.0					▣ S-1		
6.0							
8.0							
10.0					▣ S-2		
12.0		Final depth 10.5 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	623.5 10.5				
14.0							
Date Completed: 9/9/2020 Elevation: 634 Final Depth: 10.5 feet bgs Latitude: 46.24411 Longitude: -119.32917							

TP-14							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry	625.0 0.0				
2.0							
4.0					▣ S-1		
6.0							
8.0							
10.0							
12.0		Final depth 11.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	614.0 11.0		▣ S-2		
14.0							
Date Completed: 9/9/2020 Elevation: 625 Final Depth: 11 feet bgs Latitude: 46.24487 Longitude: -119.32912							

EXCAVATION METHOD: CAT 308E
EXCAVATED BY: Mahaffey Enterprises, Inc.

LOGGED BY: C. Nealey

FIGURE A7
Page 7 of 9



COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

TEST PITS

PBS PROJECT NUMBER:
66265.000

TEST PIT LOCATION:
(See Site Plan)

DEPTH IN FEET	GRAPHIC LOG	MATERIAL DESCRIPTION NOTE: Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE & SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ▣ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
TP-15							
0.0		Brown, SILT (ML) with sand; non-plastic; fine sand; dry roots to 6 inches bgs	602.0 0.0				
2.0							
4.0				P200	▣ S-1	●	
6.0		moderate cementation					
8.0							
10.0							
12.0		Final depth 11.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	591.0 11.0				
14.0							
Infiltration testing completed at 4 feet bgs P200 = 82%							
Date Completed: 9/9/2020 Elevation: 602 Final Depth: 11 feet bgs Latitude: 46.24537 Longitude: -119.32847							

TP-16							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 6 inches bgs	1034.0 0.0				
2.0		Poorly graded GRAVEL (GP) with sand and cobbles; fine sand; coarse, angular to subangular basalt gravel; dry	1032.0 2.0				
4.0		Brown, silty SAND (SM); non-plastic; fine sand; dry	1031.0 3.0		▣ S-1		
6.0							
8.0							
10.0		Final depth 10.0 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.	1024.0 10.0				
12.0							
14.0							
Date Completed: 9/9/2020 Elevation: 1034 Final Depth: 10 feet bgs Latitude: 46.24409 Longitude: -119.32761							

EXCAVATION METHOD: CAT 308E
EXCAVATED BY: Mahaffey Enterprises, Inc.

LOGGED BY: C. Nealey

FIGURE A8
Page 8 of 9

TEST PIT LOG - 2 PER PAGE 66265.000_TP1-18_20200915.GPJ PBS DATATMPL_GEO_0309615.GDT PRINT DATE: 9/25/20RPG



COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

TEST PITS

PBS PROJECT NUMBER:
66265.000

TEST PIT LOCATION:
(See Site Plan)

DEPTH IN FEET	GRAPHIC LOG	MATERIAL DESCRIPTION NOTE: Lines representing the interface between soil/rock units of differing description are approximate only, inferred where between samples, and may indicate gradual transition.	DEPTH	TESTING	SAMPLE TYPE & SAMPLE ID	◆ DYNAMIC CONE PENETROMETER ▣ STATIC PENETROMETER ● MOISTURE CONTENT %	COMMENTS
TP-17							
0.0		Brown SILT (ML) with sand; non-plastic; fine sand; dry roots to 12 inches bgs	630.0 0.0				
2.0							
4.0					▣ S-1		
6.0							
8.0							
10.0			619.5 10.5				
12.0		Final depth 10.5 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
14.0							
Date Completed: 9/9/2020 Elevation: 630 Final Depth: 10.5 feet bgs Latitude: 46.24476 Longitude: -119.32762							

TP-18							
0.0		Brown, sandy SILT (ML); non-plastic; fine sand; dry roots to 12 inches bgs	606.0 0.0				
2.0							
4.0				P200	▣ S-1 ▣ S-2	●	
6.0							
8.0							
10.0			595.5 10.5		▣ S-3		
12.0		Final depth 10.5 feet bgs; test pit backfilled with excavated material to existing ground surface. Groundwater not encountered at time of exploration.					
14.0							
Date Completed: 9/9/2020 Elevation: 606 Final Depth: 10.5 feet bgs Latitude: 46.24545 Longitude: -119.32730							

Infiltration testing
completed at 4 feet
bgs
P200 = 66%

EXCAVATION METHOD: CAT 308E
EXCAVATED BY: Mahaffey Enterprises, Inc.

LOGGED BY: C. Nealey

FIGURE A9
Page 9 of 9

TEST PIT LOG - 2 PER PAGE 66265.000_TP1-18_20200915.GPJ PBS DATATMPL_GEO_0309615.GDT PRINT DATE: 9/25/20RPG

Appendix B

Laboratory Testing

Appendix B: Laboratory Testing

B1 GENERAL

Samples obtained during the field explorations were examined in the PBS laboratory. The physical characteristics of the samples were noted and field classifications were modified where necessary. During the course of examination, representative samples were selected for further testing. The testing program for the soil samples included standard classification tests, which yield certain index properties of the soils important to an evaluation of soil behavior. The testing procedures are described in the following paragraphs. Unless noted otherwise, all test procedures are in general accordance with applicable ASTM standards. "General accordance" means that certain local and common descriptive practices and methodologies have been followed.

B2 CLASSIFICATION TESTS

B2.1 Visual Classification

The soils were classified in accordance with the Unified Soil Classification System with certain other terminology, such as the relative density or consistency of the soil deposits, in general accordance with engineering practice. In determining the soil type (that is, gravel, sand, silt, or clay) the term that best described the major portion of the sample is used. Modifying terminology to further describe the samples is defined in Table A-1, Terminology Used to Describe Soil, in Appendix A.

B2.2 Moisture (Water) Contents

Natural moisture content determinations were made on samples of the fine-grained soils (that is, silts, clays, and silty sands). The natural moisture content is defined as the ratio of the weight of water to dry weight of soil, expressed as a percentage. The results of the moisture content determinations are presented on the exploration logs in Appendix A and on Figure B1, Summary of Laboratory Data, in Appendix B.

B2.3 Grain-Size Analyses (P200 Wash)

Washed sieve analyses (P200) were completed on samples to determine the portion of soil samples passing the No. 200 Sieve (i.e., silt and clay). The results of the P200 test results are presented on the exploration logs in Appendix A and on Figure B1, Summary of Laboratory Data, in Appendix B.



SUMMARY OF LABORATORY DATA

COUNTRY RIDGE SUBDIVISION
RICHLAND, WASHINGTON

PBS PROJECT NUMBER:
66265.000

SAMPLE INFORMATION

MOISTURE
CONTENT
(PERCENT)

DRY
DENSITY
(PCF)

SIEVE

ATTERBERG LIMITS

EXPLORATION
NUMBER

SAMPLE
NUMBER

SAMPLE
DEPTH
(FEET)

ELEVATION
(FEET)

GRAVEL
(PERCENT)

SAND
(PERCENT)

P200
(PERCENT)

LIQUID
LIMIT
(PERCENT)

PLASTIC
LIMIT
(PERCENT)

PLASTICITY
INDEX
(PERCENT)

TP-1

S-1

3

666.0

3.2

80

TP-15

S-1

4

598.0

4.2

82

TP-18

S-2

4

602.0

3.9

66

MEMORANDUM

DATE: January 15, 2021

TO: Pahlisch Homes, Inc.
210 SW Wilson Avenue, Suite 100
Bend, Oregon 97702

FROM: Brian Bieger, Sr. Scientist/ Project Manager

PROJECT: Ladera Residential Subdivision Project, PBS Project number 71682.000

REGARDING: Critical Areas Assessment –Fish and Wildlife Habitat Conservation Areas

Introduction

PBS Engineering and Environmental (PBS) was contracted by Pahlisch Homes, Inc (Client) to conduct a critical areas assessment for a planned residential subdivision within the City of Richland, WA (City). The purpose of the critical areas assessment was to identify and delineate any jurisdictional fish and wildlife habitat conservation areas (FWHCA's) within or directly adjacent to the project area.

Through the course of the assessment, it was determined that the project site does not contain habitat that would meet the current Washington Department of Fish and Wildlife (WDFW) of priority habitat which would be regulated as a FWHCA by the City. In addition, although the site could be utilized by priority wildlife in the form of Townsend's ground squirrel, habitat conditions for this species are poor and evidence of ground squirrel activity was not identified.

The project site is directly adjacent to the Badger Mountain Centennial Preserve (Badger Mountain) which is listed as a FWHCA by the city. Badger Mountain does not have formally established buffer zones. Additionally, the portions of badger Mountain adjacent to the project site do not contain priority habitats or evidence of usage by priority wildlife species that would warrant a buffer recommendation. The results of the critical areas investigation and the jurisdictional requirements of the City are detailed below.

Background Information

A review of available existing information was completed prior to completing a site visit. This included a review of WDFW Online Priority Habitat and Species (PHS) maps, US Fish and Wildlife Service national wetland inventory (NWI) maps, Natural Resource Conservation Service (NRCS) soil maps, recent aerial photographs, and historic aerial photographs.

(FWHCAs are regulated by the City under Chapter 22.170 of the City of Richland Development Code (CRDC). FWHCA's are defined in 22.10.185 of the CRDC as:

1. Areas where state or federally designated endangered, threatened, and sensitive species have a primary association.
2. State priority habitats and areas associated with state priority habitats.
3. Habitats and species of local importance.
4. Habitats and species that are important to the City of Richland

5. National wildlife refuge, national park, or park or preserve designated under WAC 332-30-151
6. The Yakima River Delta area, including Lake Wallula wildlife habitat areas currently managed by the U.S. Army Corps of Engineers, the Chamna Natural Preserve, Bateman Island;
7. The Hanford Islands in the Columbia River managed by the U.S. Fish and Wildlife Service;
8. Amon Creek Natural Preserve;
9. Badger Mountain Natural Preserve;
10. Category I wetlands as defined in RMC 22.10.100;
11. State nature area preserves or natural resource conservation areas and state wildlife areas;
12. Documented habitat, other than accidental presence, of threatened or endangered species;
13. Documented habitat, other than accidental presence, of regional or national significance for migrating birds;
14. Naturally occurring ponds under 20 acres and their submerged aquatic beds that provide fish or wildlife habitat;
15. Waters of the state;
16. Lakes, ponds, streams, and rivers planted with game fish by a governmental or tribal entity.

The site is located within the Pleistocene Lake Basin level IV ecoregion within the Columbia Plateau ecoregion. This area is characterized by level to undulating lake plain that historically contained Pleistocene lakes following flooding from glacier lakes Missoula and Columbia. This area is one of the driest climates within the Columbia Plateau with annual precipitation averaging between 7 to 10 inches. The present-day landscape is characterized by sagebrush steppe grasslands in addition to irrigated agriculture lands and to a much smaller extent, developed urban lands. A review of historical aerial photos show that the project site has not been subject to any notable disturbance during the last 50 years although aerial photo coverage is sporadic older than 2000. No evidence of wildfire could be identified in a review of historic aerial photographs but given its current vegetation composition it is likely that the site has burned in the past. The absence of shrub cover and dominance of non-native grasses often points to fire or historic agriculture disturbance. It is worth noting that approximately 250 acres on the south side of Badger Mountain caught fire in 2010.

The NRCS soil maps indicate the presence of Warden silt loam, 0-5% slopes in the northern half of the site and Shano silt loam, 30-65% slopes in the southern portions of the site. These well-draining soils are not listed as hydric in the Benton County soil survey. The NWI maps do not show any wetlands or surface waters mapped on or adjacent to the site.

The WDFW priority habitat and species database has the site mapped as potentially containing shrub-steppe habitat as well as potential habitat for Townsend's ground squirrels (*Urocitellus townsendii townsendii*). The WDFW report for the site is attached to this report. The property shares the northern property boundary with the Badger Mountain Centennial Preserve which is regulated as FWHCA by the City of Richland.

Following the background investigation, a site visit was completed on November 20, 2020 by PBS Senior Scientist Brian Bieger to evaluate and document the conditions of the project site. Mr. Bieger has a bachelors of science in wildlife science and over 18 years of professional experience in natural resource assessments. Surveys of the property were conducted on foot and in vehicle when appropriate. Notes on dominant vegetation, notable topographic features, potential habitat features such as burrows or cliffs, and evidence of wildlife usage or presence were investigated. The results of the field investigations are detailed below.

Existing Conditions

The approximately 60-acre project site is located at the western terminus of Strawberry Lane and is roughly bound by Badger Mountain to the south and I-82 to the north (Figure 1). The project area comprises three separate tax lots (12098400000400, 12098400000300, and 12098400000200) and areas within 300-feet of these tax lots. It is noteworthy that the southern boundary of the development site is shared with Badger Mountain. The surrounding land uses include high-density residential areas, low density residential areas, undeveloped rangeland designated as a natural area and a high-traffic freeway.

The project area is currently undeveloped rangeland and access is gained using a gravel road that runs along the northern boundary of the properties. The topography of the site ranges from gently rolling to very steep. The southern portions of all three tax lots include the lower portions of Badger Mountain with slopes that approach a grade of approximately 1:1 (Figure 2). There is a series of undeveloped dirt roads and jeep trails that crisscross the properties.

Vegetation is relatively homogenous across the entire project site. The vegetation community is characterized by non-native pasture grasses and weed species that include: cheatgrass (*Bromus tectorum*), diffuse knapweed (*Centaurea diffusa*), cereal rye (*Secale cereale*), thick spike wheatgrass (*Elymus lanceolatus*), basin wildrye (*Leymus cinereus*), Russian thistle (*Kali tragus*), common yarrow (*Achillea millefolium*), rush skelton (*Chondrilla juncea*), and plumeless thistle (*Carduus acanthoides*). Native bluebunch grass (*Pseudoroegneria spicata*) was identified in the eastern most portions of the project site. Shrub coverage varies across the site but as a whole is relatively sparse and includes scattered big sagebrush (*Artemisia tridentata*) and rabbitbrush (*Ericameria nauseosa*). Soil conditions were observed as silty loam and no cryptogammic crust features were observed on the site. WDFW habitat biologist Michael Ritter, prior to his site visit, noted that these areas would best be described as heavily disturbed grasslands due to the lack of shrub vegetation and the large amounts of invasive species. The areas best meeting the above description are mapped as heavily disturbed grasslands in Figure 3.

In addition to the disturbed grasslands, there portions of the study areas that could be classified as disturbed shrub-steppe lands. These areas are located higher up on the steep slopes in the southwest corner of the study area. Identified plant species is identical to those that were identified in the grassland portions of the site. The only real difference would be a higher density of shrub species such as big sagebrush and rabbitbrush.

Evidence of wildlife usage was extremely scarce. There were no wildlife tracks identified when the site was traversed. One coyote scat was identified in the northeast portion of the site. No active or abandoned terrestrial burrows were identified. At the time of the site visit there were no plants listed as threatened or endangered by the State of Washington Natural Heritage Program were identified.

WDFW Priority Wildlife Habitat and Species

Shrub-steppe Habitat

The WDFW has identified the property as potentially containing shrub-steppe habitat. Shrub-steppe is defined as a vegetation community consisting of one or more layers of perennial grass with a discontinuous overstory layer of shrubs. In the Mid-Columbia Region, intact shrub-steppes are dominated by perennial grasses that include bluebunch wheatgrass, Sandberg's bluegrass, Idaho fescue, needle and thread grass, and Thurber's needlegrass. Big sagebrush is the dominant shrub with lesser amounts of rabbitbrush, greasewood, hopsage, bitterbrush and buckwheat (WDFW 2013). One of the defining characteristics of the shrub-steppe community is the presence of a soil surface layer of cryptobiotic crust comprised of blue-green algae, bacteria, fungi, lichens and mosses. Much of

the original shrub-steppe in the Tri-Cities area has been converted to agriculture or development (Azerrad, et.al, 2001). Grazing and other disturbance on the remaining shrub-steppe in the region has resulted in a dramatic reduction in perennial bunchgrasses and native forbs with a corresponding increase in the non-native annual cheatgrass. Shrub-steppe habitat is an important habitat component for a wide variety of wildlife species and is therefore a conservation priority for the WDFW.

Based on the high amounts of non-native grasses, no cryptogammic crust, and the absence of even a moderate density of native shrubs, the site does not appear to meet the WDFW priority habitat definition of shrub-steppe habitat. It must be noted that shrub-steppe priority habitat usually occurs as large expensive tracts of intact habitat, not a single patch in an otherwise degraded landscape. While smaller patches of shrub-steppe habitat do provide habitat for some wildlife species, sensitive species need large tracts of habitat. For example, the WDFW recommends that habitats 2,500 acres in size or larger be prioritized for protection to provide habitat for the more sensitive species that utilize these habitats (Azeradd, et. al, 2001).

Townsend's Ground Squirrel (*Spermophilus townsendii*)

The WDFW priority species maps indicate the potential for Townsend's ground squirrel to occur within the general area. It is worthy to note that the ground squirrel habitat maps are on a township scale and detailed maps of known ground squirrel populations are considered sensitive information and therefore access is limited.

The Townsend's ground squirrel is a small burrowing ground squirrel found only in Washington State in the Columbia Basin west of the Columbia River in Klickitat, Benton, Yakima, and Kittitas counties. This species typically inhabits low elevation shrub-steppe, native grasslands, pastures, orchards, vineyards, highway margins, vacant lots, and banks of irrigation canals (WDFW 2013). Their diet is largely composed of green vegetation, with Sandberg's bluegrass (*Poa secunda*), western tansy mustard (*Descurainia pinnata*), lupine (*Lupinus laxiflorus*) and woollypod milkvetch (*Astragalus purshii*) occurring most frequently in the diet. Reasons for species decline include habitat fragmentation, past and current pest control programs (poisoning and shooting) where the squirrel may be an intended or unintended target, and reduction of food sources due to habitat conversion (Rodrick 1991). Habitat disturbance typically reduces forb diversity of arid landscapes, converting sites to shrub-steppe with cheatgrass and other non-native forb dominance. Cheatgrass tends to outcompete native forbs and is not a reliable food source for small wildlife such as ground squirrels.

There is small potential that Townsend's ground squirrel may be present within the project area although no suitable habitat for nesting was encountered. There are known populations of Townsends ground squirrel south of the park, but not on the north side of the park. The timing of the site visit was such that observations of active Townsend's ground squirrels was unlikely as they go into estivation (hibernation) when plants dry up in the summer and do not become active again until spring. While the project site is within the known range of this species, on the site is marginal at best. Food sources in the form of native grasses and forbs are extremely limited due to the dominance of non-palatable cheatgrass and other non-native grasses. Given the above information, it is unlikely that development of the site would impact Townsend's ground squirrel populations.

City of Richland Fish and Wildlife Habitat Conservation areas.

The City regulates Badger Mountain as a fish and wildlife habitat conservation area (FWHCA). Badger Mountain is the highest point near the City of Richland. The open space reserve was established in 2005 through collaboration between a dedicated grassroots movement and the City of Richland. Badger Mountain has four formal hiking trails and two parking areas located in the northwest and southeast portions of the site. Badger Mountain provides

recreational opportunities for the local community as well as serving as a small pocket of habitat for resident and local wildlife.

While the mountain does provide wildlife habitat there are nearby developments that diminish the ability of the site for providing habitat for sensitive WDFW priority wildlife species. These include the close proximity of a heavily traveled freeway, and high-density residential developments. There is an unimproved road that traverses the entire mountain and provides access to three separate communication stations located near the summit of the mountain. Additionally, while hiking trails provides opportunities for wildlife viewing and fostering an appreciation for natural areas in general, regular human presence can be a deterrent for many wildlife species. This is especially true for nesting and rearing wildlife.

In terms of biological or habitat conditions that warrant specific protections, there were no resources identified within the Badger Mountain areas adjacent to the project site that represent specific WDFW priority habitats or are known to currently provide habitat for priority listed wildlife. This is important as buffer widths to prevent degradation of critical areas are based on the functions that the critical areas provide, their susceptibility to disturbance, and the nature of the proposed development. For instance, a jurisdictional wetland has buffer widths that are based on best available science which dictates a range of buffer widths necessary to protect functions such as water quality, waterfowl habitat, and uptake of pollutants. Buffer recommendations for shrub-steppe habitat could not be located within the existing scientific literature.

In the case of Badger Mountain, it does not appear that any buffer would be required to prevent degradation of the area as the site does not contain critical components addressed in the literature that could be referenced. It exists primarily as open space shrub land with a small amount of development and regular public use. While protected under the City's code, there are no recommended buffers established for this type of FWHCA within the Code.

Proposed Development

The applicant is proposing to construct a low-density residential development within the above referenced tax lots. The development will result in the creation of approximately 101 individual tax lots. The layout of the proposed subdivision is presented in Figure 4. It should be noted that the proposed development will occur almost entirely within the heavily disturbed grassland areas and no impacts to the areas identified as having a higher density of shrub cover will be impacted (Figure 4). It should be noted that although some of the proposed lots in the southwest portion of the site start to encroach into the areas with higher shrub coverage, these areas are above the toe of the steep slopes and will not be developed.

The proposed development will not directly abut the Badger Mountain Preserve. Due to the steep topography within the southern portions of the site, there is a substantial portion of the tax lots that will not be developed. This area is approximately 20-acres in size and will exist as open space. The distance between the backs of individual tax lots to the boundary of the preserve ranges from 330-feet in the east to 665-feet in the west.

Lastly, fire access requirements dictate that the subdivision have an alternate access during emergency situations. To meet this requirement, the applicant will utilize the existing gravel road that extends west from the subdivision and terminates at Dallas Road (Figure 4). It is likely that some pullouts or turnaround along the side of the gravel road will be required to meet the code requirements. The areas adjacent to the gravel road exist as low-quality grasslands dominated by cheat grass and provide little habitat value.

Regulatory Requirements

Based on the results of the background information search, on-site investigation, and best professional judgement, no WDFW priority habitats or WDFW priority wildlife occur within the study area. The southern portion of the study area is regulated as a FWHCA under the City Code as it was determined that Badger Mountain Centennial Preserve was worthy of preservation for passive recreation, open space, and habitat conservation.

There are currently no required buffers extending from the Badger Mountain area within the City of Richland Code. Additionally, it stands to reason that if the area were intended to have buffers that extend off-site on to neighboring parcels, these buffers would have been formally designated at the time the preserve was established. Badger Mountain does not meet the definition of a state or federally regulated critical area, it was designated as a FWHCA by the City.

WDFW Site Visit

WDFW habitat biologist Michael Ritter completed a site visit to evaluate the habitat conditions on the site. He completed a brief summary of the conditions on the site (attached to the report). He confirmed PBS biologists observations although it is worthy to note that he did observe pockets of cryptobiotic crust in the eastern most portion of the site that were not previously identified. His recommendation in regard to the proposed development is that "it would be worthwhile to pursue inclusion of the steep portions of the proposed development into the Badger Mountain Natural preserve as mitigation for the loss of shrub-steppe from this proposed development".

Management Recommendations

Based on the results of the PBS critical area assessment and the assessment completed by WDFW habitat biologist, it appears that some amount of marginal shrub-steppe habitat could be impacted by the proposed development. It is important to remember that the formal definitions of shrub-steppe habitat do not include quantifiable measurements of observable features that would facilitate the easy identification and classification of shrub-steppe habitat. This is a challenge with these types of natural resources since very few remaining areas within eastern Washington represent healthy or pristine shrub-steppe habitat. Most of them exist along a gradient of either natural or artificial disturbance.

Given the location of the project site in relation to existing residential homes, other anthropomorphic disturbances, and the Badger Mountain nature area, I agree with Mr. Ritter that the best course of action would be to set aside areas that would serve to buffer the proposed development from the adjacent habitat within the nature area, regardless of the quality of that habitat. While this does not appear to be required based on the language of the City's Code, it would mitigate for the proposed development and prevent indirect impacts to the Badger Mountain Area.

The most expeditious manner would be for the applicant to place these areas within a conservation covenant running with the land that prohibits future development of these areas. A potential area for this conservation covenant is shown in Figure 4. A conservation covenant would protect these areas in perpetuity prior to initiation of the planned residential development. The decision to deed this land to the City or the Badger Mountain Area can be made at a future time after necessary discussions and legal documents are prepared.

Summary

PBS was hired to complete a critical areas assessment for the proposed Ladera Subdivision in the City of Richland. The site was identified as having the potential for providing habitat for Townsend's ground squirrels in addition to possibly meeting the WDFW definition of priority shrub-steppe habitat and borders a nature preserve that is designated as a FWHCA by the City.

Through the course of this assessment, it was determined that the study area is not likely being utilized by priority wildlife species as per WDFW definitions. There are some portions of the site that could be classified as shrub-steppe habitat in the eastern most portion of the site but most of the land represents a remnant shrub-steppe habitat dominated by invasive, non-native pasture grasses and forbs and taken as a whole, there is minimal amount of shrub coverage.

Lastly, the site shares a property boundary with the Badger Mountain preserve which has been designated a FWHCA by the City. There are currently no buffer requirements for this FWHCA. Based on the topography of the site and the locations of the proposed developments, there will be a zone of no development between the development and the preserve. This no development zone will help ensure that the proposed development will not result in indirect impacts to the preserve. In order to prevent future development of this "buffer" my recommendation would be to place this area in a conservation covenant running with the land. This recommendation is in line with the WDFW recommendation regarding this project. Decisions to deed this area to the City or inclusion into the Badger Mountain preserve can be made at a future date.

If you have any questions or comments please feel free to contact me at your convenience.

Sincerely,



Brian Bieger
PBS Senior Scientist /Project Manager

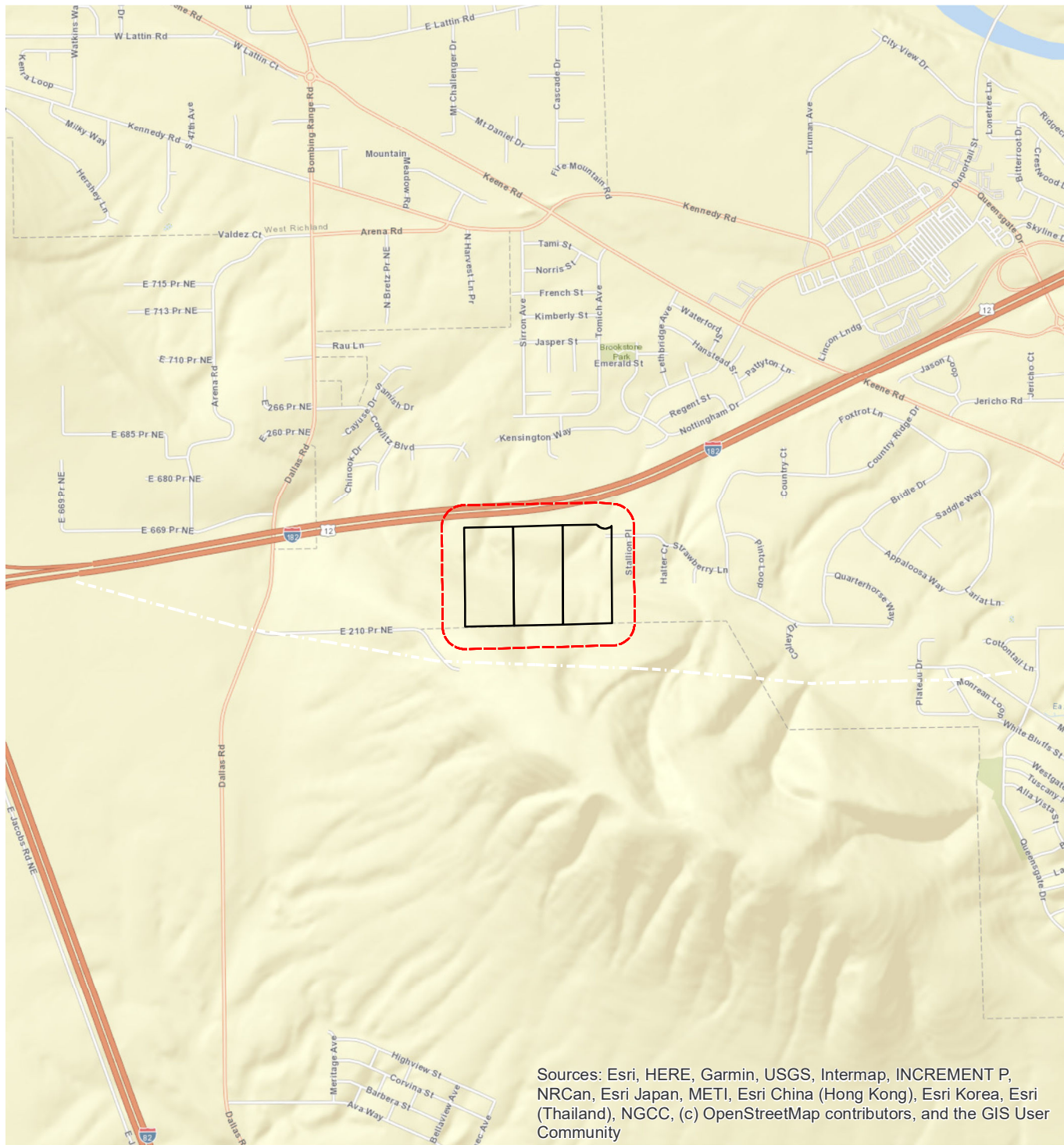
Literature cited:

Azerrad, J. M., K. A. Divens, M. F. Livingston, M. S. Teske, H. L. Ferguson, and J. L. Davis. 2011. *Management recommendations for Washington's priority habitats: managing shrub-steppe in developing landscapes*. Washington Department of Fish and Wildlife, Olympia, Washington.

Rodrick, E., and R. Milner, eds. . 1991. *Management Recommendations for Washington's Priority Habitats and Species*. Washington Department of Fish and Wildlife, Olympia. 206 pp. Available Online at: <https://wdfw.wa.gov/publications/00032>.

Washington Department of Fish and Wildlife. 2013. *Threatened and Endangered Wildlife in Washington: 2012 Annual Report*. Listing and Recovery Section, Wildlife Program, Washington Department of Fish and Wildlife, Olympia. 251 pp. Available Online at: https://wdfw.wa.gov/conservation/endangered/species/burrowing_owl.pdf Accessed July 20, 2019.

Attachment(s): *Figures 1, 2, 3, and 4, Photo Sheet 1, WDFW Priority Habitat Map, Summary WDFW site report*



Sources: Esri, HERE, Garmin, USGS, Intermap, INCREMENT P, NRCAN, Esri Japan, METI, Esri China (Hong Kong), Esri Korea, Esri (Thailand), NGCC, (c) OpenStreetMap contributors, and the GIS User Community

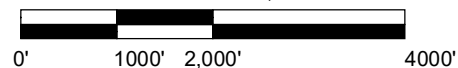
ESRI Open Source Street Maps.

Legend

- Study Area
- Tax Lots



SCALE: 1" = 2,000'



PREPARED FOR: PAHLISCH HOMES, INC..



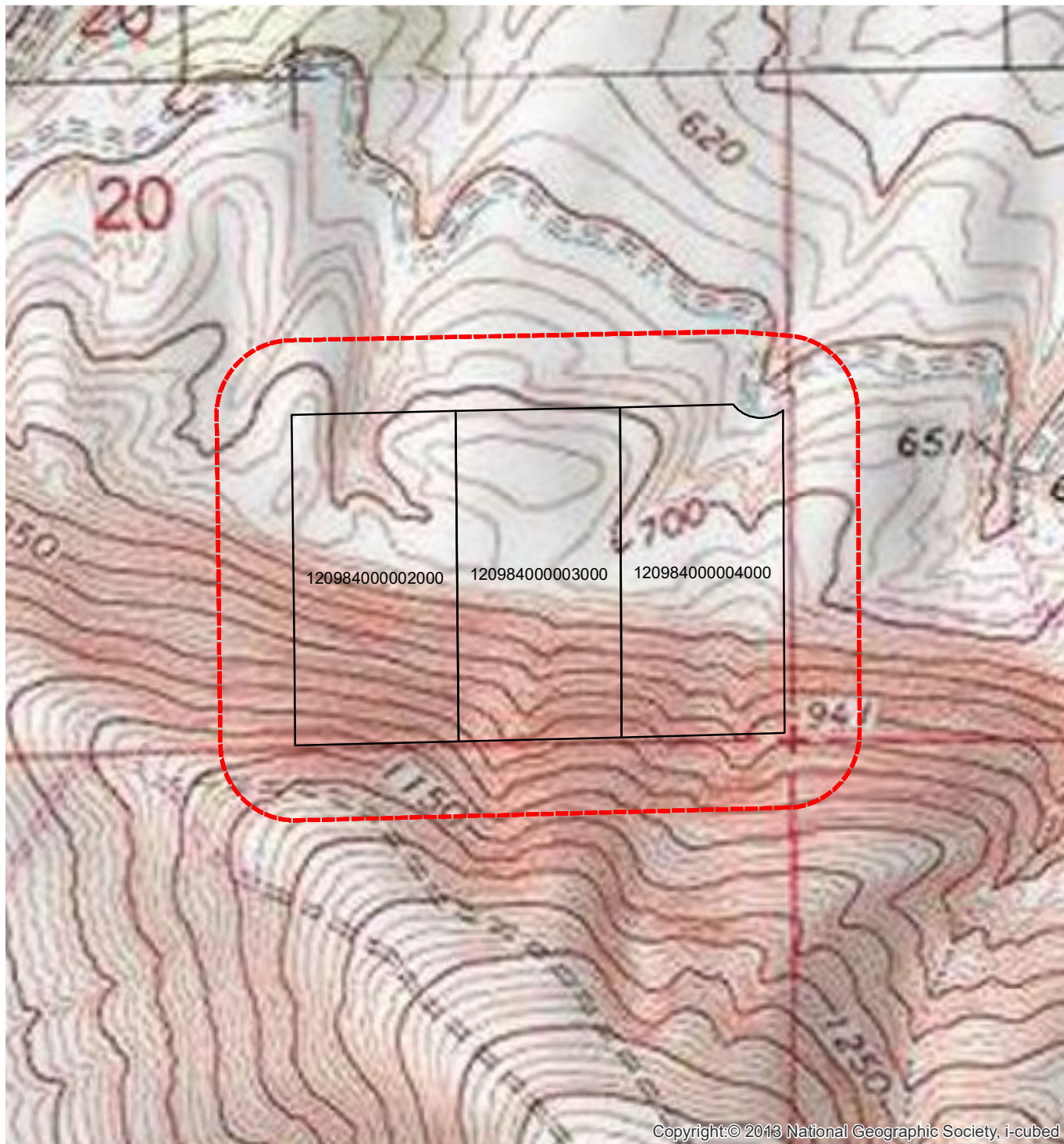
LOCATION MAP

LADERA PROJECT CRITICAL AREAS REPORT
CITY OF RICHLAND, WASHINGTON

DEC. 2020
71682.000

FIGURE

1

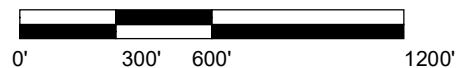


Legend

-  Study Area
-  Tax Lots



SCALE: 1" = 600'



PREPARED FOR: PAHLISCH HOMES, INC..



TOPOGRAPHIC MAP

LADERA PROJECT CRITICAL AREAS REPORT
CITY OF RICHLAND, WASHINGTON

DEC. 2020
71682.000

FIGURE

2



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User

ESRI Open SOURCE Aerial Photo.

Legend

- Study Area
- Fire Access Road
- Badger Mountain Centennial Preserve Northern Boundary
- Disturbed shrub-steppe
- Heavily Disturbed Grasslands



SCALE: 1" = 400'



PREPARED FOR: PAHLISCH HOMES, INC..



AERIAL PHOTOGRAPH

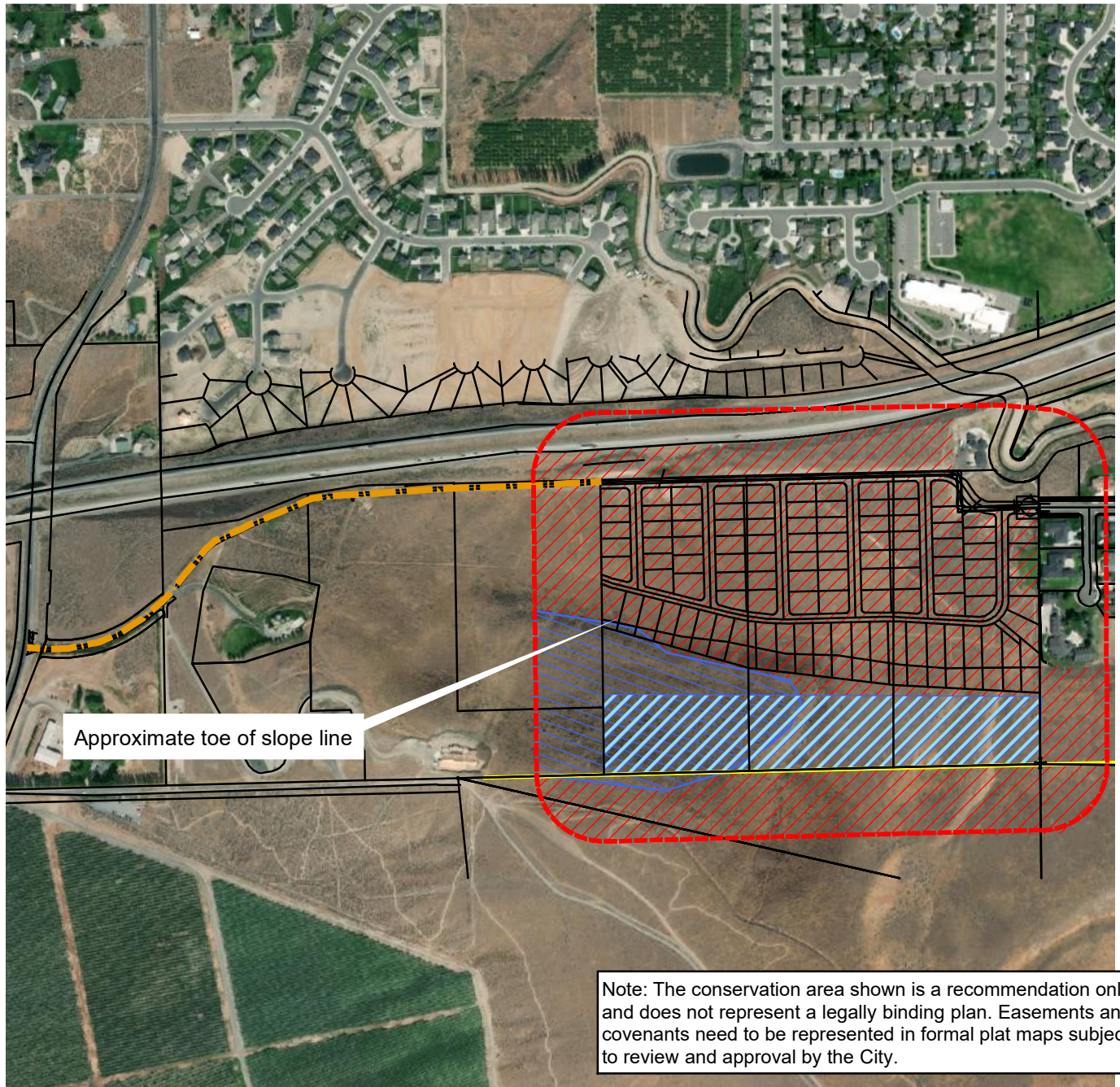
LADERA PROJECT CRITICAL AREAS REPORT

CITY OF RICHLAND, WASHINGTON

DEC. 2020
71682.000

FIGURE

3



Legend

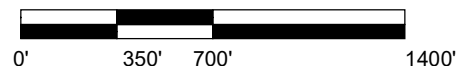
- Study Area
- Fire Access Road
- Site Layout
- Badger Mountain Centennial Preserve Northern Boundary
- Potential Conservation Area
- Disturbed shrub-steppe
- Heavily Disturbed Grasslands

alGlobe, GeoEye, Earthstar Geographics, USDA, USGS, AeroGRID, IGN, and the GIS User

ESRI Open Source Street Maps.



SCALE: 1" = 700'



PREPARED FOR: PAHLISCH HOMES, INC..



PROPOSED DEVELOPMENT

LADERA PROJECT CRITICAL AREAS REPORT
CITY OF RICHLAND, WASHINGTON

DEC. 2020
71682.000

FIGURE

4



Photo 1. Central Portion of Site, Facing South



Photo 2. Typical Vegetation Community



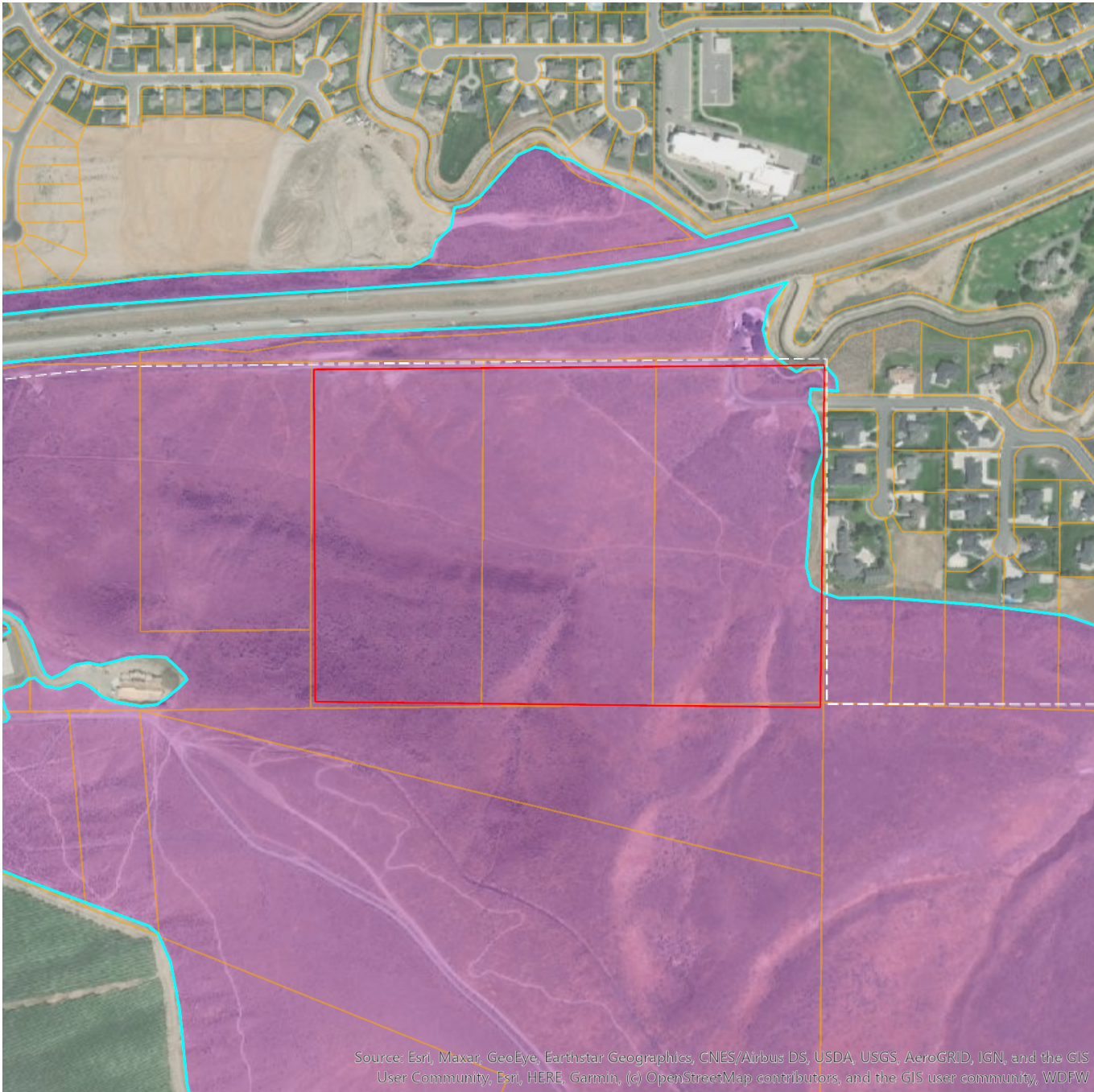
Photo 3. Central Portion, Facing North



Photo 4. Central Portion of Site, Facing West



Priority Habitats and Species on the Web



Source: Esri, Maxar, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community, Esri, HERE, Garmin, (c) OpenStreetMap contributors, and the GIS user community, WDFW

Report Date: 12/03/2020

PHS Species/Habitats Overview:

Occurence Name	Federal Status	State Status	Generalized Location
Shrub-steppe	N/A	N/A	No
Townsend's Ground Squirrel - townsendii	N/A	Candidate	Yes

PHS Species/Habitats Details:

Shrub-steppe	
Priority Area	Terrestrial Habitat
Site Name	BADGER MOUNTAIN-GOOSE HILLAREA
Accuracy	1/4 mile (Quarter Section)
Notes	SHRUB STEPPE HABITAT MIXED W/CLIFFS & TALUS. GOOD RANGE CONDITION-RAPTOR FEEDING AND NESTING; SAGE SPARROW; LOGGERHEAD SHRIKE
Source Record	902871
Source Dataset	PHSREGION
Source Name	FITZNER, LISA
Source Entity	WA Dept. of Fish and Wildlife
Federal Status	N/A
State Status	N/A
PHS Listing Status	PHS Listed Occurrence
Sensitive	N
SGCN	N
Display Resolution	AS MAPPED
Geometry Type	Polygons

Townsend's Ground Squirrel - townsendii	
Scientific Name	<i>Urocitellus townsendii townsendii</i>
Notes	This polygon mask represents one or more records of the above species or habitat occurrence. Contact PHS Data Release (360-902-2543) for obtaining information about masked sensitive species and habitats.
Federal Status	N/A
State Status	Candidate
PHS Listing Status	PHS Listed Occurrence
Sensitive	Y
SGCN	Y
Display Resolution	QTR-TWP

Townsend's Ground Squirrel - townsendii	
Scientific Name	<i>Urocitellus townsendii townsendii</i>
Notes	This polygon mask represents one or more records of the above species or habitat occurrence. Contact PHS Data Release (360-902-2543) for obtaining information about masked sensitive species and habitats.
Federal Status	N/A
State Status	Candidate
PHS Listing Status	PHS LISTED OCCURRENCE
Sensitive	Y
SGCN	Y
Display Resolution	QTR-TWP

DISCLAIMER. This report includes information that the Washington Department of Fish and Wildlife (WDFW) maintains in a central computer database. It is not an attempt to provide you with an official agency response as to the impacts of your project on fish and wildlife. This information only documents the location of fish and wildlife resources to the best of our knowledge. It is not a complete inventory and it is important to note that fish and wildlife resources may occur in areas not currently known to WDFW biologists, or in areas for which comprehensive

Ladera residential development (Figure 1, 60 acres).

The northern portion of the site is generally flatter than the very steep southern portion. The east end of proposed development (Fig 1, blue polygon) supports sage brush, bunch grasses, and pockets of cryptobiotic crust and flowers (balsam root) (Pictures 1-4) which are indicative of shrubsteppe. The western portion is mostly bunch grasses (Picture 6) and the transition is sparse sage brush and bunch grass (Picture 5). Cheat grass is a common understory vegetation. Throughout the site are signs of past fires as evidenced by burnt sage brush stumps (Picture 7).

The proposed development site is part of a much larger WDFW Priority Habitats and Species (PHS) area (Figure 2) that is immediately adjacent (south) of the Badger Mountain Nature Preserve (Figure 3). The PHS area is also identified as a City of Richland Critical Area and Richland Municipal Code (Ch 22.10) provides ample rationale to protect critical habitats and species on and adjacent to the proposed development. Townsend's ground squirrels (WDFW Candidate Species) occur on the adjacent Badger Mountain Natural Preserve and shrubsteppe habitat is contiguous across the proposed development site and the Natural Preserve. Additionally, due to the steepness of the south side of the proposed development, that area is also categorized as a City of Richland Critical area.

Given the demand for residential housing within the Richland City limits as well as conservation of native habitats and species, it would be worthwhile to pursue inclusion (permanent and deeded) of the steep portion of the proposed development into the Badger Mountain Natural preserve as mitigation for loss of shrubsteppe from this proposed development.

Figure 1



Figure 2.

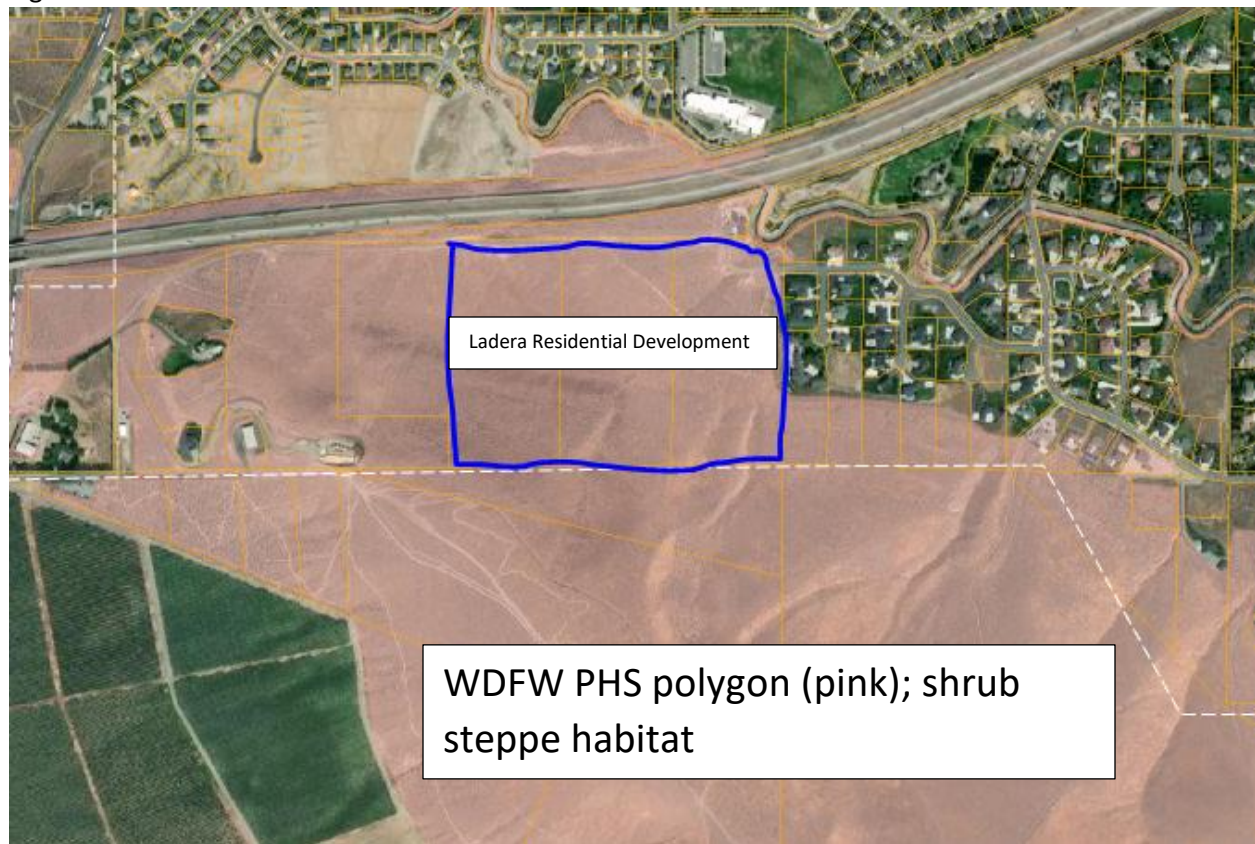
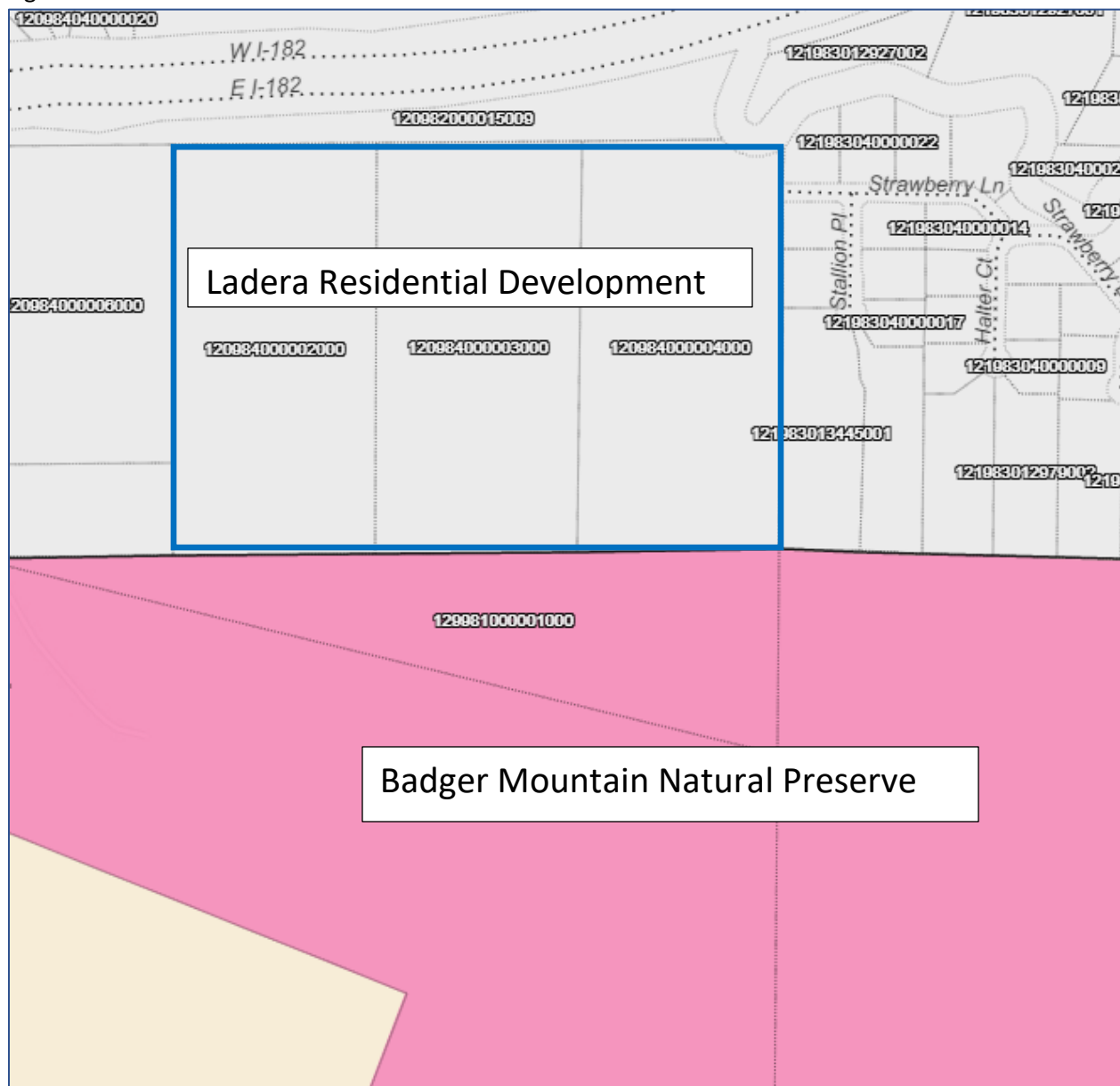


Figure 3



Picture 1



Picture 2



Picture 3



Picture 4



Picture 5



Picture 6



Picture 7



Figure 3

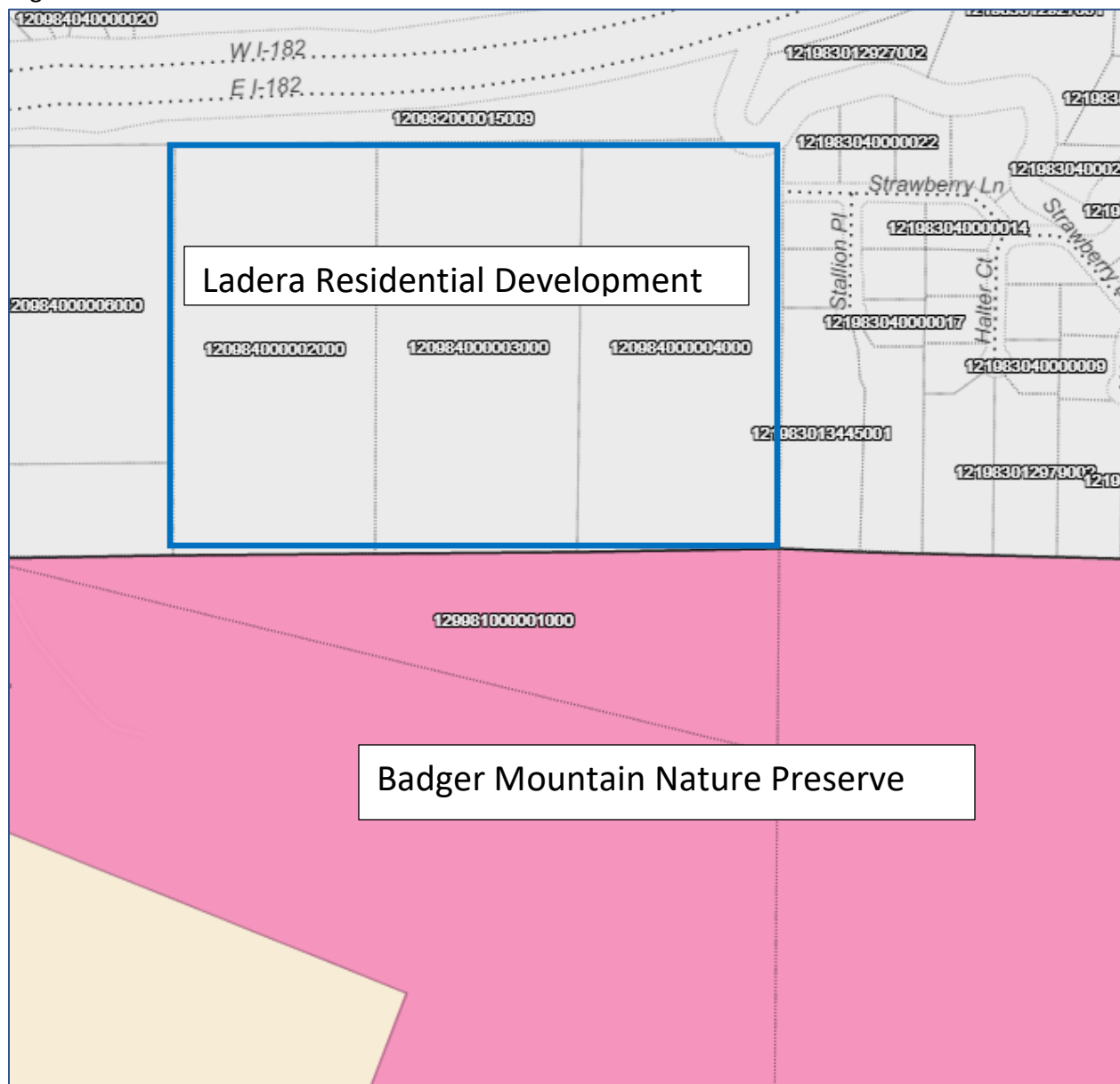
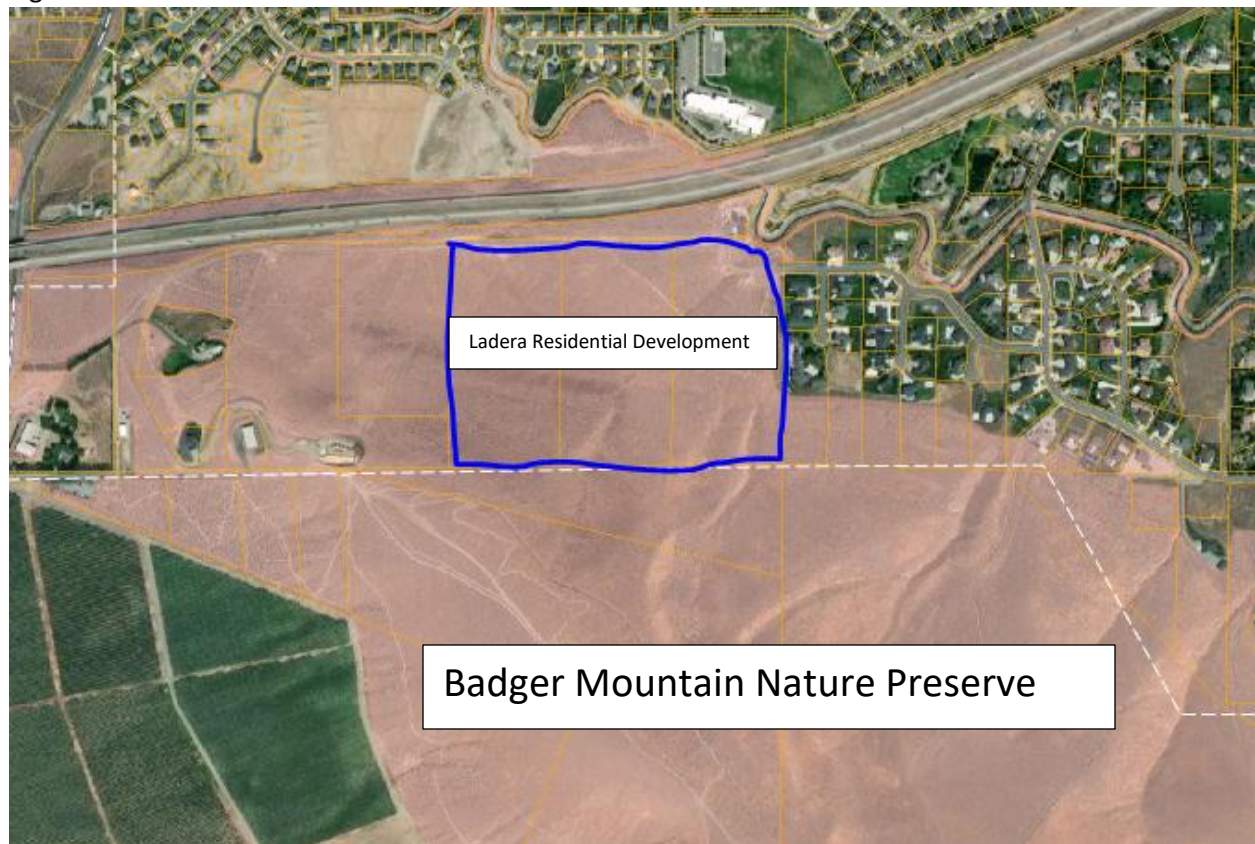


Figure 2.



November 4, 2020

Exhibit 6

Chad Bettesworth
Pahlisch Homes, Inc.
210 SW Wilson Avenue, Suite 100
Bend, Oregon 97702

Via email: chadb@pahlisch.com

Regarding: Traffic Impact Analysis
Country Ridge Subdivision
Benton County Tax Parcels: 120984000002000, 120984000003000, 120984000004000
Richland, Washington
PBS Project 66265.000, Phase 0001

Dear Mr. Bettesworth:

This letter presents a traffic impact analysis (TIA) as requested by Pahlisch Homes, Inc. (Developer), and is also intended to be reviewed by the City of Richland (City).

PROJECT DESCRIPTION

The site is in Section 22, Township 9 North, Range 28 East, Willamette Meridian in Richland, Washington, Benton County tax parcels: 120984000002000, 120984000003000, 120984000004000. Figure 1 presents a vicinity map. The project proposes 100 lots of single-family homes on 60 acres. The proposed plan calls for building out the site in three phases. Figure 2 presents a site map.

The project will extend Strawberry Lane west of its termination near Stallion Place. The project will complete full street improvements, curb to curb. All trips will be distributed through Strawberry Lane onto the existing County Ridge Drive. All trips will be distributed through Country Ridge Drive to Keene Road as the only access point to the neighborhood.

Existing Site Conditions

The existing site spans multiple tax lots south of a private unimproved road that extends from the termination of Strawberry Lane near Stallion Place. The existing site is zoned "R-1-12 – Single Family Residential." It is currently undeveloped land, occupied by vegetation.

Land Uses

The land uses surrounding the site are documented to help identify the site location and provide reference for any discussion of conditions that might impact the adjacent properties. The land uses surrounding the site are shown in Table 1.

Table 1. Land Uses Around the Site

North of Site		S I T E	East of Site	
Zoning	SAG		Zoning	SAG
Description	Suburban Agricultural		Description	Suburban Agricultural
Existing Use	Single-Family Homes		Existing Use	Single-Family Homes
West of Site		S I T E	East of Site	
Zoning	R-1-12		Zoning	SAG
Description	Single-Family Residential		Description	Suburban Agricultural
Existing Use	Undeveloped		Existing Use	Single-Family Homes
South of Site		S I T E	East of Site	
Zoning	Park District		Zoning	SAG
Description	Park District		Description	Suburban Agricultural
Existing Use	Undeveloped		Existing Use	Single-Family Homes

Scope of Study

This study documents the existing and proposed conditions. After close consultation with City staff, the following intersections were identified for analysis:

1. Country Ridge Drive / Keene Road
2. Queensgate Drive / Keene Road

These intersections were analyzed due to concerns with the impact of additional traffic. The Country Ridge Drive / Keene Road intersection is of particular interest because of the existing stop control on the side street and the likely delay associated with the additional trips from the project.

This TIA includes analysis of future background conditions growth based on an assumed 1.5% annually compounded growth rate and no in-process projects.

This TIA was prepared for submission to the City of Richland. The traffic-related issues addressed in this report include:

- Existing traffic conditions
- Proposed site-generated traffic volumes and their distribution
- Build-out year (2025) conditions without and with the project
- Horizon year (2030) conditions without and with the project
- Capacity analysis of the existing and future conditions for weekday AM and PM peak hours
- Safety analysis of the existing and future conditions
- Recommendations for mitigation of traffic impacts and conclusions

Traffic Volumes

Baseline Traffic Volumes

Because of the ongoing COVID-19 (novel coronavirus) pandemic and the wildfires in September 2020, traffic volumes are somewhat depressed throughout the nation, and current volume data represent highly atypical conditions. These volume estimates address all locations, both where historical data were available and where they were not.

Method Where Historical Data Were Available

The City provided May 14, 2019, AM and PM peak hour turning movement counts (TMC) at the Queensgate Drive / Keene Road intersection. As a conservative approach and recommended by the City, a 1.5% historic growth was applied to the May 2019 AM and PM peak hour TMC. A copy of the historical data is provided in Appendix A.

Method Where Historical Data Were Unavailable

To aid in estimating the current decrease in traffic volumes, one 12-hour turning movement traffic count was collected at Country Ridge Drive / Keene Road and one 12-hour traffic segment count was collected at a segment on Keene Road, east of Jericho Road on September 16, 2020. PBS retained All Traffic Data (ATD) to gather the data.

Historic segment count data along Keene Road, west of Queensgate Drive, was extracted from the May 14, 2019, Queensgate Drive / Keene Road turning movement count data that was provided by the City.

At the Country Ridge Drive / Keene Road intersection with no historical data available, an increase of 27% and 20% was applied to the current AM and PM peak hour counts, respectively, to estimate present volumes. Copies of the historical data, the recent data, and the regional decrease calculations are provided in Appendix A.

Present Volumes

Present volumes were estimated at each of the two studied intersections by one of the two methods described above. The present volume date was assumed to be aligned with the date when the recent data were collected. The resulting present peak hour volumes for the studied intersections are termed the 2020 baseline volumes. These volumes were input to the intersection operations analyses addressed later in this TIA, and they form the basis of all the future year scenarios as well. The 2020 baseline volumes are presented in Figure 4.

Findings: Because of the September 2020 wildfires and the ongoing COVID-19 pandemic temporarily closing schools and multiple businesses, present intersection traffic volumes were estimated based on historical data rather than by counting existing volumes.

A historical growth rate of 1.5% (geometric growth) was assumed as a conservative approach and as recommended by the City. For locations where historical data were available, past volumes were increased by 1.5% (geometric growth) to estimate September 2020 volumes.

Comparisons between current counts and present projections (based on 1.5% geometric growth) at a select study area intersection indicate the wildfires and COVID-19 pandemic has depressed volumes by approximately 27% and 20% during the AM and PM peak hour, respectively. So, for locations where historical data were unavailable, current AM and PM peak hour counts were increased by 27% and 20%, respectively, to estimate September 2020 volumes.

Background Growth

Background growth is a generic increase in traffic volumes that either is not attributable to specific developments or is attributable to influences outside the study area. As a conservative approach and recommended by the City, a 1.5% background growth (annually compounded) was applied to all 2020 baseline peak hour movement volumes between public roadways at the studied intersections.

In-Process Projects

In-process trips from approved projects were requested from the City of Richland, and no in-process projects were identified for inclusion in this TIA.

TRIP GENERATION AND DISTRIBUTION

The following section relies on data provided in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. Detailed trip generation calculations are provided in Appendix B. The total trip generation estimates for the Country Ridge Subdivision were calculated using the ITE equations, following ITE guidelines. Table 2 summarizes the total project-generated trips and 2025 primary trips. Detailed calculations are provided in Appendix B. The vicinity map on Figure 1 and the conceptual site plan on Figure 2 provide location references.

Table 2. Trip Generation Estimates for Country Ridge Subdivision

Land Use (ITE Code)	Single-Family Detached Housing (210)	
Dwelling Units	100	
Total Average Weekday Trips (ADT)	1,040	
Peak Hour	AM	PM
Total	76	102
Entering	19	64
Exiting	57	38
2025 Primary Trips	76	102

Findings: The proposed Country Ridge Subdivision will generate 1,040 net new trips on an average weekday, 76 net new trips in the AM peak hour of the adjacent streets, and 102 net new trips in the PM peak hour of the adjacent streets.

Proposed Trip Distribution

The proposed distribution of new trips is based on Benton-Franklin Council of Government (BFCOG) transportation modeling data, a review of the land uses within the study area, traffic counts, and on engineering judgment. The overall distribution pattern is proposed as follows:

- 40% to and from Keene Road from the west of Country Ridge Drive
- 60% to and from Keene Road from the east of Country Ridge Drive
 - 45% to and from Keene Road from the east of Queensgate Drive

- 15% to and from Queensgate Drive from the north of Keene Road

The distribution pattern above represents an external distribution of the new trips entering and exiting the study area. The distribution and assignment of the project's net new trips are shown on Figure 6.

Existing volumes were rerouted to account for Duportail Street bridge construction. Figure 5 shows rerouted existing volumes.

INTERSECTION OPERATIONS AND ROADWAY CAPACITY ANALYSES

Operation Standards

The *Richland Comprehensive Plan*¹ cites a threshold level of service (LOS) D for intersections. When an intersection meets LOS "D" standard, average delay per vehicle is less than 55 and 35 seconds for signalized and unsignalized intersections, respectively.

Analysis Methodology

The LOS was estimated to determine the extent of change in traffic conditions caused by future development. In order to make this determination, the following were employed:

- The individual peak hour volumes were analyzed for 2020, 2025, and 2030.
- The peak hour factor (PHF) for the overall intersection, as calculated from the count data, was applied for the 2020 baseline analysis scenario and the future conditions (2025 and 2030).
- A minimum heavy vehicle percentage (HV%) of 2.0% was assumed for each movement for all analysis scenarios (2020, 2025, and 2030). The HV% calculated from the count data was applied if it was greater than 2.0%.
- Baseline traffic volumes on the surrounding street system were determined prior to adding the traffic impacts of the proposed project. This was done to establish a baseline for measuring the project impacts at the time of its development. Baseline traffic volume estimates were prepared for year of buildout, 2025 Without Project, and for the planning horizon year, 2030 Without Project volumes.
- As noted previously, trip generation estimates for the project were prepared for the weekday AM and PM peak hours on the surrounding street system.
- Cumulative traffic impacts of the proposed project were determined by adding the project-generated traffic to the background weekday AM and PM peak traffic at all studied intersections. These are termed the 2025 With Project and 2030 With Project conditions.
- The LOS for all signalized and stop-controlled intersections was calculated with Trafficware's Synchro software, Version 10, based on *Highway Capacity Manual* (HCM) 6th Edition² methodologies.
- Intersection results are reported differently depending on the control type.
 - Two-way stop-controlled (TWSC) intersection results report the critical movement LOS, delay, and volume to capacity (v/c) ratio.

¹ City of Richland Comprehensive Plan Supporting Analysis. (October 3, 2017). Transportation, Section Three, Level of Service, pg. 50.

² Transportation Research Board (TRB), National Research Council. (2016). *Highway Capacity Manual* (HCM), 6th Edition.

- All-way stop-controlled, roundabout, and signalized intersection results report the overall intersection LOS and delay as well as the critical lane v/c ratio.

Level of Service Analyses

LOS calculation reports for the study area intersections are provided in Appendix C. The key analysis findings are listed in the following tables.

2020 Existing Conditions

Table 3 presents the LOS analysis for the studied intersection for 2020 existing conditions during the AM and PM peak hours. Detailed LOS calculation reports are provided in Appendix C.

Table 3. Estimated 2020 Level of Service: Existing Conditions

INTERSECTION (critical lane group)	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
Country Ridge Drive / Keene Road (NB-LT)	B	14.9	0.193	D	26.8	0.287
Queensgate Drive / Keene Road (EB LT)	B	14.0	0.86	B	19.7	0.87

Finding: Both studied intersections operate at an acceptable LOS during the weekday AM and PM peak hour for existing conditions.

2025 Without Project Future Conditions

Table 4 presents the LOS analysis for the studied intersection for 2025 without the project conditions during the AM and PM peak hours. Detailed LOS calculation reports are provided in Appendix C.

Table 4. Estimated Level of Service: 2025 Without Project Conditions

INTERSECTION (critical lane group)	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
Country Ridge Drive / Keene Road (NB-LT)	C	24.8	0.341	E	40.7	0.419
Queensgate Drive / Keene Road (EB LT)	B	15.1	0.87	C	23.0	0.89

The movement with the highest delay at the Country Ridge Drive / Keene Road intersection is the northbound lane, which is shared for right-turn movements.

Findings: In the 2025 Without Project conditions, the Country Ridge Drive / Keene Road intersection will operate at LOS E during the PM peak hours based on the northbound approach delay. Queensgate Drive / Keene Road intersection will operate within LOS D standards.

2025 With Project Future Conditions

Table 5 presents the LOS analysis for the studied intersection for 2025 with the project conditions during the AM and PM peak hours. Detailed LOS calculation reports are provided in Appendix C.

Table 5. Estimated Level of Service: 2025 With Project Conditions

INTERSECTION (critical lane group)	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
Country Ridge Drive / Keene Road (NB-LT)	E	35.8	0.582	F	80.5	0.755
Queensgate Drive / Keene Road (EB LT)	B	15.3	0.87	C	23.9	0.90

The movement with the highest delay at the Country Ridge Drive / Keene Road intersection is the northbound lane, which is shared for right-turn movements. The deficiencies noted on the northbound approach for the 2025 Without Project conditions will be amplified by the addition of conflicting traffic from the Country Ridge Subdivisions.

Findings: In the 2025 With Project conditions, the Country Ridge Drive / Keene Road intersection will operate at LOS E and F during the AM and PM peak hours, respectively, based on the northbound approach delay. Queensgate Drive / Keene Road intersection will operate within LOS D standards.

2030 Without Project Future Conditions

Table 6 presents the LOS analysis for the studied intersection for 2030 without the project conditions during the AM and PM peak hours. Detailed LOS calculation reports are provided in Appendix C.

Table 6. Estimated Level of Service: 2030 Without Project Conditions

INTERSECTION (critical lane group)	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
Country Ridge Drive / Keene Road (NB-LT)	D	29.2	0.408	F	55.4	0.532
Queensgate Drive / Keene Road (EB LT)	B	17.6	0.90	C	28.8	0.92

The movement with the highest delay at the Country Ridge Drive / Keene Road intersection is the northbound lane, which is shared for right-turn movements.

Findings: In the 2030 Without Project conditions, the Country Ridge Drive / Keene Road intersection will operate at LOS F during the PM peak hours based on the northbound approach delay. Queensgate Drive / Keene Road intersection will operate within LOS D standards.

2030 With Project Future Conditions

Table 7 presents the LOS analysis for the studied intersection for 2030 with the project conditions during the AM and PM peak hours. Detailed LOS calculation reports are provided in Appendix C.

Table 7. Estimated Level of Service: 2030 With Project Conditions

INTERSECTION (critical lane group)	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
Country Ridge Drive / Keene Road (NB-LT)	E	47.4	0.682	F	138.6	0.959
Queensgate Drive / Keene Road (EB LT)	B	18.0	0.90	C	30.3	0.92

The movement with the highest delay at the Country Ridge Drive / Keene Road intersection is the northbound lane, which is shared for right-turn movements. The deficiencies noted on the northbound approach for the 2030 Without Project conditions will be amplified by the addition of conflicting traffic from the Country Ridge Subdivisions.

Findings: In the 2030 With Project conditions, the Country Ridge Drive / Keene Road intersection will operate at LOS E and F during the AM and PM peak hours, respectively, based on the northbound approach delay. Queensgate Drive / Keene Road intersection will operate within LOS D standards.

Dallas Road Connection Sensitivity Analysis

A sensitivity analysis was done to study the effect on LOS at the Country Ridge Drive / Keene Road intersection without and with a connection to Dallas Road, west of the proposed site. The volumes were derived from the BFCOG transportation model output by adding an additional link between the existing neighborhood and Dallas Road. This resulted in a 5% diversion of traffic to Dallas Road. To analyze the impact of the traffic diversion, the report assumes 10% of the existing and projected trips are diverted from the Country Ridge Drive / Keene Road intersection onto the Dallas Road connection. The new trip distribution at the Country Ridge Drive / Keene Road intersection with the Dallas Road connection changed from 40%/60% to 35%/55%. The volumes are provided on Figure 5A and 7A.

Table 8 presents the LOS analysis for Country Ridge Drive / Keene Road intersection without and with the Dallas Road connection for 2025 without and with project conditions connection during the AM an PM peak hours. Detailed LOS calculation reports are provided in Appendix C.

Table 8. Estimated Level of Service Without and With the Dallas Road Connection

INTERSECTION	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
2025 Without Project Conditions						
Country Ridge Drive / Keene Road (Without Dallas Road connection)	C	24.8	0.341	E	40.7	0.419
Country Ridge Drive / Keene Road (With Dallas Road connection)	C	23.2	0.298	E	35.6	0.355

INTERSECTION	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
2025 With Project Conditions						
Country Ridge Drive / Keene Road (Without Dallas Road connection)	E	35.8	0.582	F	80.5	0.755
Country Ridge Drive / Keene Road (With Dallas Road connection)	D	30.9	0.506	F	60.6	0.633

Finding: A Dallas Road connection does not mitigate the LOS at Country Ridge Drive / Keene Road intersection in the 2025 Without and With Project conditions.

Intersection Mitigation

Two scenarios were studied as part of a LOS mitigation at the Country Ridge Drive / Keene Road intersection.

- Adding an eastbound right-turn lane and maintaining existing traffic control
- Signalizing intersection and maintaining existing lane configuration

Table 9 presents a comparison of the results with the existing two-way stop control (TWSC) with eastbound right-turn lane configuration and signal with existing lane configuration. The LOS calculations are provided in Appendix C.

Table 9. Estimated Level of Service for Different Mitigation Scenarios

INTERSECTION	AM Peak Hour			PM Peak Hour		
	LOS	Delay (sec/veh)	v/c	LOS	Delay (sec/veh)	v/c
2025 Without Project Conditions						
Existing TWSC and lane configuration	C	24.8	0.341	E	40.7	0.419
Existing TWSC with eastbound right-turn lane configuration	C	24.3	0.335	E	38.4	0.403
Signalized intersection with existing lane configuration	A	5.8	0.57	A	5.2	0.52
2025 With Project Conditions						
Existing TWSC and lane configuration	E	35.8	0.582	F	80.5	0.755
Existing TWSC with eastbound right-turn lane configuration	D	34.4	0.569	F	71.5	0.716
Signalized intersection with existing lane configuration	A	6.1	0.57	A	5.2	0.49

Findings: An addition of an eastbound right-turn lane at the Country Ridge Drive / Keene Road intersection will not mitigate the LOS in future 2025 Without and With Project conditions.

Upgrading the Country Ridge Drive / Keene Road intersection with a signal will bring the intersection to LOS A.

Recommendations: Install a traffic signal with buildout of the proposed Country Ridge Subdivision project.

Signal Warrant Evaluation

The criteria for the analysis of signals at intersections are based on the Manual on Uniform Traffic Control Devices (MUTCD), Section 4C.02 Warrant 1, Eight-Hour Vehicular Volume, Section 4C.03 Warrant 2, Four-Hour Vehicular Volume, and Section 4C.04 Warrant 3, Peak Hour.

For the without Dallas Road connection conditions, the 2020 existing volumes were derived by increasing existing counts by 27% to account for COVID-19 and wildfire impacts. The 2025 without project volumes were calculated by increasing the corrected 2020 existing counts by 7.7% to account for five-year background growth. The 2025 with project volumes were calculated by increasing the 2025 without project volumes by 6% to account for the addition of trips from the proposed Country Ridge Subdivision project. Appendix D shows detailed calculations of traffic volumes for the signal warrants.

Table 10 presents the conditions that met the signal warrants for the Country Ridge Drive / Keene Road intersection without the Dallas Road connection in 2020 existing, 2025 without, and with project conditions during the AM and PM peak hours. Detailed signal warrants are provided in Appendix D.

Table 10. Conditions that Met Signal Warrants

Signal Warrant Condition	Without Dallas Road Connection		
	2020 Existing	2025 Without Project	2025 With Project
Peak Hour (AM)	Not Met	Met	Met
Peak Hour (PM)	Not Met	Not Met	Met
Four-Hour	Met	Met	Met
Eight-Hour	Met	Met	Met

Findings: At the Country Ridge Drive / Keene Road intersection, the AM peak hour volumes met the peak hour signal warrant in the 2025 Without Project condition.

Both the AM and PM peak hour volumes met the peak hour signal warrant in the 2025 with project condition.

The four- and eight-hour signal warrants were met starting from the 2020 existing conditions.

SAFETY EVALUATION

Right-Turn Treatment Analysis

The criteria for the analysis of right-turn lanes at uncontrolled intersection legs are based on the Washington State Department of Transportation (WSDOT) *Design Manual*,³ Exhibit 1310-11, Right-Turn Lane Guidelines, which notes:

Right-turn movements influence intersection capacity even though there is not conflict between right-turning vehicles and opposing traffic. Right-turn lanes might be needed to maintain efficient intersection operation. Use the following to determine when to consider right-turn lanes at unsignalized intersections:

³ Washington State Department of Transportation (WSDOT). (December 2019). WSDOT Design Manual.

- For two-lane roadways and for multilane roadways with a posted speed of 45 mph or above, when recommended by Exhibit 1310-11.

The Country Ridge Drive / Keene Road intersection met the criteria to consider an eastbound right-turn lane based on the 2025 With Project volumes. Appendix E presents the evaluation of the right-turn lane criteria. Further evaluation of this location, reviewing all the factors identified in the WSDOT *Design Manual*, did not find any significant consideration to recommend a right-turn lane. Other factors included effectiveness of mitigating the intersection LOS deficiency and collision history at the Country Ridge Drive / Keene Road intersection.

Findings: Although the Country Ridge Drive / Keene Road intersection volumes from the 2025 With Project met the WSDOT criteria to consider an eastbound right-turn lane, no other factors recommend its implementation. No right-turn lanes are recommended with the project.

Collision Analysis

Collision data from the study area was obtained from WSDOT for the five-year period spanning from January 2015 through December 2019. This analysis assumes that a collision rate less than the critical collision rate for the intersection is typically considered to be within acceptable parameters. A collision rate above the critical rate is worthy of further examination. The detailed collision data can be found in Appendix D. Table 11 presents the results of the collision analysis.

Table 11. Collision Analysis for Study Area Intersections (January 2015 through December 2019)

Intersection	Rear-End	Angle	Sideswipe	Pedestrian	Total Collisions	Critical Rate	Collision Rate
Country Ridge Drive / Keene Road	0	0	0	0	0	N/A	0
Queensgate Drive / Keene Road	6	28	1	1	36	0.76	0.65

To calculate the collision rate, the PM peak hour total entering volumes from the existing TMC were multiplied by 10 to provide an approximation of the average daily trips (ADT). Detailed calculations of critical rates and collision rates are provided in Appendix E.

The collision rate is lower than the critical rate at Queensgate Drive / Keene Road intersection, but a pattern of angle collisions was found based on collision data from January 2015 through December 2019. None of the collisions at the intersection resulted in a fatality or serious injury. These angle collisions were related to left-turning vehicles not yielding right-of-way to oncoming traffic. The City updated the signal operation at the Queensgate Drive / Keene Road intersection to change the eastbound to northbound left turn movement from protected/permitted to protected only. This appears to have addressed the right-angle collisions. No further action is needed.

Findings: The 2014–2019 collision history at the study intersections have collision rates lower than the critical rate. A pattern of angle collisions was found at the Queensgate Drive / Keene Road intersection and previously addressed by signal operation changes.

Intersection Sight Distance

The existing intersections of Country Ridge Drive / Keene Road and Strawberry Lane / Country Ridge Drive were checked to verify they meet stopping sight distance.

It is recommended the internal roadway network, intersections, and site accesses be designed in accordance with American Association of State Highway and Transportation Officials (AASHTO) *Geometric Design* policy⁴ for intersection sight distance (ISD). Install no objects within the ISD triangles that would block approaching drivers' views of approaching traffic.

Finding: Country Ridge Drive / Keene Road and Strawberry Lane / Country Ridge Drive intersections have adequate ISD available on the stop-controlled approach of the intersections.

Recommendation: Design the proposed internal roadway network, intersections, and site accesses in accordance with guidelines presented in Chapter 9.5 of the AASHTO *Geometric Design* policy for ISD. Install no objects within the ISD triangles that would block approaching drivers' views of approaching traffic.

Pedestrian and Bicycle Access

The Developer proposes to install sidewalks that meet current Americans with Disability Act guidelines. No bicycle facilities will be needed within the proposed street of the project.

Pedestrian and bicycle access were evaluated within the site and on Country Ridge Drive. The existing edge-of-travel stripe on Country Ridge Drive acts as a quasi-bike lane and walkway along early phases of the subdivision. It appears later phases provided sidewalks along their frontages but did not infill any missing sidewalks along the earlier phases on Country Ridge Drive without sidewalk.

The traffic volumes on Country Ridge Drive are relatively low but increase while approaching Keene Road, increasing the need for sidewalks. Infill of sidewalk is most needed on Country Ridge Lane between Keene Road and Foxtrot Lane.

Finding: A wide sidewalk/multi-use path exists on the north side of Keene Road but direct access is not accessible.

The proposed traffic signal will provide pedestrian and bike access across Keene Road to the detached multiuse path on Keene Road.

Recommendation: Install sidewalk on Country Ridge Road between Keene Road and Foxtrot Lane with a traffic signal at Country Ridge Drive and Keene Road.

FINDINGS

The TIA findings are summarized below:

- Because of the September 2020 wildfires and the ongoing COVID-19 pandemic temporarily closing schools and multiple businesses, present intersection traffic volumes were estimated based on historical data rather than by counting existing volumes.

⁴ American Association of State Highway and Transportation Officials (AASHTO). (2018). A Policy on the Geometric Design of Highways and Streets, 7th Edition.

- A historical growth rate of 1.5% (geometric growth) was assumed as a conservative approach and as recommended by the City. For locations where historical data were available, past volumes were increased by 1.5% (geometric growth) to estimate September 2020 volumes.
- Comparisons between current counts and present projections (based on 1.5% geometric growth) at a select study area intersection indicate the wildfires and COVID-19 pandemic has depressed volumes by approximately 27% and 20% during the AM and PM peak hour, respectively. So, for locations where historical data were unavailable, current AM and PM peak hour counts were increased by 27% and 20%, respectively, to estimate September 2020 volumes.
- The proposed Country Ridge Subdivision will generate 1,040 net new trips on an average weekday, 76 net new trips in the AM peak hour of the adjacent streets, and 102 net new trips in the PM peak hour of the adjacent streets.
- Both studied intersections operate at an acceptable LOS during the weekday AM and PM peak hour for existing conditions.
- In the 2025 Without Project conditions, the Country Ridge Drive / Keene Road intersection will operate at LOS E during the PM peak hours based on the northbound approach delay. Queensgate Drive / Keene Road intersection will operate within LOS D standards.
- In the 2025 With Project conditions, the Country Ridge Drive / Keene Road intersection will operate at LOS E and F during the AM and PM peak hours, respectively, based on the northbound approach delay. Queensgate Drive / Keene Road intersection will operate within LOS D standards.
- In the 2030 Without Project conditions, the Country Ridge Drive / Keene Road intersection will operate at LOS F during the PM peak hours based on the northbound approach delay. Queensgate Drive / Keene Road intersection will operate within LOS D standards.
- In the 2030 With Project conditions, the Country Ridge Drive / Keene Road intersection will operate at LOS E and F during the AM and PM peak hours, respectively, based on the northbound approach delay. Queensgate Drive / Keene Road intersection will operate within LOS D standards.
- A Dallas Road connection does not mitigate the LOS at Country Ridge Drive / Keene Road intersection in the 2025 Without and With Project conditions.
- An addition of an eastbound right-turn lane at the Country Ridge Drive / Keene Road intersection will not mitigate the LOS in future 2025 Without and With Project conditions.
- Upgrading the Country Ridge Drive / Keene Road intersection with a signal will bring the intersection to LOS A.
- At the Country Ridge Drive / Keene Road intersection, the AM peak hour volumes met the peak hour signal warrant in the 2025 Without Project condition.
- Both the AM and PM peak hour volumes met the peak hour signal warrant in the 2025 With Project condition.
- The four- and eight-hour signal warrants were met starting from the 2020 existing conditions.
- Although the Country Ridge Drive / Keene Road intersection volumes from the 2025 With Project met the WSDOT criteria to consider an eastbound right-turn lane, no other factors recommend its implementation. No right-turn lanes are recommended with the project.

- The 2014–2019 collision history at the study intersections have collision rates lower than the critical rate. A pattern of angle collisions was found at the Queensgate Drive / Keene Road intersection and previously addressed by signal operation changes.
- Country Ridge Drive / Keene Road and Strawberry Lane / Country Ridge Drive intersections have adequate ISD available on the stop-controlled approach of the intersections.
- A wide sidewalk/multi-use path exists on the north side of Keene Road but direct access is not accessible.
- The proposed traffic signal will provide pedestrian and bike access across Keene Road to the detached multiuse path on Keene Road

RECOMMENDATIONS

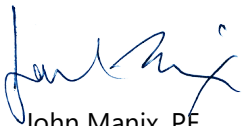
The TIA recommendations are summarized below:

- Install a traffic signal with buildout of the proposed Country Ridge Subdivision project.
- Design the proposed internal roadway network, intersections, and site accesses in accordance with guidelines presented in Chapter 9.5 of the AASHTO *Geometric Design* policy for ISD. Install no objects within the ISD triangles that would block approaching drivers' views of approaching traffic.
- Install sidewalk on Country Ridge Road between Keene Road and Foxtrot Lane with a traffic signal at Country Ridge Drive and Keene Road.

CLOSING

Please feel free to contact me at 360.567.2117 or John.Manix@pbsusa.com with any questions or comments.

Sincerely,



John Manix, PE
Senior Traffic Engineer

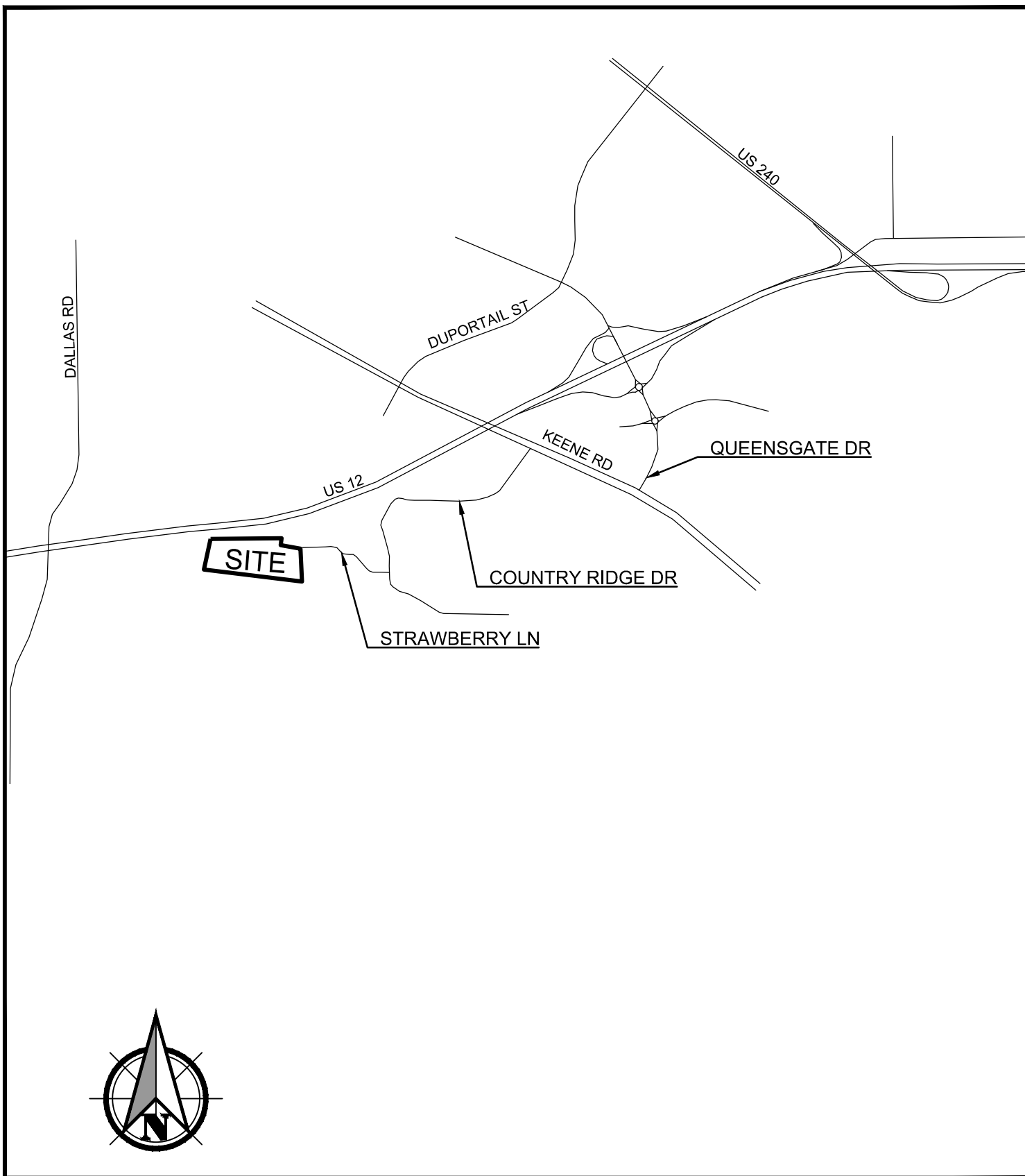


Attachments: Figure 1. Vicinity Map
Figure 2. Site Plan
Figure 3. Existing Lane Configurations
Figure 4. 2020 Existing Volumes
Figure 5. 2025 Without Project Volumes Without Dallas Road Connection
Figure 5A. 2025 Without Project Volumes With Dallas Road Connection
Figure 6. Trip Distribution and Assignment
Figure 7. 2025 With Project Volumes Without Dallas Road Connection
Figure 7A. 2025 With Project Volumes With Dallas Road Connection
Figure 8. 2030 Without Project Traffic Volumes
Figure 9. 2030 With Project Traffic Volumes

Appendix A. Traffic Counts
Appendix B. Trip Generation Calculations
Appendix C. Level of Service Calculations
Appendix D. Signal Warrants

Appendix E. Turn Lane Evaluation
Appendix F. Collision Rate Calculation and Data

ASW:BJ:JAM:mo

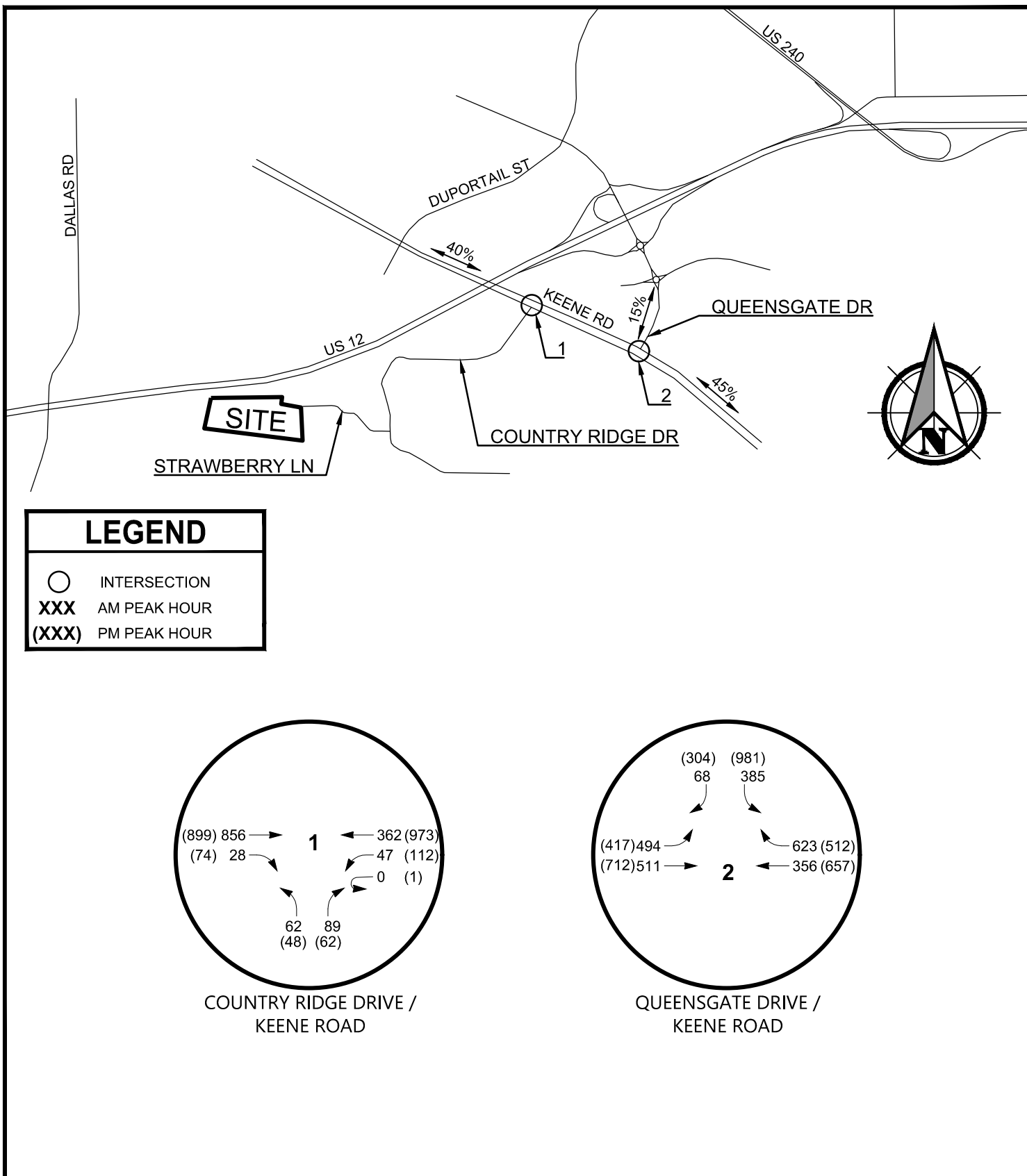


Vicinity Map
Country Ridge Subdivision

November 2020

FIGURE

1



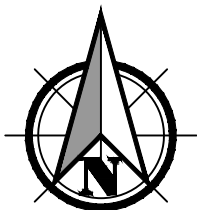
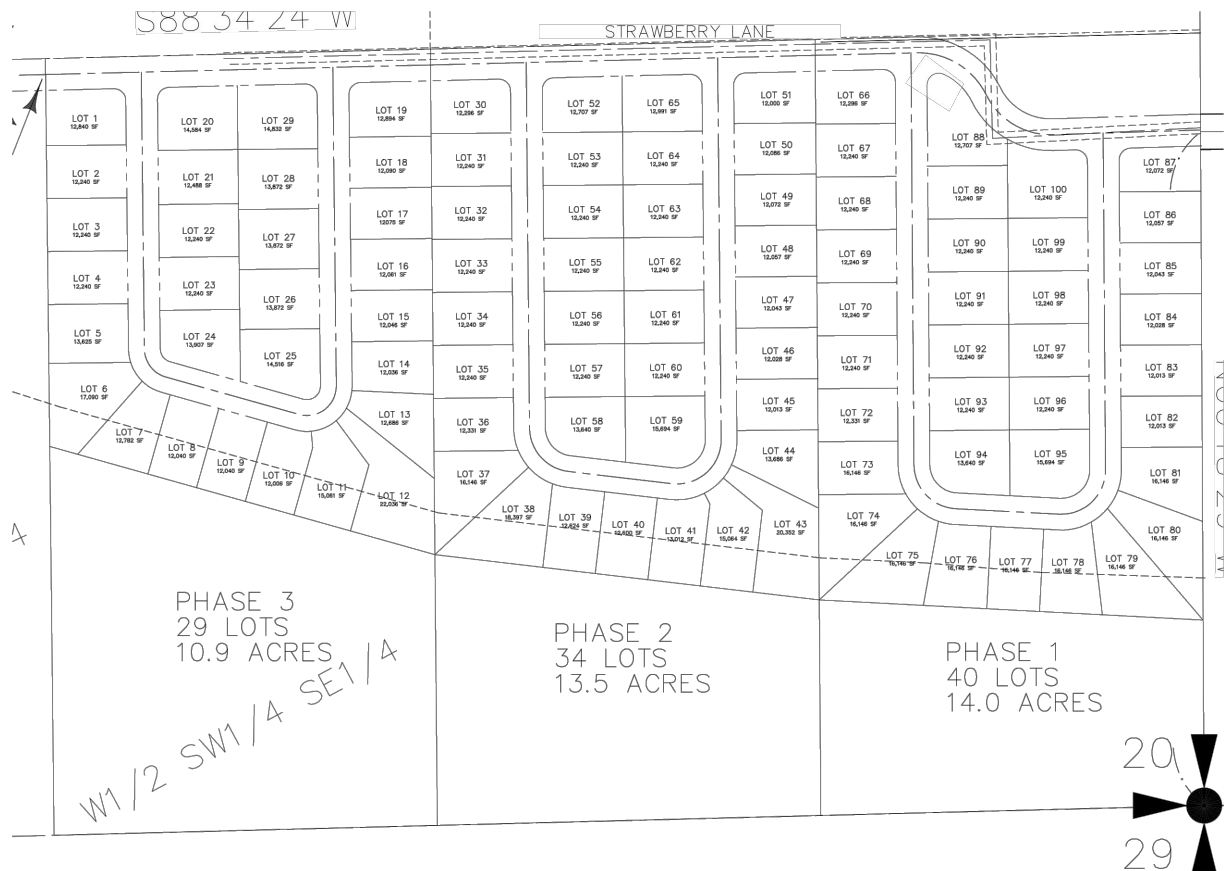
2030 With Project Volumes

Country Ridge Subdivision

November 2020

FIGURE

9



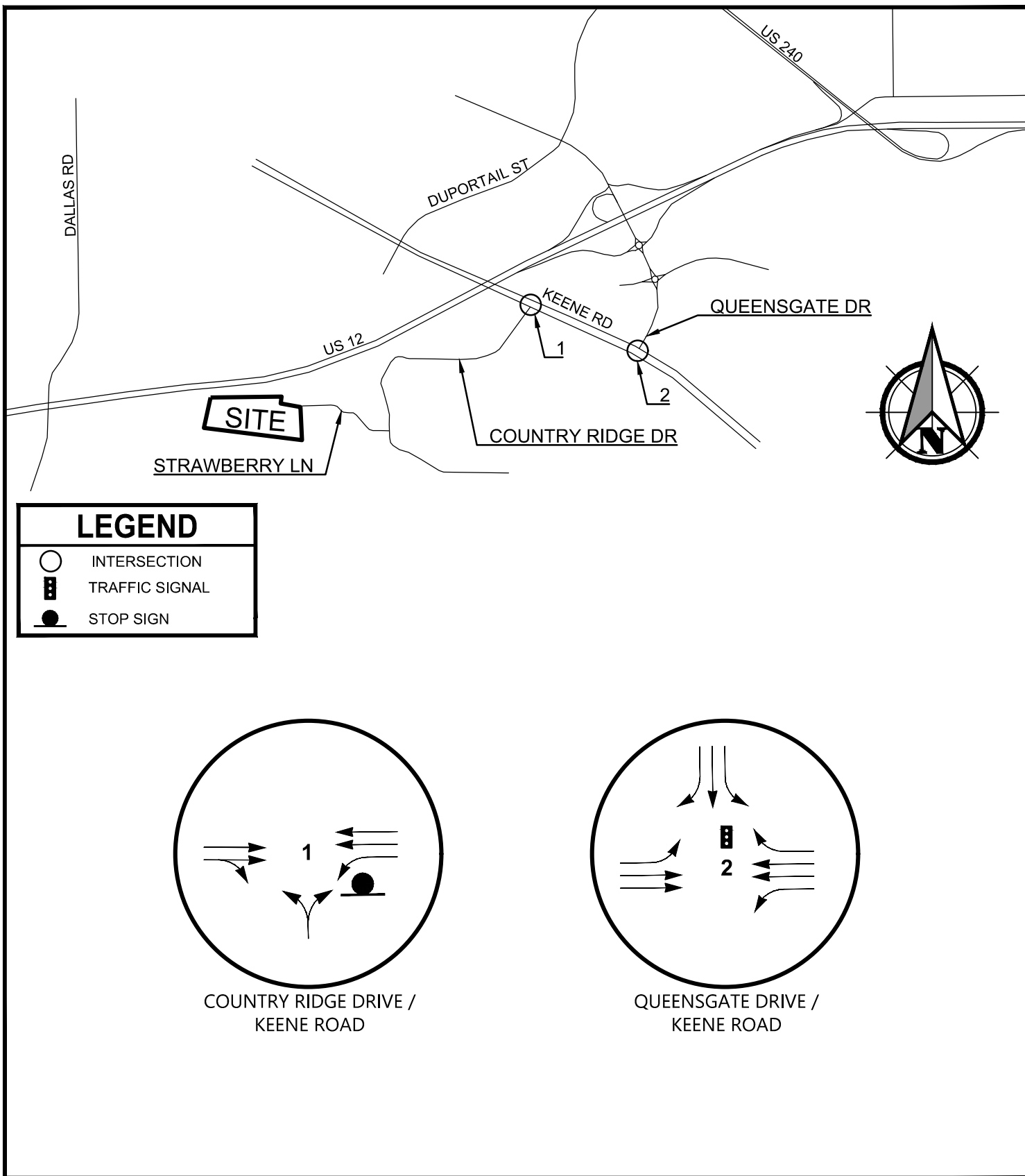
Site Plan

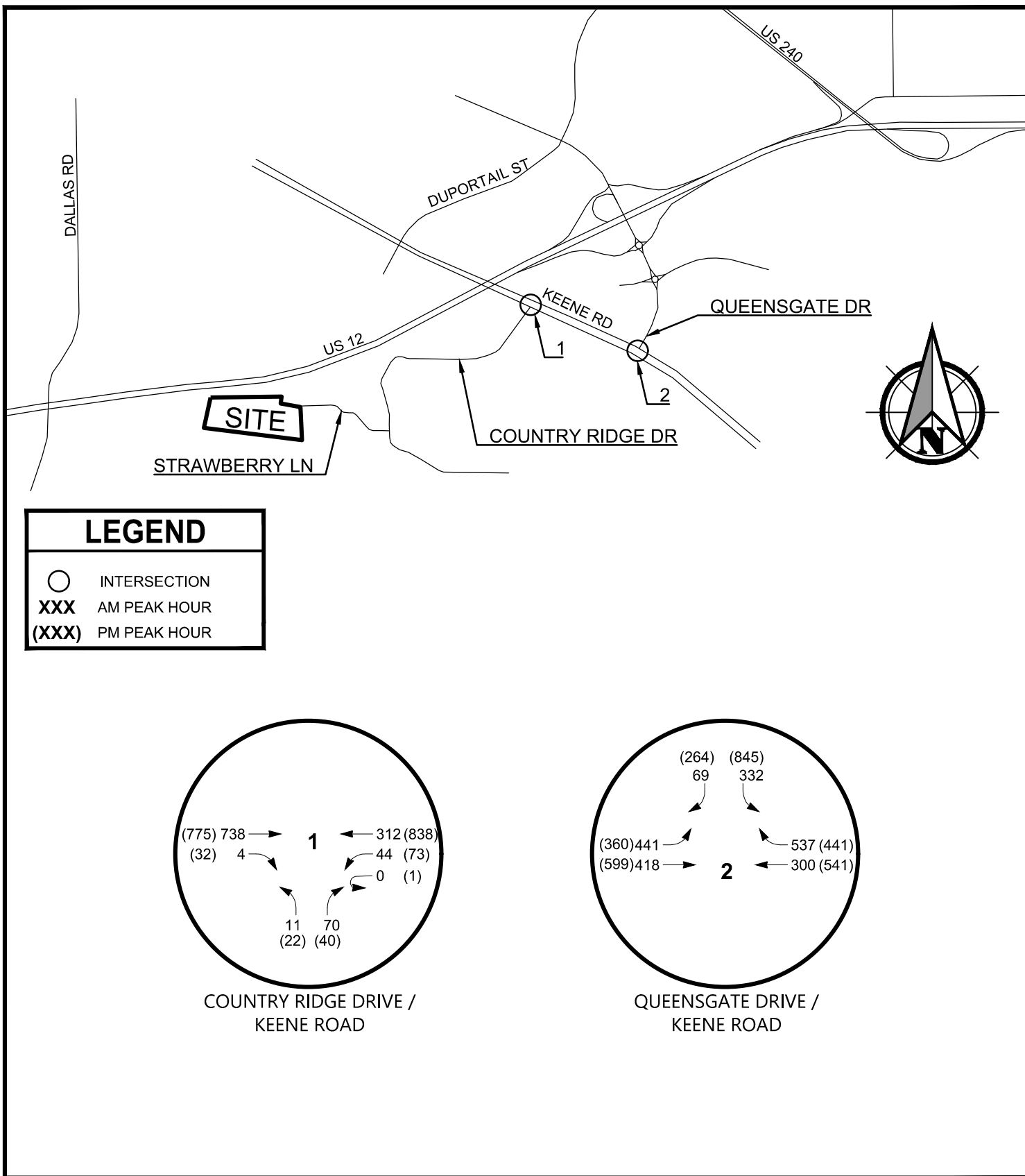
Country Ridge Subdivision

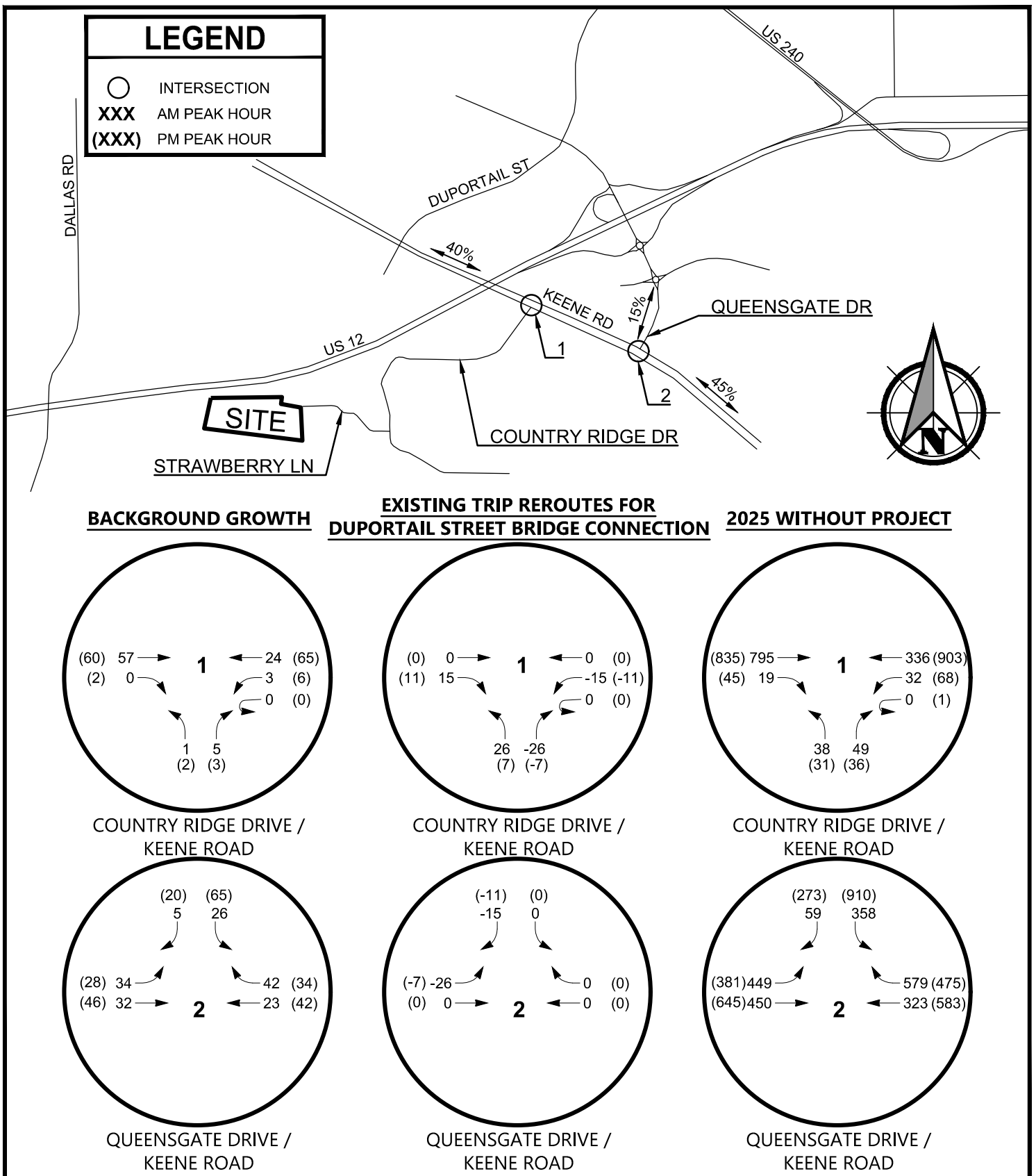
November 2020

FIGURE

2







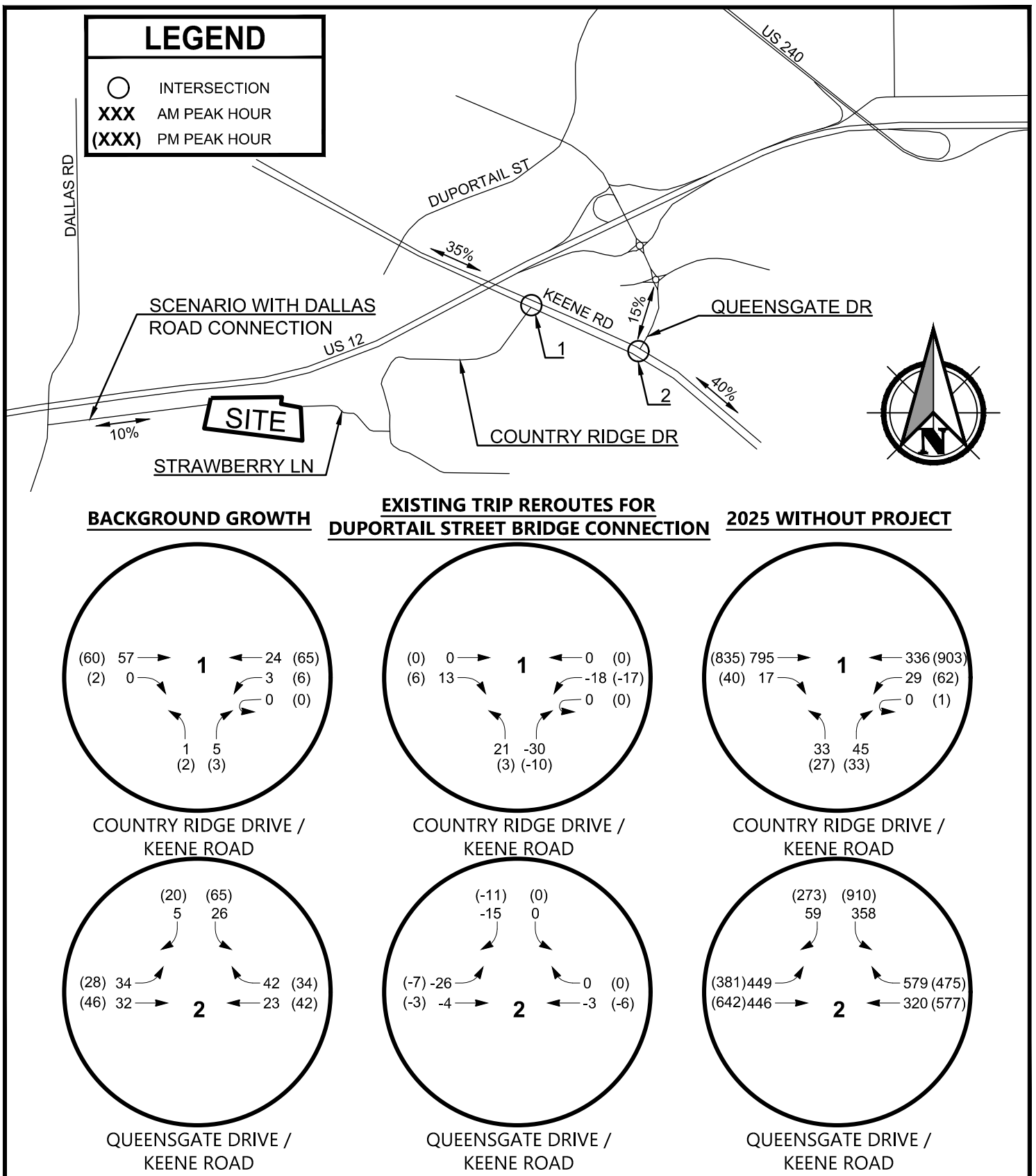
2025 Without Project Volumes Without Dallas Rd Connection

Country Ridge Subdivision

November 2020

FIGURE

5



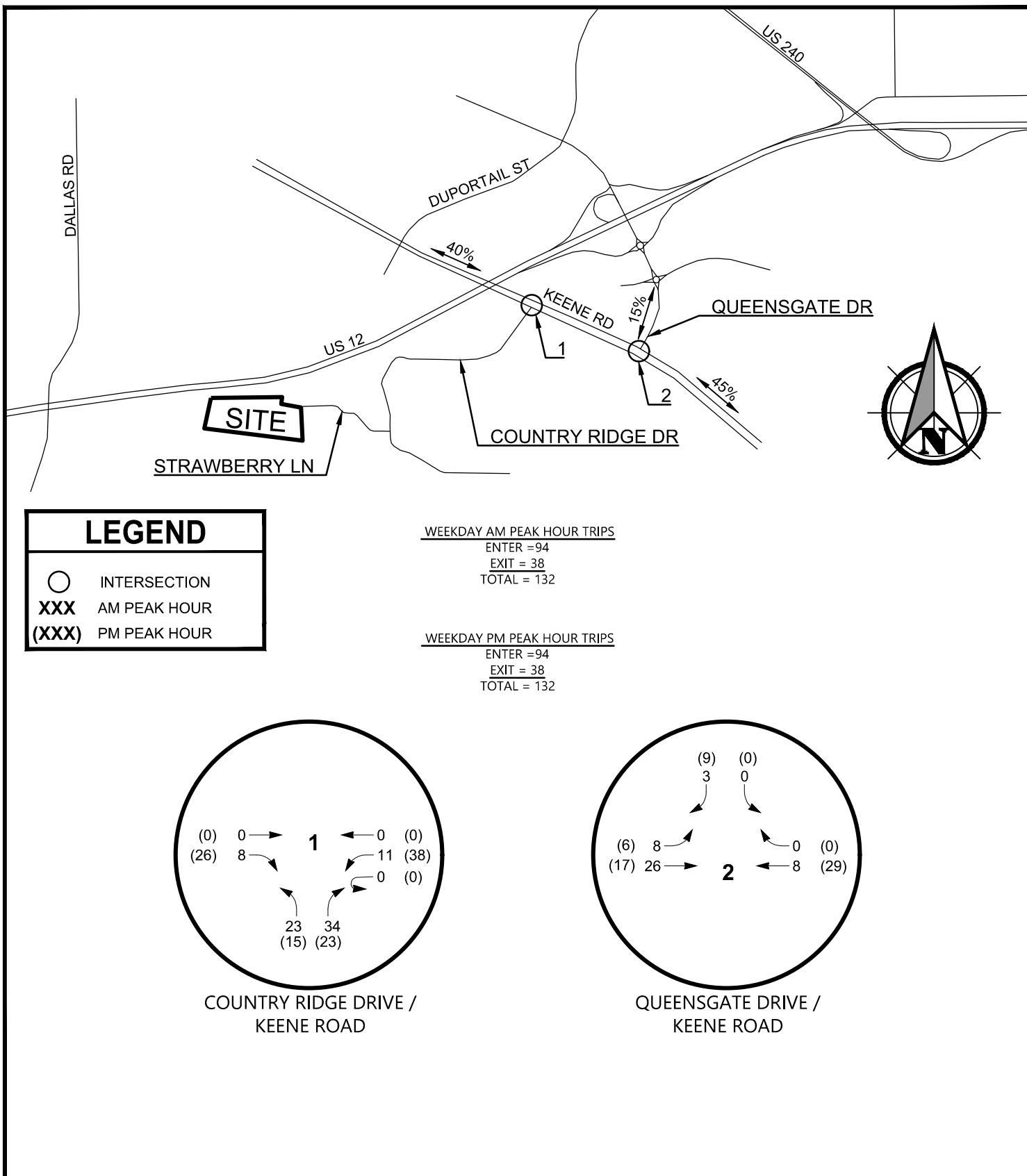
2025 Without Project Volumes With Dallas Rd Connection

Country Ridge Subdivision

November 2020

FIGURE

5A



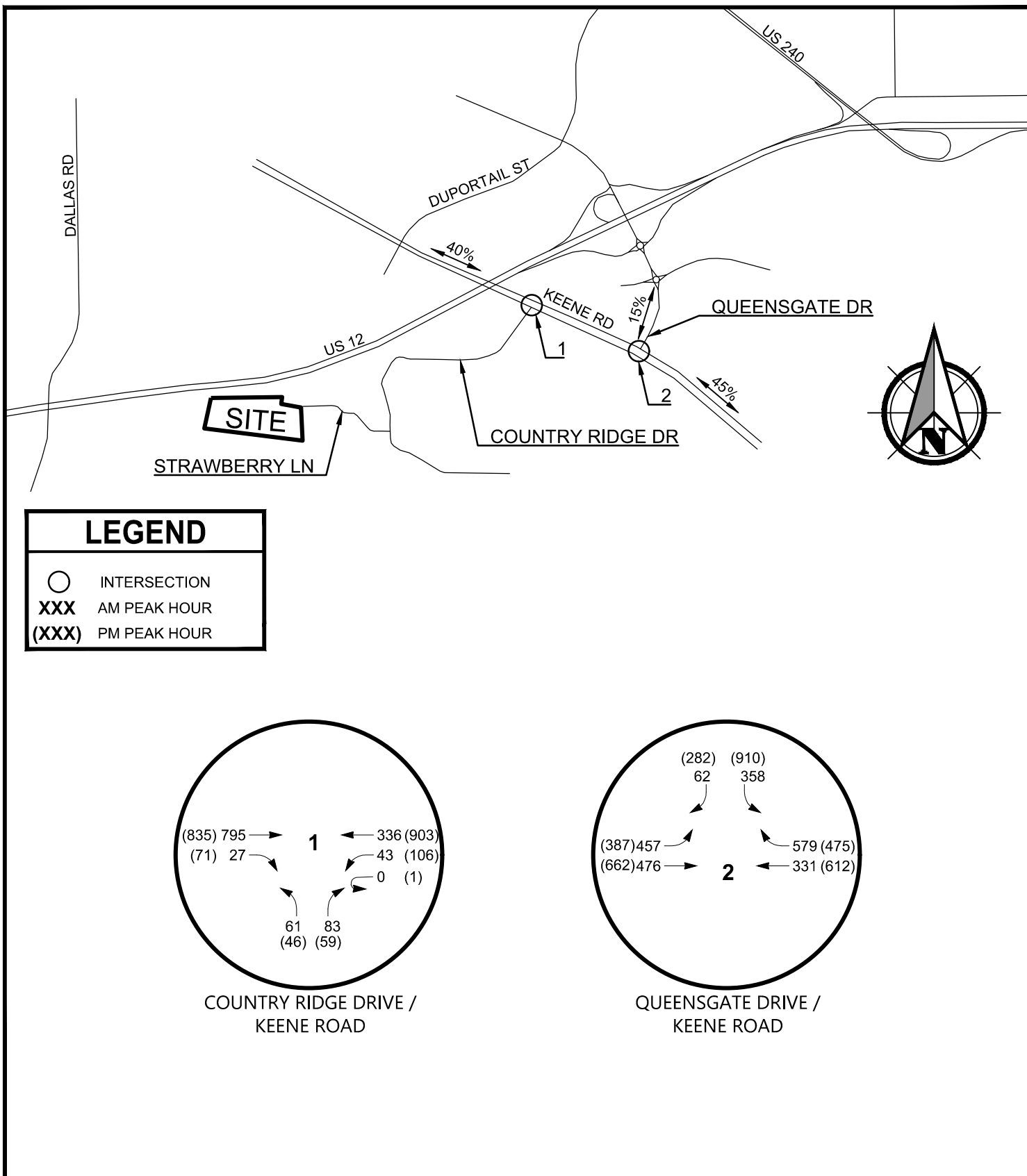
Trip Distribution and Assignment

Country Ridge Subdivision

November 2020

FIGURE

6



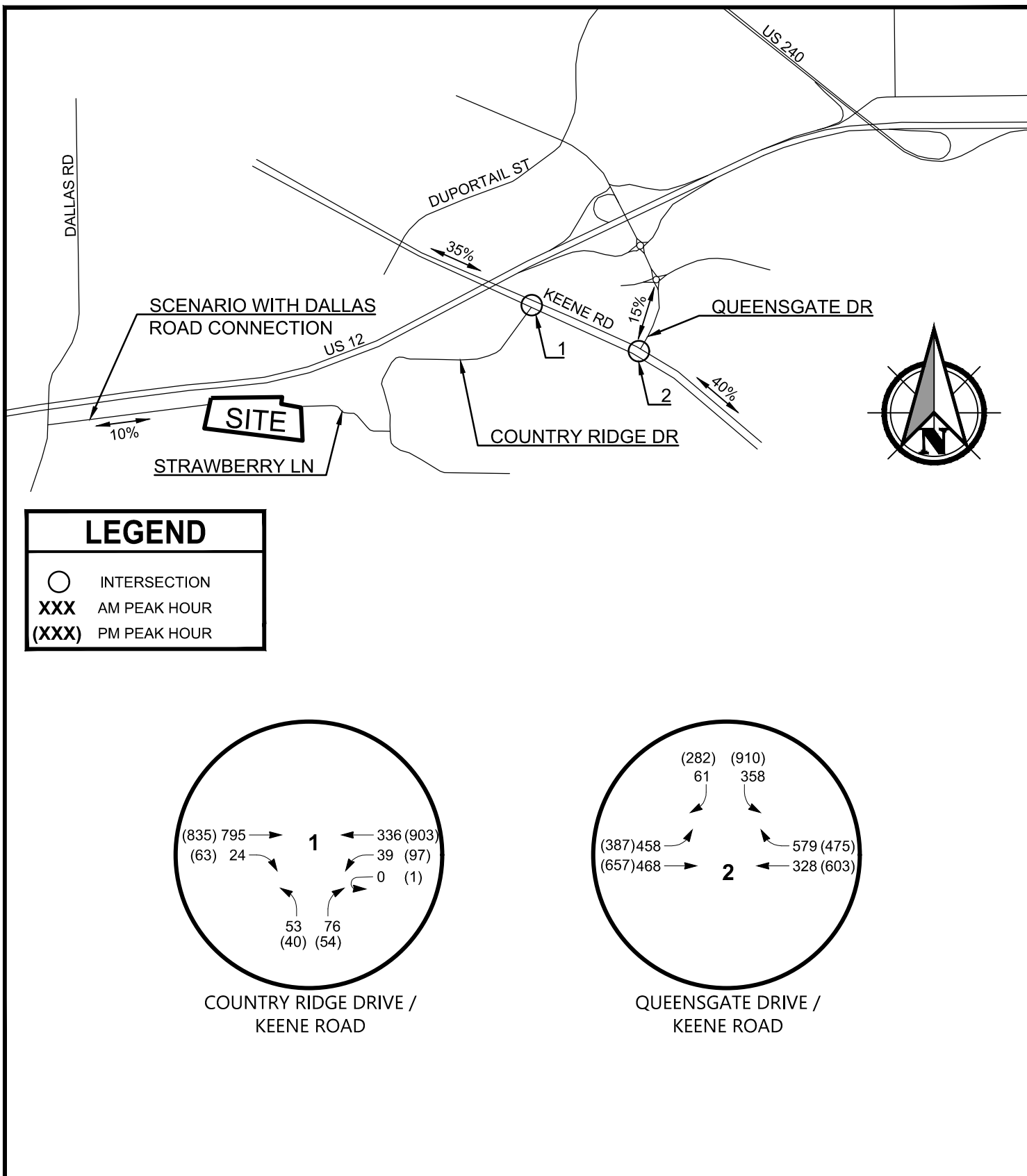
2025 With Project Volumes Without Dallas Rd Connection

Country Ridge Subdivision

November 2020

FIGURE

7



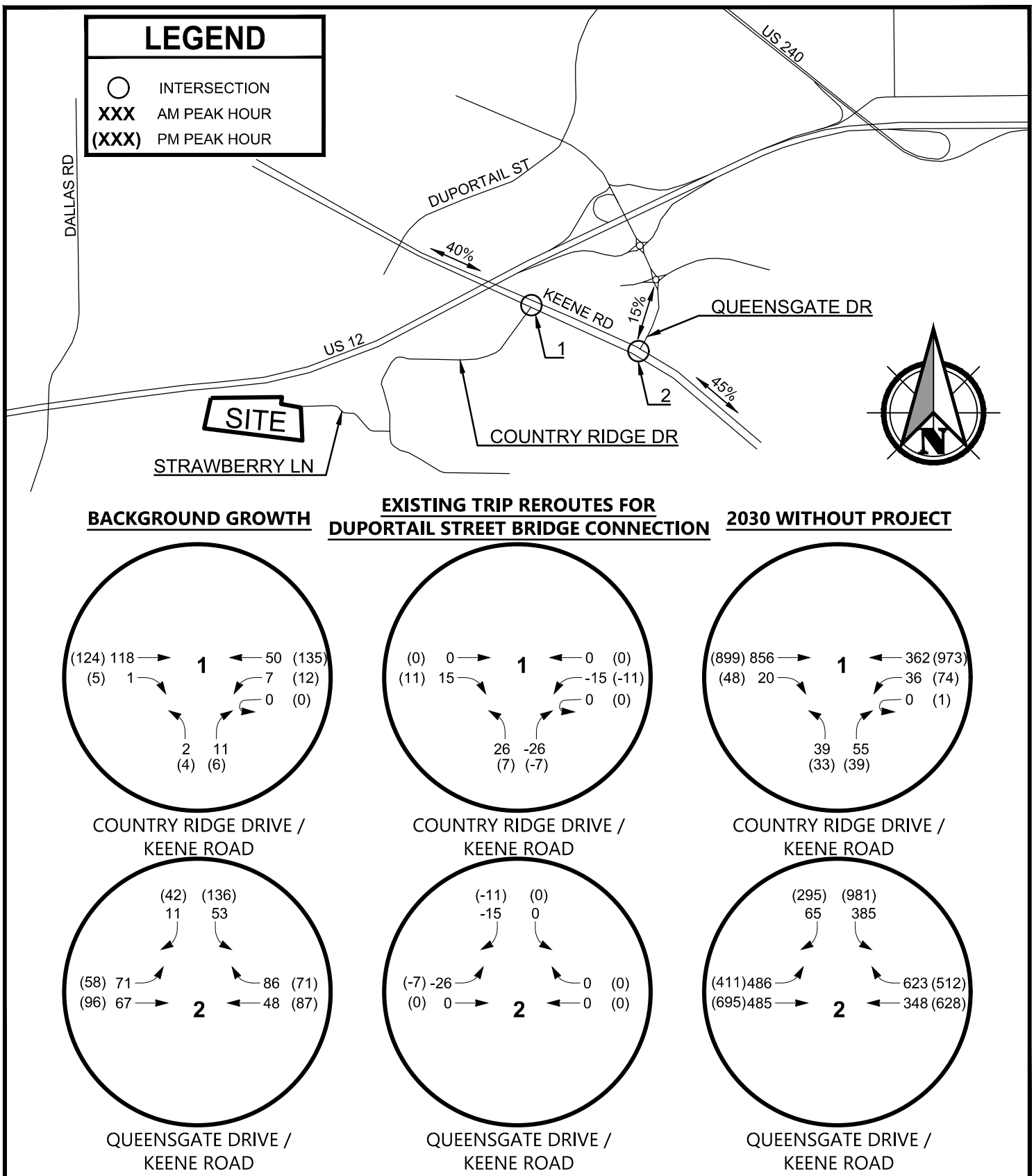
2025 With Project Volumes With Dallas Rd Connection

Country Ridge Subdivision

November 2020

FIGURE

7A



2030 Without Project Volumes

Country Ridge Subdivision

November 2020

FIGURE

8

Appendix A

Traffic Counts

Peak Hour Traffic Count Summary

Used by Permission from National Data & Surveying Services



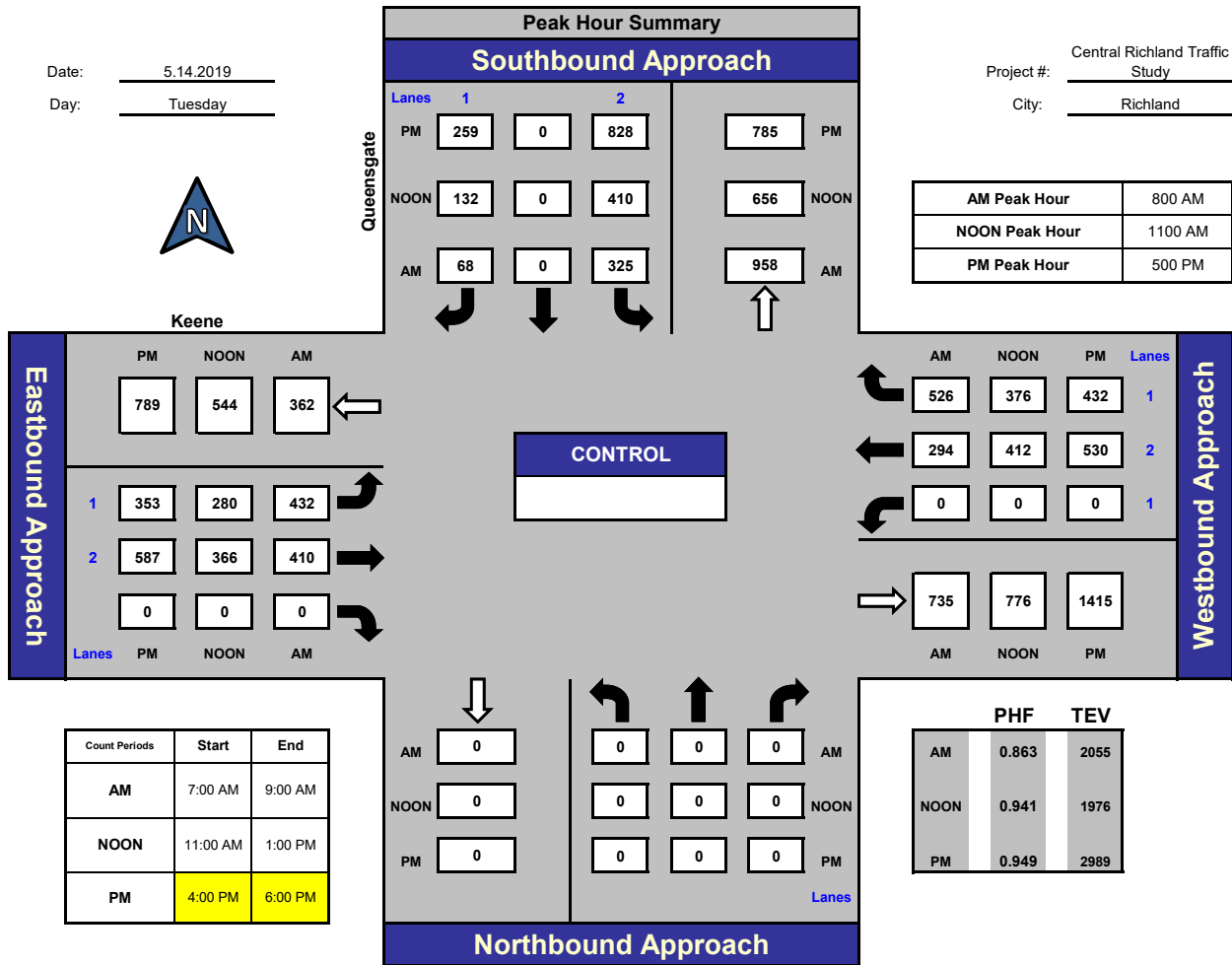
Counts Performed by City of Richland

Queensgate and Keene, Richland

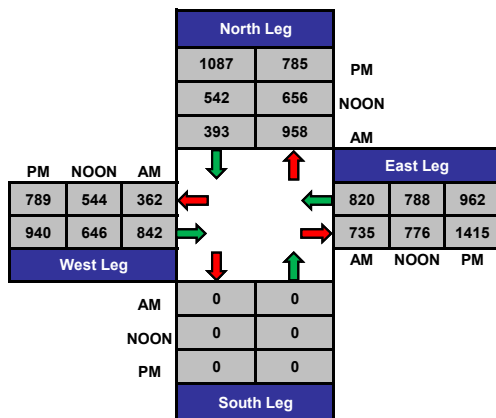
Date: 5.14.2019
Day: Tuesday



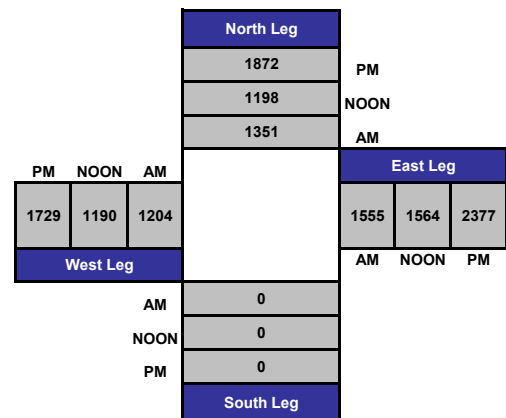
Project #: Central Richland Traffic Study
City: Richland



Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Central Richland Traffic Study

Day: Tuesday

City: Richland

Date: 5.14.2019

GWAY-
All Vehicles - AM

NS/EW Streets:		Queensgate			Queensgate			Keene			Keene			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL 0	NT 0	NR 0	SL 2	ST 0	SR 1	EL 1	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
7:00 AM	0	0	0	0	39	0	13	118	55	0	0	45	118	388
7:15 AM	0	0	0	0	42	0	17	110	62	0	0	74	167	472
7:30 AM	0	0	0	0	42	0	22	113	91	0	0	85	228	581
7:45 AM	0	0	0	0	84	0	13	114	119	0	0	55	117	502
8:00 AM	0	0	0	0	60	0	14	96	77	0	0	65	107	419
8:15 AM	0	0	0	0	89	0	16	109	87	0	0	76	122	499
8:30 AM	0	0	0	0	80	0	14	114	114	0	0	74	146	542
8:45 AM	0	0	0	0	96	0	24	113	132	0	0	79	151	595
TOTAL VOLUMES :		0	0	0	532	0	133	887	737	0	0	553	1156	3998
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	80.00%	0.00%	20.00%	54.62%	45.38%	0.00%	0.00%	32.36%	67.64%	
PEAK HR START TIME :		800 AM												TOTAL
PEAK HR VOL :		0	0	0	325	0	68	432	410	0	0	294	526	2055
PEAK HR FACTOR :		0.000			0.819			0.859			0.891			0.863

CONTROL : 0

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: Central Richland Traffic Study

Day: Tuesday

City: Richland

Date: 5.14.2019

All Vehicles - PM

NS/EW Streets:		Queensgate			Queensgate			Keene			Keene			
		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:		NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
		0	0	0	2	0	1	1	2	0	1	2	1	
4:00 PM		0	0	0	161	0	67	72	108	0	0	149	103	660
4:15 PM		0	0	0	180	0	70	70	122	0	0	144	96	682
4:30 PM		0	0	0	176	0	68	110	119	0	0	148	88	709
4:45 PM		0	0	0	199	0	64	74	130	0	0	159	116	742
5:00 PM		0	0	0	188	0	72	81	129	0	0	151	97	718
5:15 PM		0	0	0	193	0	81	89	153	0	0	140	82	738
5:30 PM		0	0	0	203	0	48	85	167	0	0	110	133	746
5:45 PM		0	0	0	244	0	58	98	138	0	0	129	120	787
TOTAL VOLUMES :		NL 0	NT 0	NR 0	SL 1544	ST 0	SR 528	EL 679	ET 1066	ER 0	WL 0	WT 1130	WR 835	TOTAL 5782
APPROACH %'s :		#DIV/0!	#DIV/0!	#DIV/0!	74.52%	0.00%	25.48%	38.91%	61.09%	0.00%	0.00%	57.51%	42.49%	
PEAK HR START TIME :		500 PM												TOTAL
PEAK HR VOL :		0	0	0	828	0	259	353	587	0	0	530	432	2989
PEAK HR FACTOR :		0.000			0.900			0.933			0.966			0.949

CONTROL : 0



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

Location: Country Ridge Dr & Keene Rd AM

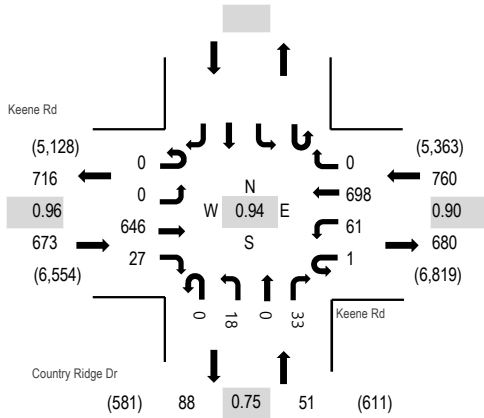
Date: Wednesday, September 16, 2020

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour

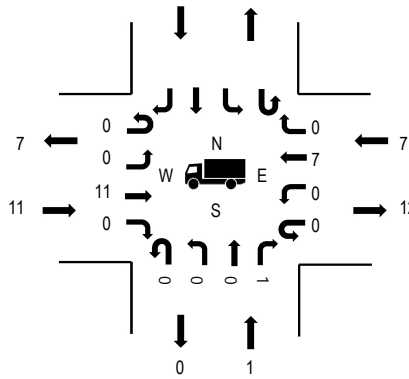
Motorized Vehicles



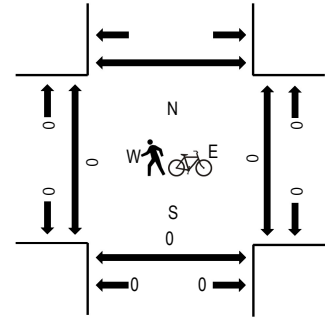
Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.6%	0.96
WB	0.9%	0.90
NB	2.0%	0.75
SB		
All	1.3%	0.94

Heavy Vehicles



Pedestrians/Bicycles in Crosswalk



Traffic Counts - Motorized Vehicles

Interval Start Time	Keene Rd Eastbound				Keene Rd Westbound				Country Ridge Dr Northbound				Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	95	1	0	1	53	0	0	2	0	5					157	837
7:15 AM	0	0	132	2	0	1	52	0	0	5	0	6					198	903
7:30 AM	0	0	159	1	0	7	55	0	0	2	0	9					233	929
7:45 AM	0	0	144	1	0	9	74	0	0	3	0	18					249	901
8:00 AM	0	0	139	0	0	8	57	0	0	2	0	17					223	910
8:15 AM	0	0	139	1	0	11	60	0	0	2	0	11					224	909
8:30 AM	0	0	125	4	0	5	56	0	0	6	0	9					205	912
8:45 AM	0	0	127	5	0	9	100	0	0	5	0	12					258	961
9:00 AM	0	0	119	5	0	5	75	0	0	6	0	12					222	954
9:15 AM	0	0	136	3	0	5	69	0	0	3	0	11					227	944
9:30 AM	1	0	139	7	0	6	86	0	0	3	0	12					254	958
9:45 AM	0	0	142	1	0	6	88	0	0	1	0	13					251	959
10:00 AM	0	0	105	1	0	12	85	0	0	2	0	7					212	982
10:15 AM	0	0	126	3	0	4	98	0	0	2	0	8					241	1,026
10:30 AM	0	0	144	1	0	8	92	0	0	4	0	6					255	1,069
10:45 AM	0	0	142	5	0	7	111	0	0	5	0	4					274	1,100
11:00 AM	0	0	128	5	0	7	105	0	0	3	0	8					256	1,144
11:15 AM	0	0	130	3	1	7	129	0	0	6	0	8					284	1,163
11:30 AM	0	0	148	8	0	11	107	0	0	2	0	10					286	1,202
11:45 AM	0	0	172	4	0	3	125	0	0	7	0	7					318	1,232
12:00 PM	0	0	134	3	0	12	112	0	0	3	0	11					275	1,224
12:15 PM	0	0	161	6	0	12	124	0	0	6	0	14					323	1,239
12:30 PM	1	0	151	5	0	7	134	0	0	6	0	12					316	1,203
12:45 PM	0	0	149	2	0	12	121	0	0	9	0	17					310	1,177
1:00 PM	0	0	161	4	0	11	100	0	0	4	0	10					290	1,186
1:15 PM	0	0	127	2	0	10	136	0	0	2	0	10					287	1,191
1:30 PM	0	0	150	1	0	6	123	0	0	3	0	7					290	1,183

1:45 PM	1	0	167	2	0	10	129	0	0	2	0	8	319	1,188
2:00 PM	0	0	152	3	0	5	120	0	0	5	0	10	295	1,177
2:15 PM	0	0	135	5	0	8	117	0	0	3	0	11	279	1,141
2:30 PM	0	0	167	6	0	8	108	0	0	0	0	6	295	1,188
2:45 PM	0	0	158	4	0	8	118	0	0	4	0	16	308	1,228
3:00 PM	0	0	112	5	0	11	117	0	0	2	0	12	259	1,280
3:15 PM	0	0	154	9	0	13	131	0	0	6	0	13	326	1,369
3:30 PM	0	0	172	6	0	15	125	0	0	5	0	12	335	1,394
3:45 PM	0	0	162	4	0	14	165	0	0	5	0	10	360	1,420
4:00 PM	0	0	168	5	0	13	144	0	0	4	0	14	348	1,414
4:15 PM	0	0	159	3	0	11	170	0	0	3	0	5	351	1,441
4:30 PM	0	0	167	4	0	16	164	0	0	4	0	6	361	1,484
4:45 PM	0	0	171	7	0	13	148	0	0	5	0	10	354	1,476
5:00 PM	0	0	142	7	0	11	199	0	0	7	0	9	375	1,420
5:15 PM	0	0	166	9	1	21	187	0	0	2	0	8	394	
5:30 PM	0	0	172	3	0	16	152	0	0	5	0	5	353	
5:45 PM	0	0	130	7	0	13	132	0	0	6	0	10	298	
Count Total	3	0	6,378	173	2	408	4,953	0	0	172	0	439	12,528	
Peak Hour	0	0	646	27	1	61	698	0	0	18	0	33	1,484	

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles in Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	0	1		2	7:00 AM	0	0	0		0	7:00 AM	0	0	0		0
7:15 AM	2	0	3		5	7:15 AM	0	0	0		0	7:15 AM	0	0	0		0
7:30 AM	5	1	2		8	7:30 AM	0	0	0		0	7:30 AM	0	0	0		0
7:45 AM	2	2	4		8	7:45 AM	0	0	0		0	7:45 AM	0	0	0		0
8:00 AM	3	0	4		7	8:00 AM	0	0	0		0	8:00 AM	0	0	0		0
8:15 AM	4	1	3		8	8:15 AM	0	0	0		0	8:15 AM	0	0	0		0
8:30 AM	1	0	2		3	8:30 AM	0	0	0		0	8:30 AM	0	0	0		0
8:45 AM	0	0	5		5	8:45 AM	0	0	0		0	8:45 AM	0	0	0		0
9:00 AM	4	1	4		9	9:00 AM	0	0	0		0	9:00 AM	0	0	0		0
9:15 AM	10	2	5		17	9:15 AM	0	0	0		0	9:15 AM	0	0	0		0
9:30 AM	10	1	3		14	9:30 AM	0	0	0		0	9:30 AM	0	0	0		0
9:45 AM	6	1	5		12	9:45 AM	0	0	0		0	9:45 AM	0	0	0		0
10:00 AM	2	1	5		8	10:00 AM	0	0	0		0	10:00 AM	0	0	0		0
10:15 AM	4	2	7		13	10:15 AM	0	0	0		0	10:15 AM	0	0	0		0
10:30 AM	4	1	1		6	10:30 AM	0	0	0		0	10:30 AM	0	0	0		0
10:45 AM	6	0	1		7	10:45 AM	0	0	0		0	10:45 AM	0	0	0		0
11:00 AM	8	0	4		12	11:00 AM	0	0	0		0	11:00 AM	0	0	0		0
11:15 AM	2	0	3		5	11:15 AM	0	0	0		0	11:15 AM	0	0	0		0
11:30 AM	5	0	2		7	11:30 AM	0	0	0		0	11:30 AM	0	0	0		0
11:45 AM	10	2	5		17	11:45 AM	0	0	0		0	11:45 AM	0	0	0		0
12:00 PM	1	0	2		3	12:00 PM	0	0	0		0	12:00 PM	0	0	0		0
12:15 PM	8	2	2		12	12:15 PM	0	0	0		0	12:15 PM	0	0	0		0
12:30 PM	2	1	1		4	12:30 PM	0	0	0		0	12:30 PM	0	0	0		0
12:45 PM	2	0	2		4	12:45 PM	0	0	0		0	12:45 PM	0	0	0		0
1:00 PM	5	0	2		7	1:00 PM	0	0	0		0	1:00 PM	0	0	0		0
1:15 PM	2	1	2		5	1:15 PM	0	0	0		0	1:15 PM	0	0	0		0
1:30 PM	3	1	2		6	1:30 PM	0	0	2		2	1:30 PM	0	0	0		0
1:45 PM	3	0	2		5	1:45 PM	0	2	0		2	1:45 PM	0	0	0		0
2:00 PM	4	1	3		8	2:00 PM	0	0	0		0	2:00 PM	0	0	0		0
2:15 PM	5	1	2		8	2:15 PM	0	0	0		0	2:15 PM	0	0	0		0
2:30 PM	2	0	2		4	2:30 PM	0	0	0		0	2:30 PM	0	0	0		0
2:45 PM	0	0	3		3	2:45 PM	0	0	0		0	2:45 PM	0	0	0		0
3:00 PM	8	0	3		11	3:00 PM	0	0	0		0	3:00 PM	0	0	0		0
3:15 PM	5	0	3		8	3:15 PM	0	0	0		0	3:15 PM	0	0	0		0
3:30 PM	3	1	3		7	3:30 PM	0	0	0		0	3:30 PM	0	0	0		0
3:45 PM	3	0	0		3	3:45 PM	0	0	0		0	3:45 PM	0	0	0		0
4:00 PM	2	0	2		4	4:00 PM	0	0	0		0	4:00 PM	0	0	0		0
4:15 PM	1	0	2		3	4:15 PM	0	0	0		0	4:15 PM	0	0	0		0

4:30 PM	3	0	2	5	4:30 PM	0	0	0	0	4:30 PM	0	0	0	0
4:45 PM	3	1	1	5	4:45 PM	0	0	0	0	4:45 PM	0	0	0	0
5:00 PM	2	0	0	2	5:00 PM	0	0	0	0	5:00 PM	0	0	0	0
5:15 PM	3	0	4	7	5:15 PM	0	0	0	0	5:15 PM	0	0	0	0
5:30 PM	2	0	0	2	5:30 PM	0	0	0	0	5:30 PM	1	0	0	1
5:45 PM	3	0	1	4	5:45 PM	0	0	0	0	5:45 PM	0	0	0	0
Count Total	164	24	115	303	Count Total	0	2	2	4	Count Total	1	0	0	1
Peak Hour	11	1	7	19	Peak Hour	0	0	0	0	Peak Hour	0	0	0	0

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Date Start: 16-Sep-20
Date End: 16-Sep-20
Keene Rd E-O JEricho Rd
Site Code: 1

EB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total	85th Percent	95th Percent
09/16/20	0	0	0	0	4	12	7	1	0	0	0	0	0	0	24	43	44
01:00	0	0	0	0	0	5	2	0	0	0	0	0	0	0	7	42	44
02:00	0	0	0	0	1	5	4	1	0	0	0	0	0	0	11	44	47
03:00	0	0	0	0	1	8	8	3	0	0	0	0	0	0	20	45	48
04:00	1	0	0	0	6	11	19	3	0	1	0	0	0	0	41	44	48
05:00	0	0	0	0	8	47	65	17	3	0	0	0	0	0	140	44	48
06:00	5	0	0	1	12	115	131	27	0	0	0	0	0	0	291	44	47
07:00	5	0	0	0	13	206	305	37	1	0	0	0	0	0	567	44	46
08:00	13	0	0	2	36	236	262	32	2	0	0	0	0	0	583	43	45
09:00	13	0	1	3	52	237	235	29	2	1	1	0	0	0	574	43	45
10:00	8	0	0	1	36	227	233	35	2	0	0	0	0	0	542	44	46
11:00	9	0	1	2	33	231	302	32	2	0	0	0	0	0	612	44	45
12 PM	9	0	0	0	42	276	289	32	4	0	0	0	0	0	652	43	45
13:00	6	2	0	1	30	285	281	39	3	1	0	0	0	0	648	44	46
14:00	11	0	0	6	41	253	297	42	2	0	0	0	0	0	652	44	46
15:00	6	0	0	2	55	253	280	40	4	1	1	0	0	0	642	44	46
16:00	10	0	0	0	22	279	348	45	3	0	0	0	0	0	707	44	46
17:00	10	0	1	2	45	274	262	44	5	1	1	0	0	0	645	44	47
18:00	2	0	0	1	30	243	192	23	6	1	0	0	0	0	498	43	46
19:00	1	0	1	4	18	156	126	21	4	0	0	0	0	0	331	44	47
20:00	3	0	0	3	27	99	81	9	3	0	0	0	0	0	225	43	45
21:00	2	0	0	5	13	54	78	8	0	0	0	0	0	0	160	43	45
22:00	0	0	0	0	4	24	37	7	1	1	0	0	0	0	74	44	48
23:00	0	0	0	2	3	18	15	1	0	0	0	0	0	0	39	43	44
Total	114	2	4	35	532	3554	3859	528	47	7	3	0	0	0	8685		
Percent	1.3%	0.0%	0.0%	0.4%	6.1%	40.9%	44.4%	6.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00		09:00	09:00	09:00	09:00	07:00	07:00	05:00	04:00	09:00				11:00		
Vol.	13		1	3	52	237	305	37	3	1	1				612		
PM Peak	14:00	13:00	17:00	14:00	15:00	13:00	16:00	16:00	18:00	13:00	15:00				16:00		
Vol.	11	2	1	6	55	285	348	45	6	1	1				707		
Grand Total	114	2	4	35	532	3554	3859	528	47	7	3	0	0	0	8685		
Percent	1.3%	0.0%	0.0%	0.4%	6.1%	40.9%	44.4%	6.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 35 MPH
50th Percentile : 40 MPH
85th Percentile : 44 MPH
95th Percentile : 46 MPH

Statistics 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 7413
 Percent in Pace : 85.4%
Number of Vehicles > 55 MPH : 10
Percent of Vehicles > 55 MPH : 0.1%
Mean Speed(Average) : 40 MPH

WB

	15th Percentile :	35 MPH
	50th Percentile :	39 MPH
	85th Percentile :	43 MPH
	95th Percentile :	44 MPH
Statistics	10 MPH Pace Speed :	36-45 MPH
	Number in Pace :	5886
	Percent in Pace :	86.4%
	Number of Vehicles > 55 MPH :	2
	Percent of Vehicles > 55 MPH :	0.0%
	Mean Speed(Average) :	40 MPH

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Date Start: 16-Sep-20
Date End: 16-Sep-20
Keene Rd E-O Jericho Rd
Site Code: 1

EB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
09/16/20	0	23	1	0	0	0	0	0	0	0	0	0	0	0	24
01:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
02:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	11
03:00	0	16	3	0	0	0	0	0	1	0	0	0	0	0	20
04:00	0	31	9	0	0	0	0	0	0	0	0	0	0	1	41
05:00	0	88	43	0	7	1	1	0	0	0	0	0	0	0	140
06:00	1	195	74	0	10	0	0	6	0	0	0	0	0	5	291
07:00	1	432	105	0	13	2	0	5	3	1	0	0	0	5	567
08:00	0	433	114	0	9	1	3	6	1	0	0	2	0	14	583
09:00	0	411	123	1	9	2	2	3	6	0	0	2	1	14	574
10:00	1	398	104	0	17	2	2	6	0	1	0	0	1	10	542
11:00	1	479	93	0	11	4	1	8	1	1	2	0	1	10	612
12 PM	3	503	109	1	14	2	0	4	4	1	0	0	0	11	652
13:00	5	518	93	1	8	2	1	8	2	0	1	1	0	8	648
14:00	1	498	112	1	15	3	2	7	0	0	1	0	0	12	652
15:00	5	490	111	2	14	3	3	4	1	0	0	3	0	6	642
16:00	2	552	116	2	13	0	2	5	0	1	1	1	0	12	707
17:00	1	507	104	0	14	0	0	6	1	0	2	0	0	10	645
18:00	2	392	91	0	7	0	0	3	0	0	0	0	0	3	498
19:00	0	262	61	0	4	1	0	1	1	0	0	0	0	1	331
20:00	1	185	35	0	1	0	0	0	0	0	0	0	0	3	225
21:00	0	132	20	0	4	1	0	1	0	0	0	0	0	2	160
22:00	1	64	8	0	0	0	0	0	0	0	0	0	0	1	74
23:00	1	33	5	0	0	0	0	0	0	0	0	0	0	0	39
Total	26	6656	1538	8	170	24	17	73	21	5	7	9	3	128	8685
Percent	0.3%	76.6%	17.7%	0.1%	2.0%	0.3%	0.2%	0.8%	0.2%	0.1%	0.1%	0.1%	0.0%	1.5%	
AM Peak	06:00	11:00	09:00	09:00	10:00	11:00	08:00	11:00	09:00	07:00	11:00	08:00	09:00	08:00	
Vol.	1	479	123	1	17	4	3	8	6	1	2	2	1	14	
PM Peak	13:00	16:00	16:00	15:00	14:00	14:00	15:00	13:00	12:00	12:00	17:00	15:00		14:00	
Vol.	5	552	116	2	15	3	3	8	4	1	2	3		12	
Grand Total	26	6656	1538	8	170	24	17	73	21	5	7	9	3	128	8685
Percent	0.3%	76.6%	17.7%	0.1%	2.0%	0.3%	0.2%	0.8%	0.2%	0.1%	0.1%	0.1%	0.0%	1.5%	

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Date Start: 16-Sep-20
Date End: 16-Sep-20
Keene Rd E-O Jericho Rd
Site Code: 1

WB

Start Time	Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
09/16/20	0	13	0	0	0	0	0	0	0	0	0	0	0	0	13
01:00	0	7	3	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
03:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4
04:00	0	19	1	0	0	0	0	1	0	0	0	0	0	0	21
05:00	0	26	8	0	0	0	0	2	0	0	0	0	0	0	36
06:00	0	67	28	0	2	0	0	3	0	0	0	1	0	0	101
07:00	0	194	53	0	5	1	0	4	0	0	1	0	0	1	259
08:00	0	228	56	0	9	1	0	7	0	2	0	1	0	2	306
09:00	0	251	77	0	9	0	0	8	0	0	0	0	0	0	345
10:00	0	306	79	1	16	2	0	6	0	1	2	0	0	3	416
11:00	1	399	68	1	10	5	0	7	1	0	0	0	0	6	498
12 PM	0	416	89	0	7	2	1	4	0	0	2	0	0	11	532
13:00	0	421	73	0	8	4	0	3	1	0	2	0	1	7	520
14:00	3	398	72	1	9	1	0	5	2	0	1	1	0	6	499
15:00	2	459	94	1	15	0	0	2	0	1	0	1	0	9	584
16:00	1	547	101	4	11	0	0	4	1	1	2	0	0	6	678
17:00	0	587	123	2	11	3	1	5	0	1	1	2	0	9	745
18:00	0	382	55	0	5	1	1	2	0	1	0	1	0	4	452
19:00	1	285	52	0	2	0	0	1	1	0	0	0	0	2	344
20:00	0	161	33	0	3	0	0	2	0	0	0	0	0	1	200
21:00	0	104	17	0	2	0	0	1	0	0	0	0	0	0	124
22:00	0	60	7	0	0	0	0	0	0	0	0	0	0	5	72
23:00	0	36	4	0	0	1	0	0	0	0	0	0	0	2	43
Total	8	5376	1095	10	124	21	3	67	6	7	11	7	1	74	6810
Percent	0.1%	78.9%	16.1%	0.1%	1.8%	0.3%	0.0%	1.0%	0.1%	0.1%	0.2%	0.1%	0.0%	1.1%	
AM Peak	11:00	11:00	10:00	10:00	10:00	11:00		09:00	11:00	08:00	10:00	06:00		11:00	
Vol.	1	399	79	1	16	5		8	1	2	2	1		6	
PM Peak	14:00	17:00	17:00	16:00	15:00	13:00	12:00	14:00	14:00	15:00	12:00	17:00	13:00	12:00	
Vol.	3	587	123	4	15	4	1	5	2	1	2	2	1	11	
Grand Total	8	5376	1095	10	124	21	3	67	6	7	11	7	1	74	6810
Percent	0.1%	78.9%	16.1%	0.1%	1.8%	0.3%	0.0%	1.0%	0.1%	0.1%	0.2%	0.1%	0.0%	1.1%	

AM	Historical Volumes			Recent Volumes			Numerical Change (gross)		Pct. Change (per year) by Movement		Pct. Change (per year) by Approach		If Historical Volumes Had Grown at 1.5%		
	With Data Date			With Data Date			With # of Years		With # of Years		With # of Years		1.5%		
Country Ridge Drive / Keene Road				Sep-20											
		0		581	929	246	n/a		n/a		n/a		n/a		
	1			1	9	55	1		1		1		1		
Queensgate Drive / Keene Road	68	325	May-19	Sep-20			1.34 yrs		1.34 yrs		1.34 yrs		69	332	
	432												441		
	410	2,055	526		0		n/a		n/a		n/a		418	2,097	537
	2			2			2		2		2		2		

Avg Med
-27% -27% Overall

2020 Raw Volumes (unbalanced)					
Either grow historical volumes by 1.5% ...OR increase recent data by 27%					
	738	1,179	312		
	4		44		
			0		
1	11	70			
	69	332			
	441		537		
	418	2,097	300		
2					

51%

Road Segment Volumes Keene Rd E-O Jericho Rd from 7 to 9 arr

Queensgate Drive / Keene Road		133	532	May-19										
		887		1,156		0		n/a		n/a		n/a		n/a
	2			2			2		2		2		2	
Keene Rd E-O Jericho Rd		686		May-19		Sep-20		1.34 yrs		1.34 yrs		1.34 yrs		
		1,624				565		1,714		-121		-13%		#DIV/0!
			2,310							-596		-22%		-19%
	2s			2s			2s		2s		2s		2s	

-27%

		0			
2					
	700				
	1,657		2,357		
2s					

PM	Historical Volumes				Recent Volumes			If Historical Volumes Had Grown at 1.5%		
	With Data Date				With Data Date			1.5%		
Country Ridge Drive / Keene Road					Sep-20					
			0		646 27	1,484	698 61		n/a	
	1				1	18	33	u 1		
Queensgate Drive / Keene Road	May-19				Sep-20					
		259	0	828				264	0	845
	353 587 0		2,989	432 530 0		0		360 599 0	3,050	441 541 0
	2	0	0	0	2			2	0	0

Avg Med
-20% -20% Overall

2020 Raw Volumes (unbalanced)			
Either grow historical volumes by 1.5%...			
...OR increase recent data by 20%			
775 32		1,781	838 73
1	22	40	u 1
	264	0	845
360 599 0		3,050	441 541 0
2	0	0	0

Road Segment Volumes Keene Rd E-O Jericho Rd from 4 to 6 pm

Queensgate Drive / Keene Road	May-19									
		528	1,544							
	679 1,066		5,782	835 1,130		0			n/a	
	2				2			2		
Keene Rd E-O Jericho Rd	May-19				Sep-20					
	1,658		3,403		1,422	2,771		1,691	3,471	
	1,745				1,349			1,780		
	2s				2s			2s		

-20%

0 0 0			
0			0
0		0	0
0			0
2	0	0	0
1,691		3,471	
1,780			
2s			

Appendix B

Trip Generation Calculations

Trip Generation Summary

Alternative: Alternative 1

Phase:

Project: Country Ridge Subdivision

Open Date: 9/17/2020

Analysis Date: 9/17/2020

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
210	SFHOUSE 1		520	520	1040		19	57	76		64	38	102
	100 Dwelling Units												
Unadjusted Volume			520	520	1040		19	57	76		64	38	102
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			520	520	1040		19	57	76		64	38	102

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

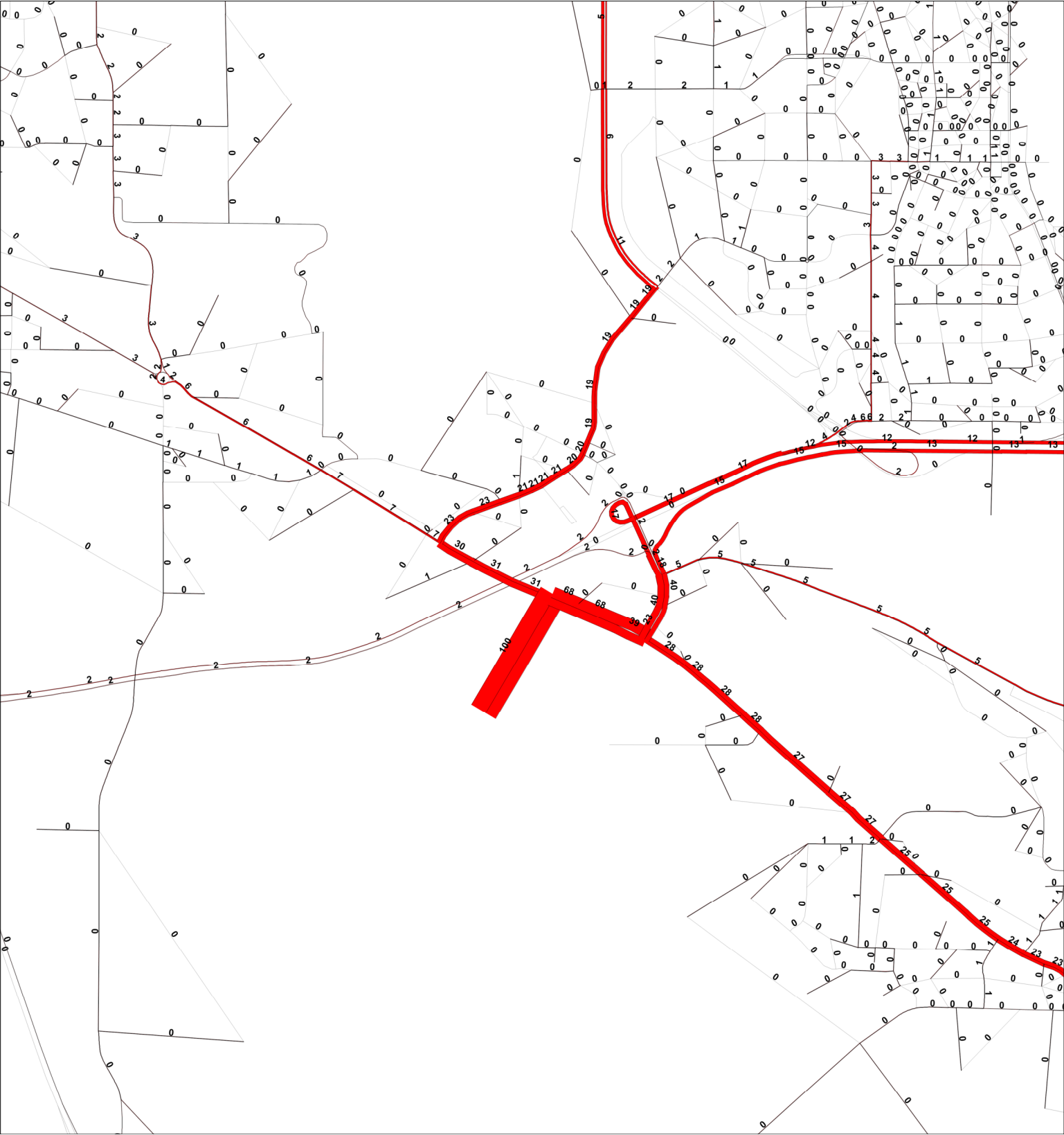
Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

P. 1



Appendix C

Level of Service Calculations

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

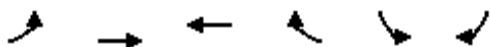
10/27/2020

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	738	4	44	312	11	70
Future Vol, veh/h	738	4	44	312	11	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	794	4	47	335	12	75
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	798	0	1058	399
Stage 1	-	-	-	-	796	-
Stage 2	-	-	-	-	262	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	764	-	190	595
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	701	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	764	-	178	595
Mov Cap-2 Maneuver	-	-	-	-	178	-
Stage 1	-	-	-	-	357	-
Stage 2	-	-	-	-	658	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		14.9	
HCM LOS					B	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	451	-	-	764	-	
HCM Lane V/C Ratio	0.193	-	-	0.062	-	
HCM Control Delay (s)	14.9	-	-	10	-	
HCM Lane LOS	B	-	-	B	-	
HCM 95th %tile Q(veh)	0.7	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	441	418	300	537	332	69
Future Volume (veh/h)	441	418	300	537	332	69
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	513	486	349	0	386	80
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	599	2212	632		556	788
Arrive On Green	0.34	0.62	0.18	0.00	0.16	0.16
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	513	486	349	0	386	80
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	11.2	2.5	3.7	0.0	4.4	1.1
Cycle Q Clear(g_c), s	11.2	2.5	3.7	0.0	4.4	1.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	599	2212	632		556	788
V/C Ratio(X)	0.86	0.22	0.55		0.69	0.10
Avail Cap(c_a), veh/h	793	3669	1702		674	842
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	12.9	3.4	15.6	0.0	16.5	5.5
Incr Delay (d2), s/veh	7.2	0.0	0.8	0.0	2.4	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	0.2	1.2	0.0	1.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	20.0	3.5	16.3	0.0	18.8	5.6
LnGrp LOS	C	A	B		B	A
Approach Vol, veh/h		999	349	A	466	
Approach Delay, s/veh		12.0	16.3		16.6	
Approach LOS		B	B		B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	18.5	11.9		11.2		30.4
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.5	19.9		8.1		42.9
Max Q Clear Time (g_c+I1), s	13.2	5.7		6.4		4.5
Green Ext Time (p_c), s	0.9	1.7		0.3		3.2

Intersection Summary

HCM 6th Ctrl Delay	14.0
HCM 6th LOS	B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

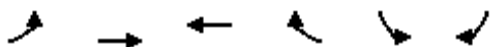
10/27/2020

Intersection							
Int Delay, s/veh	1.3						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↱	↑↑	↱	
Traffic Vol, veh/h	775	32	1	73	838	22	40
Future Vol, veh/h	775	32	1	73	838	22	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	824	34	1	78	891	23	43
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	859	858	0	1445	429
Stage 1	-	-	-	-	-	841	-
Stage 2	-	-	-	-	-	604	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	409	779	-	123	571
Stage 1	-	-	-	-	-	383	-
Stage 2	-	-	-	-	-	508	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	768	768	-	110	571
Mov Cap-2 Maneuver	-	-	-	-	-	110	-
Stage 1	-	-	-	-	-	383	-
Stage 2	-	-	-	-	-	456	-
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.8		26.8		
HCM LOS	D						
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	230	-	-	768	-		
HCM Lane V/C Ratio	0.287	-	-	0.103	-		
HCM Control Delay (s)	26.8	-	-	10.2	-		
HCM Lane LOS	D	-	-	B	-		
HCM 95th %tile Q(veh)	1.1	-	-	0.3	-		

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	360	599	541	441	845	264
Future Volume (veh/h)	360	599	541	441	845	264
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	379	631	569	0	889	278
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	436	1927	796		1076	882
Arrive On Green	0.25	0.54	0.22	0.00	0.31	0.31
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	379	631	569	0	889	278
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	12.5	6.1	9.1	0.0	14.7	5.8
Cycle Q Clear(g_c), s	12.5	6.1	9.1	0.0	14.7	5.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	436	1927	796		1076	882
V/C Ratio(X)	0.87	0.33	0.72		0.83	0.32
Avail Cap(c_a), veh/h	565	2516	1128		1266	969
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	22.2	7.8	22.0	0.0	19.6	7.3
Incr Delay (d2), s/veh	11.1	0.1	1.3	0.0	4.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.8	1.7	3.4	0.0	5.8	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	33.3	7.9	23.3	0.0	23.7	7.5
LnGrp LOS	C	A	C		C	A
Approach Vol, veh/h		1010	569	A	1167	
Approach Delay, s/veh		17.4	23.3		19.8	
Approach LOS		B	C		B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.6	18.3		23.6		37.8
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	19.5	19.5		22.5		43.5
Max Q Clear Time (g_c+I1), s	14.5	11.1		16.7		8.1
Green Ext Time (p_c), s	0.5	2.2		2.5		4.3

Intersection Summary

HCM 6th Ctrl Delay 19.7

HCM 6th LOS B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

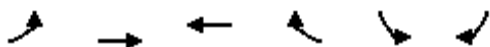
10/27/2020

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↓	↑↑	↓	
Traffic Vol, veh/h	795	19	32	336	38	49
Future Vol, veh/h	795	19	32	336	38	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	20	34	361	41	53
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	875	0	1114	438
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	713	-	173	561
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	713	-	165	561
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	679	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		24.8	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	274	-	-	713	-	
HCM Lane V/C Ratio	0.341	-	-	0.048	-	
HCM Control Delay (s)	24.8	-	-	10.3	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	1.5	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	449	450	323	579	358	59
Future Volume (veh/h)	449	450	323	579	358	59
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	522	523	376	0	416	69
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	602	2226	655		572	799
Arrive On Green	0.34	0.63	0.18	0.00	0.17	0.17
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	522	523	376	0	416	69
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	11.9	2.8	4.2	0.0	4.9	1.0
Cycle Q Clear(g_c), s	11.9	2.8	4.2	0.0	4.9	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	602	2226	655		572	799
V/C Ratio(X)	0.87	0.23	0.57		0.73	0.09
Avail Cap(c_a), veh/h	762	3523	1634		647	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.4	3.5	16.1	0.0	17.1	5.6
Incr Delay (d2), s/veh	8.6	0.1	0.8	0.0	3.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.7	0.3	1.4	0.0	1.9	1.2
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	22.0	3.6	16.9	0.0	20.7	5.6
LnGrp LOS	C	A	B		C	A
Approach Vol, veh/h		1045	376	A	485	
Approach Delay, s/veh		12.8	16.9		18.6	
Approach LOS		B	B		B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.1	12.5		11.7		31.6
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.5	19.9		8.1		42.9
Max Q Clear Time (g_c+I1), s	13.9	6.2		6.9		4.8
Green Ext Time (p_c), s	0.8	1.8		0.2		3.4

Intersection Summary

HCM 6th Ctrl Delay 15.1

HCM 6th LOS B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

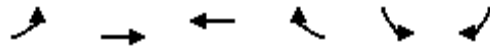
10/27/2020

Intersection							
Int Delay, s/veh	1.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↑	
Traffic Vol, veh/h	835	45	1	68	903	31	36
Future Vol, veh/h	835	45	1	68	903	31	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	48	1	72	961	33	38
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	936	936	0	1539	468
Stage 1	-	-	-	-	-	912	-
Stage 2	-	-	-	-	-	627	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	365	727	-	106	539
Stage 1	-	-	-	-	-	352	-
Stage 2	-	-	-	-	-	495	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	715	715	-	95	539
Mov Cap-2 Maneuver	-	-	-	-	-	95	-
Stage 1	-	-	-	-	-	352	-
Stage 2	-	-	-	-	-	445	-
Approach	EB	WB		NB			
HCM Control Delay, s	0	0.8		40.7			
HCM LOS				E			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	170	-	-	715	-		
HCM Lane V/C Ratio	0.419	-	-	0.103	-		
HCM Control Delay (s)	40.7	-	-	10.6	-		
HCM Lane LOS	E	-	-	B	-		
HCM 95th %tile Q(veh)	1.9	-	-	0.3	-		

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	381	645	583	475	910	273
Future Volume (veh/h)	381	645	583	475	910	273
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	401	679	614	0	958	287
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	451	1949	809		1093	902
Arrive On Green	0.25	0.55	0.23	0.00	0.32	0.32
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	401	679	614	0	958	287
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	14.4	7.1	10.7	0.0	17.4	6.3
Cycle Q Clear(g_c), s	14.4	7.1	10.7	0.0	17.4	6.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	451	1949	809		1093	902
V/C Ratio(X)	0.89	0.35	0.76		0.88	0.32
Avail Cap(c_a), veh/h	522	2325	1042		1169	937
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	8.4	24.0	0.0	21.5	7.5
Incr Delay (d2), s/veh	15.6	0.1	2.4	0.0	7.4	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.3	2.0	4.2	0.0	7.4	7.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	39.5	8.5	26.4	0.0	28.9	7.7
LnGrp LOS	D	A	C		C	A
Approach Vol, veh/h		1080	614	A	1245	
Approach Delay, s/veh		20.0	26.4		24.0	
Approach LOS		C	C		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.3	19.6		25.5		41.0
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	19.5	19.5		22.5		43.5
Max Q Clear Time (g_c+I1), s	16.4	12.7		19.4		9.1
Green Ext Time (p_c), s	0.4	2.1		1.6		4.7

Intersection Summary

HCM 6th Ctrl Delay	23.0
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

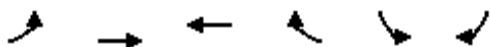
10/30/2020

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↓	↑↑	↓	
Traffic Vol, veh/h	795	27	43	336	61	83
Future Vol, veh/h	795	27	43	336	61	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	29	46	361	66	89
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	884	0	1143	442
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	707	-	166	558
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	707	-	155	558
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	647	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		35.8	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	266	-	-	707	-	
HCM Lane V/C Ratio	0.582	-	-	0.065	-	
HCM Control Delay (s)	35.8	-	-	10.4	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	3.4	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/30/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	457	476	331	579	358	62
Future Volume (veh/h)	457	476	331	579	358	62
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	531	553	385	0	416	72
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	609	2240	662		569	803
Arrive On Green	0.34	0.63	0.19	0.00	0.16	0.16
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	531	553	385	0	416	72
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	12.3	3.0	4.3	0.0	5.0	1.0
Cycle Q Clear(g_c), s	12.3	3.0	4.3	0.0	5.0	1.0
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	609	2240	662		569	803
V/C Ratio(X)	0.87	0.25	0.58		0.73	0.09
Avail Cap(c_a), veh/h	750	3471	1610		637	834
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	13.6	3.6	16.3	0.0	17.4	5.6
Incr Delay (d2), s/veh	9.4	0.1	0.8	0.0	3.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.0	0.3	1.4	0.0	2.0	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	23.0	3.6	17.1	0.0	21.2	5.7
LnGrp LOS	C	A	B		C	A
Approach Vol, veh/h		1084	385	A	488	
Approach Delay, s/veh		13.1	17.1		18.9	
Approach LOS		B	B		B	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	19.5	12.7		11.7		32.2
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.5	19.9		8.1		42.9
Max Q Clear Time (g_c+I1), s	14.3	6.3		7.0		5.0
Green Ext Time (p_c), s	0.8	1.8		0.2		3.7

Intersection Summary

HCM 6th Ctrl Delay 15.3

HCM 6th LOS B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

10/27/2020

Intersection							
Int Delay, s/veh	4.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↑↑	
Traffic Vol, veh/h	835	71	1	106	903	46	59
Future Vol, veh/h	835	71	1	106	903	46	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	76	1	113	961	49	63

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1635
Stage 1	-	-	926
Stage 2	-	-	709
Critical Hdwy	-	6.44	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.52	3.52
Pot Cap-1 Maneuver	-	350	92
Stage 1	-	-	346
Stage 2	-	-	449
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	702	77
Mov Cap-2 Maneuver	-	-	77
Stage 1	-	-	346
Stage 2	-	-	376

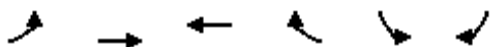
Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	80.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	148	-	-	702	-
HCM Lane V/C Ratio	0.755	-	-	0.162	-
HCM Control Delay (s)	80.5	-	-	11.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	4.6	-	-	0.6	-

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	387	662	612	475	910	282
Future Volume (veh/h)	387	662	612	475	910	282
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	407	697	644	0	958	297
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	454	1969	826		1083	901
Arrive On Green	0.26	0.55	0.23	0.00	0.31	0.31
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	407	697	644	0	958	297
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	15.0	7.4	11.5	0.0	17.9	6.8
Cycle Q Clear(g_c), s	15.0	7.4	11.5	0.0	17.9	6.8
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	454	1969	826		1083	901
V/C Ratio(X)	0.90	0.35	0.78		0.88	0.33
Avail Cap(c_a), veh/h	512	2277	1021		1145	930
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	24.4	8.4	24.4	0.0	22.1	7.8
Incr Delay (d2), s/veh	17.0	0.1	3.1	0.0	8.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	2.1	4.7	0.0	7.8	8.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.4	8.5	27.6	0.0	30.3	8.0
LnGrp LOS	D	A	C		C	A
Approach Vol, veh/h		1104	644	A	1255	
Approach Delay, s/veh		20.6	27.6		25.0	
Approach LOS		C	C		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.8	20.3		25.8		42.1
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	19.5	19.5		22.5		43.5
Max Q Clear Time (g_c+I1), s	17.0	13.5		19.9		9.4
Green Ext Time (p_c), s	0.4	2.0		1.4		4.8

Intersection Summary

HCM 6th Ctrl Delay	23.9
HCM 6th LOS	C

Notes

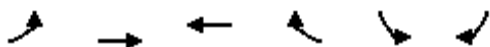
Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection						
Int Delay, s/veh	2.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	856	20	36	362	39	55
Future Vol, veh/h	856	20	36	362	39	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	920	22	39	389	42	59
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	942	0	1204	471
Stage 1	-	-	-	-	931	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	671	-	150	534
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	671	-	141	534
Mov Cap-2 Maneuver	-	-	-	-	141	-
Stage 1	-	-	-	-	300	-
Stage 2	-	-	-	-	652	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1		29.2	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	248	-	-	671	-	
HCM Lane V/C Ratio	0.408	-	-	0.058	-	
HCM Control Delay (s)	29.2	-	-	10.7	-	
HCM Lane LOS	D	-	-	B	-	
HCM 95th %tile Q(veh)	1.9	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	486	485	348	623	385	65
Future Volume (veh/h)	486	485	348	623	385	65
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	565	564	405	0	448	76
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	631	2270	669		581	828
Arrive On Green	0.35	0.64	0.19	0.00	0.17	0.17
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	565	564	405	0	448	76
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	14.0	3.2	4.9	0.0	5.8	1.1
Cycle Q Clear(g_c), s	14.0	3.2	4.9	0.0	5.8	1.1
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	631	2270	669		581	828
V/C Ratio(X)	0.90	0.25	0.61		0.77	0.09
Avail Cap(c_a), veh/h	706	3267	1516		600	837
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.2	3.6	17.4	0.0	18.5	5.6
Incr Delay (d2), s/veh	13.1	0.1	0.9	0.0	5.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.3	0.4	1.7	0.0	2.5	1.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	27.4	3.7	18.2	0.0	24.5	5.6
LnGrp LOS	C	A	B		C	A
Approach Vol, veh/h		1129	405	A	524	
Approach Delay, s/veh		15.5	18.2		21.7	
Approach LOS		B	B		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.0	13.3		12.4		34.3
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.5	19.9		8.1		42.9
Max Q Clear Time (g_c+I1), s	16.0	6.9		7.8		5.2
Green Ext Time (p_c), s	0.5	1.9		0.1		3.8

Intersection Summary

HCM 6th Ctrl Delay 17.6

HCM 6th LOS B

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

Intersection							
Int Delay, s/veh	2.3						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↑	
Traffic Vol, veh/h	899	48	1	74	973	33	39
Future Vol, veh/h	899	48	1	74	973	33	39
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	956	51	1	79	1035	35	41

Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	1007	1007	0	1660	504
Stage 1	-	-	-	-	-	982	-
Stage 2	-	-	-	-	-	678	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	329	684	-	88	510
Stage 1	-	-	-	-	-	323	-
Stage 2	-	-	-	-	-	466	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	673	673	-	78	510
Mov Cap-2 Maneuver	-	-	-	-	-	78	-
Stage 1	-	-	-	-	-	323	-
Stage 2	-	-	-	-	-	411	-

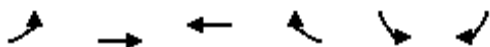
Approach	EB	WB	NB
HCM Control Delay, s	0	0.8	55.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	144	-	-	673	-
HCM Lane V/C Ratio	0.532	-	-	0.119	-
HCM Control Delay (s)	55.4	-	-	11.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	2.6	-	-	0.4	-

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	411	695	628	512	981	295
Future Volume (veh/h)	411	695	628	512	981	295
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	433	732	661	0	1033	311
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	473	1988	821		1088	919
Arrive On Green	0.27	0.56	0.23	0.00	0.31	0.31
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	433	732	661	0	1033	311
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	16.9	8.2	12.6	0.0	20.9	7.3
Cycle Q Clear(g_c), s	16.9	8.2	12.6	0.0	20.9	7.3
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	473	1988	821		1088	919
V/C Ratio(X)	0.92	0.37	0.80		0.95	0.34
Avail Cap(c_a), veh/h	486	2162	969		1088	919
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	25.5	8.7	26.0	0.0	23.9	7.8
Incr Delay (d2), s/veh	21.8	0.1	4.3	0.0	16.6	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.2	2.4	5.2	0.0	10.2	8.8
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	47.3	8.9	30.3	0.0	40.6	8.1
LnGrp LOS	D	A	C		D	A
Approach Vol, veh/h		1165	661	A	1344	
Approach Delay, s/veh		23.2	30.3		33.0	
Approach LOS		C	C		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.5	21.0		27.0		44.5
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	19.5	19.5		22.5		43.5
Max Q Clear Time (g_c+I1), s	18.9	14.6		22.9		10.2
Green Ext Time (p_c), s	0.1	1.8		0.0		5.1

Intersection Summary

HCM 6th Ctrl Delay	28.8
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

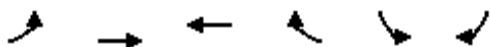
10/27/2020

Intersection						
Int Delay, s/veh	5.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	856	28	47	362	62	89
Future Vol, veh/h	856	28	47	362	62	89
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	920	30	51	389	67	96
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	950	0	1232	475
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	297	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	666	-	144	531
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	672	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	666	-	133	531
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	299	-
Stage 2	-	-	-	-	620	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		47.4	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	238	-	-	666	-	
HCM Lane V/C Ratio	0.682	-	-	0.076	-	
HCM Control Delay (s)	47.4	-	-	10.8	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	4.4	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	494	511	356	623	385	68
Future Volume (veh/h)	494	511	356	623	385	68
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	574	594	414	0	448	79
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	637	2284	676		578	832
Arrive On Green	0.36	0.64	0.19	0.00	0.17	0.17
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	574	594	414	0	448	79
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	14.5	3.4	5.1	0.0	5.9	1.2
Cycle Q Clear(g_c), s	14.5	3.4	5.1	0.0	5.9	1.2
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	637	2284	676		578	832
V/C Ratio(X)	0.90	0.26	0.61		0.77	0.09
Avail Cap(c_a), veh/h	696	3220	1494		591	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	14.4	3.6	17.6	0.0	18.9	5.6
Incr Delay (d2), s/veh	14.2	0.1	0.9	0.0	6.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.7	0.4	1.7	0.0	2.5	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	28.6	3.7	18.5	0.0	25.1	5.7
LnGrp LOS	C	A	B		C	A
Approach Vol, veh/h		1168	414	A	527	
Approach Delay, s/veh		15.9	18.5		22.2	
Approach LOS		B	B		C	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	21.4	13.5		12.4		34.9
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	18.5	19.9		8.1		42.9
Max Q Clear Time (g_c+I1), s	16.5	7.1		7.9		5.4
Green Ext Time (p_c), s	0.5	1.9		0.1		4.0

Intersection Summary

HCM 6th Ctrl Delay **18.0**

HCM 6th LOS **B**

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

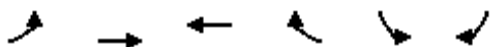
10/27/2020

Intersection							
Int Delay, s/veh	7.6						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↓	
Traffic Vol, veh/h	899	74	1	112	973	48	62
Future Vol, veh/h	899	74	1	112	973	48	62
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	956	79	1	119	1035	51	66
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	1035	1035	0	1754	518
Stage 1	-	-	-	-	-	996	-
Stage 2	-	-	-	-	-	758	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	315	667	-	76	500
Stage 1	-	-	-	-	-	318	-
Stage 2	-	-	-	-	-	423	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	659	659	-	62	500
Mov Cap-2 Maneuver	-	-	-	-	-	62	-
Stage 1	-	-	-	-	-	318	-
Stage 2	-	-	-	-	-	346	-
Approach	EB	WB		NB			
HCM Control Delay, s	0	1.2		138.6			
HCM LOS				F			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	122	-	-	659	-		
HCM Lane V/C Ratio	0.959	-	-	0.182	-		
HCM Control Delay (s)	138.6	-	-	11.7	-		
HCM Lane LOS	F	-	-	B	-		
HCM 95th %tile Q(veh)	6.3	-	-	0.7	-		

HCM 6th Signalized Intersection Summary

2: Keene Road & Queensgate Drive

10/27/2020



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (veh/h)	417	712	657	512	981	304
Future Volume (veh/h)	417	712	657	512	981	304
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00			1.00	1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No	No		No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	439	749	692	0	1033	320
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2
Cap, veh/h	476	2010	839		1072	916
Arrive On Green	0.27	0.57	0.24	0.00	0.31	0.31
Sat Flow, veh/h	1781	3647	3647	1585	3456	1585
Grp Volume(v), veh/h	439	749	692	0	1033	320
Grp Sat Flow(s),veh/h/ln	1781	1777	1777	1585	1728	1585
Q Serve(g_s), s	17.4	8.4	13.4	0.0	21.3	7.7
Cycle Q Clear(g_c), s	17.4	8.4	13.4	0.0	21.3	7.7
Prop In Lane	1.00			1.00	1.00	1.00
Lane Grp Cap(c), veh/h	476	2010	839		1072	916
V/C Ratio(X)	0.92	0.37	0.83		0.96	0.35
Avail Cap(c_a), veh/h	479	2132	956		1072	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	0.00	1.00	1.00
Uniform Delay (d), s/veh	25.8	8.7	26.3	0.0	24.6	8.1
Incr Delay (d2), s/veh	23.2	0.1	5.4	0.0	19.2	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.6	2.5	5.7	0.0	10.8	0.1
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	49.1	8.8	31.7	0.0	43.8	8.3
LnGrp LOS	D	A	C		D	A
Approach Vol, veh/h		1188	692	A	1353	
Approach Delay, s/veh		23.7	31.7		35.4	
Approach LOS		C	C		D	
Timer - Assigned Phs	1	2		4		6
Phs Duration (G+Y+Rc), s	23.9	21.6		27.0		45.5
Change Period (Y+Rc), s	4.5	4.5		4.5		4.5
Max Green Setting (Gmax), s	19.5	19.5		22.5		43.5
Max Q Clear Time (g_c+I1), s	19.4	15.4		23.3		10.4
Green Ext Time (p_c), s	0.0	1.6		0.0		5.2

Intersection Summary

HCM 6th Ctrl Delay	30.3
HCM 6th LOS	C

Notes

Unsignalized Delay for [WBR] is excluded from calculations of the approach delay and intersection delay.

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

10/27/2020

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↓	↑↑	↓	
Traffic Vol, veh/h	795	19	32	336	38	49
Future Vol, veh/h	795	19	32	336	38	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	20	34	361	41	53
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	875	0	1114	438
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	713	-	173	561
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	713	-	165	561
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	679	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		24.8	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	274	-	-	713	-	
HCM Lane V/C Ratio	0.341	-	-	0.048	-	
HCM Control Delay (s)	24.8	-	-	10.3	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	1.5	-	-	0.2	-	

HCM 6th TWSC

1: Country Ridge Drive & Keene Road

11/02/2020

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑	↓	↑↑	↓	
Traffic Vol, veh/h	795	19	32	336	38	49
Future Vol, veh/h	795	19	32	336	38	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	20	34	361	41	53
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	875	0	1104	428
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	713	-	176	570
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	713	-	168	570
Mov Cap-2 Maneuver	-	-	-	-	168	-
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	679	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		24.3	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	279	-	-	713	-	
HCM Lane V/C Ratio	0.335	-	-	0.048	-	
HCM Control Delay (s)	24.3	-	-	10.3	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	1.4	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

1: Country Ridge Drive & Keene Road

11/02/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↔	↑↑	↔	
Traffic Volume (veh/h)	795	19	32	336	38	49
Future Volume (veh/h)	795	19	32	336	38	49
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1411	1737	1841	1574	1841
Adj Flow Rate, veh/h	855	20	34	361	41	53
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	33	11	4	22	4
Cap, veh/h	1506	35	438	1484	124	161
Arrive On Green	0.42	0.42	0.42	0.42	0.21	0.21
Sat Flow, veh/h	3643	83	588	3589	605	783
Grp Volume(v), veh/h	428	447	34	361	95	0
Grp Sat Flow(s),veh/h/ln	1777	1855	588	1749	1403	0
Q Serve(g_s), s	4.4	4.4	1.1	1.6	1.4	0.0
Cycle Q Clear(g_c), s	4.4	4.4	5.6	1.6	1.4	0.0
Prop In Lane		0.04	1.00		0.43	0.56
Lane Grp Cap(c), veh/h	754	787	438	1484	288	0
V/C Ratio(X)	0.57	0.57	0.08	0.24	0.33	0.00
Avail Cap(c_a), veh/h	1315	1374	624	2589	1039	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.3	5.3	7.4	4.5	8.2	0.0
Incr Delay (d2), s/veh	0.7	0.6	0.1	0.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.1	0.1	0.3	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.0	6.0	7.5	4.6	8.9	0.0
LnGrp LOS	A	A	A	A	A	A
Approach Vol, veh/h	875			395	95	
Approach Delay, s/veh	6.0			4.8	8.9	
Approach LOS	A			A	A	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	9.5		14.8		14.8	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	3.4		6.4		7.6	
Green Ext Time (p_c), s	0.2		3.9		1.7	
Intersection Summary						
HCM 6th Ctrl Delay			5.8			
HCM 6th LOS			A			

HCM 6th TWSC

1: Country Ridge Drive & Keene Road

10/30/2020

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	795	27	43	336	61	83
Future Vol, veh/h	795	27	43	336	61	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	29	46	361	66	89
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	884	0	1143	442
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	707	-	166	558
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	707	-	155	558
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	647	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		35.8	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	266	-	-	707	-	
HCM Lane V/C Ratio	0.582	-	-	0.065	-	
HCM Control Delay (s)	35.8	-	-	10.4	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	3.4	-	-	0.2	-	

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

11/02/2020

Intersection						
Int Delay, s/veh	4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↗	↘	↑↑	↘	
Traffic Vol, veh/h	795	27	43	336	61	83
Future Vol, veh/h	795	27	43	336	61	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	50	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	29	46	361	66	89
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	884	0	1128	428
Stage 1	-	-	-	-	855	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	707	-	170	570
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	707	-	159	570
Mov Cap-2 Maneuver	-	-	-	-	159	-
Stage 1	-	-	-	-	331	-
Stage 2	-	-	-	-	647	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		34.4	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	272	-	-	707	-	
HCM Lane V/C Ratio	0.569	-	-	0.065	-	
HCM Control Delay (s)	34.4	-	-	10.4	-	
HCM Lane LOS	D	-	-	B	-	
HCM 95th %tile Q(veh)	3.2	-	-	0.2	-	

HCM 6th Signalized Intersection Summary

1: Country Ridge Drive & Keene Road

11/02/2020

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↔	↑↑	↔	
Traffic Volume (veh/h)	795	27	43	336	61	83
Future Volume (veh/h)	795	27	43	336	61	83
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1870	1411	1737	1841	1574	1841
Adj Flow Rate, veh/h	855	29	46	361	66	89
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	33	11	4	22	4
Cap, veh/h	1497	51	436	1492	121	164
Arrive On Green	0.43	0.43	0.43	0.43	0.20	0.20
Sat Flow, veh/h	3600	119	583	3589	593	799
Grp Volume(v), veh/h	433	451	46	361	156	0
Grp Sat Flow(s),veh/h/ln	1777	1849	583	1749	1401	0
Q Serve(g_s), s	4.5	4.5	1.6	1.6	2.4	0.0
Cycle Q Clear(g_c), s	4.5	4.5	6.1	1.6	2.4	0.0
Prop In Lane		0.06	1.00		0.42	0.57
Lane Grp Cap(c), veh/h	758	789	436	1492	287	0
V/C Ratio(X)	0.57	0.57	0.11	0.24	0.54	0.00
Avail Cap(c_a), veh/h	1310	1363	617	2578	1032	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	5.3	5.3	7.6	4.5	8.7	0.0
Incr Delay (d2), s/veh	0.7	0.7	0.1	0.1	1.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3	0.1	0.1	0.6	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	6.0	6.0	7.7	4.6	10.3	0.0
LnGrp LOS	A	A	A	A	B	A
Approach Vol, veh/h	884			407	156	
Approach Delay, s/veh	6.0			4.9	10.3	
Approach LOS	A			A	B	
Timer - Assigned Phs	2		4		8	
Phs Duration (G+Y+Rc), s	9.5		14.9		14.9	
Change Period (Y+Rc), s	4.5		4.5		4.5	
Max Green Setting (Gmax), s	18.0		18.0		18.0	
Max Q Clear Time (g_c+I1), s	4.4		6.5		8.1	
Green Ext Time (p_c), s	0.4		3.9		1.8	
Intersection Summary						
HCM 6th Ctrl Delay			6.1			
HCM 6th LOS			A			

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

10/27/2020

Intersection							
Int Delay, s/veh	1.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑↱			↱	↑↑	↱	
Traffic Vol, veh/h	835	45	1	68	903	31	36
Future Vol, veh/h	835	45	1	68	903	31	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	48	1	72	961	33	38
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	936	936	0	1539	468
Stage 1	-	-	-	-	-	912	-
Stage 2	-	-	-	-	-	627	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	365	727	-	106	539
Stage 1	-	-	-	-	-	352	-
Stage 2	-	-	-	-	-	495	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	715	715	-	95	539
Mov Cap-2 Maneuver	-	-	-	-	-	95	-
Stage 1	-	-	-	-	-	352	-
Stage 2	-	-	-	-	-	445	-
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.8		40.7		
HCM LOS	E						
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	170	-	-	715	-		
HCM Lane V/C Ratio	0.419	-	-	0.103	-		
HCM Control Delay (s)	40.7	-	-	10.6	-		
HCM Lane LOS	E	-	-	B	-		
HCM 95th %tile Q(veh)	1.9	-	-	0.3	-		

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

11/02/2020

Intersection							
Int Delay, s/veh	1.7						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑↓	
Traffic Vol, veh/h	835	45	1	68	903	31	36
Future Vol, veh/h	835	45	1	68	903	31	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	50	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	48	1	72	961	33	38
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	888	936	0	1515	444
Stage 1	-	-	-	-	-	888	-
Stage 2	-	-	-	-	-	627	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	392	727	-	110	559
Stage 1	-	-	-	-	-	362	-
Stage 2	-	-	-	-	-	495	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	717	717	-	99	559
Mov Cap-2 Maneuver	-	-	-	-	-	99	-
Stage 1	-	-	-	-	-	362	-
Stage 2	-	-	-	-	-	445	-
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.8		38.4		
HCM LOS	E						
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	177	-	-	717	-		
HCM Lane V/C Ratio	0.403	-	-	0.102	-		
HCM Control Delay (s)	38.4	-	-	10.6	-		
HCM Lane LOS	E	-	-	B	-		
HCM 95th %tile Q(veh)	1.8	-	-	0.3	-		

HCM 6th Signalized Intersection Summary

1: Country Ridge Drive & Keene Road

11/02/2020

	→	↘	↶	↙	←	↗	↘
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↘	↑↑	↘	
Traffic Volume (veh/h)	835	45	1	68	903	31	36
Future Volume (veh/h)	835	45	1	68	903	31	36
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No				No	No	
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1870	1856
Adj Flow Rate, veh/h	888	48		72	961	33	38
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2		2	2	2	3
Cap, veh/h	1777	96		457	1842	132	152
Arrive On Green	0.52	0.52		0.52	0.52	0.17	0.17
Sat Flow, veh/h	3522	185		598	3647	767	883
Grp Volume(v), veh/h	460	476		72	961	72	0
Grp Sat Flow(s),veh/h/ln	1777	1837		598	1777	1673	0
Q Serve(g_s), s	4.9	4.9		2.6	5.2	1.1	0.0
Cycle Q Clear(g_c), s	4.9	4.9		7.5	5.2	1.1	0.0
Prop In Lane		0.10		1.00		0.46	0.53
Lane Grp Cap(c), veh/h	921	952		457	1842	288	0
V/C Ratio(X)	0.50	0.50		0.16	0.52	0.25	0.00
Avail Cap(c_a), veh/h	1375	1422		610	2751	1065	0
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.6	4.6		7.0	4.6	10.4	0.0
Incr Delay (d2), s/veh	0.4	0.4		0.2	0.2	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3		0.2	0.3	0.3	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	5.0	5.0		7.1	4.9	10.9	0.0
LnGrp LOS	A	A		A	A	B	A
Approach Vol, veh/h	936				1033	72	
Approach Delay, s/veh	5.0				5.0	10.9	
Approach LOS	A				A	B	
Timer - Assigned Phs	2		4		8		
Phs Duration (G+Y+Rc), s	9.5		19.6		19.6		
Change Period (Y+Rc), s	4.5		4.5		4.5		
Max Green Setting (Gmax), s	18.5		22.5		22.5		
Max Q Clear Time (g_c+I1), s	3.1		6.9		9.5		
Green Ext Time (p_c), s	0.1		4.9		5.6		
Intersection Summary							
HCM 6th Ctrl Delay			5.2				
HCM 6th LOS			A				
Notes							
User approved volume balancing among the lanes for turning movement.							
User approved ignoring U-Turning movement.							

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

10/27/2020

Intersection							
Int Delay, s/veh	4.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↑↑	
Traffic Vol, veh/h	835	71	1	106	903	46	59
Future Vol, veh/h	835	71	1	106	903	46	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	76	1	113	961	49	63

Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	1635
Stage 1	-	-	926
Stage 2	-	-	709
Critical Hdwy	-	6.44	6.84
Critical Hdwy Stg 1	-	-	5.84
Critical Hdwy Stg 2	-	-	5.84
Follow-up Hdwy	-	2.52	3.52
Pot Cap-1 Maneuver	-	350	92
Stage 1	-	-	346
Stage 2	-	-	449
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	702	77
Mov Cap-2 Maneuver	-	-	77
Stage 1	-	-	346
Stage 2	-	-	376

Approach	EB	WB	NB
HCM Control Delay, s	0	1.2	80.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	148	-	-	702	-
HCM Lane V/C Ratio	0.755	-	-	0.162	-
HCM Control Delay (s)	80.5	-	-	11.1	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	4.6	-	-	0.6	-

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

11/02/2020

Intersection							
Int Delay, s/veh	4.3						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑	↑		↓	↑↑	↑↓	
Traffic Vol, veh/h	835	71	1	106	903	46	59
Future Vol, veh/h	835	71	1	106	903	46	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	50	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	76	1	113	961	49	63
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	888	964	0	1597	444
Stage 1	-	-	-	-	-	888	-
Stage 2	-	-	-	-	-	709	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	392	710	-	97	559
Stage 1	-	-	-	-	-	362	-
Stage 2	-	-	-	-	-	449	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	703	703	-	81	559
Mov Cap-2 Maneuver	-	-	-	-	-	81	-
Stage 1	-	-	-	-	-	362	-
Stage 2	-	-	-	-	-	376	-
Approach	EB		WB		NB		
HCM Control Delay, s	0		1.2		71.5		
HCM LOS					F		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	156	-	-	703	-		
HCM Lane V/C Ratio	0.716	-	-	0.162	-		
HCM Control Delay (s)	71.5	-	-	11.1	-		
HCM Lane LOS	F	-	-	B	-		
HCM 95th %tile Q(veh)	4.3	-	-	0.6	-		

HCM 6th Signalized Intersection Summary

1: Country Ridge Drive & Keene Road

11/02/2020

	→	↘	↶	↙	←	↗	↘
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↘	↑↑	↘	
Traffic Volume (veh/h)	835	71	1	106	903	46	59
Future Volume (veh/h)	835	71	1	106	903	46	59
Initial Q (Qb), veh	0	0		0	0	0	0
Ped-Bike Adj(A_pbT)		1.00		1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00
Work Zone On Approach	No				No	No	
Adj Sat Flow, veh/h/ln	1870	1870		1870	1870	1870	1856
Adj Flow Rate, veh/h	888	76		113	961	49	63
Peak Hour Factor	0.94	0.94		0.94	0.94	0.94	0.94
Percent Heavy Veh, %	2	2		2	2	2	3
Cap, veh/h	1815	155		455	1947	117	150
Arrive On Green	0.55	0.55		0.55	0.55	0.16	0.16
Sat Flow, veh/h	3406	284		583	3647	723	929
Grp Volume(v), veh/h	476	488		113	961	113	0
Grp Sat Flow(s),veh/h/ln	1777	1819		583	1777	1667	0
Q Serve(g_s), s	5.1	5.1		4.6	5.2	1.9	0.0
Cycle Q Clear(g_c), s	5.1	5.1		9.7	5.2	1.9	0.0
Prop In Lane		0.16		1.00		0.43	0.56
Lane Grp Cap(c), veh/h	974	997		455	1947	269	0
V/C Ratio(X)	0.49	0.49		0.25	0.49	0.42	0.00
Avail Cap(c_a), veh/h	1291	1322		559	2582	996	0
HCM Platoon Ratio	1.00	1.00		1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	4.3	4.3		7.3	4.3	11.7	0.0
Incr Delay (d2), s/veh	0.4	0.4		0.3	0.2	1.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.3	0.3		0.3	0.3	0.6	0.0
Unsig. Movement Delay, s/veh							
LnGrp Delay(d),s/veh	4.7	4.7		7.6	4.5	12.7	0.0
LnGrp LOS	A	A		A	A	B	A
Approach Vol, veh/h	964				1074	113	
Approach Delay, s/veh	4.7				4.9	12.7	
Approach LOS	A				A	B	
Timer - Assigned Phs	2		4		8		
Phs Duration (G+Y+Rc), s	9.5		21.5		21.5		
Change Period (Y+Rc), s	4.5		4.5		4.5		
Max Green Setting (Gmax), s	18.5		22.5		22.5		
Max Q Clear Time (g_c+I1), s	3.9		7.1		11.7		
Green Ext Time (p_c), s	0.2		5.0		5.2		
Intersection Summary							
HCM 6th Ctrl Delay			5.2				
HCM 6th LOS			A				
Notes							
User approved volume balancing among the lanes for turning movement.							
User approved ignoring U-Turning movement.							

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

10/27/2020

Intersection						
Int Delay, s/veh	2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↓	↑↑	↓	
Traffic Vol, veh/h	795	19	32	336	38	49
Future Vol, veh/h	795	19	32	336	38	49
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	20	34	361	41	53
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	875	0	1114	438
Stage 1	-	-	-	-	865	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	713	-	173	561
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	713	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	713	-	165	561
Mov Cap-2 Maneuver	-	-	-	-	165	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	679	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.9		24.8	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	274	-	-	713	-	
HCM Lane V/C Ratio	0.341	-	-	0.048	-	
HCM Control Delay (s)	24.8	-	-	10.3	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	1.5	-	-	0.2	-	

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

10/30/2020

Intersection						
Int Delay, s/veh	1.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	795	17	29	336	33	45
Future Vol, veh/h	795	17	29	336	33	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	18	31	361	35	48
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	873	0	1107	437
Stage 1	-	-	-	-	864	-
Stage 2	-	-	-	-	243	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	714	-	175	562
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	718	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	714	-	167	562
Mov Cap-2 Maneuver	-	-	-	-	167	-
Stage 1	-	-	-	-	327	-
Stage 2	-	-	-	-	687	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		0.8		23.2	
HCM LOS					C	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	281	-	-	714	-	
HCM Lane V/C Ratio	0.298	-	-	0.044	-	
HCM Control Delay (s)	23.2	-	-	10.3	-	
HCM Lane LOS	C	-	-	B	-	
HCM 95th %tile Q(veh)	1.2	-	-	0.1	-	

HCM 6th TWSC

1: Country Ridge Drive & Keene Road

10/30/2020

Intersection						
Int Delay, s/veh	4.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	795	27	43	336	61	83
Future Vol, veh/h	795	27	43	336	61	83
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	29	46	361	66	89
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	884	0	1143	442
Stage 1	-	-	-	-	870	-
Stage 2	-	-	-	-	273	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	707	-	166	558
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	692	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	707	-	155	558
Mov Cap-2 Maneuver	-	-	-	-	155	-
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	647	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.2		35.8	
HCM LOS					E	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	266	-	-	707	-	
HCM Lane V/C Ratio	0.582	-	-	0.065	-	
HCM Control Delay (s)	35.8	-	-	10.4	-	
HCM Lane LOS	E	-	-	B	-	
HCM 95th %tile Q(veh)	3.4	-	-	0.2	-	

HCM 6th TWSC

1: Country Ridge Drive & Keene Road

10/30/2020

Intersection						
Int Delay, s/veh	3.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↑	↑↑	↑	
Traffic Vol, veh/h	795	24	39	336	53	76
Future Vol, veh/h	795	24	39	336	53	76
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	33	11	4	22	4
Mvmt Flow	855	26	42	361	57	82
Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	881	0	1133	441
Stage 1	-	-	-	-	868	-
Stage 2	-	-	-	-	265	-
Critical Hdwy	-	-	4.32	-	7.24	6.98
Critical Hdwy Stg 1	-	-	-	-	6.24	-
Critical Hdwy Stg 2	-	-	-	-	6.24	-
Follow-up Hdwy	-	-	2.31	-	3.72	3.34
Pot Cap-1 Maneuver	-	-	709	-	168	559
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	699	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	709	-	158	559
Mov Cap-2 Maneuver	-	-	-	-	158	-
Stage 1	-	-	-	-	326	-
Stage 2	-	-	-	-	658	-
Approach	EB		WB		NB	
HCM Control Delay, s	0		1.1		30.9	
HCM LOS					D	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	274	-	-	709	-	
HCM Lane V/C Ratio	0.506	-	-	0.059	-	
HCM Control Delay (s)	30.9	-	-	10.4	-	
HCM Lane LOS	D	-	-	B	-	
HCM 95th %tile Q(veh)	2.7	-	-	0.2	-	

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

10/27/2020

Intersection							
Int Delay, s/veh	1.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↑	
Traffic Vol, veh/h	835	45	1	68	903	31	36
Future Vol, veh/h	835	45	1	68	903	31	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	48	1	72	961	33	38
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	936	936	0	1539	468
Stage 1	-	-	-	-	-	912	-
Stage 2	-	-	-	-	-	627	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	365	727	-	106	539
Stage 1	-	-	-	-	-	352	-
Stage 2	-	-	-	-	-	495	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	715	715	-	95	539
Mov Cap-2 Maneuver	-	-	-	-	-	95	-
Stage 1	-	-	-	-	-	352	-
Stage 2	-	-	-	-	-	445	-
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.8		40.7		
HCM LOS					E		
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	170	-	-	715	-		
HCM Lane V/C Ratio	0.419	-	-	0.103	-		
HCM Control Delay (s)	40.7	-	-	10.6	-		
HCM Lane LOS	E	-	-	B	-		
HCM 95th %tile Q(veh)	1.9	-	-	0.3	-		

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

10/30/2020

Intersection							
Int Delay, s/veh	1.5						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↑↓	
Traffic Vol, veh/h	835	40	1	62	903	27	33
Future Vol, veh/h	835	40	1	62	903	27	33
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	43	1	66	961	29	35
Major/Minor	Major1		Major2		Minor1		
Conflicting Flow All	0	0	931	931	0	1525	466
Stage 1	-	-	-	-	-	910	-
Stage 2	-	-	-	-	-	615	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	368	731	-	109	541
Stage 1	-	-	-	-	-	353	-
Stage 2	-	-	-	-	-	502	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	718	718	-	99	541
Mov Cap-2 Maneuver	-	-	-	-	-	99	-
Stage 1	-	-	-	-	-	353	-
Stage 2	-	-	-	-	-	455	-
Approach	EB		WB		NB		
HCM Control Delay, s	0		0.7		35.6		
HCM LOS	E						
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	180	-	-	718	-		
HCM Lane V/C Ratio	0.355	-	-	0.093	-		
HCM Control Delay (s)	35.6	-	-	10.5	-		
HCM Lane LOS	E	-	-	B	-		
HCM 95th %tile Q(veh)	1.5	-	-	0.3	-		

HCM 6th TWSC

1: Country Ridge Drive & Keene Road

10/27/2020

Intersection							
Int Delay, s/veh	4.8						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↑↑	
Traffic Vol, veh/h	835	71	1	106	903	46	59
Future Vol, veh/h	835	71	1	106	903	46	59
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	76	1	113	961	49	63
Major/Minor	Major1	Major2		Minor1			
Conflicting Flow All	0	0	964	964	0	1635	482
Stage 1	-	-	-	-	-	926	-
Stage 2	-	-	-	-	-	709	-
Critical Hdwy	-	-	6.44	4.14	-	6.84	6.96
Critical Hdwy Stg 1	-	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	-	5.84	-
Follow-up Hdwy	-	-	2.52	2.22	-	3.52	3.33
Pot Cap-1 Maneuver	-	-	350	710	-	92	528
Stage 1	-	-	-	-	-	346	-
Stage 2	-	-	-	-	-	449	-
Platoon blocked, %	-	-			-		
Mov Cap-1 Maneuver	-	-	702	702	-	77	528
Mov Cap-2 Maneuver	-	-	-	-	-	77	-
Stage 1	-	-	-	-	-	346	-
Stage 2	-	-	-	-	-	376	-
Approach	EB	WB		NB			
HCM Control Delay, s	0	1.2		80.5			
HCM LOS				F			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT		
Capacity (veh/h)	148	-	-	702	-		
HCM Lane V/C Ratio	0.755	-	-	0.162	-		
HCM Control Delay (s)	80.5	-	-	11.1	-		
HCM Lane LOS	F	-	-	B	-		
HCM 95th %tile Q(veh)	4.6	-	-	0.6	-		

HCM 6th TWSC
1: Country Ridge Drive & Keene Road

10/30/2020

Intersection							
Int Delay, s/veh	3.4						
Movement	EBT	EBR	WBU	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↓	↑↑	↑↑	
Traffic Vol, veh/h	835	63	1	97	903	40	54
Future Vol, veh/h	835	63	1	97	903	40	54
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	-	None	-	None
Storage Length	-	-	-	165	-	0	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	3
Mvmt Flow	888	67	1	103	961	43	57

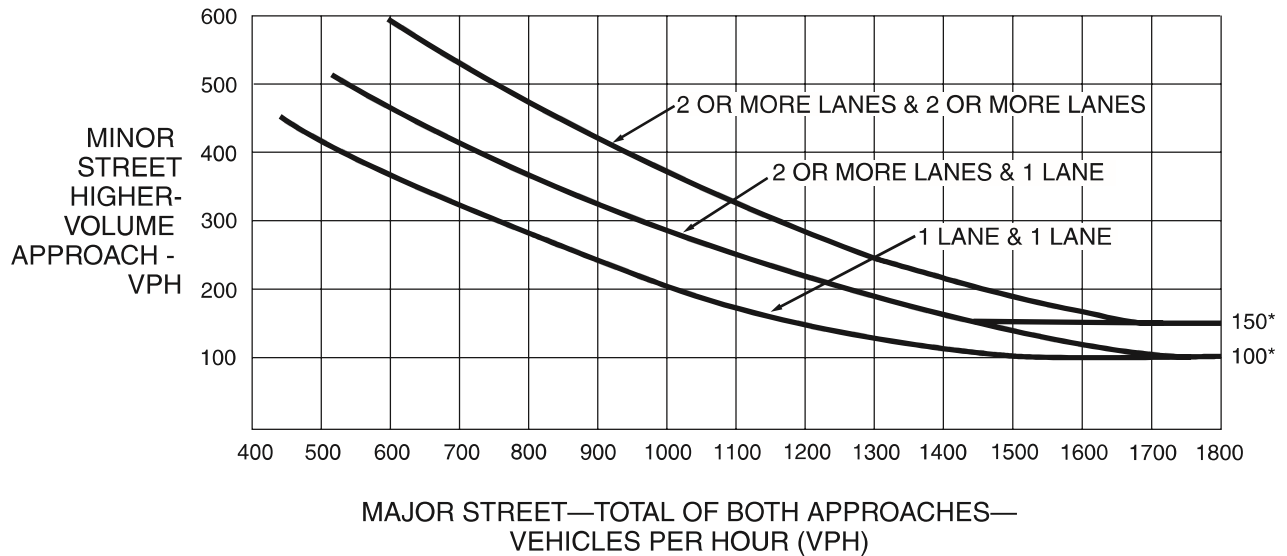
Major/Minor	Major1	Major2	Minor1
Conflicting Flow All	0	0	955
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	-	6.44
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	-	2.52
Pot Cap-1 Maneuver	-	-	355
Stage 1	-	-	-
Stage 2	-	-	-
Platoon blocked, %	-	-	-
Mov Cap-1 Maneuver	-	-	706
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	WB	NB
HCM Control Delay, s	0	1.1	60.6
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	158	-	-	706	-
HCM Lane V/C Ratio	0.633	-	-	0.148	-
HCM Control Delay (s)	60.6	-	-	11	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	3.5	-	-	0.5	-

Appendix D

Signal Warrants

Figure 4C-3. Warrant 3, Peak Hour

*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

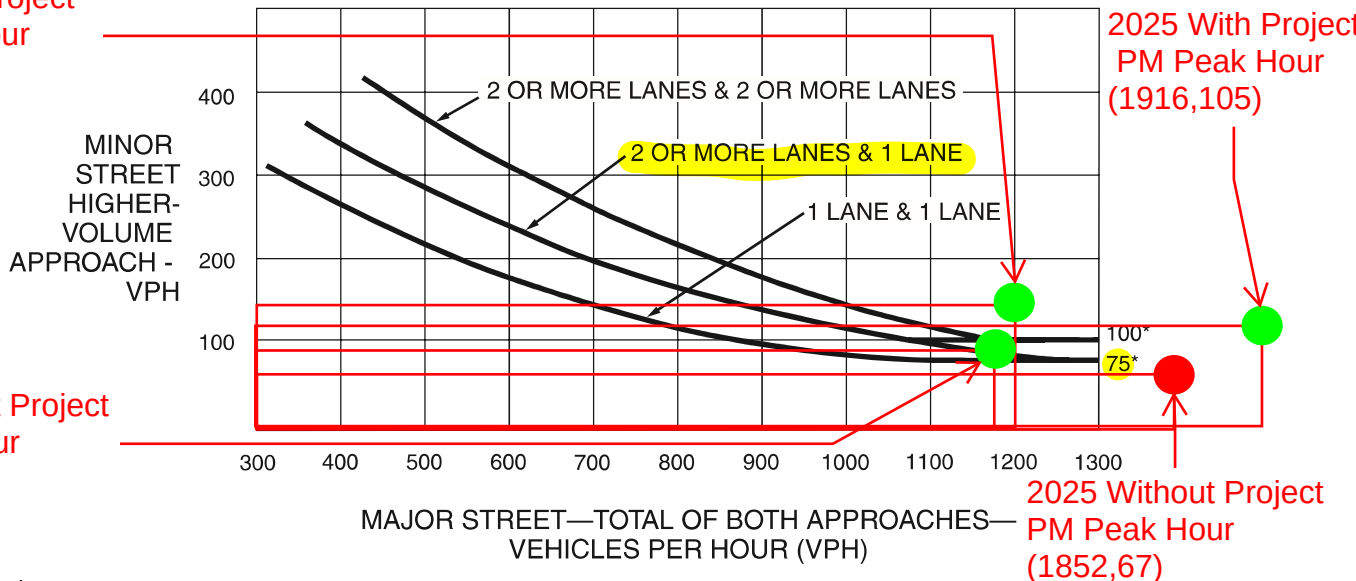
Scenario Without Dallas Road Connection

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)

2025 With Project
AM Peak Hour
(1201,144)

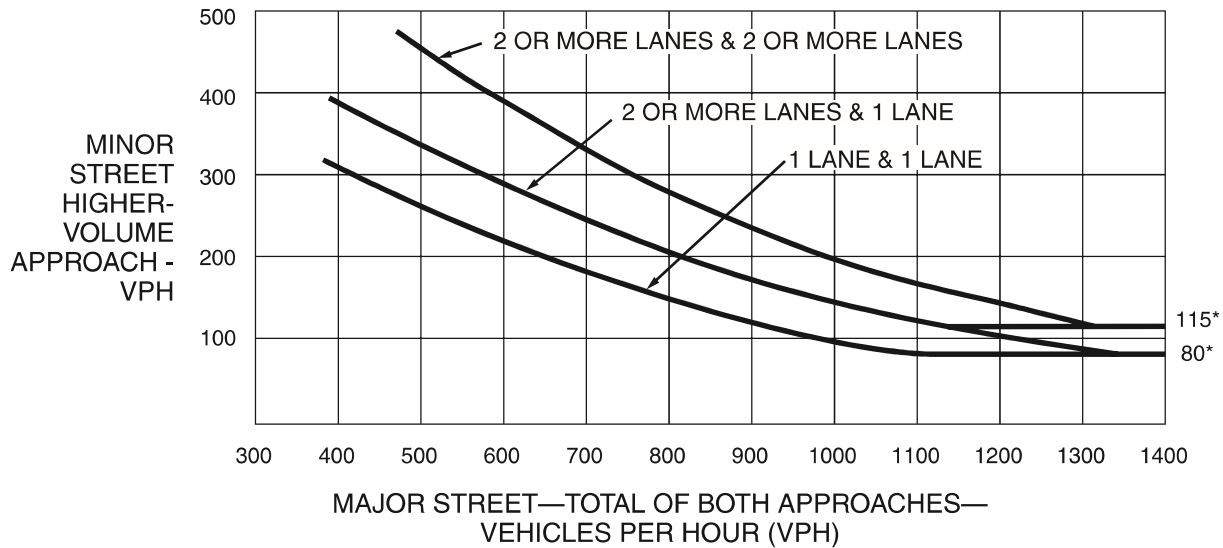
2025 Without Project
AM Peak Hour
(1182,87)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.

- - Met warrant
- - Did not meet warrant

Note: 2020 Existing Conditions do not meet warrants for both AM and PM peak hour volumes.

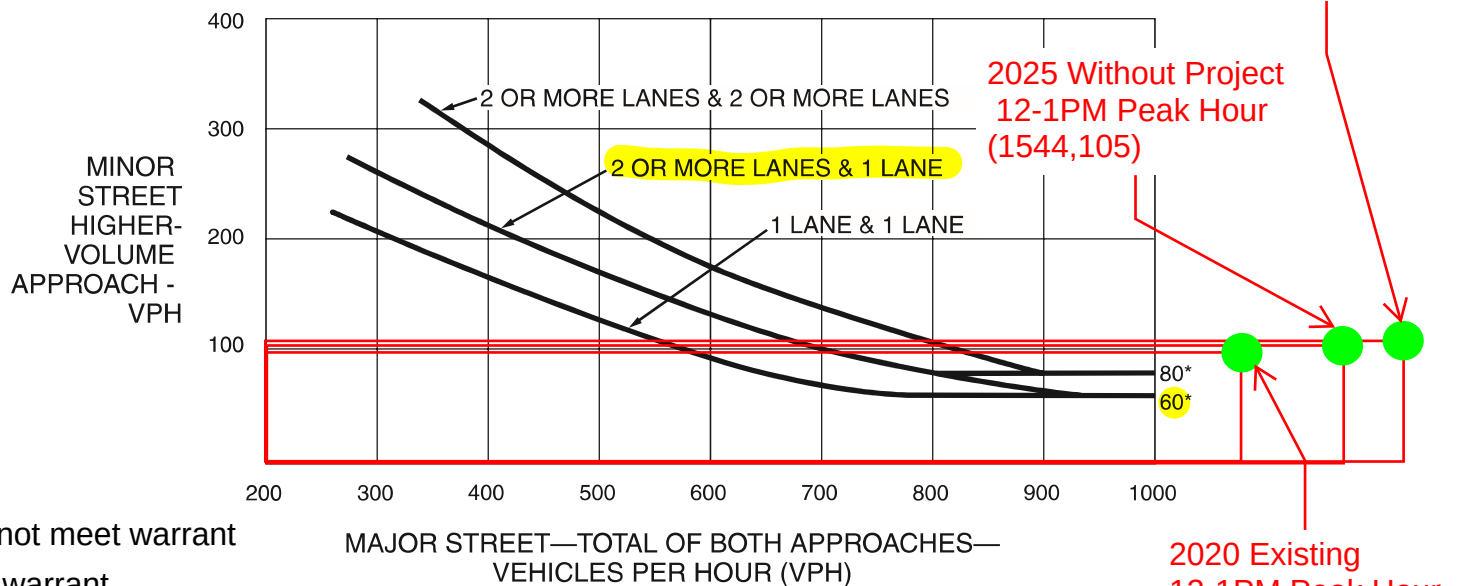
Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume

*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Scenario Without Dallas Road Connection

Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

Country Ridge Dr & Keene Rd
Wednesday, September 16, 2020
Without Dallas Road Connection
2020 Existing Volumes + Correction Factor
Traffic Counts - All Vehicles

Time	Keene Rd					Keene Rd					Country Ridge Dr										Rolling		
	Eastbound					Westbound					Northbound					Southbound							
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	Total	Hour	
7:00 AM	0	0	121	1	0	0	0	1	67	0	0	0	3	0	6	0	0	0	0	0	0	199	1,063
7:15 AM	0	0	168	3	0	0	0	1	66	0	0	0	6	0	8	0	0	0	0	0	0	251	1,147
7:30 AM	0	0	202	1	0	0	0	9	70	0	0	0	3	0	11	0	0	0	0	0	0	296	1,180
7:45 AM	0	0	183	1	0	0	0	11	94	0	0	0	4	0	23	0	0	0	0	0	0	316	1,144
8:00 AM	0	0	177	0	0	0	0	10	72	0	0	0	3	0	22	0	0	0	0	0	0	283	1,156
8:15 AM	0	0	177	1	0	0	0	14	76	0	0	0	3	0	14	0	0	0	0	0	0	284	1,154
8:30 AM	0	0	159	5	0	0	0	6	71	0	0	0	8	0	11	0	0	0	0	0	0	260	1,158
8:45 AM	0	0	161	6	0	0	0	11	127	0	0	0	6	0	15	0	0	0	0	0	0	328	1,220
9:00 AM	0	0	151	6	0	0	0	6	95	0	0	0	8	0	15	0	0	0	0	0	0	282	1,212
9:15 AM	0	0	173	4	0	0	0	6	88	0	0	0	4	0	14	0	0	0	0	0	0	288	1,199
9:30 AM	1	0	177	9	0	0	0	8	109	0	0	0	4	0	15	0	0	0	0	0	0	323	1,217
9:45 AM	0	0	180	1	0	0	0	8	112	0	0	0	1	0	17	0	0	0	0	0	0	319	1,218
10:00 AM	0	0	133	1	0	0	0	15	108	0	0	0	3	0	9	0	0	0	0	0	0	269	1,247
10:15 AM	0	0	160	4	0	0	0	5	124	0	0	0	3	0	10	0	0	0	0	0	0	306	1,303
10:30 AM	0	0	183	1	0	0	0	10	117	0	0	0	5	0	8	0	0	0	0	0	0	324	1,358
10:45 AM	0	0	180	6	0	0	0	9	141	0	0	0	6	0	5	0	0	0	0	0	0	348	1,397
11:00 AM	0	0	163	6	0	0	0	9	133	0	0	0	4	0	10	0	0	0	0	0	0	325	1,453
11:15 AM	0	0	165	4	0	0	1	9	164	0	0	0	8	0	10	0	0	0	0	0	0	361	1,477
11:30 AM	0	0	188	10	0	0	0	14	136	0	0	0	3	0	13	0	0	0	0	0	0	363	1,527
11:45 AM	0	0	218	5	0	0	0	4	159	0	0	0	9	0	9	0	0	0	0	0	0	404	1,565
12:00 PM	0	0	170	4	0	0	0	15	142	0	0	0	4	0	14	0	0	0	0	0	0	349	1,554
12:15 PM	0	0	204	8	0	0	0	15	157	0	0	0	8	0	18	0	0	0	0	0	0	410	1,574
12:30 PM	1	0	192	6	0	0	0	9	170	0	0	0	8	0	15	0	0	0	0	0	0	401	1,528
12:45 PM	0	0	189	3	0	0	0	15	154	0	0	0	11	0	22	0	0	0	0	0	0	394	1,495
1:00 PM	0	0	204	5	0	0	0	14	127	0	0	0	5	0	13	0	0	0	0	0	0	368	1,506
1:15 PM	0	0	161	3	0	0	0	13	173	0	0	0	3	0	13	0	0	0	0	0	0	364	1,513
1:30 PM	0	0	191	1	0	0	0	8	156	0	0	0	4	0	9	0	0	0	0	0	0	368	1,502
1:45 PM	1	0	212	3	0	0	0	13	164	0	0	0	3	0	10	0	0	0	0	0	0	405	1,509
2:00 PM	0	0	193	4	0	0	0	6	152	0	0	0	6	0	13	0	0	0	0	0	0	375	1,495
2:15 PM	0	0	171	6	0	0	0	10	149	0	0	0	4	0	14	0	0	0	0	0	0	354	1,449
2:30 PM	0	0	212	8	0	0	0	10	137	0	0	0	0	0	8	0	0	0	0	0	0	375	1,509
2:45 PM	0	0	201	5	0	0	0	10	150	0	0	0	5	0	20	0	0	0	0	0	0	391	1,560
3:00 PM	0	0	142	6	0	0	0	14	149	0	0	0	3	0	15	0	0	0	0	0	0	329	1,626
3:15 PM	0	0	196	11	0	0	0	17	166	0	0	0	8	0	17	0	0	0	0	0	0	414	1,739
3:30 PM	0	0	218	8	0	0	0	19	159	0	0	0	6	0	15	0	0	0	0	0	0	425	1,770
3:45 PM	0	0	206	5	0	0	0	18	210	0	0	0	6	0	13	0	0	0	0	0	0	457	1,803
4:00 PM	0	0	213	6	0	0	0	17	183	0	0	0	5	0	18	0	0	0	0	0	0	442	1,796
4:15 PM	0	0	202	4	0	0	0	14	216	0	0	0	4	0	6	0	0	0	0	0	0	446	1,830
4:30 PM	0	0	212	5	0	0	0	20	208	0	0	0	5	0	8	0	0	0	0	0	0	458	1,885
4:45 PM	0	0	217	9	0	0	0	17	188	0	0	0	6	0	13	0	0	0	0	0	0	450	1,875
5:00 PM	0	0	180	9	0	0	0	14	253	0	0	0	9	0	11	0	0	0	0	0	0	476	1,803
5:15 PM	0	0	211	11	0	1	27	237	0	0	0	3	0	10	0	0	0	0	0	0	0		
5:30 PM	0	0	218	4	0	0	0	20	193	0	0	0	6	0	6	0	0	0	0	0	0		
5:45 PM	0	0	165	9	0	0	0	17	168	0	0	0	8	0	13	0	0	0	0	0	0		

Major	Minor NB	Minor SB	Condition A 70%			Condition B 70%			Condition A 56%			Condition B 56%	
			420	105	Met?	630	53	Met?	336	84	Met?	504	42
999	64	0	1	0		1	1 met		1	0		1	1 met
1,074	81	0	1	0		1	1 met		1	0		1	1 met
1,134	77	0	1	0		1	1 met		1	0		1	1 met
1,199	48	0	1	0		1	0		1	0		1	1 met
1,388	65	0	1	0		1	1 met		1	0		1	1 met
1,455	99	0	1	0		1	1 met		1	1 met		1	1 met
1,448	58	0	1	0		1	1 met		1	0		1	1 met
1,425	70	0	1	0		1	1 met		1	0		1	1 met
1,543	83	0	1	0		1	1 met		1	0		1	1 met
1,731	65	0	1	0		1	1 met		1	0		1	1 met
1,737	66	0	1	0	0	1	1 met	10	1	0	1	1	1 met
					No			Ok			No		Ok
	Eight-Hour Signal Warrant <u>Not Met</u>												
	Eight-Hour Signal Warrant <u>Met</u>												

Country Ridge Dr & Keene Rd
Wednesday, September 16, 2020
Without Dallas Road Connection
2020 Existing Volumes + Correction Factor + Background Growth
Traffic Counts - All Vehicles

Time	Keene Rd					Keene Rd					Country Ridge Dr					Southbound					Rolling		
	Eastbound					Westbound					Northbound					Southbound					Total	Hour	
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR			
7:00 AM	0	0	128	1	0	0	0	1	71	0	0	0	3	0	7	0	0	0	0	0	0	211	1,127
7:15 AM	0	0	178	3	0	0	0	1	70	0	0	0	7	0	8	0	0	0	0	0	0	267	1,216
7:30 AM	0	0	214	1	0	0	0	9	74	0	0	0	3	0	12	0	0	0	0	0	0	314	1,251
7:45 AM	0	0	194	1	0	0	0	12	100	0	0	0	4	0	24	0	0	0	0	0	0	335	1,214
8:00 AM	0	0	187	0	0	0	0	11	77	0	0	0	3	0	23	0	0	0	0	0	0	300	1,226
8:15 AM	0	0	187	1	0	0	0	15	81	0	0	0	3	0	15	0	0	0	0	0	0	302	1,224
8:30 AM	0	0	168	5	0	0	0	7	75	0	0	0	8	0	12	0	0	0	0	0	0	276	1,228
8:45 AM	0	0	171	7	0	0	0	12	135	0	0	0	7	0	16	0	0	0	0	0	0	348	1,294
9:00 AM	0	0	160	7	0	0	0	7	101	0	0	0	8	0	16	0	0	0	0	0	0	299	1,285
9:15 AM	0	0	183	4	0	0	0	7	93	0	0	0	4	0	15	0	0	0	0	0	0	306	1,272
9:30 AM	1	0	187	9	0	0	0	8	116	0	0	0	4	0	16	0	0	0	0	0	0	342	1,290
9:45 AM	0	0	191	1	0	0	0	8	119	0	0	0	1	0	18	0	0	0	0	0	0	338	1,292
10:00 AM	0	0	141	1	0	0	0	16	114	0	0	0	3	0	9	0	0	0	0	0	0	286	1,323
10:15 AM	0	0	170	4	0	0	0	5	132	0	0	0	3	0	11	0	0	0	0	0	0	325	1,382
10:30 AM	0	0	194	1	0	0	0	11	124	0	0	0	5	0	8	0	0	0	0	0	0	343	1,440
10:45 AM	0	0	191	7	0	0	0	9	150	0	0	0	7	0	5	0	0	0	0	0	0	369	1,482
11:00 AM	0	0	172	7	0	0	0	9	141	0	0	0	4	0	11	0	0	0	0	0	0	345	1,541
11:15 AM	0	0	175	4	0	0	1	9	174	0	0	0	8	0	11	0	0	0	0	0	0	383	1,567
11:30 AM	0	0	199	11	0	0	0	15	144	0	0	0	3	0	13	0	0	0	0	0	0	385	1,619
11:45 AM	0	0	232	5	0	0	0	4	168	0	0	0	9	0	9	0	0	0	0	0	0	428	1,660
12:00 PM	0	0	180	4	0	0	0	16	151	0	0	0	4	0	15	0	0	0	0	0	0	370	1,649
12:15 PM	0	0	217	8	0	0	0	16	167	0	0	0	8	0	19	0	0	0	0	0	0	435	1,669
12:30 PM	1	0	203	7	0	0	0	9	180	0	0	0	8	0	16	0	0	0	0	0	0	426	1,620
12:45 PM	0	0	201	3	0	0	0	16	163	0	0	0	12	0	23	0	0	0	0	0	0	418	1,585
1:00 PM	0	0	217	5	0	0	0	15	135	0	0	0	5	0	13	0	0	0	0	0	0	391	1,598
1:15 PM	0	0	171	3	0	0	0	13	183	0	0	0	3	0	13	0	0	0	0	0	0	387	1,604
1:30 PM	0	0	202	1	0	0	0	8	166	0	0	0	4	0	9	0	0	0	0	0	0	391	1,594
1:45 PM	1	0	225	3	0	0	0	13	174	0	0	0	3	0	11	0	0	0	0	0	0	430	1,600
2:00 PM	0	0	205	4	0	0	0	7	162	0	0	0	7	0	13	0	0	0	0	0	0	397	1,585
2:15 PM	0	0	182	7	0	0	0	11	158	0	0	0	4	0	15	0	0	0	0	0	0	376	1,537
2:30 PM	0	0	225	8	0	0	0	11	145	0	0	0	0	0	8	0	0	0	0	0	0	397	1,600
2:45 PM	0	0	213	5	0	0	0	11	159	0	0	0	5	0	22	0	0	0	0	0	0	415	1,654
3:00 PM	0	0	151	7	0	0	0	15	158	0	0	0	3	0	16	0	0	0	0	0	0	349	1,724
3:15 PM	0	0	207	12	0	0	0	18	176	0	0	0	8	0	18	0	0	0	0	0	0	439	1,844
3:30 PM	0	0	232	8	0	0	0	20	168	0	0	0	7	0	16	0	0	0	0	0	0	451	1,878
3:45 PM	0	0	218	5	0	0	0	19	222	0	0	0	7	0	13	0	0	0	0	0	0	485	1,913
4:00 PM	0	0	226	7	0	0	0	18	194	0	0	0	5	0	19	0	0	0	0	0	0	469	1,905
4:15 PM	0	0	214	4	0	0	0	15	229	0	0	0	4	0	7	0	0	0	0	0	0	473	1,941
4:30 PM	0	0	225	5	0	0	0	22	221	0	0	0	5	0	8	0	0	0	0	0	0	486	1,999
4:45 PM	0	0	230	9	0	0	0	18	199	0	0	0	7	0	13	0	0	0	0	0	0	477	1,988
5:00 PM	0	0	191	9	0	0	0	15	268	0	0	0	9	0	12	0	0	0	0	0	0	505	1,913
5:15 PM	0	0	224	12	0	0	1	28	252	0	0	0	3	0	11	0	0	0	0	0	0		
5:30 PM	0	0	232	4	0	0	0	22	205	0	0	0	7	0	7	0	0	0	0	0	0		
5:45 PM	0	0	175	9	0	0	0	18	178	0	0	0	8	0	13	0	0	0	0	0	0		

Major	Minor NB	Minor SB	Condition A 70%			Condition B 70%			Condition A 56%			Condition B 56%		
			420	105	Met?	630	53	Met?	336	84	Met?	504	42	Met?
1,060	67	0	1	0		1	1	met	1	0		1	1	met
1,140	86	0	1	0		1	1	met	1	1	met	1	1	met
1,203	82	0	1	0		1	1	met	1	0		1	1	met
1,272	51	0	1	0		1	0		1	0		1	1	met
1,472	69	0	1	0		1	1	met	1	0		1	1	met
1,544	105	0	1	1	met	1	1	met	1	1	met	1	1	met
1,536	62	0	1	0		1	1	met	1	0		1	1	met
1,511	74	0	1	0		1	1	met	1	0		1	1	met
1,637	88	0	1	0		1	1	met	1	1	met	1	1	met
1,836	69	0	1	0		1	1	met	1	0		1	1	met
1,843	70	0	1	0	1	1	1	met	1	0	3	1	1	met
					No			10			No			11
			Eight-Hour Signal Warrant <u>Not Met</u>			Eight-Hour Signal Warrant <u>Met</u>								

Country Ridge Dr & Keene Rd
Wednesday, September 16, 2020
Without Dallas Road Connection
2020 Existing Volumes + Correction Factor + Background Growth + Proposed Project Trips
Traffic Counts - All Vehicles

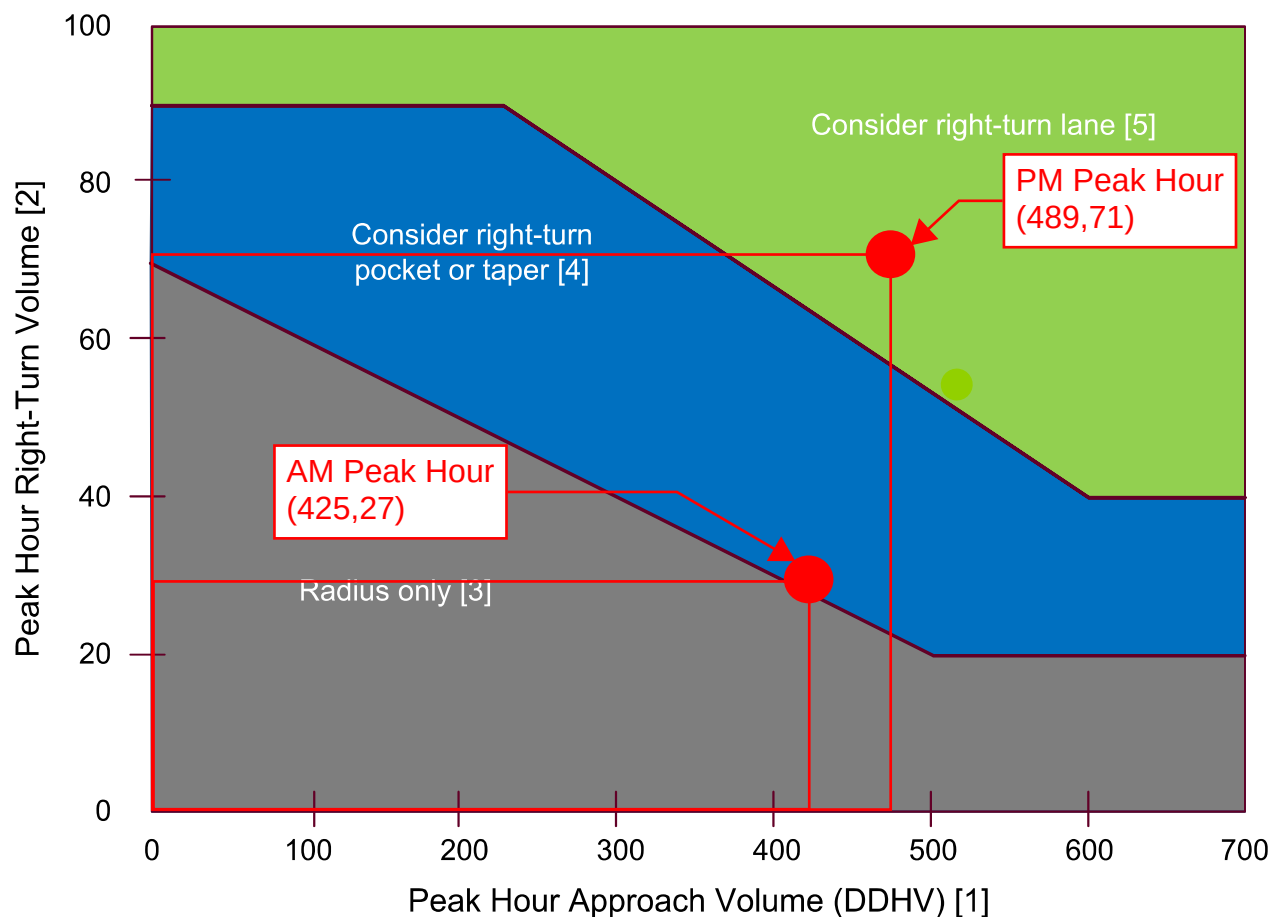
Time	Keene Rd					Keene Rd					Country Ridge Dr					Southbound					Rolling		
	Eastbound					Westbound					Northbound					Southbound					Total	Hour	
	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR	U-Turn	Left	Thru	Right	RTOR			
7:00 AM	0	0	128	1	0	0	0	1	71	0	0	0	3	0	7	0	0	0	0	0	0	212	1,132
7:15 AM	0	0	178	3	0	0	0	1	70	0	0	0	7	0	8	0	0	0	0	0	0	268	1,222
7:30 AM	0	0	214	1	0	0	0	10	74	0	0	0	3	0	13	0	0	0	0	0	0	315	1,257
7:45 AM	0	0	194	1	0	0	0	13	100	0	0	0	4	0	25	0	0	0	0	0	0	337	1,220
8:00 AM	0	0	187	0	0	0	0	11	77	0	0	0	3	0	24	0	0	0	0	0	0	302	1,232
8:15 AM	0	0	187	1	0	0	0	15	81	0	0	0	3	0	15	0	0	0	0	0	0	303	1,231
8:30 AM	0	0	168	6	0	0	0	7	75	0	0	0	8	0	13	0	0	0	0	0	0	278	1,235
8:45 AM	0	0	171	7	0	0	0	13	135	0	0	0	7	0	17	0	0	0	0	0	0	349	1,301
9:00 AM	0	0	160	7	0	0	0	7	101	0	0	0	8	0	17	0	0	0	0	0	0	301	1,291
9:15 AM	0	0	183	4	0	0	0	7	93	0	0	0	4	0	15	0	0	0	0	0	0	307	1,277
9:30 AM	1	0	187	10	0	0	0	8	116	0	0	0	4	0	17	0	0	0	0	0	0	344	1,296
9:45 AM	0	0	191	1	0	0	0	8	119	0	0	0	1	0	18	0	0	0	0	0	0	339	1,297
10:00 AM	0	0	141	1	0	0	0	17	114	0	0	0	3	0	10	0	0	0	0	0	0	287	1,327
10:15 AM	0	0	170	4	0	0	0	6	132	0	0	0	3	0	11	0	0	0	0	0	0	326	1,387
10:30 AM	0	0	194	1	0	0	0	11	124	0	0	0	6	0	8	0	0	0	0	0	0	345	1,445
10:45 AM	0	0	191	7	0	0	0	10	150	0	0	0	7	0	6	0	0	0	0	0	0	370	1,488
11:00 AM	0	0	172	7	0	0	0	10	141	0	0	0	4	0	11	0	0	0	0	0	0	346	1,547
11:15 AM	0	0	175	4	0	1	0	10	174	0	0	0	8	0	11	0	0	0	0	0	0	384	1,573
11:30 AM	0	0	199	11	0	0	0	15	144	0	0	0	3	0	14	0	0	0	0	0	0	387	1,626
11:45 AM	0	0	232	6	0	0	0	4	168	0	0	0	10	0	10	0	0	0	0	0	0	430	1,667
12:00 PM	0	0	180	4	0	0	0	17	151	0	0	0	4	0	15	0	0	0	0	0	0	372	1,657
12:15 PM	0	0	217	8	0	0	0	17	167	0	0	0	8	0	20	0	0	0	0	0	0	437	1,677
12:30 PM	1	0	203	7	0	0	0	10	180	0	0	0	8	0	17	0	0	0	0	0	0	428	1,628
12:45 PM	0	0	201	3	0	0	0	17	163	0	0	0	13	0	24	0	0	0	0	0	0	420	1,592
1:00 PM	0	0	217	6	0	0	0	15	135	0	0	0	6	0	14	0	0	0	0	0	0	392	1,603
1:15 PM	0	0	171	3	0	0	0	14	183	0	0	0	3	0	14	0	0	0	0	0	0	388	1,609
1:30 PM	0	0	202	1	0	0	0	8	166	0	0	0	4	0	10	0	0	0	0	0	0	392	1,599
1:45 PM	1	0	225	3	0	0	0	14	174	0	0	0	3	0	11	0	0	0	0	0	0	431	1,606
2:00 PM	0	0	205	4	0	0	0	7	162	0	0	0	7	0	14	0	0	0	0	0	0	399	1,592
2:15 PM	0	0	182	7	0	0	0	11	158	0	0	0	4	0	15	0	0	0	0	0	0	377	1,543
2:30 PM	0	0	225	8	0	0	0	11	145	0	0	0	0	0	8	0	0	0	0	0	0	399	1,608
2:45 PM	0	0	213	6	0	0	0	11	159	0	0	0	6	0	23	0	0	0	0	0	0	417	1,663
3:00 PM	0	0	151	7	0	0	0	15	158	0	0	0	3	0	17	0	0	0	0	0	0	351	1,733
3:15 PM	0	0	207	13	0	0	0	18	176	0	0	0	8	0	18	0	0	0	0	0	0	442	1,853
3:30 PM	0	0	232	8	0	0	0	21	168	0	0	0	7	0	17	0	0	0	0	0	0	454	1,885
3:45 PM	0	0	218	6	0	0	0	20	222	0	0	0	7	0	14	0	0	0	0	0	0	487	1,920
4:00 PM	0	0	226	7	0	0	0	18	194	0	0	0	6	0	20	0	0	0	0	0	0	471	1,912
4:15 PM	0	0	214	4	0	0	0	15	229	0	0	0	4	0	7	0	0	0	0	0	0	474	1,948
4:30 PM	0	0	225	6	0	0	0	23	221	0	0	0	6	0	8	0	0	0	0	0	0	488	2,007
4:45 PM	0	0	230	10	0	0	0	18	199	0	0	0	7	0	14	0	0	0	0	0	0	479	1,997
5:00 PM	0	0	191	10	0	0	0	15	268	0	0	0	10	0	13	0	0	0	0	0	0	507	1,921
5:15 PM	0	0	224	13	0	1	0	30	252	0	0	0	3	0	11	0	0	0	0	0	0		
5:30 PM	0	0	232	4	0	0	0	23	205	0	0	0	7	0	7	0	0	0	0	0	0		
5:45 PM	0	0	175	10	0	0	0	18	178	0	0	0	8	0	14	0	0	0	0	0	0		

Major	Minor NB	Minor SB	Condition A 70%			Condition B 70%			Condition A 56%			Condition B 56%	
			420	105	Met?	630	53	Met?	336	84	Met?	504	42
1,061	70	0	1	0		1	1 met		1	0		1	1 met
1,142	90	0	1	0		1	1 met		1	1 met		1	1 met
1,205	86	0	1	0		1	1 met		1	1 met		1	1 met
1,274	53	0	1	0		1	1 met		1	0		1	1 met
1,475	72	0	1	0		1	1 met		1	0		1	1 met
1,547	110	0	1	1 met		1	1 met		1	1 met		1	1 met
1,538	65	0	1	0		1	1 met		1	0		1	1 met
1,514	77	0	1	0		1	1 met		1	0		1	1 met
1,641	91	0	1	0		1	1 met		1	1 met		1	1 met
1,840	72	0	1	0		1	1 met		1	0		1	1 met
1,848	73	0	1	0		1	1 met		1	0		1	1 met
			1			11			4			11	
			No			Ok			No			Ok	
Eight-Hour Signal Warrant <u>Not Met</u>													
Eight-Hour Signal Warrant <u>Met</u>													

Appendix E

Turn Lane Warrants

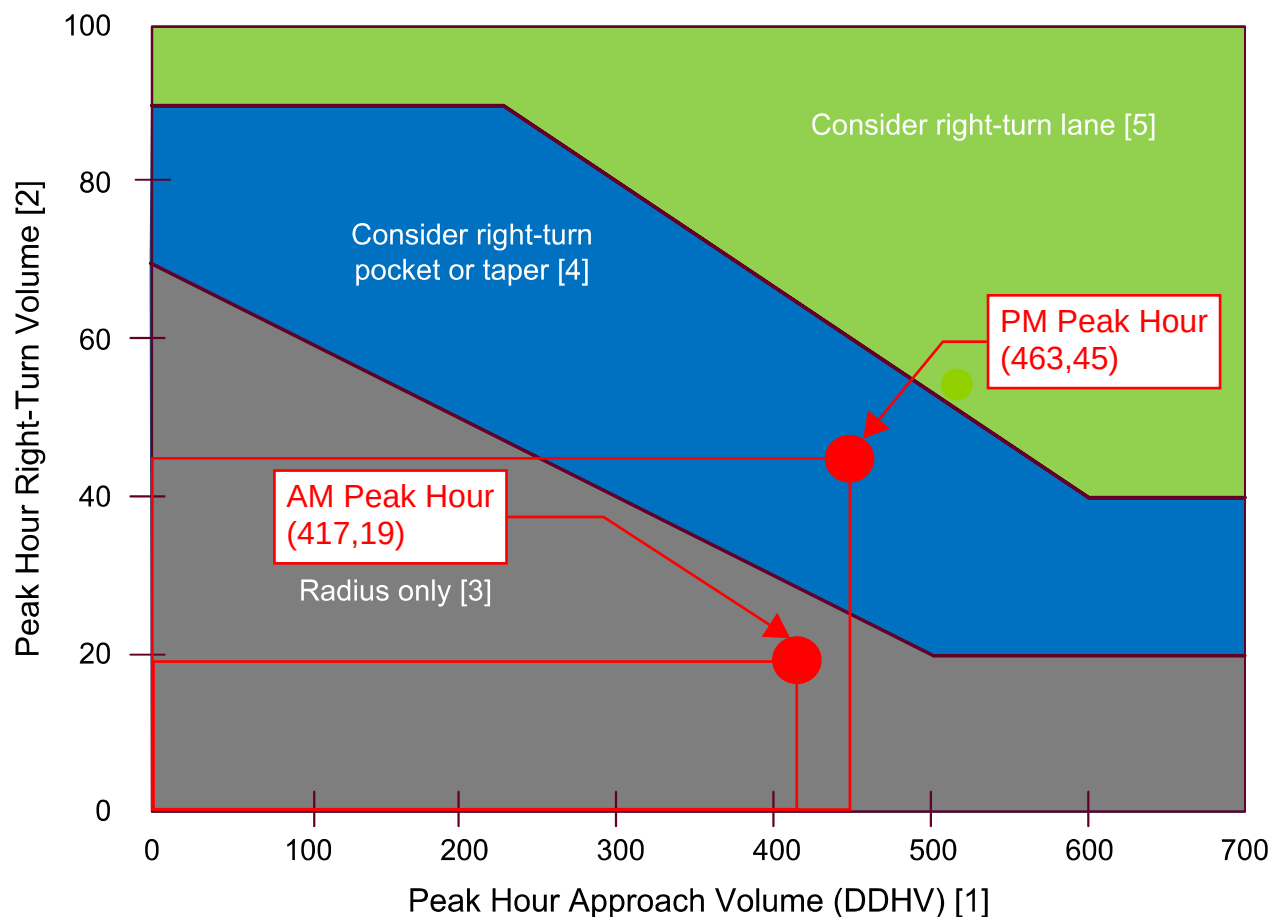
Exhibit 1310-11 Right-Turn Lane Guidelines



Notes:

- [1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
- [2] When all three of the following conditions are met, reduce the right-turn DDHV by 20:
 - The posted speed is 45 mph or below
 - The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see Exhibit 1310-6.
- [4] For right-turn pocket or taper design, see Exhibit 1310-12.
- [5] For right-turn lane design, see Exhibit 1310-13.

Exhibit 1310-11 Right-Turn Lane Guidelines



Notes:

- [1] For two-lane highways, use the peak hour DDHV (through + right-turn).
For multilane, high-speed highways (posted speed 45 mph or above), use the right-lane peak hour approach volume (through + right-turn).
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- The posted speed is 45 mph or below
 - The right-turn volume is greater than 40 VPH
 - The peak hour approach volume (DDHV) is less than 300 VPH
- [3] For right-turn corner design, see Exhibit 1310-6.
- [4] For right-turn pocket or taper design, see Exhibit 1310-12.
- [5] For right-turn lane design, see Exhibit 1310-13.

Appendix F

Collision Rate Calculation and Data

Collision Rate Calculations at
Queensgate Drive / Keene Road

Intersection: Queensgate Drive / Keene Road Date 10/28/2020

Ra = System Wide Average accident rate = 0.6

K = Statistical Constant = 1.645

Average Daily cars passing Through intersection
ADT 9590

11090

9820

0

M= Millions of Vehicles for a five year period = 55.6625

Rc= Critical Rate = 0.76

Collision Rate

Number of accidents = 36

Number of years = 5

Collision Rate = 0.65

$$R_c = R_a + (K \cdot R_a / M)^{.5} - 1 / (2 \cdot M)$$

ADT = 2020 PM Count X 10

PM Peak Hour= Approx. 10% ADT

OFFICER REPORTED CRASHES THAT OCCURRED ON ALL ROADS IN BENTON COUNTY

01/01/2015 - 12/31/2019

Under 23 U.S. Code § 148 and 23 U.S. Code § 409, safety data, reports, surveys, schedules, lists compiled or collected for the purpose of identifying, evaluating, or planning the safety enhancement of potential crash sites, hazardous roadway conditions, or railway-highway crossings are not subject to discovery or admitted into evidence in a Federal or State court proceeding or considered for other purposes in any action for damages arising from any occurrence at a location mentioned or addressed in such reports, surveys, schedules, lists, or data.

JURISDICTION	COUNTY	CITY	PRIMARY TRAFFICWAY	INTERSECTING TRAFFICWAY	HISTORY / SUSPENSE IND	REPORT NUMBER	DATE	TIME	MOST SEVERE INJURY TYPE	FIRST COLLISION TYPE / OBJECT STRUCK	VEHICLE 1 ACTION	VEHICLE 2 ACTION
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E513362	02/05/2016	07:42	No Apparent Injury	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E530704	04/02/2016	16:08	Possible Injury	From same direction - all others	Going Straight Ahead	Stopped for Traffic
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E559131	06/30/2016	15:10	No Apparent Injury	From same direction - both going straight - one stopped - rear-end	Going Straight Ahead	Stopped at Signal or Stop Sign
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E577795	08/24/2016	18:06	Suspected Minor Injury	Vehicle - Pedalcyclist	Making Right Turn	
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E594652	10/11/2016	07:59	No Apparent Injury	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E788778	04/11/2018	08:50	Possible Injury	Same direction -- both turning left -- one stopped -- rear end	Making Left Turn	Stopped for Traffic
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E796047	05/08/2018	19:28	No Apparent Injury	Entering at angle	Going Straight Ahead	Making Left Turn
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E796245	05/09/2018	16:35	No Apparent Injury	From same direction - both going straight - both moving - sideswipe	Going Straight Ahead	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E832092	08/24/2018	11:03	No Apparent Injury	From same direction - both going straight - both moving - rear-end	Going Straight Ahead	Slowing
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E843721	09/25/2018	15:50	Suspected Minor Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E849820	10/16/2018	15:15	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E852128	10/22/2018	21:58	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E852131	10/20/2018	15:58	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E852134	10/23/2018	16:06	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E852137	10/23/2018	19:58	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E854180	10/28/2018	21:00	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E855466	10/30/2018	18:41	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E857729	11/05/2018	19:05	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E859781	11/12/2018	09:02	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E865560	11/27/2018	14:50	No Apparent Injury	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E867760	11/30/2018	13:30	No Apparent Injury	From opposite direction - one left turn - one straight	Going Straight Ahead	Making Left Turn
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E881313	01/09/2019	20:05	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E882181	01/13/2019	10:41	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E883874	01/16/2019	13:49	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E883989	01/14/2019	17:32	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E884591	01/18/2019	19:56	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E885860	01/24/2019	06:42	Suspected Minor Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E888373	01/31/2019	11:50	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E889288	02/03/2019	13:25	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E890748	02/06/2019	18:52	Suspected Minor Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E891156	02/07/2019	06:04	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E897332	02/24/2019	15:38	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E899220	02/28/2019	19:15	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E899553	03/05/2019	19:35	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E900224	03/07/2019	11:40	No Apparent Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead
City Street	Benton	Richland	KEENE RD	QUEENSGATE DR	No	E901806	03/12/2019	13:03	Possible Injury	From opposite direction - one left turn - one straight	Making Left Turn	Going Straight Ahead



CITY OF RICHLAND

NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (S2020-103 & EA2020-132)

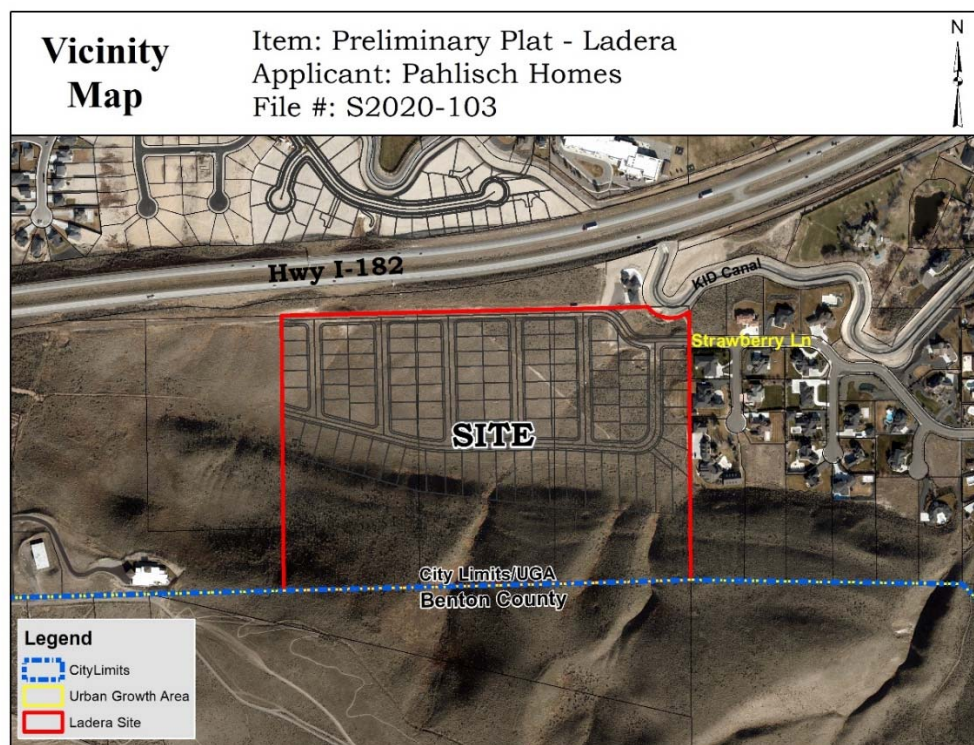
Notice is hereby given that Pahlisch Homes, has filed an application for a 106-lot residential subdivision named the Preliminary Plat of Ladera. The site is located immediately south of Interstate I-182 and west of the Country Homes Estates residential subdivision.

The Richland Hearings Examiner will conduct a virtual public hearing and review of the application at 6:00 p.m., Monday, March 8, 2021. All interested parties are invited to participate in the virtual public hearing by visiting the City of Richland website (www.ci.richland.wa.us).

Environmental Review: The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development. The environmental checklist and related file information are available to the public and can be viewed at www.ci.richland.wa.us.

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or emailed to soneill@ci.richland.wa.us. Written comments received before 5:00 p.m. on Friday, February 19, 2021 will be incorporated into the staff report. Comments received after that time will be entered into the record during the hearing.

The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 24 Plats and Subdivisions. Appeal procedures of decisions related to the above referenced application are set forth in RMC Chapter 19.70. Contact the Richland Planning Division at the above referenced address with questions related to the available appeal process.



AFFIDAVIT OF POSTING

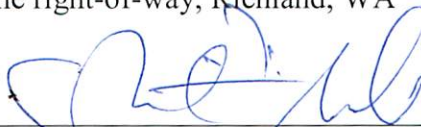
STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, **Shane O'Neill**, who, being first duly sworn upon oath deposes and says:

1. I am an employee in the Planning Division of the Development Services Department for the City of Richland.

2. On the 5th day of February, 2021, I posted the attached NOTICE OF PUBLIC HEARING, File Number S2020-103 (Preliminary Plat of Ladera) in the following locations:

The eastern terminus of Strawberry Lane right-of-way, Richland, WA


Signed: Shane O'Neill

SIGNED AND SWORN to before me this 4th day of February, 2021, by Shane O'Neill.




Signature of Notary

Briana C. Ghbein
Printed Name

Notary Public in and for the State of Washington,

Residing in Benton county

My appointment expires: 4-25-23

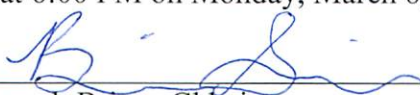
AFFIDAVIT OF MAILING

STATE OF WASHINGTON)
) ss.
COUNTY OF BENTON)

COMES NOW, Briana Ghbein, who, being first duly sworn upon oath deposes and says:

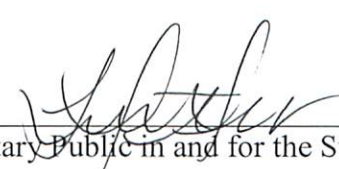
1. I am an employee in the Planning & Development Department for the City of Richland.

2. On the 3rd day of February, 2021, I mailed a copy of the attached NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (S2020-103 & EA2020-132) to the attached list of individuals via regular USPS on the date indicated above. The Richland Hearing Examiner will conduct a virtual public hearing at 6:00 PM on Monday, March 8, 2021.


Signed: Briana Ghbein

SIGNED AND SWORN to before me this 3rd day of February, 2021 by Briana Ghbein.




Notary Public in and for the State of Washington,

Print Name

Residing at 025 Swift Blvd

My appointment expires: 4-25-23



CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (S2020-103 & EA2020-132)

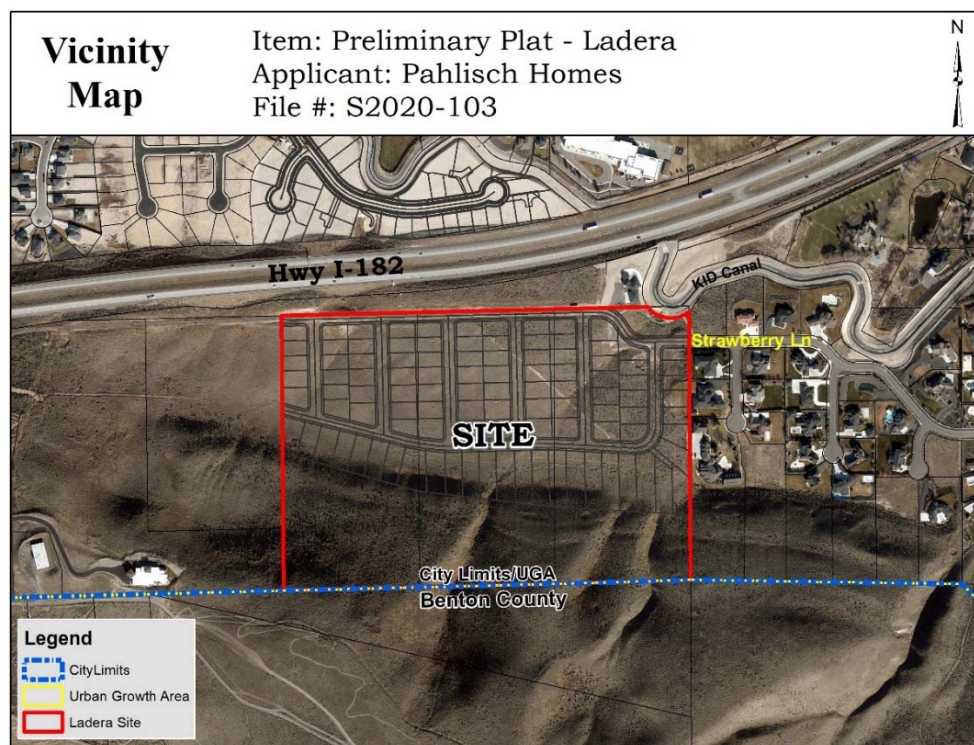
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MICHAEL & LISA GIBBON	3900 STRAWBERRY LN	Richland	WA	99352
BJORN HEDGES	1237 COUNTRY RIDGE DR	Richland	WA	99352
SYED HASHMI	2892 RIVERBEND DR	Richland	WA	99354
THOMAS & ALISA HALLER	3756 STRAWBERRY LN	Richland	WA	99352
RONALD HAY	1105 STALLION PL	Richland	WA	99352
RAKESH & GOLDIE MALHAN	1121 STALLION PL	Richland	WA	99352
JOHNNY & MUNG SUN SCHREINER	1100 STALLION PL	Richland	WA	99352
EUGENE CLEARY & HEATHER PARIS	1126 STALLION PL	Richland	WA	99352
BRAYTON DARRYL	2032 NEWHAVEN LOOP	Richland	WA	99352
CHAD & AMY HATFIELD	1133 STALLION PL	Richland	WA	99352
GEARARD & LETICIA LOMAS	377 CLOVERNOOK AVE	Richland	WA	99352
BENTON COUNTY	PO BOX 190	PROSSER	WA	99350
JAMES STERLING	890 GEORGE WASHINGTON WAY	RICHLAND	WA	99352



Order Confirmation

Customer

CITY OF RICHLAND/LEGALS

Customer Account

450543

Customer Address

625 SWIFT BLVD. MS-11
 RICHLAND WA 99352 USA

Customer Phone

509-942-7547

Customer Fax

509-942-7397

Sales Rep

ibrown@mcclatchy.com

Payor Customer

CITY OF RICHLAND/LEGALS

Payor Account

450543

Payor Address

625 SWIFT BLVD. MS-11
 RICHLAND WA 99352 USA

Payor Phone

509-942-7547

Customer EMail

AccountsPayable@ci.richland.wa.us

Order Taker

ibrown@mcclatchy.com

<u>PO Number</u>	<u>Payment Method</u>	<u>Blind Box</u>	<u>Tear Sheets</u>	<u>Proofs</u>	<u>Affidavits</u>
D2586000 4401 (Richland Account)	Invoice		0	0	1

<u>Net Amount</u>	<u>Tax Amount</u>	<u>Total Amount</u>	<u>Payment Amount</u>	<u>Amount Due</u>
\$126.06	\$0.00	\$126.06	\$0.00	\$126.06

Ad Order Number

0004866993

Order Source

Ordered By

Jana Duncan (TC)

Special Pricing

Invoice Text

HE PHN – S2020-103 (Richland MUNIS Description)

Promo Type

Package Buy

Materials

Ad Order Information

<u>Ad Number</u>	<u>Ad Type</u>	<u>Production Method</u>	<u>Production Notes</u>
0004866993-01	TRI-Legal Liner	AdBooker	

<u>External Ad Number</u>	<u>Ad Attributes</u>	<u>Ad Released</u>	<u>Pick Up</u>
		No	

<u>Ad Size</u>	<u>Color</u>
1 X 51 li	

<u>Product</u>	<u>Placement</u>	<u>Times Run</u>	<u>Schedule Cost</u>
TRI- Tri-City Herald	0300 - Legals Classified	1	\$126.06

<u>Run Schedule Invoice Text</u>	<u>Position</u>
HE PHN – S2020-103 (Richland MUNIS Descr	0301 - Legals & Public Notices

Run Dates
02/07/2021

CITY OF RICHLAND
NOTICE OF APPLICATION, PUBLIC
HEARING AND OPTIONAL DNS
(S2020-103)

Notice is hereby given that Pahlisch Homes has filed an application for a 106-lot residential subdivision named the Preliminary Plat of Ladera. The site is located immediately south of Interstate I-182 and west of the Country Homes Estates residential subdivision. The Richland Hearing Examiner will conduct a virtual public hearing and review of the application on **Monday, March 8, 2021 at 6:00 p.m.** All interested parties are invited to participate in the virtual public hearing by visiting the City of Richland website at www.ci.richland.wa.us.

The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be your only opportunity to comment on the environmental impacts of the proposed development. The environmental checklist and related file information are available to the public and can be viewed at www.ci.richland.wa.us.

Any person desiring to express their views or to be notified of any decisions pertaining to this application should notify Shane O'Neill, Senior Planner, 625 Swift Boulevard, MS-35, Richland, WA 99352. Comments may also be faxed to (509) 942-7764 or emailed to soneil@ci.richland.wa.us. Written comments received before 5:00 p.m. on Friday, February 19, 2021 will be incorporated into the staff report. Comments received after that time will be entered into the record during the hearing.
Published: Sunday, February 7, 2021



Preliminary Plat of Ladera (S2020-103 & EA2020-132)

The Richland Hearing Examiner will conduct a virtual public hearing and review of the application at 6:00 p.m., Monday, March 8, 2021. All interested parties are invited to participate in the virtual public hearing by visiting the City of Richland website (www.ci.richland.wa.us). For those unable to join the virtual public hearing from home, individuals may provide public testimony in person at 625 Swift Blvd., in the Richland City Council Chambers. Members of the public wishing to provide in-person testimony should sign up by 4:00 p.m. on March 8, 2021 using the meeting form located on the City of Richland website (www.ci.richland.wa.us).

Due to COVID protocols, the number of individuals allowed in the Council Chambers is limited. Therefore, individuals will only be allowed to present testimony and must leave the building after providing testimony.



SEPA ENVIRONMENTAL CHECKLIST

Purpose of checklist:

Governmental agencies use this checklist to help determine whether the environmental impacts of your proposal are significant. This information is also helpful to determine if available avoidance, minimization or compensatory mitigation measures will address the probable significant impacts or if an environmental impact statement will be prepared to further analyze the proposal.

Instructions for applicants:

This environmental checklist asks you to describe some basic information about your proposal. Please answer each question accurately and carefully, to the best of your knowledge. You may need to consult with an agency specialist or private consultant for some questions. You may use "not applicable" or "does not apply" only when you can explain why it does not apply and not when the answer is unknown. You may also attach or incorporate by reference additional studies reports. Complete and accurate answers to these questions often avoid delays with the SEPA process as well as later in the decision-making process.

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. The agency to which you submit this checklist may ask you to explain your answers or provide additional information reasonably related to determining if there may be significant adverse impact.

Instructions for Lead Agencies:

Please adjust the format of this template as needed. Additional information may be necessary to evaluate the existing environment, all interrelated aspects of the proposal and an analysis of adverse impacts. The checklist is considered the first but not necessarily the only source of information needed to make an adequate threshold determination. Once a threshold determination is made, the lead agency is responsible for the completeness and accuracy of the checklist and other supporting documents.

Use of checklist for nonproject proposals:

For nonproject proposals (such as ordinances, regulations, plans and programs), complete the applicable parts of sections A and B plus the [SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS \(part D\)](#). Please completely answer all questions that apply and note that the words "project," "applicant," and "property or site" should be read as "proposal," "proponent," and "affected geographic area," respectively. The lead agency may exclude (for non-projects) questions in Part B - Environmental Elements –that do not contribute meaningfully to the analysis of the proposal.

A. Background [\[HELP\]](#)

1. Name of proposed project, if applicable:

Ladera Subdivision

2. Name of applicant:

Knutzen Engineering

3. Address and phone number of applicant and contact person:

Nathan Machiela, 5401 Ridgeline Dr. #160, Kennewick, WA 99338, 509-222-0959

4. Date checklist prepared:

November 6th, 2020

5. Agency requesting checklist:

City of Richland

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

Preliminary Plat 1/2021, Construction 6/2021-12/2023

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

Single Family residential homes will be constructed on the proposed lots in the future.

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

A geotechnical report has been completed by PBS Engineering and Environmental. The geotechnical report includes an analysis of the geologically hazardous steep slopes to the south. A separate critical areas assessment and habitat review was also completed by PBS Engineering and Environmental. A Storm water hydrology report will be prepared by Knutzen Engineering to address stormwater management of the completed development and will be submitted with the construction drawings for review after the site has been approved for a preliminary plat.

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.

None known of.

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

Grading and Utility permit; Construction Stormwater General Permit (DOE). A right of way permit will be required to connect to Strawberry Lane. Preliminary plat approval with critical areas compliance.

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. (Lead agencies may modify this form to include additional specific information on project description.)

This project proposes to subdivide three parcels totaling approximately 60 acres into 106 residential lots. Approximately 23 acres at the southern portion of the property will be retained as open space. The project will include construction of roadway, grading, utility improvements including water, irrigation, power, cable, gas and telephone to each lot and storm water disposal design for the run-off generated by the on-site improvements. The development includes the request of using R-1-10 lot sizes and related requirements utilizing the City's on-site density transfer code.

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. While you should submit any plans required by the agency, you are not required to duplicate maps or detailed plans submitted with any permit applications related to this checklist.

The project is located in Richland Washington with Benton County parcel numbers 120984000004000, 120984000003000, and 120984000002000. The general location is just south of I-182 and west of Strawberry Lane.

B. Environmental Elements [\[HELP\]](#)

1. Earth [\[help\]](#)

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)?

Approximately 23 acres of the southern portion of the site is located in a steep slope critical area. The steepest slope here is approximately 40%. The northern portion of the site (where development will occur) can be described as the "low-lying area" which has maximum slopes of approximately 5%.

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

agricultural land of long-term commercial significance and whether the proposal results in removing any of these soils.

The soil is classified as silt (ML) per the geotechnical report completed October of 2020 by PBS Engineering.

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

No.

- e. Describe the purpose, type, total area, and approximate quantities and total affected area of any filling, excavation, and grading proposed. Indicate source of fill.

The project site will be graded to allow for a more gradual slope change and to prepare for proposed roads. There will be approximately 192,000 CY of cut/fill which will balance on-site. Approximately 33.3 acres will be affected by the grading proposed for this project. No material is planned to be removed from the site.

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

Erosion could occur on this site but will be minimized through implementation of BMP's during construction, including silt fencing, construction entrance, ground cover, waddles, site watering for dust control, catch basin inserts and protection. All stormwater run off will be contained and managed on site.

- g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Approximately 22% of the site will be impervious surfaces.

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

Standard erosion control methods will be used, such as catch basin protection (witches hats), silt fencing, and stabilized construction entrances. Dust during construction will be controlled by the use of a water truck as necessary.

2. Air [\[help\]](#)

- a. What types of emissions to the air would result from the proposal during construction, operation, and maintenance when the project is completed? If any, generally describe and give approximate quantities if known.

During construction, minor amounts of dust and exhaust from equipment activity may occur. The completed project will have vehicular traffic which will contribute to vehicle emissions.

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

None known.

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

Dust control measures will be implemented in accordance with recommendations by the Department of Ecology and the Benton County Clean Air Authority. Measures include but are not limited to watering, lowering speed, limit of construction vehicles, and reducing the amount of dust-generating activities on windy days.

3. **Water** [\[help\]](#)

a. Surface Water: [\[help\]](#)

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

No water bodies in the immediate vicinity. The Yakima River is approximately 1.7 miles north east of the property.

2) Will the project require any work over, in, or adjacent to (within 200 feet) the described waters? If yes, please describe and attach available plans.

No.

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.

N/A

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

No.

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

No.

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. Ground Water: [\[help\]](#)

- 1) Will groundwater be withdrawn from a well for drinking water or other purposes? If so, give a general description of the well, proposed uses and approximate quantities withdrawn from the well. Will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

No, city water will be available at the site.

- 2) Describe waste material that will be discharged into the ground from septic tanks or other sources, if any (for example: Domestic sewage; industrial, containing the following chemicals. . . ; agricultural; etc.). Describe the general size of the system, the number of such systems, the number of houses to be served (if applicable), or the number of animals or humans the system(s) are expected to serve.

N/A

c. Water runoff (including stormwater):

- 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.

The new impervious area on site will generate stormwater runoff. The stormwater system will consist of surface and/or subsurface infiltration.

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

Waste materials could not enter ground waters because the vadose zone layer is adequate to preclude contamination of ground water.

- 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe.

The drainage patterns will be altered within the project boundaries by constructing roads and grading the lots and directed drainage different than the natural pattern. The drainage collected through catch basins will be routed to infiltration trenches or ponds to mimic the natural drainage patterns as close as possible. The runoff coming from Badger Mountain will be collected and infiltrated at the southern boundary.

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

Runoff generated from impervious surfaces will either infiltrate into underlying soils or flow to on-site collection systems. Stormwater disposal will be designed by a licensed engineer and submitted for review to the City of Richland.

4. **Plants** [\[help\]](#)

- a. Check the types of vegetation found on the site:

☐ deciduous tree: alder, maple, aspen, other
☐ evergreen tree: fir, cedar, pine, other
☒ shrubs
☒ grass
☐ pasture
☐ crop or grain
☐ Orchards, vineyards or other permanent crops.
☐ wet soil plants: cattail, buttercup, bullrush, 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?

Shrubs and grass will be removed with grading/construction of the public roads. Grading will be completed according to the Geotech report. The steep slopes area to the south will remain natural vegetation.

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

None per the Washington Department of Fish and Wildlife. The area is adjacent to a shrub-steppe habitat and also a FWHCA (Badger Mountain Natural Preserve).

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

Native plants and trees will be planted in landscaped areas. Each lot will be landscaped in compliance with City of Richland Code. 23 acres on the southern portion of the site will be maintained in the native condition. We will be working with the Department of Fish and Wildlife to preserve the shrub-steppe habitat.

- e. List all noxious weeds and invasive species known to be on or near the site.

The site is covered with cheatgrass which is known to be an invasive species.

5. **Animals** [\[help\]](#)

- a. List any birds and other animals which have been observed on or near the site or are known to be on or near the site.

Examples include:

birds: hawk, heron, eagle, **songbirds**, other:
mammals: deer, bear, elk, beaver, other:

fish: bass, salmon, trout, herring, shellfish, other

- b. List any threatened and endangered species known to be on or near the site.

None per the Washington Department of Fish and Wildlife. A shrub-steppe habitat is adjacent on the Badger Mountain Natural Preserve.

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

Yes, the Columbia Basin is part of a migration route for a number of fowl.

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

The southern 23 acres of the site will be undisturbed to preserve wildlife.

- e. List any invasive animal species known to be on or near the site.

None known per the Washington Department of Fish and Wildlife.

6. Energy and Natural Resources [\[help\]](#)

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

Electrical will be used for lighting and all appliances. Homes will be heated with either natural gas or electricity.

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

No.

- b. 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:

The proposed structures will meet current building codes and energy efficient standards of Washington State.

7. Environmental Health [\[help\]](#)

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

No.

- 1) Describe any known or possible contamination at the site from present or past uses.

None known.

- 2) Describe existing hazardous chemicals/conditions that might affect project development and design. This includes underground hazardous liquid and gas transmission pipelines located within the project area and in the vicinity.

None known.

- 3) Describe any toxic or hazardous chemicals that might be stored, used, or produced during the project's development or construction, or at any time during the operating life of the project.

Diesel fuel will likely be used/stored on-site for construction vehicles. No hazardous chemicals will be stored on the completed project.

- 4) Describe special emergency services that might be required.

The site will use typical emergency services provided through the City of Richland. Per correspondence with Fire Station 74, the subdivision is currently located in Response Zone 742 and it is anticipated that this development will be covered in the existing zone. No new coverage areas or emergency stations will be required.

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

None at this time.

b. Noise

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

The noise level in the area is not perceived to have any adverse effect on the project. Noise is mainly generated by vehicle traffic on surrounding streets and I-182.

- 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.

Short term: Construction noises.

Long term: Traffic noise from residents.

- 3) Proposed measures to reduce or control noise impacts, if any:

Noise impacts from construction activities and ongoing operations are expected to be minimal without significant effects on the surrounding area. All operations will be conducted in a manner compliant with City of Richland code and Washington state Maximum Environmental Noise Levels (Chapter 173-60-040 WAC).

8. Land and Shoreline Use [\[help\]](#)

- a. What is the current use of the site and adjacent properties? Will the proposal affect current land uses on nearby or adjacent properties? If so, describe.

Currently the proposed property is vacant land and zoned Single Family Residential R-1-12. Properties to the west are residential and zoned similarly. The proposal is not expected to affect the nearby or adjacent properties' land use. Property to the south is Badger Mountain and is used for recreational purposes.

- b. Has the project site been used as working farmlands or working forest lands? If so, describe. How much agricultural or forest land of long-term commercial significance will be converted to other uses as a result of the proposal, if any? If resource lands have not been designated, how many acres in farmland or forest land tax status will be converted to nonfarm or nonforest use?

No.

- 1) Will the proposal affect or be affected by surrounding working farm or forest land normal business operations, such as oversize equipment access, the application of pesticides, tilling, and harvesting? If so, how:

No.

- c. Describe any structures on the site.

None.

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

No.

- e. What is the current zoning classification of the site?

Single Family Residential R-1-12

- f. What is the current comprehensive plan designation of the site?

Low Density Residential.

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

N/A

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Yes, the southern portion of the site is designated as a Geological Hazards critical area by the City of Richland. The site is also located adjacent to the Badger Mountain Natural Preserve FWHCA and a shrub steppe habitat.

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

Approximately 300 people will reside in the completed project assuming an average family size of 3 people per house/lot.

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

None.

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

None.

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

The project will be permitted through the local jurisdictions in accordance with all applicable zoning ordinances.

m. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:

None.

9. Housing [\[help\]](#)

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

106 single family units of middle income housing will be provided.

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

None.

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

None needed.

10. Aesthetics [\[help\]](#)

- a. What is the tallest height of any proposed structure(s), not including antennas; what is the principal exterior building material(s) proposed?

Approximately 30'.

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

Views of the nearby hills would be partly obstructed for existing nearby home owners.

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

All materials and required landscaping will be in accordance with local ordinances. The southern portion of the site will remain undeveloped.

11. Light and Glare [\[help\]](#)

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

There will be street and house lighting during the dark hours of the day.

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

No.

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

None known of.

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

All outdoor lighting will be in conformance with the City of Richland code requirements. Outdoor lighting will be shielded per City of Richland Muicipal Code.

12. Recreation [\[help\]](#)

- a. What designated and informal recreational opportunities are in the immediate vicinity?

Badger mountain is just south which has great trails for hiking/mountain biking. Candy Mountain Trail is west of Dallas Road.

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

No.

- c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any:

Park impact fees as required by the City of Richland will be paid. The developer is open to the possibility of dedicating the land to the City or conservation group to maintain the open space, although this has not been determined at this time.

13. Historic and cultural preservation [\[help\]](#)

- a. Are there any buildings, structures, or sites, located on or near the site that are over 45 years old listed in or eligible for listing in national, state, or local preservation registers ? If so, specifically describe.

No.

- b. Are there any landmarks, features, or other evidence of Indian or historic use or occupation? This may include human burials or old cemeteries. Are there any material evidence, artifacts, or areas of cultural importance on or near the site? Please list any professional studies conducted at the site to identify such resources.

The site is listed as being an area of interest for the Confederated Tribes of the Warm Springs however no features or evidence of Indian occupation has been found.

- c. Describe the methods used to assess the potential impacts to cultural and historic resources on or near the project site. Examples include consultation with tribes and the department of archeology and historic preservation, archaeological surveys, historic maps, GIS data, etc.

The Department of Archaeology and Historic Preservation WISAARD mapping system was used.

- d. Proposed measures to avoid, minimize, or compensate for loss, changes to, and disturbance to resources. Please include plans for the above and any permits that may be required.

Upon any discovery of potential or known archaeological resources at the subject property prior to or during future on-site construction, the developer, contractor, and/or any other parties involved in construction shall immediately cease all on-site construction, and shall act to protect the potential or known historical and cultural resources area from outside intrusion, and shall notify, within a maximum period of twenty-four hours from the time of discovery, the City of Richland Community Development Department of said discovery.

14. Transportation [\[help\]](#)

- a. Identify public streets and highways serving the site or affected geographic area and describe proposed access to the existing street system. Show on site plans, if any.

The site will be directly accessed from Strawberry Lane to the East of the site.

- b. Is the site or affected geographic area currently served by public transit? If so, generally describe. If not, what is the approximate distance to the nearest transit stop?

The site is not currently served by public transit. The nearest transit stop is located approximately 0.65 miles north-east across I-182 at Keene Rd and Duportail St.

- c. How many additional parking spaces would the completed project or non-project proposal have? How many would the project or proposal eliminate?

On-street parking would be provided. No parking spaces would be eliminated.

- d. Will the proposal require any new or improvements to existing roads, streets, pedestrian, bicycle or state transportation facilities, not including driveways? If so, generally describe (indicate whether public or private).

Yes, the project includes construction of roads and sidewalks throughout the subdivision.

- e. Will the project or proposal 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 or proposal? If known, indicate when peak volumes would occur and what percentage of the volume would be trucks (such as commercial and nonpassenger vehicles). What data or transportation models were used to make these estimates?

Approximately 1,040 average weekday trips will be generated per the traffic impact analysis that was prepared by PBS Engineering in November of 2020. ITE land use code 210 was used for the analysis.

- g. Will the proposal interfere with, affect or be affected by the movement of agricultural and forest products on roads or streets in the area? If so, generally describe.

No.

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

None at this time.

15. Public Services [\[help\]](#)

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

The site will use typical emergency services provided through the City of Richland. Per correspondence with Fire Station 74, the subdivision is currently located in Response Zone 742 and it is anticipated that this development will be covered in the existing zone. No new coverage areas or emergency stations will be required. The new residents will utilize public transit, health care, and schools.

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

The completed project will provide additional tax revenue for the City and will pay impact fees for development.

16. Utilities [\[help\]](#)

a. ~~Circle utilities currently available at the site:~~

electricity, natural gas, water, refuse service, telephone, sanitary sewer septic system,
other _____

e. 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- City of Richland Energy Services
Natural Gas- Cascade Natural Gas
Sewer- City of Richland
Water- City of Richland
Telephone- Zply Fiber
Internet- Charter Communications

C. Signature [\[HELP\]](#)

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

Signature:  _____

Name of signee Nathan Machiela

Position and Agency/Organization Principle, Knutzen Engineering

Date Submitted: 12/29/2020

File No. EA2020-132

CITY OF RICHLAND
Determination of Non-Significance

Description of Proposal: Preliminary Plat of Ladera

Proponent: Pahlisch Homes

Location of Proposal: Immediately west of the westerly terminus of Strawberry Lane and south of Highway I-182; Assessor's Parcel Numbers 1-20984000004000, 1-20984000003000 & 1-20984000002000.

Lead Agency: City of Richland

The lead agency for this proposal has determined that it does not have a probable significant adverse impact on the environment. An environmental impact statement (EIS) is not 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.

() There is no comment for the DNS.

() This DNS is issued under WAC 197-11-340(2); the lead agency will not act on this proposal for fourteen days from the date of issuance.

(X) This DNS is issued after using the optional DNS process in WAC 197-11-355. There is no further comment period on the DNS.

Responsible Official: Mike Stevens

Position/Title: Planning Manager

Address: 625 Swift Blvd., MS #35, Richland, WA 99352

Date: February 22, 2021

Signature _____

Looking North

SITE



Looking Northeast

SITE



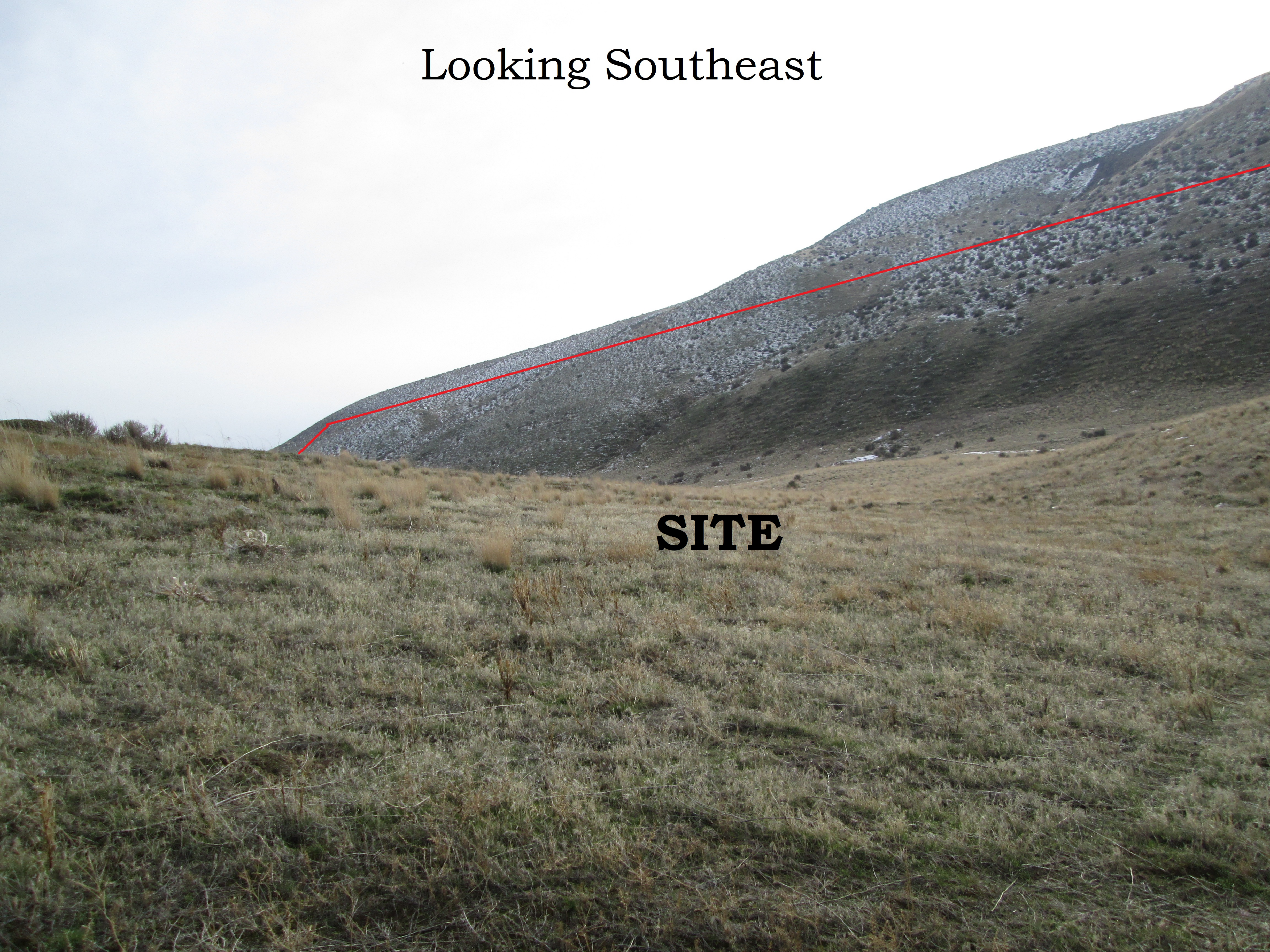
Looking East

SITE



Looking Southeast

SITE



Looking Northwest



SITE

Looking West

SITE

City Sewer



Exhibit 11

Public Agency/ City Department Comments

ONeill, Shane

From: BMID Manager <bmidmanager@badgermountainirrigation.com>
Sent: Friday, February 5, 2021 4:08 PM
To: O'Neill, Shane
Subject: RE: Request for Comments - Preliminary Plat of Ladera (S2020-103)

Shane,

I had a brief conversation with the developers Engineer regarding this property. BMID should be able to serve this property without any issues. I know KID also has some interest in this property so I do not see irrigation being any issue getting up there for the developer. I will need to have some more conversations with KID regarding who would be best to serve this area.

Colby Getchell
District Manager
bmidmanager@badgermountainirrigation.com
Badger Mountain Irrigation District
87525 E. Reata Rd.
Kennewick, WA 99338
509-531-2938 (Cell)
509-628-0777 (Office)
509-628-0112 (Fax)

*When the well is dry,
we will know the
worth of water.
-Benjamin Franklin*

From: [ONeill, Shane](#)
Sent: Tuesday, February 2, 2021 12:01 PM
To: [Anthony Muai](#); [Anthony Von Moos](#); [Ashley Morton](#); [BMID Manager](#); [Benton County - Segregations](#); [Benton PUD, Broadband](#); [Benton PUD, Electrical](#); [Bill Barlow](#); [Blaine Broberg, KID](#); [Boring, Michael](#); [Boshart, Thomas](#); [Buechler, Ken](#); [Carrie Thompson](#); [Catherine Dickson](#); [Clark Posey](#); [Craig Hamilton](#); [DAHPS SEPA Reviews](#); [Darrick Dietrich](#); [Deanna Davis](#); [Deborah Rodgers](#); [Deskins, John](#); [Eric Mendenhall](#); [Florinda Coleman](#); [Ghbein, Briana](#); [Greg McCormick](#); [Greg Wendt](#); [Gregory Goodwin, Ziply](#); [Gwen Clear](#); [Hill, Kelly](#); [USPS Ina N. Beutler](#); [Jason McShane](#); [Jennings, Tyler](#); [Jerrod Macpherson](#); [Joseph Cichy, Ziply](#); [Joseph Cottrell](#); [Junior Campos](#); [Kelly Cooper](#); [Kevin Knodel](#); [Kevin Sliger](#); [KID Development](#); [KID Webmaster](#); [Lopez, Brandin](#); [M. Deklyne](#); [Map BCES](#); [Mattheus, Pamela](#); [Pasco99301](#); [Paul Gonseth](#); [Reatha Ford, Jason](#); [Review Team](#); [Richard Krasner](#); [USPS Richland Postmaster](#); [Rick Dawson](#); [Rob Rodger](#); [Robin Priddy](#); [Sarah Gates](#); [Schiessl, Joe](#); [SEPA Center](#); [SEPA Register](#); [SEPA Unit](#); [Seth DeFoe](#); [South Central Region Planning](#); [T.S. Max Platts](#); [WA Dept of Fish & Wildlife](#); [WA Dept of Fish & Wildlife](#); [West, Julie](#); [Westphal, Nichole](#); [William Simpson](#); [Joe Walker \(joewalker@portofbenton.com\)](#)
Subject: Request for Comments - Preliminary Plat of Ladera (S2020-103)

Hello,

For your review and commenting I am sending application materials submitted for the preliminary plat of Ladera (Master File # S2020-103). The Ladera subdivision proposes to divide 60-acres into 106 single-family residential lots and 2 tracts. In addition to the materials attached hereto, the application includes a critical areas report, traffic impact analysis and full title report. These items are immediately available upon request. Please send your comments and requests for the other documents directly to me.

A virtual public hearing will be held before the Hearing Examiner at 6pm on Monday, March 8th. Please provide your comments by Friday, Feb. 12th. Delayed comments may be accepted until the public hearing.

Thank you,



Shane O'Neill

Senior Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7587

Vicinity Map

Item: Preliminary Plat - Ladera

Applicant: Pahlisch Homes

File #: S2020-103



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Allyson Brooks Ph.D., Director
State Historic Preservation Officer

February 8, 2021

Shane O'Neill
Senior Planner
City of Richland
625 Swift Blvd., MS-35
Richland, WA 99352

In future correspondence please refer to:
Project Tracking Code: 2021-02-00718
Property: City of Richland_Ladera Subdivision Project (S2020-103)
Re: Survey Requested

Dear Shane O'Neill:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and providing documentation regarding the above referenced project. The proposed project is located at the foot of Badger Mountain, a landform with significance to several Tribes, including the Yakama Nation. The scale of construction activities associated with this project may be destructive to any archaeological or cultural resources present. Identification during construction is not a recommended detection method because inadvertent discoveries often result in costly construction delays and damage to the resource. Therefore, we recommend a professional archaeological survey of the project area be conducted prior to ground disturbing activities. We also recommend consultation with the concerned Tribes' cultural committees and staff regarding cultural resource issues.

These comments are based on the information available at the time of this review and on behalf of the SHPO in conformance with Washington State law. Should additional information become available, our assessment may be revised.

Thank you for the opportunity to comment on this project and we look forward to receiving the survey report. Please ensure that the DAHP Project Number (a.k.a. Project Tracking Code) is shared with any hired cultural resource consultants and is attached to any communications or submitted reports. Should you have any questions, please feel free to contact me.

Sincerely,

Sydney Hanson
Transportation Archaeologist
(360) 280-7563
Sydney.Hanson@dahp.wa.gov



ONeill, Shane

From: Buechler, Ken
Sent: Wednesday, February 17, 2021 2:27 PM
To: ONeill, Shane
Cc: Huntington, Thomas; Reathaford, Jason
Subject: Ladera Development comments as requested
Attachments: Secondary Emergency Vehicle Access SEVA Standard.pdf

Shane,

The Ladera Development will require a SEVA approved by the Fire Marshal's Office that meets current department standards as attached.

Strawberry Lane already has the allowable 16 homes before the SEVA standard kicks in.

This development will need an approved and established SEVA prior to any residential plans being approved.

Also, the following Municipal Code will be required of all homes adjacent to Badger Mountain or Urban Interfaces.

The Richland Municipal Code 20.02.029, Wildland Areas

Wildland areas are areas which are undeveloped, uncultivated or unfit for cultivation, or are considered by the city of Richland to be wasteland or desert, or which are any combination of these descriptions and definitions and which are deemed by the city of Richland as a hazard for wild fire purposes. The following requirements apply to buildings and structures constructed on, in, or near wild-land areas:

A. All structures within 30 feet of a property line adjoining a wildland area shall have noncombustible siding, soffit, and skirting on the side adjacent to the wildland area when the wildland area is in excess of five contiguous acres. This requirement shall not apply to interior lots of platted parcels of land and development phases whose streets are accessible and whose water system is operational.

B. Decks or porches 36 inches or less in height shall have skirting if within 30 feet of adjacent wildland areas when the wildland area is in excess of five contiguous acres. Skirting shall be sufficiently constructed so as not to allow the accumulation of combustible material under the deck or porch. The area under the deck or porch shall not be used for storage.

C. When determined by the fire marshal, noncombustible siding or soffit material shall be required on the downhill side(s) of a structure or building that is within 30 feet of a grade that is 15 percent or greater in steepness. The grade shall be determined by the

predominant slope on the downhill side measured from the structure or building and extending a maximum of 300 feet. [Ord. 17-20 § 1].



Kenneth L Buechler

Fire Marshal 172

625 Swift Blvd., MS-16 | Richland, WA 99352

(509) 942-7556

(509) 578-9321

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Richland Fire & Emergency Services
1000 George Washington Way

Published by the Fire Marshal's Office

Secondary Emergency Vehicle Access Standard

Standard

Washington State most currently adopted version of the International Fire Code
RMC Title 20

Practice

The purpose of this standard is to provide the requirements for secondary emergency vehicle access (SEVA) for residential developments.

- A residential development that serves more than sixteen (16) units and each lot is less than one acre in size, shall be provided with an approved SEVA.
- A residential development that serves more than fifty (50) units and each lot is more than one acre in size, shall be provided with an approved SEVA.
- SEVA roads shall be designed and maintained to support the imposed loads of fire apparatus in all weather driving capabilities. A minimum surface of two (2) inches of compacted gravel shall be provided.
- SEVA roads shall have a twenty (20) foot unobstructed road width and a vertical clearance of thirteen feet six inches (13'6").
- Long SEVA roads may be reduced, if approved by the Fire Code Official or designee, to twelve (12) feet in width provided 20' total road width and 35' long turnouts are present every 400 feet to accommodate the passage of emergency vehicles in both directions.
- Temporary SEVA roads allowed during continued development stages, lasting greater than 12 months and permanent SEVA roads must be paved with 12-inch minimum shoulders to support the imposed loads of 75,000 pounds.
- SEVA road slope shall not exceed 12% longitudinal or 2% cross-slope
- As approved by the Fire Marshal's Office, this SEVA requirement may be reconsidered on a case-by-case bases if every lot is recorded as requiring a NFPA13R sprinkler system.

Guide

Modifications of this standard may be made with the approval of the Chief or designee.

ONeill, Shane

From: Deskins, John
Sent: Thursday, February 11, 2021 11:01 AM
To: Reathafor, Jason
Cc: ONeill, Shane
Subject: RE: Ladera Traffic

Follow Up Flag: Follow up
Flag Status: Flagged

Jason,

Per earlier e-mail discussion with Pete, please revise the conditions to include the signal. I copied and pasted the original conditions and inserted the signal at the beginning.

Traffic Conditions for Ladera Subdivision

1. Install a Traffic Signal at the intersection of Country Ridge and Keene Road per the recommendations contained in the developer Traffic Impact Analysis dated November 4, 2020.
2. Install a 100 foot right-turn taper for eastbound traffic per the WSDOT Design Manual Exhibit 1310-12. Note that Exhibit 1310-11 indicates per the traffic study that a right-turn lane or taper should be considered at the location based upon AM & PM peak hour volumes. Other thresholds commonly used, and met at this location are 50 right-turns in a peak hour and 1000 total turning trips at the intersection per day. The city believes the right-turn taper to be adequate based upon similar installations at Keene & Shockley and at Keene & Westcliffe/Englewood. The 13 foot measurement can be measured off of the bike lane line, similar to Shockley. Note that the pedestrian ramp on the southeast corner may require modification in conjunction with this change.
3. Re-stripe Country Ridge Drive between Keene Road and Foxtrot Lane to provide for separate outbound right-turn and left-turn lanes from Country Ridge Drive.
4. Install sidewalks on both sides of Country Ridge Drive per the recommendations contained in the developer Traffic Impact Analysis dated November 4, 2020.
5. Meet intersection sight distance requirements of RMC 12.11 at all streets within the proposed subdivision

John Deskins, PE
Traffic Engineer
City of Richland
(509) 942-7514

From: Deskins, John
Sent: Wednesday, February 10, 2021 11:44 AM
To: Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>
Cc: ONeill, Shane <soneill@CI.RICHLAND.WA.US>
Subject: RE: Ladera Traffic

Jason,

Here are my comments/conditions. I will write up a more specific memo for Shane.

Traffic Conditions for Ladera Subdivision

1. Install a 100 foot right-turn taper for eastbound traffic per the WSDOT Design Manual Exhibit 1310-12. Note that Exhibit 1310-11 indicates per the traffic study that a right-turn lane or taper should be considered at the location based upon AM & PM peak hour volumes. Other thresholds commonly used, and met at this location are 50 right-turns in a peak hour and 1000 total turning trips at the intersection per day. The city believes the right-turn taper to be adequate based upon similar installations at Keene & Shockley and at Keene & Westcliffe/Englewood. The 13 foot measurement can be measured off of the bike lane line, similar to Shockley. Note that the pedestrian ramp on the southeast corner may require modification in conjunction with this change.
2. Re-stripe Country Ridge Drive between Keene Road and Foxtrot Lane to provide for separate outbound right-turn and left-turn lanes from Country Ridge Drive.
3. Install sidewalks on both sides of Country Ridge Drive per the developer Traffic Impact Analysis dated November 4, 2020.
4. Meet intersection sight distance requirements of RMC 12.11 at all streets within the proposed subdivision

John Deskins, PE
Traffic Engineer
City of Richland
(509) 942-7514

From: Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>
Sent: Tuesday, February 9, 2021 3:51 PM
To: Deskins, John <jdeskins@CI.RICHLAND.WA.US>
Subject: RE: Ladera Traffic

Thanks for the update. Let me know if you need anything. I hope to start drafting these comments tomorrow. Pete's off tomorrow so I hope to have them ready for him to review by Thursday afternoon.
thx

From: Deskins, John <jdeskins@CI.RICHLAND.WA.US>
Sent: Tuesday, February 9, 2021 10:46 AM
To: Rogalsky, Pete <PRogalsky@CI.RICHLAND.WA.US>
Cc: Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>
Subject: RE: Ladera Traffic

Pete,

I reviewed the consultant [traffic study](#) which recommends a traffic signal at the intersection of Country Ridge with Keene Road and made my [evaluation and notes](#). I will need to have a short discussion regarding this before I can comment by the Friday deadline.

It has been suggested in the past that this intersection would likely be required in order to add any trips to the intersection. If we go strictly off of concurrency and LOS, the report shows that this is probably true, but it is also desirable to meet traffic signal warrants. The analysis suggests that peak hour, 4-hour, and 8-hour volume warrants are met. There are some flaws with this analysis though in my opinion. First, it is very hard to follow, and not presented well, or in complete fashion. I feel like we deserve better if we are to concur with their recommendation. Though the analysis uses the trip distribution per the new bridge, it is not clear that the warrant analysis does the same. In addition it is relatively common to reduce the trips in the warrant by some percentage (using engineering judgement), since it is an easier movement, and then assessing the warrants off of that reduced value. They did not choose to do so, but it

appears that even a very minor reduction in right-turns could likely change the end result, at least with regards to the 8-hour warrant.

For comparison, I took a few minutes to observe volumes at Duportail & Tanglewood for the AM & PM Peak hours. It is a busy signal (and lots of pedestrians), but the left-turns out (and cross traffic) appear to be significantly less (probably 50% less) than those projected at Country Ridge. Though I wasn't counting the right-turns are probably 50% higher. The sum total of left-turns for both sides may be comparable in those hours but usually a warrant looks at the worst minor street approach.

Unfortunately, I only received this report last week. If I had received it shortly after it was completed in November, then these corrections could have been rectified prior to the comment deadline of this Friday. Given the state it is in now, I'm not exactly sure how to comment, though I have some ideas after talking with Shane. We should talk about this a bit and then finalize my comments.

John Deskins, PE
Traffic Engineer
City of Richland
(509) 942-7514

From: Deskins, John <jdeskins@CI.RICHLAND.WA.US>
Sent: Tuesday, February 2, 2021 11:36 AM
To: O'Neill, Shane <soneill@CI.RICHLAND.WA.US>
Cc: Rogalsky, Pete <PRogalsky@CI.RICHLAND.WA.US>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>
Subject: RE: Ladera Traffic

My first comment is that my last communication with their traffic engineer was 10/22/20 and the report was submitted to Pahlisch on 11/4/2020 almost 3 months ago, and yet I do not recall seeing this until today. Did I somehow miss this in my e-mails, or what gives? When are your comments due? Are you looking for a comment to the effect that I concur, or do not concur with the results of the study?

I'd need to talk with Pete about this. Though I'm not completely surprised by the recommendation to install a Traffic Signal, it is not really what we desire to have. I'll need to have a bit more time to review the study and talk it over with Pete.

John Deskins, PE
Traffic Engineer
City of Richland
(509) 942-7514

From: O'Neill, Shane <soneill@CI.RICHLAND.WA.US>
Sent: Tuesday, February 2, 2021 11:16 AM
To: Deskins, John <jdeskins@CI.RICHLAND.WA.US>
Subject: Ladera Traffic

John,
Could you please provide a statement, interpretation, opinion, etc. on the [Ladera TIA?](#)
I need to have something to say in the traffic section of my staff report.
Thank you Sir!



Shane O'Neill

Senior Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7587

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2015 South Ely Street
Kennewick, WA 99337
Customer Service 509-586-9111
Business 509-586-6012
FAX 509-586-7663
www.kid.org

February 12, 2021

Shane O'Neill
City of Richland – Development Services Division
625 Swift Blvd., MS-35
Richland, WA 99352

Subject: Review Comments – S2020-103/ Pre Plat of Ladera

Dear Mr. O'Neill,

This letter provides Kennewick Irrigation District (KID) review comments on S2020-103/ the Pre Plat of Ladera submitted by Pahlisch Homes, 210 SW Wilson Ave, Bend, OR 97701 ("Applicant"¹). **These comments/conditions of approval are preliminary and subject to pending KID Board action on March 2, 2021. A final letter shall be provided to the City of Kennewick on March 3, 2021.** The properties are generally located at the intersection of Strawberry Ln. and Stallion Place in Richland, WA and includes the following parcels:

- 1-2098-400-0004-000 (20.00 acres)
- 1-2098-400-0003-000 (20.00 acres)
- 1-2098-400-0002-000 (20.00 acres)

The properties identified on the proposed preliminary plat are mostly outside of the KID boundary. Pursuant to RCW 58.17.310 (1), KID would like to inform the City of the following information regarding the proposed preliminary plat upon the structural integrity, including lateral support, of KID's facilities, other risk exposures, and the safety of the public and irrigation district, and conditions of approval that KID deems to be necessary as a result:

- 1) Conditions Related to Design, Grading and Construction:
 - a. Pursuant to RCW 58.17.310 (1), the KID would like to inform the City of Richland that failure to mitigate the introduction of excessive water into the soils above the canal may result in a canal embankment breach or failure. Should an embankment breach occur near this development, there is potential for public safety to be at risk. The USBR holds title to the Badger East Lateral Canal below

¹ Reference to the "Applicant" throughout this comment letter shall refer to the property owner and/or developer of the proposed plat.

the proposed subdivision and any slope stability issues could potentially result in a canal embankment breach and subsequent loss of life and property.

- b. There exists KID/United States Bureau of Reclamation (USBR) Right-of-Way (ROW) along the Northeast property line. The Applicant must show this ROW on the preliminary plat. A copy of the ROW maps are available upon request. The proximity of the proposed residential development to the KID ROW increases the risk of harm to KID facilities and exposes residents to risk of injury. In order to mitigate these risks, the KID requires the following:
 - i. At the time of final plat, Applicant shall either: (1) deed to KID/USBR a tract of land that fully contains the KID/USBR ROW, subject to the Applicant and KID entering a license agreement under which the Applicant agrees to construct and maintain fencing, or, (2) place the KID/USBR ROW into separate tracts, convey such tracts to a homeowner's association or similar entity responsible for constructing and maintaining fencing and landscaping, subject to an easement benefitting KID with terms acceptable to KID.
 - ii. No permanent structures within the USBR ROW.
 - iii. A note on the face of the plat that states: "No grading may be performed or any permanent structure built within KID right of way without an approved permit from the Kennewick Irrigation District and/or the United States Bureau of Reclamation, when applicable."
 - iv. For each phase of the project, include a note on the face of the Final Plat stating as follows: "This property is located within the boundaries of the Kennewick Irrigation District and in the immediate vicinity of irrigation infrastructure. Please refer to www.kid.org for further information."
 - c. The Project must include the following design feature:
 - i. Stormwater systems for the Project shall be designed to retain, at minimum, a 100-year storm event above the Badger East Lateral Canal and to minimize the introduction of water into the soils up-gradient of the canal.
 - ii. KID review and approval of all stormwater plans are required prior to pre-plat approval.
 - d. Applicant must submit, for engineering review and approval by KID/USBR, engineering plans detailing construction/grading for each phase of the Project above to KID easements and ROWs.
- 2) For each phase of the Project, KID/USBR review and approval of grading and construction plans is required to allow KID to assure all reasonable measures to protect any easements and ROWs. Such review and approval will be coordinated as part of the City's review and Final Plat approval process.
- 3) The Applicant shall include the potential failure of KID system components in its public offering statement for the plat pursuant to RCW 58.19.055(1)(r), which requires a public offering statement to include "[a] list of any physical hazards known to the developer

which particularly affect the development or the immediate vicinity in which the developer is located and which are not readily ascertainable by the purchaser.”

- 4) The Applicant shall post signs in appropriate areas with KID’s easements and ROW’s identifying KID’s facilities (with locations and design approved by KID).
- 5) The Applicant shall provide fencing for the protection of KID facilities, which shall include but not be limited to adjacent KID/USBR ROW, with fencing locations and design approved by KID.

Finally, KID requests the following additional conditions of final plat approval:

- 6) The Review and Inspection fees in place at the time of each review request must be paid. At the time of application the review fees are as follows:
 - a. A Preliminary Plat review fee of **\$175.00** which must be paid prior to scheduling for final plat approval at a KID Board meeting for the first phase.
 - b. Final Plat review fee for each phase of **\$125.00**.
- 7) All subdivisions of land are required to be approved by the KID Board of Directors during a KID Board Meeting. KID Board Meetings are regularly scheduled on the first and third Tuesdays of each month. All conditions must be completed prior to submittal to KID for final approval. The submittal for final approval must be received by KID a minimum of two weeks prior to a regularly scheduled Board Meeting in order to be considered at that meeting.

KID reserves the following rights regarding future review of the plat:

- 8) KID reserves the right to provide review comments under RCW 58.17.330(1) and RCW 58.17.330(2) in response to future design submittals by the Applicant prior to final plat approval. The scope of these reviews will be limited to Phases that are adjacent to the District's Rights of Way. KID review of construction plans will be consistent with the City of Kennewick's plan review timelines.
- 9) KID reserves the right to review and comment on the Applicant's plat line revisions for potential additional revisions to protect KID system components for Phases that are adjacent to KID's easements or ROWs.
- 10) KID reserves the right to review and comment on the Applicant's covenants, conditions, and restrictions to evaluate whether they should include any terms regarding protection of KID system components after construction and fencing requirements.
- 11) KID reserves the right to submit additional comments during the City's review process under the State Environmental Policy Act (SEPA).

Please provide notice to KID of any Public meeting or hearing where this project will be an agenda item. If you have any questions regarding these comments, please contact me at the address/phone number listed below.

Sincerely,



Jason McShane, P.E.
Engineering/Operations Manager
C: LB\correspondence\File: [20-08-28]

ONeill, Shane

From: Nathan Machiela <nathan@knutzenengineering.com>
Sent: Friday, February 19, 2021 2:21 PM
To: O'Neill, Shane
Cc: Chad Bettesworth, PE
Subject: RE: Ladera

Follow Up Flag: Follow up
Flag Status: Flagged

Shane, sorry for the confusion in the documents that were submitted so I will try and clarify.

The actual area of property being left in the natural state and undeveloped **TRACTS** is 19.72 acres. That is based on the current layout with 101 lots.

The backyards of the southern lots against the steep slope are deep lots that will have a retaining wall along the back about half the depth of the lots. A significant portion of those lots above the wall will remain undeveloped. The backyards plus the open space tracts is equivalent to approximately 26 acres, we estimated 23 acre at the time the SEPA was written.

The COA report by PBS discusses the steep slope, which does not have to do with the lots or the plat layout, only the existing condition in which steep slopes exist. We are able to develop areas of steeper slope and I believe was meant as an estimate, not necessarily an exact number based on a survey.

Thanks and let me know if that helps.

Nathan Machiela, P.E.
Principal Engineer – Vice President
O: 509.222.0959
C: 509.579.1887



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From: Chad Bettesworth, PE <chadb@pahlisch.com>
Sent: Friday, February 19, 2021 11:30 AM
To: Nathan Machiela <nathan@knutzenengineering.com>
Subject: FW: Ladera

HELP?

Chad Bettesworth, PE
Director of Land Development

P: 541-385-6762 x 166
M: 541-280-6242

A: 210 SW Wilson Avenue Suite 100, Bend, Or 97702

From: O'Neill, Shane <soneill@ci.richland.wa.us>

Sent: Friday, February 19, 2021 11:18 AM

To: Chad Bettsworth, PE <chadb@pahlisch.com>

Subject: Ladera

CAUTION: Outside email, potential spam

Chad,

Your application would benefit from clarification on the matter of land area for open space/critical areas.

- The COA report by PBS indicates the site contains 32-acres of steep slopes.
- Pg 8 of the SEPA checklist states 23 acres will be undisturbed
- The plat drawing indicates 19.72 acres set aside in tracts

At least one of the residents commented on this disparity so I think it is a matter warranting clarification. One of the comments is attached for you to read.



Shane O'Neill

Senior Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7587

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ONeill, Shane

From: Rogalsky, Pete
Sent: Friday, February 12, 2021 9:46 AM
To: Stevens, Mike; O'Neill, Shane
Cc: Deskins, John; Reathaford, Jason
Subject: Ladera Pedestrian Issue

Mike and Shane,

I think the off-street trail system and open space features included in the Country Ridge subdivision should be considered for their value to pedestrians. These facilities won't qualify under ADA, I'm guessing, but should provide some connectivity to the rest of the City that we could acknowledge and take some value from. Maybe it would be worth looking at putting some gravel down on an unimproved open space trail that could be considered as proportional to the project's impact. Those are my thoughts at this point about that issue. The engineering and property challenges of retrofitting Country Ridge drive with sidewalks or a path are substantial.



Pete Rogalsky, P.E.
Public Works Director
625 Swift Blvd., MS-26 | Richland, WA 99352
(509) 942-7558

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ONeill, Shane

From: Hill, Kelly
Sent: Thursday, February 11, 2021 2:39 PM
To: O'Neill, Shane
Cc: Goulet, Steven
Subject: RE: Request for Comments - Preliminary Plat of Ladera (S2020-103)

Shane,

Below are the comments from RES:

1. We have an existing UG line where the red line is drawn in and we would like to have it relocated to the easement highlighted in yellow. This will keep all our facilities adjacent to the roadway and we will not have to deal with facilities in back yards. We will also be extending the 3 phase circuit down the yellow line.
2. With the road ROW pushed right up to the north property line of the project how are we going to get the 10' PUE that normally runs adjacent to the road ROW?

Let me know if there are any questions.

Thanks

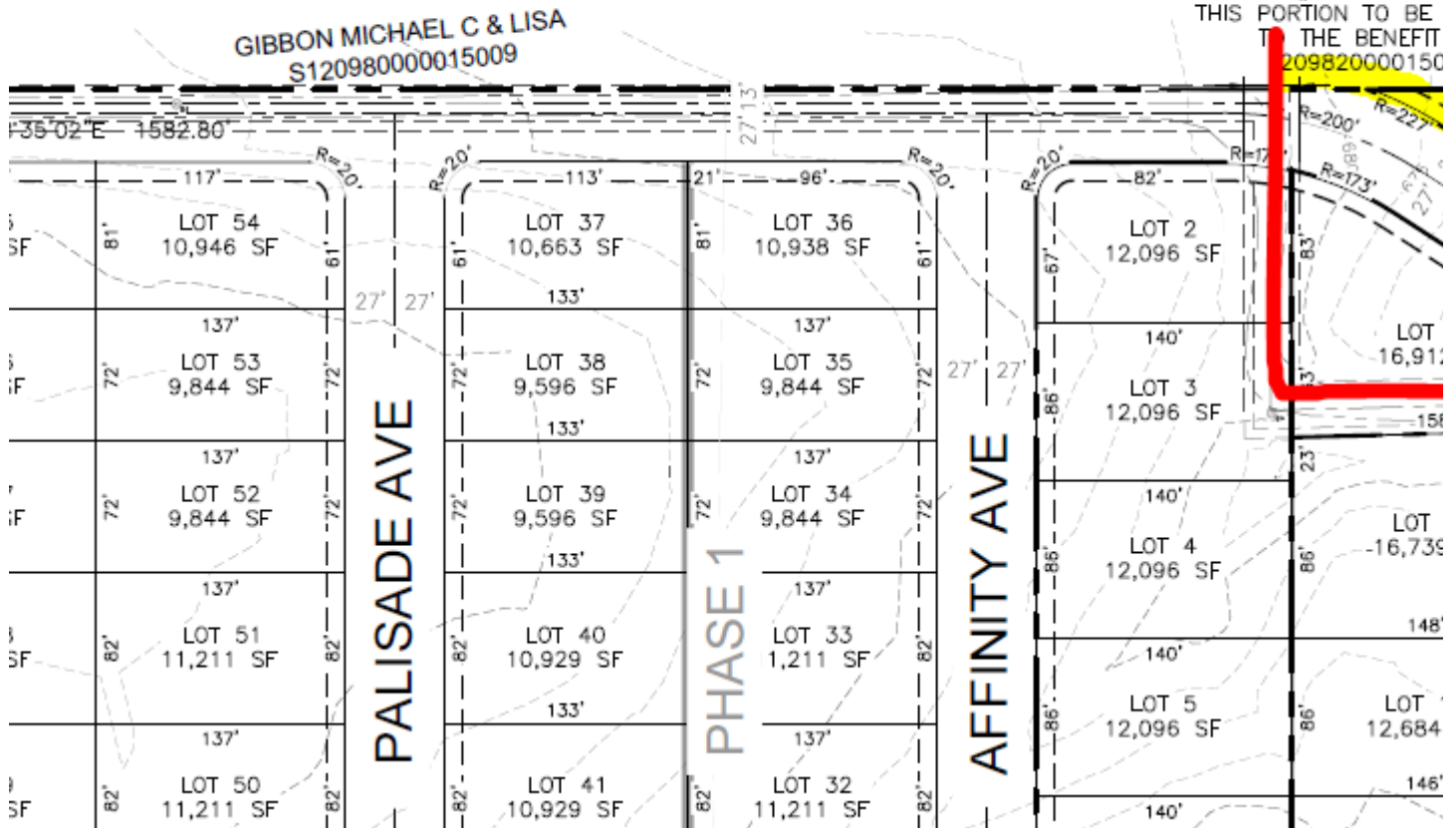


Kelly Hill, PE
Chief Electrical Engineer
625 Swift Blvd., MS-23 | Richland, WA 99352
(509) 942-7416

LADERA

PRELIMINARY PLAT

OF THE S1/2 OF SECTION 20, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.,
CITY OF RICHLAND, BENTON COUNTY, WASHINGTON



From: O'Neill, Shane <soneill@CI.RICHLAND.WA.US>

Sent: Tuesday, February 2, 2021 12:01 PM

To: Anthony Muai <anthony.muai@ci.kennewick.wa.us>; Anthony Von Moos <anthony.vonmoos@co.benton.wa.us>; Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District <bmidmanager@badgermountainirrigation.com>; Benton County - Segregations <Segregations@co.benton.wa.us>; Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Bill Barlow <bbarlow@bft.org>; Blaine Broberg, KID <bbroberg@kid.org>; Boring, Michael <MBoring@CI.RICHLAND.WA.US>; Boshart, Thomas <tboshart@CI.RICHLAND.WA.US>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey <clark.posey@co.benton.wa.us>; Craig Hamilton <c.hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; Darrick Dietrich <darrick@basindisposal.com>; Deanna Davis <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodders@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; Florinda Coleman <florinda.coleman@co.benton.wa.us>; Ghbein, Briana <bghbein@ci.richland.wa.us>; Greg McCormick <gregory.mccormick@ci.kennewick.wa.us>; Greg Wendt <greg.wendt@co.benton.wa.us>; Gregory Goodwin, Ziply <gregory.goodwin@ziply.com>; Gwen Clear <gcle461@ecy.wa.gov>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; USPS Ina N. Beutler <ina.n.beutler@usps.gov>; Jason McShane <jmcsbane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod Macpherson <Jerrod.Macpherson@co.benton.wa.us>; Joseph Cichy, Ziply <joseph.cichy@ziply.com>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin

Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Lopez, Brandin <blopez@CI.RICHLAND.WA.US>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Pasco99301 <99301PascoWA-Postmaster@usps.gov>; Paul Gonseth <gonsetp@wsdot.wa.gov>; Reathaford, Jason <JReathaford@CI.RICHLAND.WA.US>; Review Team <reviewteam@commerce.wa.gov>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster <99352RichlandWA-Postmaster@usps.gov>; Rick Dawson <rickd@bfhd.wa.gov>; Rob Rodger <rob.rodger@bentoncleanair.org>; Robin Priddy <robin.priddy@bentoncleanair.org>; Sarah Gates <s.gates@bces.wa.gov>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; SEPA Center <sepacenter@dnr.wa.gov>; SEPA Register <separegister@ecy.wa.gov>; SEPA Unit <sepaunit@ecy.wa.gov>; Seth DeFoe <SDefoe@kid.org>; South Central Region Planning <scplanning@wsdot.wa.gov>; T.S. "Max" Platts <PlattsT@wsdot.wa.gov>; WA Dept of Fish & Wildlife <lopezlal@dfw.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; West, Julie <jwest@ci.richland.wa.us>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; William Simpson <william.simpson@commerce.wa.gov>; Joe Walker (joewalker@portofbenton.com) <joewalker@portofbenton.com>

Subject: Request for Comments - Preliminary Plat of Ladera (S2020-103)

Hello,

For your review and commenting I am sending application materials submitted for the preliminary plat of Ladera (Master File # S2020-103). The Ladera subdivision proposes to divide 60-acres into 106 single-family residential lots and 2 tracts. In addition to the materials attached hereto, the application includes a critical areas report, traffic impact analysis and full title report. These items are immediately available upon request. Please send your comments and requests for the other documents directly to me.

A virtual public hearing will be held before the Hearing Examiner at 6pm on Monday, March 8th. Please provide your comments by Friday, Feb. 12th. Delayed comments may be accepted until the public hearing.

Thank you,



Shane O'Neill
Senior Planner

625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

Vicinity Map

Item: Preliminary Plat - Ladera
Applicant: Pahlisch Homes
File #: S2020-103



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MEMORANDUM

Public Works – Traffic Engineer

To: Shane O'Neill, Senior Planner
From: John Deskins, Traffic Engineer
Copy: Pete Rogalsky, Public Works Director
Jason Reathaford, Engineering Tech IV
Date: February 11, 2021
Re: Traffic Engineer's Comments
Project: Preliminary Plat of Ladera (S2020-103)

A traffic impact analysis (TIA) dated November 4, 2020 was prepared for the project by PBS Engineering. The study assumes that 100 new single family homes will be constructed with the project. It should be noted that the proposed Ladera Subdivision will generate 1,040 net new trips on an average weekday, 76 net new trips in the AM peak hour of the adjacent streets, and 102 net new trips in the PM peak hour of the adjacent streets. The intent of the study was to consider whether:

1. The intersections of Keene Road at Country Ridge Drive and Keene Road at Queensgate Drive meet concurrency requirements for Transportation per RMC 12.03.170 and RMC 12.03.180. As identified in the Comprehensive Plan, the minimum threshold for Level of Service (LOS) is LOS D.
2. A connection from the plat to Dallas Road would help significantly mitigate traffic generated at the Keene and Country Ridge intersection
3. Mitigations such as a right-turn lane and/or a traffic signal are warranted at the intersection of Keene Road and Country Ridge

Upon review of the study I concur with the findings that the two intersections listed above meet Level of Service (LOS) for concurrency in the AM and PM peak hours today. That in both 2025 and 2030, the project will cause the intersection of Keene Road and Country Ridge Drive to fail to meet the transportation concurrency LOS threshold. I also concur that a Dallas Road connection does not mitigate the Level of Service (LOS) concerns at the intersection of Keene Road and Country Ridge Drive.

One improvement that can mitigate minor LOS failures is installation of a right-turn lane. The TIA analysis shows that a right-turn lane does not mitigate LOS at this location significantly. However, this is also a good safety treatment and is justified by the WSDOT

Design Manual Exhibit 1310-11 indicating that a right-turn lane or taper should be considered at the location based upon AM & PM peak hour volumes. The consultant does not recommend this improvement stating that no other factors recommend its installation. It's not clear what those factors are, but typically I have utilized other thresholds in addition to the WSDOT figure including 50 or more right-turns in a peak hour, and 1000 or more total turning movements per day at the intersection. In both cases these thresholds are met. The city has installed a similar 100 foot right-turn taper treatment per the WSDOT Exhibit 1310-12 nearby at the intersections of Keene & Shockley and Keene and Westcliffe/Englewood. For these reasons the city is requiring the installation of the right-turn taper.

Despite generally solid work, the traffic signal warrant analysis had some flaws. The study did not utilize two outgoing lanes which would be a requirement per the public works conditions. The study also did not utilize the new anticipated trip distribution between left-turns and right-turns at Keene which would be 40% and 60% respectively due in part to the Duportail Bridge. Finally, the study did not discount the number of right-turns from the volume totals to compare against the warrant thresholds. Reducing the number of right-turns is a common practice recognizing that right-turns are far simpler to make. The analysis was made with a reduction of right-turns by 50% for the number of counting right-turns. Another challenge was the timing of the traffic counts yielded poor results due to COVID and concurrent wildfire events where smoke kept many indoors. Even with the consultants best attempt to adjust the counts, they were only about 75% of standard trip generation estimates, and yet there is no good reason to believe that standard trip generation rates would not apply here. Therefore, I developed revised estimates based upon the ITE Trip Generation Manual, 10th Edition specifically for the entire existing subdivision, plus the proposed Ladera subdivision. Using this revised data, I feel convinced that multiple Manual of Uniform Traffic Control Devices (MUTCD) traffic signal warrants are met. Specifically, the Peak hour, Four Hour, and Eight Hour volume warrants. These warrants have a standard volume threshold requirement for both the main and the side streets, but allow a 70% reduction in cases where the speed on the main street is above 40 mph (Keene Road is posted 45 mph). It's worth noting that in all cases the main street volume was high enough to meet the standard threshold, while typically the side street volume met the reduced threshold. The side street did meet 4 out of 8 qualifying hours at the standard threshold.

As a result of the above analysis the city concurs with the recommendation to install a traffic signal at the intersection of Keene Road and Country Ridge Drive. As part of this work it is necessary to re-stripe the block of Country Ridge Drive between Keene Road and Foxtrot Lane to allow for two outbound lanes at the signal. This also necessitates sidewalk installation along this segment to provide for adequate pedestrian access to the traffic signal, which in turn will provide pedestrian access to the Keene Road multi-use trail on the north side of Keene Road.



State of Washington
Department of Fish and Wildlife
Pasco District Office, Habitat Program
2620 North Commercial Avenue, Pasco, WA 99301
Phone: (509) 543- 3319, E-mail, Michael.Ritter@dfw.wa.gov

February 19, 2021

Shane O'Neill
Senior Planner
625 Swift Boulevard, MS-35
Richland, WA 99352

SUBJECT: S2020-103 & EA2020-132 Preliminary Plat of Ladera

Dear Shane,

The Washington Department of Fish and Wildlife (WDFW) conducted a site visit in early January and on January 11 sent the following to the project consultant. I have omitted the photos in this correspondence to you but they are attached to the Critical Area Assessment that was prepared by the consultant.

The northern portion of the site is generally flatter than the very steep southern portion. The east end of proposed development (Fig 1, blue polygon) supports sage brush, bunch grasses, and pockets of cryptobiotic crust and flowers (balsam root) (Pictures 1-4) which are indicative of shrubsteppe. The western portion is mostly bunch grasses (Picture 6) and the transition is sparse sage brush and bunch grass (Picture 5). Cheat grass is a common understory vegetation. Throughout the site are signs of past fires as evidenced by burnt sage brush stumps (Picture 7).

The proposed development site is part of a much larger WDFW Priority Habitats and Species (PHS) area (Figure 2) that is immediately adjacent (south) of the Badger Mountain Nature Preserve (Figure 3). The PHS area is also identified as a City of Richland Critical Area and Richland Municipal Code (Ch 22.10) provides ample rationale to protect critical habitats and species on and adjacent to the proposed development. Townsend's ground squirrels (WDFW Candidate Species) occur on the adjacent Badger Mountain Natural Preserve and shrubsteppe habitat is contiguous across the proposed development site and the Natural Preserve. Additionally, due to the steepness of the south side of the proposed development, that area is also categorized as a City of Richland Critical area.

Given the demand for residential housing within the Richland City limits as well as conservation of native habitats and species, it would be worthwhile to pursue inclusion (permanent and deeded) of the steep portion of the proposed development into the Badger Mountain Natural preserve as mitigation for loss of shrubsteppe from this proposed development.

Having provided this information about the project, we are surprised that the *Ladera Preliminary Plat Application Narrative* incorrectly described the project site. The *Narrative* specifically states that "...33% of the total site would be left in an undisturbed state, preserving the existing shrub/steppe habitat on the site." This implies that the remainder of the site (the area proposed for development) is devoid of this habitat type. Our site visit clearly documents shrub-steppe habitat on site and that the entire area is WDFW Priority Habitat and a City of Richland Critical Area. We do not agree "... that the project site does not contain habitat that would meet the current WDFW of priority habitat..." (Memo from PBS to Pahlisch Homes, 1/51/21) As such, impacts to this habitat as a result of the proposed development should be mitigated for and that is why we recommended the steep area be set aside as mitigation. As portrayed, the steep area is being set aside due to its classification as a critical area, when in fact it should be clearly stated in the documents that it is being set aside as mitigation for impacts to shrubsteppe habitat.

Please contact me at 509-543-3319 or at Michael.Ritter@dfw.wa.gov if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Michael Ritter". The script is cursive and fluid, with the first letters of the first and last names being capitalized and prominent.

Michael Ritter
Area Habitat Biologist

ONeill, Shane

From: Ritter, Michael W (DFW) <Michael.Ritter@dfw.wa.gov>
Sent: Friday, February 19, 2021 3:28 PM
To: O'Neill, Shane
Subject: RE: Ladera Plat

Thanks Shane,

From our perspective and based on the habitat type (shrubsteppe) and permanent loss, the steep area should serve as mitigation for those impacts. As such, condition 63 could read, and this is only a recommendation:

...reserved as natural open space by ways of deed restriction as mitigation for permanent impacts to and loss of shrubsteppe habitat....

Thanks,
Mike

From: O'Neill, Shane <soneill@CI.RICHLAND.WA.US>
Sent: Friday, February 19, 2021 3:14 PM
To: Ritter, Michael W (DFW) <Michael.Ritter@dfw.wa.gov>
Subject: RE: Ladera Plat

External Email

Thank you. I developed two conditions to substantiate your comments.

62. The Ladera preliminary plat (Exhibit 2) contains a faint hashed line intersecting lots 22-29, 44-47, 62-65, 79-82 & 94-96. All subsequent final plats containing said lots as numbered on the preliminary plat, shall identify and label the hashed line as "toe-of-slope". All lots containing the toe-of-slope line shall be directed to a City note on the plat advising future property owners that development uphill of said line is restricted.
63. Tracts "A", "B", & "C" as labeled on the preliminary plat (Exhibit 2), shall be permanently reserved as natural open space by way of deed restriction.



Shane O'Neill
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587

From: Ritter, Michael W (DFW) <Michael.Ritter@dfw.wa.gov>
Sent: Friday, February 19, 2021 12:54 PM

To: O'Neill, Shane <soneill@ci.richland.wa.us>

Subject: Ladera Plat

Shane,

Attached are WDFW comments on the Ladera Plat.

Michael Ritter

Fish and Wildlife Area Habitat Biologist

Statewide Technical Lead: Wind and Solar

Washington Department of Fish and Wildlife

2620 N. Commercial Ave

Pasco, WA 99301

509-380-3028 (cell)

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O'Neill, Shane

From: Jessica Lally <Jessica_Lally@Yakama.com>
Sent: Wednesday, February 3, 2021 8:57 AM
To: O'Neill, Shane
Cc: Hanson, Sydney (DAHP); Corrine Camuso; Noah Oliver; Casey Barney
Subject: Fw: Request for Comments - Preliminary Plat of Ladera (S2020-103)
Attachments: NOTICE OF PUBLIC HEARING.pdf; S2020-103_Referral Packet.pdf

Hi Shane,

This application was forwarded to me from the Department of Archaeology and historic preservation. We respectfully ask again to be placed on your notification list.

I have reviewed the SEPA checklist. The checklist notes this area as an interest area to the Umatilla. Please note that this area is the traditional homeland of the Confederated Tribes and Bands of the Yakama Nation who have inherent Treaty Reserved Rights to resources.

This project is proposed on the northern foot slopes of Badger Mountain. Badger Mountain is a Yakama Traditional Cultural Property. The proposed project may have an effect on that resource.

We request full archaeological survey, with the opportunity for review and concurrence, prior to issuance of any permitting.

Thank you.

Jessica Lally
Yakama Nation Archaeologist
Cultural Resources Program
509-865-5121 x4766

From: SEPA (DAHP) <sepa@dahp.wa.gov>
Sent: Wednesday, February 3, 2021 7:13 AM
To: Casey Barney; Corrine Camuso; Jessica Lally; Jon Shellenberger; Kate Valdez; Noah Oliver
Subject: FW: Request for Comments - Preliminary Plat of Ladera (S2020-103)

Good morning all,

Looks like the City of Richland forgot to copy you on this SEPA notification. Let me know if you need anything else!

All the best,

Sydney Hanson, MA | Transportation Archaeologist

(preferred pronouns: she / her)

360.280.7563 (cell) | sydney.hanson@dahp.wa.gov

Department of Archaeology & Historic Preservation | www.dahp.wa.gov

1110 Capitol Way S, Suite 30 | Olympia WA 98501

PO Box 48343 | Olympia WA 98504-8343

**Please note that all DAHP employees are currently working remotely as a precaution against COVID-19. Our current schedules, email addresses, and cell phone numbers are available on our website. Thank you for your patience and understanding.*

From: O'Neill, Shane <soneill@CI.RICHLAND.WA.US>

Sent: Tuesday, February 2, 2021 12:01 PM

To: Anthony Muai <anthony.muai@ci.kennewick.wa.us>; Anthony Von Moos <anthony.vonmoos@co.benton.wa.us>;

Ashley Morton <AshleyMorton@ctuir.org>; Badger Mountain Irrigation District

<bmidmanager@badgermountainirrigation.com>; Benton County - Segregations <Segregations@co.benton.wa.us>;

Benton PUD, Broadband <osp@noanet.net>; Benton PUD, Electrical <engservice@bentonpud.org>; Bill Barlow

<bbarlow@bft.org>; Blaine Broberg, KID <bbroberg@kid.org>; Boring, Michael <MBoring@CI.RICHLAND.WA.US>;

Boshart, Thomas <tboshart@CI.RICHLAND.WA.US>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson

<carrie.thompson@bnsf.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey

<clark.posey@co.benton.wa.us>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; SEPA (DAHP) <sepa@dahp.wa.gov>;

Darrick Dietrich <darrick@basindisposal.com>; Deanna Davis <d.davis@bces.wa.gov>; Deborah Rodgers

<dxrogers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall

<emendenhall@westrichland.org>; Florinda Coleman <florinda.coleman@co.benton.wa.us>; Ghbein, Briana

<bghbein@ci.richland.wa.us>; Greg McCormick <gregory.mccormick@ci.kennewick.wa.us>; Greg Wendt

<greg.wendt@co.benton.wa.us>; Gregory Goodwin, Ziply <gregory.goodwin@ziply.com>; Clear, Gwen (ECY)

<GCLE461@ECY.WA.GOV>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; USPS Ina N. Beutler <ina.n.beutler@usps.gov>;

Jason McShane <jmcsane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod Macpherson

<Jerrod.Macpherson@co.benton.wa.us>; Joseph Cichy, Ziply <joseph.cichy@ziply.com>; Joseph Cottrell

<jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Cooper, Kelly (DOH)

<Kelly.Cooper@DOH.WA.GOV>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; KID

Development <development@kid.org>; KID Webmaster <webmaster@kid.org>; Lopez, Brandin

<blopez@CI.RICHLAND.WA.US>; M. Deklyne <mjdelyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela

<pmattheus@CI.RICHLAND.WA.US>; Pasco99301 <99301PascoWA-Postmaster@usps.gov>; Paul Gonseth

<gonsetp@wsdot.wa.gov>; Reathafor, Jason <JReathafor@CI.RICHLAND.WA.US>; COM GMU Review Team

<reviewteam@commerce.wa.gov>; Richard Krasner <richard.krasner@rsd.edu>; USPS Richland Postmaster

<99352RichlandWA-Postmaster@usps.gov>; Dawson, Rick (DOHi) <rickd@bfhd.wa.gov>; Rob Rodger

<rob.rodger@bentoncleanair.org>; Robin Priddy <robin.priddy@bentoncleanair.org>; Sarah Gates

<s.gates@bces.wa.gov>; Schiessl, Joe <JSchiessl@CI.RICHLAND.WA.US>; DNR RE SEPACENTER

<SEPACENTER@dnr.wa.gov>; ECY RE SEPA REGISTER <separegister@ecy.wa.gov>; ECY RE SEPA REGISTER

<separegister@ecy.wa.gov>; Seth DeFoe <SDeFoe@kid.org>; South Central Region Planning

<scplanning@wsdot.wa.gov>; T.S. "Max" Platts <PlattsT@wsdot.wa.gov>; Lopez, Linda A (DFW)

<Linda.Lopez@dfw.wa.gov>; Ritter, Michael W (DFW) <Michael.Ritter@dfw.wa.gov>; West, Julie

<jwest@ci.richland.wa.us>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; Simpson, William (COM)

<william.simpson@commerce.wa.gov>; Joe Walker (joewalker@portofbenton.com) <joewalker@portofbenton.com>

Subject: Request for Comments - Preliminary Plat of Ladera (S2020-103)

External Email

Hello,

For your review and commenting I am sending application materials submitted for the preliminary plat of Ladera (Master File # S2020-103). The Ladera subdivision proposes to divide 60-acres into 106 single-family residential lots

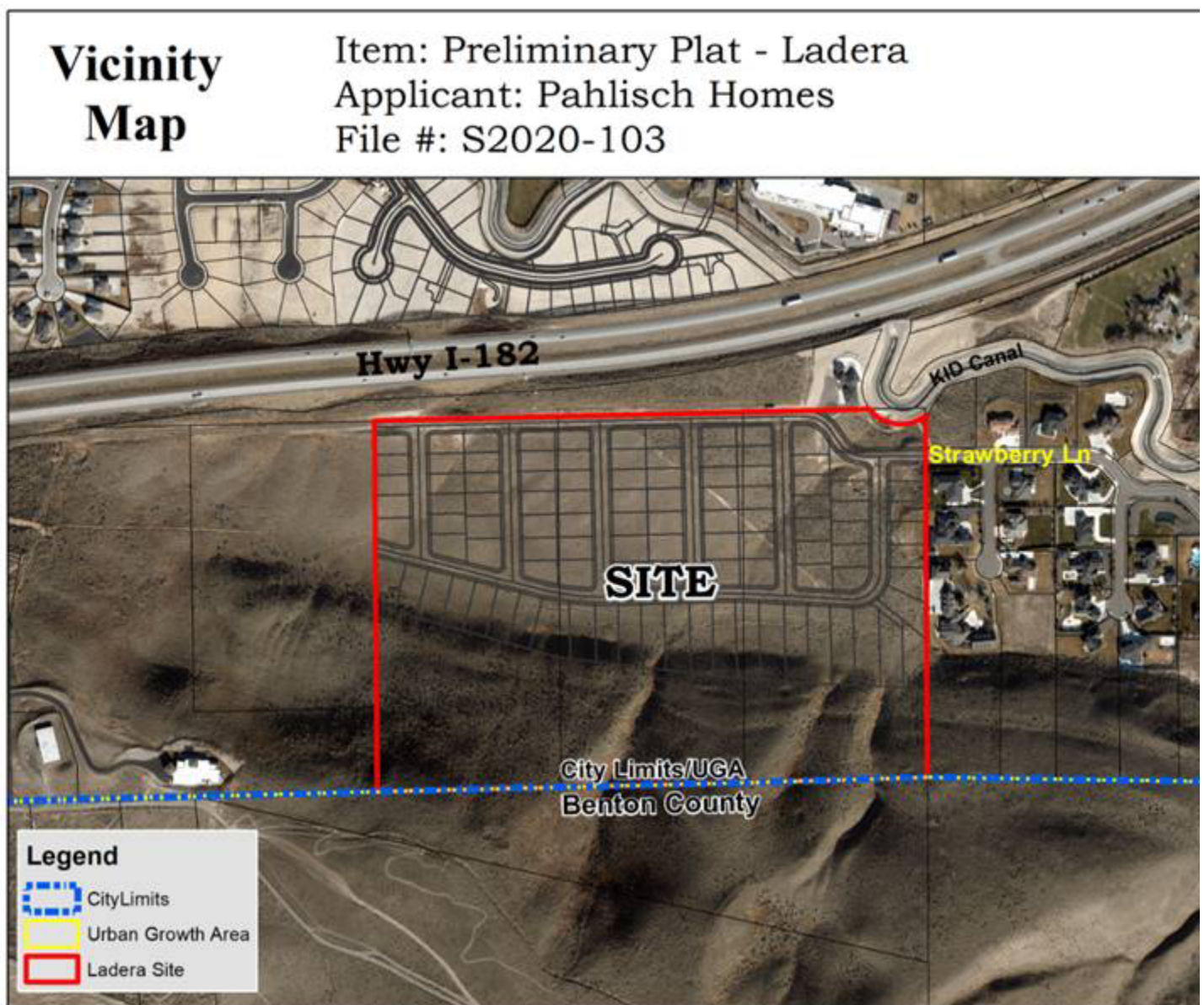
and 2 tracts. In addition to the materials attached hereto, the application includes a critical areas report, traffic impact analysis and full title report. These items are immediately available upon request. Please send your comments and requests for the other documents directly to me.

A virtual public hearing will be held before the Hearing Examiner at 6pm on Monday, March 8th. Please provide your comments by Friday, Feb. 12th. Delayed comments may be accepted until the public hearing.

Thank you,



Shane O'Neill
Senior Planner
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7587



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Exhibit 12

Public Comments

ONeill, Shane

From: Drew Aldrich <drew_aldrich@hotmail.com>
Sent: Thursday, February 11, 2021 9:27 PM
To: ONeill, Shane
Subject: Concerns regarding proposed Plat of Ladera subdivision

Mr. O'neill:

As a Country Ridge home owner I wanted to make known some serious concerns I have regarding the proposed Pahlisch Homes "Plat of Ladera" subdivision.

Country Ridge Dr. is currently the only access point for all the homes comprising both the Lower and Upper Country Ridge neighborhoods. An additional 106 households utilizing this road every day will undoubtedly lead to serious traffic and safety issues. Cars frequently speed down the hill as it is and there are large portions of Country Ridge Dr. without sidewalks. Country Ridge Dr. cannot absorb the increase in traffic.

Also, the Country Ridge Dr/Keene intersection is already problematic (and very difficult to make a left turn onto Keene) depending on the time of day and I can only imagine the nightmare it will become. There WILL be lines of cars waiting at the intersection. In the event of a large fire or significant hazard, adding 106 homes with only a single entrance/exit point would be very poor planning in my opinion.

Any traffic estimates based on data collected during COVID restrictions needs to be disregarded and a new full traffic impact study needs to be completed.

I would also like to request that the planned virtual meeting on March 8th be postponed until State guidelines allow for an in person meeting. Many, myself included, do not feel that this is an adequate method for an important meeting involving their home. It has been difficult enough simply informing our neighbors and meeting with the HOA. People should not be denied a chance to fully participate.

I am very much opposed to this new subdivision.

Sincerely,
Drew Aldrich

ONeill, Shane

From: Luay Ailabouni <ailabouni@hotmail.com>
Sent: Thursday, February 18, 2021 9:24 AM
To: O'Neill, Shane
Cc: Luay Ailabouni; Arwa Marji
Subject: Country Ridge File # S2020-103

Importance: High

Dear Sir/Madam

My Name is Dr. Luay Ailabouni. My property address is 1169 Pinto Loop, Richland WA 99352. I own my home and have been living there since 2013.

I am writing to you on behalf of me and my wife Dr. Arwa Marji.

When we moved to the Tricities from Chicago back in 2010 we were looking for a place and a location that is safe for our children to grow up in, a place that is away from all the traffic congestion, pollution, and noise and place that we call home. After a great deal of search, we were fascinated by how well kept the Country Ridge community was. We found what we were looking for, a beautiful big home, a great large and wide backyard, a proper space between neighbors, no congestion at all and a very quiet neighborhood.

During the time when we were looking for homes, we were informed by our realtor about certain limitations set by the city to limit building and expansion to this area. This was a great selling point knowing that this area will continue to be like we always wanted it to be when we purchased our home in the first place. Restrictions like the zoning and development. We were made aware that we are zoned in a way as such to have a minimum lot size to a 10,000 Sqft and another requirement that we personally and recently faced with the city when we applied to an expansion only last year that we were not allowed to build more than 20% of the lot size. Our proposal for expansion and building planning was rejected vehemently by the city of Richland and we were forced to build up, a proposal that was accepted but it ended up costing us at least double the cost to build such an expensive project. The city representative at the time even checked with his superior officer and we were told that they never issued a permit for anyone to build more than 20% and will not give exceptions to anyone. A standard that I respected from the City of Richland. What we are seeing here is more than giving someone an exception. We are seeing a complete sell out to all our standards and safeties the residents enjoy here at Country Ridge.

We often allow our children to go for a walk outside, we do this knowing that this is a very low traffic street. I cannot imagine adding 106 more residences leading into this small street. This is completely unimaginable. The realtor when we purchased made sure to mention that this is one of the main selling points because per city code traffic would never be allowed because it will put us all at a hazardous and dangerous situation. We completely reject any idea or planning that will put out children and pets at risk.

I am asking on behalf of myself, my wife, and my children to please stop this project as previously promised by the planning department supervisor to not develop this land or to find an alternative exist through to Dallas road and keep our community, clean, safe, and quiet like it is now.

Sincerely,

Luay Ailabouni
Arwa Marji
5097135829

ONeill, Shane

From: ismail alkaheli <al_kaheli@yahoo.com>
Sent: Wednesday, February 17, 2021 6:33 PM
To: ONeill, Shane
Subject: Public hearing and optional DNS(s2020-103 & EA2020-142)

Good evening

My name is Ismail Al-Kaheli

I live on Country ridge drive

And I object to the construction of the 106 houses in the proposed location because the traffic on Country ridge drive will more than quadruple and the quiet environment we are used to will be disturbed, also the value of real estate we suffer because of it.

Also there are other locations where this type of residential subdivision could be built.

Ismail Al-Kaheli

1225 country ridge drive

Richland WA. 99352

(509) 619-3852

Sent from my iPhone

ONeill, Shane

From: Janet Artzer <artzejr_55@icloud.com>
Sent: Tuesday, February 16, 2021 1:26 PM
To: O'Neill, Shane
Subject: Proposed development in Country Ridge

Shane, I live at the entrance to Country Ridge and can not express my concerns loudly enough about adding more houses to this area without further consideration of the residents concerns. We lived here through the addition to Keene Rd changing from a two lane to four lane and thought that had a hard impact on our location, but compared to the issues at hand, that turns out to be minor. I am all for progress but feel it needs to be prefaced by having the potential challenges it will have on the current residents, the environmental impact and the safety of the community reviewed thoroughly above all else. The safety issues of adding homes without an additional access road should be on the top of the list. That we have escaped a serious incident up to now has been one of sheer luck. Putting a stop light at the intersection is not the solution. I believe our city planning committee should have more concerns for the people who live in our community.

I appreciate being able to share my concerns and hope that all of the letters and phone calls you receive about this will be evaluated and given the consideration they deserve. Thank you.

Joseph and Janet Artzer
1101 Foxtrot Lane
Richland WA
509-528-7773

Sent from my iPad

O'Neill, Shane

From: Thomas E Atkinson <natgaspro.tea@gmail.com>
Sent: Friday, February 19, 2021 9:22 AM
To: O'Neill, Shane
Subject: Ladera Subdivision comments from Tom & Jan Atkinson
Attachments: Ladera Subdivision Objection_Feb 18 2020.docx

Shane O'Neill, Senior Planner, City of Richland
625 Swift Boulevard, MS-35
Richland, WA 99352

Re: Preliminary Plat Application, S2020-103, Proposed Ladera Subdivision by Pahlisch Homes

Mr. O'Neill,

We are contacting you to offer written comments on the Preliminary Plat Application and supporting reports submitted by Pahlisch Homes for the proposed Ladera Subdivision. These comments are being provided on February 18, 2021 in advance of the deadline. We request they be reviewed, utilized and incorporated into the Staff Report.

We are Thomas and Janice Atkinson, 1324 Country Ridge Drive, Richland WA 99352. We own a home in the Country Heights subdivision. We acquired our lot in late 2012, designed and built a custom home in 2013, and moved in February 2014. We relocated from Oklahoma, but Janice is originally from Richland and familiar with the Country Ridge developments from their inception. Our home in Country Heights represented a significant investment for us into the general Country Ridge community.

Country Ridge has been described by some as "an urban area". This is a mischaracterization and not true in a practical sense. The City of Richland has numerous unique neighborhoods and communities. The Westcliff area, Meadow Springs, Horn Rapids, the Alphabet houses and Country Ridge each have their own defining and unique characteristics. In Country Ridge, its large lots, custom homes, mature landscaping, low traffic. We have no golf courses and only a few lots have expansive scenic views, but in some parts of the community you can board and ride a horse. To paint all these unique communities as one homogenous urban area is a mischaracterization.

We carefully reviewed the Preliminary Plat Application, SEPA Checklist, Geotechnical Engineering Report, Critical Area Assessment, and Traffic Impact Analysis. We found these documents to contain errors, omissions, misleading descriptions, and suspect rationale. We object to approval of the proposed subdivision but will offer two alternative recommendations at the conclusion of our assessment. The application and documents reviewed were obtained from the City of Richland website. Below are our specific comments.

Preliminary Plat Application S2020-103

- The Project Description is misleading by stating there are 'approximately 60 acres into approximately 106 lots. A true and more informative description is "106 lots will be developed on 28 acres with an additional 32 acres set aside as open space on a very steep hillside with 40% slope." The revised description provides a much clear picture of the density of development Pahlisch is proposing. Also note that in later statements in other documents the lot numbers and size of open space varies widely. The developer appears to be unsure of what they actually will do with the site.
- The Project Description mentions numerous and very specific utility improvements, including water, irrigation, power, etc. But no sanitary sewer system is listed in the description. Later in the application, sewage disposal is checked as "City" but it seems curious the application went to great length in the

narrative to explain utility improvements but not address sewer. Perhaps this is just an oversight, indicative of a hurried, rushed process.

- In the Property Information section of the Application, a “Smallest Lot Size” is listed. The Application’s smallest lot size is specifically 10,125 SF. Not more than that, not less than that, but that specific number. The Ladera Preliminary Plat drawing included in the application shows a detailed layout of lots, phases, streets, street names, a vicinity map, property ID numbers – in other words, very detailed and including lot sizes. The minimum lot size shown on the detailed drawing is substantially less than 10,125 SF. In fact, 24 lots are shown as being less than the Application’s quoted “minimum lot size.” This is not acceptable. We understand the zoning laws include provisions to use tighter lot spacing by using included Open Space in determining average lot size, but the Application is specifically in error in its stated minimum lot size.
- The Application Project Description indicates “approximately 106 lots”. The Application Narrative indicates 103 lots. Another document submitted in this process indicated 100 lots. Given that the developer is unsure of what will actually be built, might we assume that the lot number will continue to trend downward?

SEPA Environmental Checklist

The checklist indicates it is to “determine environmental impact” and to “describe some basic information about your project.”

- Item #11 – a brief description of the proposal. Again, the description is not informative in that it describes 60 acres being developed into 106 lots (or is it 103?). A more informative project description would convey the true density of the housing. Also, the amount of open space has changed. The SEPA checklist, item #11, indicates the open space will be “approximately **23 acres**.” The main body of the Application indicated 32 acres of open space. The **Environmental analysis is indicating a significant reduction of open space** from the main proposal.
- Item #12 – In the description of the location, it appears to be accurate but uninformative. This seems to be a distinct trend. There is no mention of the location being directly adjacent to the Country Ridge, Country Heights, and Country Estates subdivisions – which the project will impact.
- B. Environmental Elements, 1. Earth, f & h and 2. Air a & c – These sections all include a discussion of dust control. This is a significant concern. The prevailing winds during high wind activity tend to come through the saddle between Badger and Candy mountains, around the north slope of Badger, and directly into the Country Estates and Country Heights subdivisions. The developer indicates erosion control, and a watering truck will be used “as necessary.” We do not believe this is a sufficient statement of commitment to control dust from the project. Our observation of development and home building practices in Richland is that the dust control commitment is half hearted and not rigorously enforced by authorities. If a water truck sits on site and is used once a day, ‘that’s good enough’ regardless of actual dust conditions. A much stronger commitment is needed in this situation.
- Item #4 Plants, d) – The discussion of landscaping in this section again indicates 23 acres of open space, directly contradicting the description in the main narrative of the Application.
- Item 7. Environmental Health, b) Noise – The discussion of noise essentially downplays any problem. No substantial or consequential noise mitigation measures are listed. The noise description conveniently omits any discussion of the presence of adjacent existing neighborhoods and the degradation of their community environments due to this project. The Traffic Impact Analysis indicates adjacent neighborhoods will have to absorb 1,040 incremental daily vehicle trips in the currently proposed development scheme. This could be mitigated through alternatives.
- Item 8. Land and Shoreline Use – Section a: The description of adjacent properties in the SEPA checklist is incomplete and omits any discussion of adjacent neighborhoods. It describes “properties to the west are residential and similarly zoned.” This is not an accurate portrayal of the situation. Properties to the west are far away and homes are widely spaced as you approach Dallas road. No mention whatsoever is made of neighborhoods directly to the east which abut or are adjacent to the proposed development. Those existing neighborhoods are zoned SAG and have a ½ acre minimum lot size. The SEPA description appears to either be deceptive or someone didn’t do their homework. Section L: This section addresses proposed measures to ensure the proposal is compatible with existing land uses. The

response provided is mere 'boilerplate.' No measures are proposed, and no discussion is included that addresses adjacent existing neighborhoods and the significantly different zoning. This section needs revision as well as proposed measures to mitigate the discrepancies in zoning.

- Item 14. Transportation – This section of the checklist responses completely avoids a discussion of the substantial negative impacts on the adjacent neighborhoods caused by this project. No measures of any kind whatsoever are proposed to reduce or control transportation impacts within adjacent neighborhoods. The Proposal forecasts an incremental increase of over 1,000 trips a day through adjacent neighborhoods which represents a very substantial increase of traffic and associated hazards, yet no mitigation measures are discussed. In essence the topic is completely avoided.

Geotechnical Engineering Report

- Our comments regarding the Geotech report are limited. We would like to note that this report was prepared and submitted under the title of "Country Ridge Subdivision". The proposed Ladera project is not a part of the Country Ridge, Country Heights or Country Estates subdivisions. This may appear to be a minor point, but again it signifies a lack of attention to detail which is concerning. We are only noting the items which we caught in our review. What has not been caught?

Critical Area Assessment – Fish and Wildlife Habitat Conservation Area

- The Critical Area Assessment notes that there is no evidence of wildfire at the site but given current vegetation composition its likely to have burned in the past. The Assessment also notes 250 acres burning in 2010 on the south side of Badger Mountain. Wildfire is a direct concern in the specific neighborhoods in this localized area we are discussing. Under the current proposal from Palisch there is no supplemental access to the site despite the addition of 100, or 103, or 106 homes. The associated Traffic Impact Analysis provided by the developer does not adequately address emergency egress from the area nor emergency response vehicle access into the area. In effect, the TIA says, 'there is a fire station down the road, somewhere'.
- The Assessment contains a description of the proposed development, as have the other documents submitted. This time the project is described as a "low-density residential development", which it clearly is not when compared to the adjacent neighborhoods. It also discusses "approximately 101 individual tax lots." Or is it 100, or 103, or 106? Which document is correct? The Assessment narrative describes open space as "approximately 20 acres in size". Open space started out as 32 acres then shrunk to 23, now down to 20 acres. We see a declining downward trend of open space being proposed.
- The last part of the proposed development description mentions "fire access requirements." The **Assessment indicates the applicant (Pahlisch Homes) "will utilize the existing gravel road that extends west from the subdivision and terminates at Dallas Road"**. This is news. The Traffic Impact Analysis specifically discounted running a road that direction. Has Pahlisch secured the right-of-way for subdivision residents to use that road under emergency conditions? Our understanding is the land is owned by a 3rd party, and we are not aware of an access agreement. In addition, that gravel trail is rough. We doubt we could traverse in our AWD van, even during a need for emergency egress. Pahlisch should be required to elaborate on their plans for emergency access on the gravel road – an issue they raised in the Critical Area Assessment.

Traffic Impact Analysis

The Traffic Impact Analysis is the study that causes the most concern. It was completed in conjunction with City input. Some of the basis and assumptions in the analysis seem questionable. In addition, the study seems to avoid discussion of the proverbial 'elephant in the room'.

- Like the others, this report contains a project description as well. In this case the lot count is 100, not 101, 103 or 106 this time around. As in the other cases, it describes "100 lots of single-family homes on 60 acres." As mentioned before, that is not an informative description of the true housing density.

- The TIA seems inconsistent with the Critical Area Assessment. This time “all trips will be distributed through Strawberry Lane onto the existing Country Ridge Drive.” The Critical Area Assessment indicated emergency access is available on the gravel trail west of the Ladera subdivision. Which story is correct?
- The Project Description also includes a Table 1, Land Uses Around the Site. While Table 1 appears to be accurate, it significantly downplays the use and impact to the SAG-zoned neighborhoods. It’s as if it’s saying an increment 1,000 trips a day in front of some existing homes is ‘no big deal.’
- The Scope of Study was developed in conjunction with “close consultation with City staff.” The scope appears off target and deficient to us. Two intersections were analyzed, one being Country Ridge Drive/Keene Road. That one makes sense. The other intersection is Queensgate Drive/Keene Road. That one does not make sense to address in a limited study. The Queensgate/Keene intersection is a high-capacity intersection. Within the last several years the City made extensive upgrades to it. In addition, to the north on Queensgate, the City and State installed two roundabouts to improve traffic flow. Just off of Queensgate on Columbia Trail Drive, the Bookwalter winery is in the midst of a large expansion. Just west on Keene a fast-food restaurant has been built and it appears two more are under construction. Nearby on Duportail, two credit unions and a medical/dental services building were built in the last several years. Just to the north of the commercial area, the City recently opened its new Yakima River bridge on Duportail. All this activity has significantly increased traffic in the general area. We don’t have a problem with that but attempting to tie the Ladera Subdivision proposal to an evaluation of the already high-capacity Queensgate/Keene intersection doesn’t make sense. A 1,000 lot subdivision might impact that intersection materially, but 100 lots against the backdrop of all this other activity? Really? The study resources could have been much better utilized to understand the impacts to the people currently living within the Country Ridge, Country Heights and Country Estates neighborhoods, which was not done in any sufficient level of detail.
- The TIA study went into great detail, but as mentioned above, on an intersection that really was not relevant in the context of this particular project. It almost appears as an attempt to deflect from the very real issue at hand – impact to existing neighborhood residents, in their neighborhoods. The TIA wasted an opportunity to really understand the impacts.
- The TIA analysis included a 1.5% background conditions growth rate. We find that curious. That growth figure doesn’t seem to square up with the general development efforts throughout this part of the City over the last several years. We mentioned a number of growth actions above but didn’t include growth up Keene Road in nearby West Richland, the South Badger developments, and very significant growth in Westcliffe. All of this has elevated traffic volumes, and we cannot help but believe it’s well beyond a 1.5% growth rate. Which brings us back to Country Ridge Drive. If the TIA had instead chosen to analyze the effects on upper Country Ridge Drive and/or Strawberry Lane, you would have found the estimated 1000 new trips a day from Ladera likely represents a 300 to 500% increase in traffic, maybe more. That would seem to warrant an investigation and mitigation, to us.
- The Trip Generation and Distribution section of the TIA seems to really avoid digging into the negative effects on existing residents caused by Pahlisch’s project. It casually mentions the new subdivision will generate 1,040 incremental net new trips but has no discussion of what that increase represents. If existing trips from that area are 10,000 a day, an incremental 1,040 trips is not too significant. If current trips from the area are 100, then 1,040 is a very significant and impactful number. The TIA seems to have avoided an ‘inconvenient truth’ that the Ladera subdivision will have a substantial impact on some existing residents.
- The Dallas Road Sensitivity Analysis assumed a 5% diversion of traffic to Dallas Road. Perhaps this is correct, and maybe not. Where are people traveling to? To Walmart, it’s probably accurate. To work in West Hanford or south Kennewick, it’s probably not. Also, is there a reason this section of the analysis did not address the gravel road west to Dallas? Per the Critical Area Assessment, this road will be used for emergency access. It should have been addressed in the TIA as well.
- The Safety Evaluation and Collision Analysis sections are a concern to us. We want to make note that traffic volumes have increased substantially on Keene in the seven years we have lived in Country Heights. It can be difficult at times to exit Country Ridge and pull onto Keene, in either direction. A traffic signal will improve safety. Another topic to address is lowering the speed limit on Keene Road. The current 45 mph limit is too high, especially as side street traffic has increased. Traffic travels at 50 mph on Keene most of the time regardless of actual speed limit. It would be good to lower it.

- The Findings section of the TIA is deficient in our opinion. There was absolutely no discussion of how the level of traffic on Country Ridge Drive and Strawberry Lane will increase over today's baseline volumes. There was no discussion or assessment of the impacts on quality of life for the existing residents of three subdivisions. The Findings appear to be predetermined by orienting the study towards two intersections, one of which really is not relevant (Queensgate/Keene).

Conclusion and Recommendations

In summary, we have tried to point out that the studies done, while detailed, appeared rushed and downplay important factors. Some important aspects of the community were not examined sufficiently. In one case, the studies appeared to make conflicting claims regarding emergency access. A detailed project scope was hard to define given constantly changing lot counts and widely varying open space commitments. The impact of incremental high-volume traffic on existing residents in three subdivisions is probably the single largest concern and it is not really addressed. Two recommendations could alleviate the traffic concerns, in our opinion.

- Deny the Right-Of-Way permit for the Ladera subdivision to connect into Strawberry Lane. Development can proceed but will need to provide road access to the west by improving the gravel trail and purchasing any needed right-of-way from any private landowners in that direction. Or, alternatively...
- Increase the Ladera lots to ½ acre minimum actual size. The new subdivision would then conform to the community standards that are prevalent in this part of the City, represented by the Country Ridge, Country Heights, and Country Estates subdivisions. Traffic volume would be lowered due to the lower lot density, community standards and character would be maintained.

Thank you for the opportunity to provide input. We are hopeful this project will not be allowed to proceed without significant modifications that lower its impact to City residents.

Thomas Atkinson
1324 Country Ridge Drive
Richland WA 99352
509-221-1030
Natgaspro.tea@gmail.com

Janice Atkinson

ONeill, Shane

From: Dave Banks <dbanks57@charter.net>
Sent: Thursday, February 18, 2021 6:35 PM
To: O'Neill, Shane
Cc: Stevens, Mike
Subject: S2020-103 & EA2020-132 Preliminary Plat of Ladera

Richland City Planning,

My wife and I have lived on the lower part of Country Ridge Drive (CRD) for the last 8 years. I have worked in the Power industry as a degreed Engineer for over 35 years. I am sending an email to Richland City Planning Department to express that we are strongly against the proposed subdivision (Ladera) because of the following reasons.

This proposed subdivision will:

1. Double traffic on the lower part CRD which will cause a lot more noise than we currently have and will greatly decrease the safety to pedestrians and bicycles that use CRD. The upper part of CRD will see a significant increase, most likely around 3-5 times when compared to current levels.
2. Be a large degradation to Country Ridge Subdivision (CRS) by changing the character of the neighborhood by adding higher density housing above CRS
3. Affect the environment of Badger mountain and degrade CRS environment.

Noise and Safety concerns on CRD:

Based on our current observations and discussions with neighbors, the majority of the vehicles on CRD travel around 35-50mph which exceeds the posted speed limit of 25 mph. CRD is a long downhill road (0.8 mile) with few turns which make it easy to speed on. If Ladera is built, the road traffic on CRD will double or more on the lower section since you are doubling the homes that are currently using it. The upper section of CRD will see traffic increases many times more than the current levels. CRD does not have side walks or curbs; pedestrians walk along the side of the road which reduces their safety when vehicles speed down hill upto 50 mph.

Based on information in a document titled "Neighborhood Street Design Guidelines", November 2000, the survival rate for pedestrian in a traffic collision is 95% @ 20mph, 60% @ 30mph, and 10% @ 40mph. A lot of families and older residents walk along the residential roads, in addition to bicyclists. The city is not following the Richland Comprehensive Plan (RCP), page 23, UD Goal 1, policy 3: Improve streetscape and connectivity for safe and pedestrian-friendly environments.

In addition, with the doubling of traffic and the high vehicle speed, CRD is turning from a residential road (speed limit 25mph) to a potential collector arterial road!

The current outlet for CRS is CRD onto Keene. Ladera would also use the same outlet. Therefore, over 300 houses plus more in the future (Ladera phase 3) would severely stress this single outlet from our neighborhood.

Large character differences between the CRS and Ladera:

Ladera does not fit into the character of the 35 year old CR subdivision. CRS has larger lots and has large common areas throughout. There is a reason for the name Country Ridge; a lot more space than the normal smaller lot subdivisions. Ladera does not have these features and would be out of place. The only thing it would have in common with CRS is that it uses one of CRS residential roads (25 mph) to access it.

In addition, this newer condensed lot type subdivision is being built next to some of the most expensive homes in the Tri-Cities. These existing homes have been designed to be incorporated into the natural contour of the

rolling hills in this area. The proposed subdivision will level most of the hills before construction. Therefore, the city is not following RCP, page 40, HE Goal 5: Ensure comparability of new residential developments with established neighborhoods and the community.

Environmental issues:

Ladera is planning to flatten out a large part of the existing rolling hills in this area. CR Is a very open subdivision with large common areas with large trees and few fences. Animals such as coyotes, raccoons, and many types of birds are still able to still use the area. The proposed subdivision will have much smaller lots with fences, which will restrict wild animal movement in the housing area. The proposed subdivision will double the traffic through CRD which will impact the environmental peace of the home owners on CRD. Also, it will environmentally impact the homeowners in the Strawberry Lane area. The city is not following RCP, page 23, UD Goal 3, Policy 2, Hillside development should, as much as practical, blend with the natural shape and texture of the land.

Based on the above information, we strongly oppose the proposed Ladera subdivision. We also oppose the fast track environment study because of the environmental issues we discussed above.

The March 8 meeting should be postponed until a time when the meeting can be held in person. Also, the majority of CRS residents were not informed about this issue until last Thursday. The live, in person meeting, allows the CRS residents to actively participate in the city development process.

The city appears to be not following Washington State Law, RCW 36.70A.020, Planing Goals, (11): Citizen participation and coordination. Encourage the involvement of citizens in the planning process and ensure coordination between communities and jurisdictions to reconcile conflicts.

Regards,
David and Mary Banks
1110 Country Ridge Dr

Sent from my iPhone

ONeill, Shane

From: Tom Beaulieu <tbeau123@aol.com>
Sent: Friday, February 12, 2021 9:56 AM
To: O'Neill, Shane
Subject: Proposed Plat of Ladera

Dear Senior Planner O'Neill:

Last evening, after dark, two ladies tried to deliver to my wife and I a copy of the Notice of Application, Public Hearing and Optional DNS (S2020-103 and EA2020-132. We have been very careful about even opening our door during what has been for us, elderly and in the high risk group for Covid-19, a lengthy period (since March 13, 2020) of self-isolation except for weekly trips by one of us to buy groceries. Until we are both vaccinated twice, we do not feel comfortable even answering the door to persons unknown to us.

Nevertheless, those two ladies left a copy of the above referenced 'Notice of Application' for the proposed Plat of Ladera. As residents of a closely aligned neighborhood street to the proposed exit route for this proposed site of 106 residential lots, we want to you know that we oppose any additional traffic coming through our neighborhood, down Country Ridge Drive to the exit on Keene Road.

For ANY proposal of this magnitude, we believe this planned DNS process is inappropriate. A full public hearing is needed! Any decision of moving forward should be POSTPONED for at least 6-9 months so that a public hearing can be convened. Many of us who live in the adjacent Country Ridge Subdivision are elderly and not comfortable with the technology or methods for virtual meetings. We are trying to get through this Covid-19 pandemic without contracting the virus, and the least the City of Richland can do is WAIT until such time as a full public, in person hearing on this proposal can be entertained.

Thank you for listening.

Tom & Janet Beaulieu
1119 Saddle Way

O'Neill, Shane

From: Ruth Bebee <icu_nurse_99353@yahoo.com>
Sent: Friday, February 19, 2021 3:25 PM
To: O'Neill, Shane
Subject: Ladera Preliminary Plat Application by Pahlisch Homes

TO: Shane O'Neill
Senior Planner
City of Richland

RE: Ladera Preliminary Plat Application by Pahlisch Homes

I hereby wish to express many concerns regarding the above named application. The project, as proposed, will significantly impact those of us who are homeowners in Country Ridge, Country Heights, and Country Estates. Currently, Country Ridge far exceeds the capacity limit for "local street" classification by code. The addition of 106 new homes would greatly overload the already stressed capacity. The big concern here is the potential impact on fire safety, need for emergency evacuation, noise pollution, significant traffic impact with lines of cars entering and exiting Country Ridge, construction dust, storm water issues, slope stability, and unnamed others. We have only one way in or out. Be concerned for our safety!

A previous planning development supervisor gave homeowners assurances that the 60 acres off Strawberry would never be allowed to divert traffic through Strawberry and Country Ridge Drive--no traffic could go through the Strawberry neighborhood. There would have to be development of an inlet/outlet road coming off Dallas Road. The position the new planning department supervisor has taken is in direct conflict with the department's known position. I am highly opposed to this new irresponsible position, and also to any issuance of a determination of non-significance (DNS) for this project. We homeowners see this as a highly significant determination. If we can't trust our city officials, who then?

Regarding the proposed meeting on March 8, I am also concerned that not all affected homeowners were notified of this application nor of the meeting. Some may not even as yet be aware. I also have a concern that this should not be a fast-tracked application. Not all concerned parties are adept at today's technology which could be a deterrent to participation in a virtual meeting. I believe the meeting should be postponed until such a time as in-person COVID guidelines can be met, and all who have a vested interest in this meeting can be in attendance.

I respectfully request that you listen to and heed our concerns in this matter.

Ruth Bebee
1143 Pinto Loop
(509)627-6095

ONeill, Shane

From: Jim Bebee <tigercat_99353@yahoo.com>
Sent: Friday, February 19, 2021 4:57 PM
To: O'Neill, Shane
Cc: Ruth Bebee
Subject: Ladera Preliminary Plat Application by Pahlisch Homes

TO: Shane O'Neill
Senior Planner
City of Richland

RE: Ladera Preliminary Plat Application by Pahlisch Homes

Within the last few days, I have been contacted by neighbors alerting me to land action near my property in Country heights.

After reviewing materials regarding the proposed development, I have several concerns.

- The project, as proposed, will significantly impact those of us who are homeowners in Country Ridge, Country Heights, and Country Estates.
- It is my understanding that traffic on Country Ridge Drive far exceeds the capacity limit for "local street" classification by code.
- Addition of 106 new homes would greatly overload the already stressed capacity on Country Ridge Drive.
- The proposed development creates a significant impact on fire safety, need for emergency evacuation, noise pollution, significant traffic impact
- with lines of cars entering and exiting Country Ridge Drive, construction dust, storm water issues, slope stability, and unnamed others.
- We have only one way in or out of Country Ridge, Country Heights, and Country Estates. The City of Richland should be as concerned for our safety as we are.
- A previous planning development supervisor provided homeowners assurances that the 60 acres off Strawberry would never be allowed to divert traffic through
- Strawberry and Country Ridge Drive (**no new traffic could go through the Strawberry neighborhood**).
- The assurance from the City was that there would have to be development of an inlet/outlet road coming off Dallas Road.
- The position of the new planning department supervisor has taken is in direct conflict with the department's previously provided position.
- I am highly opposed to this new irresponsible position, and also to any issuance of a determination of non-significance (DNS) for this project.
- As homeowners, We view this as a highly significant determination. If we can't trust our city officials, who then?

Regarding the proposed meeting on March 8, I am also concerned that not all affected homeowners were notified of this application nor of the meeting.

Some homeowners still may be aware. I also have a concern that this should not be a fast-tracked application. Not all concerned parties are adept at today's technology which could be a deterrent to participation in a virtual meeting. I believe the meeting should be postponed until such a time as in-person

COVID guidelines can be met, and all who have a vested interest in this meeting can be in attendance.

I respectfully request that you listen to and respect our concerns in this matter.

James L. Bebee
1143 Pinto Loop
Richland, WA
(509)627-6095

ONeill, Shane

From: Kathy Beecher <doubledovemkb@gmail.com>
Sent: Monday, February 8, 2021 12:05 PM
To: ONeill, Shane
Cc: Rick and Katie Millikin; Barbara Norris; CARL AND KATHY KINION KATHY KINION; Gordon Beecher
Subject: Country Ridge Ladera "Mini-lot" Proposal

Shane,

I am a resident of 2627 Quarterhorse Way.....for the past 24 years....and a City of Richland Retiree (2013).

I just learned of this proposal by Ladera to squeeze some really tiny lots into the Country Ridge Estates section of Country Ridge.

I am certainly supportive of expansion of the City. It is important for economic development.

However, I think we need to make development commensurate with the surroundings (aka lot size, home size, type of residences, street access....and safety).

Country Ridge has been and hopefully will continue to be one of the premier residential communities in the Tri-Cities....our property taxes reflect that....and that makes sense.

Mixing our traditional Country Ridge type of home with the equivalent of "row houses or cluster homes" is not, in my opinion, equitable or fair to the longtime residents of CR.

Finally, as we have done in the past, when the City wanted to put in the "Connector Road" above CR, but connecting to Bridle Drive, massive increased traffic and the resultant safety issues prevailed...and the project was postponed. The same concerns are present with this Ladera proposal....massive traffic flow into CR....the only ingress/egress available that I am aware of is CR Drive, etc.

Thank you for your time and work as a CoR employee. I valued my 7 years there as HR Director....a great workforce.

Gordon Beecher
2627 Quarterhorse Way

ONeill, Shane

From: Bensussen, Stanley J <stanley_j_bensussen@rl.gov>
Sent: Friday, February 19, 2021 1:51 PM
To: O'Neill, Shane
Cc: Kent, Sandra
Subject: Pahlisch Homes subdivision application

Dear Mr. Soneill: I am a resident of the existing Country Ridge home development. I have attempted to read the Traffic Assessment submitted by the developer's outside engineer PBS. After reviewing relevant documents not the least was the plan for 106 lots and traffic coming though Country Ridge Drive, I believe this new development is ill conceived and would put an extreme and incomprehensible burden on all of us who already reside in the wonderful and beautiful residential area. This traffic analysis fails utterly to consider the traffic impact on the narrow roads that were originally constructed in Country Ridge, with no sidewalks. In recent years our development has attracted a number of new families with many children who use the roads for bicycling, skateboarding and scooters. With this new residential development there is no doubt that this will significantly and substantially increase the risk of injury or even death to these children. The projected possibly of an additional 250 cars coming into and using the single access in and out on Country Ridge drive and Keene blvd is staggering and in comprehensible. The City of Richland can't be that desperate that it needs the property tax from these new lots, to place our current real estate development in this kind of jeopardy. Moreover I have seen no indication that there has been an environmental consideration for the impact of vehicle exhaust, noise and speeding on what are once again extremely narrow roads. Even today cars speed down the hill on Bridle Drive without regard to the speed limit. And given the one way in one way out there is virtually never any police coverage for speeders. The City needs to give consideration to constructing an entrance over the freeway into this proposed development, bring in an entrance from Dallas Road (and closing off Strawberry) or a last consideration increasing the size of the lots to coincide with the present Country Ridge development and thereby reducing the number to less than 60.

I have been a Tri-City resident for over 40 years. My wife was born here and I am a native Washingtonian. We left for a 5 year period to reside in Denver. When we came back to look for a new place to live, Country Ridge, with its greenbelts and its country residential atmosphere was without question our first choice. As you consider your governmental action, you need to keep in mind the significant impact this will have to our joy in living here let alone our property value. Please don't take the joy of living here away from us.

Sincerely,

Stanley and Janine Bensussen

O'Neill, Shane

From: Tye Blackburn <tyerb@hotmail.com>
Sent: Friday, February 19, 2021 3:05 PM
To: O'Neill, Shane
Subject: DNS (S2020-103 & EA2020-132) Ladera subdivision - Comments

Mr. O'Neill,

Please notify me of any decision regarding the application for the Ladera subdivision (DNS (S2020-103 & EA2020-132) by Pahlisch Homes.

To be clear at a minimum a postponement seems warranted. I am disappointed the City did not provide notification of this planned development which will directly impact us. I live with my family at 1024 Country Court, Richland WA, 99352, which is situated on a side-street directly off the only road that is currently being planned for access to this new community. We should have been formally informed and given adequate time to review and comment on the application and related submittals. There appears to be a rush for approval and inadequate public notice on this application. I have not had time to adequately review the application.

I did attempt a review. Excuse any issues raised below that are addressed in the application as the City has not provided me adequate time to thoroughly review the material. That said, please consider these comments regarding the specific application.

Traffic:

1. The traffic flows at the Country Ridge Drive and Keene intersection are not based on any real data about the intersection in normal times. The method of extrapolating current normal traffic flows at this intersection result in values and level of service inconsistent with my experience pre-COVID-19. While anecdotal, it really is all there is to actually go by. During peak morning and evening commute times, with the existing population wait times for left turns were regularly well in excess of a minute and it was not uncommon to see drivers eventually give up and take a right. I.e., it is faster to take a right and go around Queensgate/Duportail to make it eastbound on Keene then to wait for the traffic to clear. Adding a hundred additional cars through that intersection during peak times is unsupportable.
2. Providing other access to the new development and/or existing development did not seem to be adequately addressed. For example, no proposed direct connection on the west side to the proposed Queensgate extension were examined and the Dallas connection appeared to be dismissed by arguing for an unsupported exceptionally low use rate.

Services:

1. The impact of on emergency services is not readily apparent in the provided impact statements. Adding 106 residences at the far end of a single access point seems like a recipe for eventual disaster. This seems easily rectified through the possible Dallas road connection, but as currently planned seems to be irresponsible planning.
2. I could not find any reference to the possible impact to support services by the City of Richland. What services would be impacted by the addition of this development at the far end of Country Ridge and how will those impacts be mitigated? For example, as the recent snowfall demonstrates the City of Richland does not have the resources to clear the current streets in Country Ridge (e.g., our road remains un-serviced by the City of Richland a week into the current snowfall). How does the City plan to provide adequate snow clearing to this new development in this area when they cannot currently service the existing community?
3. Section 12 of the application indicates there are no plans for recreation space within the development. While Richland Park fees will be paid the possible set-aside of green space or better development of a new park are not addressed and

left open. This issue should be resolved with the developer and hopefully with the requirement to establish a neighborhood park space.

School District

1. Section 15 of the application is required to detail the impact on public services, including schools. As a parent of three children in the Richland School District I am particularly concerned with the impact on the current schools to which my children attend as well as any potential redistricting that would be required. The application does not address any School district assessment nor impact. Over a hundred new families is going to impact the schools. Knowing how that is going to be addressed seems like something the developer should have to explain and resolve with the City of Richland.
2. The school issue directly relates back to traffic. Most of the school bus pickup/dropoff points are on Country Ridge Drive and occur during peak travel times. The safety of the children waiting on what will become a arterial is not addressed in the application and is very much a concern. Changing the nature of Country Ridge Drive from being used primarily by families living on Country Ridge to one that is just used to get to and from a large development changes the very nature of the road.

Aesthetics:

1. Section 10 of the application does not address how VERY different this proposed land use is from the land use immediately adjacent to the development and to which the development is connected via its only access route. The Country Ridge development in all its phases has embraced large plats and open spaces. This development, which will effectively be part of Country Ridge, does not even remotely hone to those standards. This type of housing density (0.20 acres per house) may be consistent with developments in communities like Portland with its land use restrictions, or even in other parts of Richland. However, it is inconsistent with the neighborhood to which this development is being added. I.e., the use of R-1-10 lot sizes is inappropriate.

Sincerely,

Tye

Tyrone (Tye) R. Blackburn

Mobile/SMS: +1 (509) 539-5604

Email/Skype: TyeRB@hotmail.com



"If you trust in yourself ... and believe in your dreams ... and follow your star ... you'll still get beaten by people who spent their time working hard and learning things and weren't so lazy." - Wee Free Men

ONeill, Shane

From: Tatyana Blackburn <tatyanayb@live.com>
Sent: Friday, February 19, 2021 3:09 PM
To: O'Neill, Shane
Subject: Feedback on Proposed Application by Pahlisch Homes (S2020-103)

Mr. O'Neill,

I am writing to you in regard to the application by Pahlisch Homes to add a new subdivision 'Preliminary Plat of Ladera' in the Country Ridge neighborhood (file # S2020-103). Our family lives in the Country Ridge area and has many concerns regarding the current proposal that we strongly feel need to be addressed. I am writing to let you know some of the key issues we foresee if the current plans for the 'Preliminary Plat of Ladera' subdivision are approved. We would greatly appreciate City of Richland taking these considerations into account.

1. **Traffic Impact.** The subdivision would not add another entrance to the Country Ridge neighborhood. Adding traffic for 106 homes (at least 200 additional cars) to Country Ridge Drive will have a significant impact. That road and Country Ridge in general do not have sidewalks. People speed down that road as it is. That much more traffic will make it that much more dangerous to walk or drive there, especially when you consider that the school bus routes stop along Country Ridge Drive. The intersection with Keene Road is difficult to navigate currently and during peak hours requires a very long, certainly much more than a minute, wait for a left turn. Even if a light was added, the approach from the Country Ridge division would become very dangerous. There is another intersection close to the Keen intersection, and traffic in the neighborhood would be backed up in three different directions. Adding a light at the Keen intersection would help with getting on Keene but do nothing – if not make worse – the issue of cars backing up inside the neighborhood. I understand that a limited traffic evaluation was done, but it did not adequately address the above issues, basing conclusions on data collected during COVID restrictions that is not valid during normal times.
2. **Irrigation Impact.** The irrigation in the neighborhood is currently provided by Benton-Franklin PUD. Periodically, there have been issues with equipment failure, water availability and resulting system pressures. Has the impact of adding 106 homes been considered? Will the equipment be upgraded? Is there enough water available to not adversely impact existing homes?
3. **School Boundaries.** Will the addition of this many homes to the area impact school boundaries? If so, how? Many of us have purchased homes in this area in order to allow our children to attend certain schools. A subdivision inconsistent with the rest of the neighborhood that greatly increases population density and results in redrawing of the school boundaries should not be allowed.
4. **Property Value.** The subdivision as proposed is extremely inconsistent with the homes currently in the Country Ridge and will drive property values down. Majority of the lot sizes in the 'Preliminary Plat of Ladera' are only 0.2 acres! Current lots in the Country Ridge neighborhood are 3-5 times larger. Adding a large amount of smaller homes on tightly packed lots will negatively impact the rest of the neighborhood and the property value of those who currently live here.
5. **City Infrastructure Support.** Has the city of Richland verified that it will be able to support this additional subdivision in a timely and effective manner? The current snowstorms are prime example. We live in a cul-de-sac off of Country Ridge Drive, and the city still, a week after the first major snowfall, has not plowed our cul-de-sac. As it is on a hill, we have been impacted in that people cannot get in and out – not just residents, but various service providers who need to come to our house. How much more of a delay will having this additional, tightly packed, subdivision add to us waiting for the roads to be cleared when the need arises, as well as receiving other infrastructure support?
6. **Emergency Services and Fire Safety.** Stemming from the issues related to traffic impact, has access for firefighters and emergency services with the new subdivision in place been examined and verified to be adequate? There would still be only one road in and out of Country Ridge, but 106 more houses for the fire

department to deal with. It does not seem like a safe situation and is inadequate from the standpoint of emergency preparedness.

We also wanted to express our disappointment in the City of Richland not contacting us, residents of the Country Ridge neighborhood, directly with a notice regarding Pahlisch Homes' application. We live in the affected neighborhood and expect the city to communicate with us on ALL issues that may affect us. As it is, we heard about the application from other sources including neighbors who did receive the notice. This is very disappointing and needs to be fixed moving forward.

Finally, we understand that a virtual public hearing and review of the application have been scheduled for March 8. We strongly request postponement of this meeting until ALL residents of Country Ridge have been notified and have had a chance to review the application and submit their input. We also request postponing the meeting until it can be held safely in person to allow all interested parties to attend.

Allowing the 'Preliminary Plat of Ladera' subdivision to move forward without the necessary in-depth reviews of all of the related aspects is an inappropriate way to proceed and will greatly impact all of the current Country Ridge residents. We therefore request that the process is not rushed, all input is taken into account, and all issues carefully considered before any movement is allowed on this application.

Sincerely,

Tatyana Blackburn
(509) 430-6040
tatyanayb@live.com

O'Neill, Shane

From: Chelsea Blair <blair080412@gmail.com>
Sent: Sunday, February 14, 2021 8:06 PM
To: O'Neill, Shane
Subject: Country Ridge / Ladera proposed development safety concerns

Dear Mr. O'Neill,

As the homeowners of 1279 Country Ridge Drive, we are very concerned after hearing the news of the proposed "Ladera" development. We purchased this home approximately 6 years ago, knowing that we would raise a family in this home. We were looking for a safe neighborhood, with a home on a quiet street. Currently, we have exactly that.

We now have three small children, 2.5 year old twin girls, and an 8 month old boy. We look forward to watching them grow-up in this house. I take the girls for a walk down the street every morning. They run along the sidewalks to burn some energy and I am comfortable letting them walk freely, knowing that there is very little traffic.

Currently, about 50 families live "above" us on the street and reasonably drive in front of our house to leave their homes. (The homes down Strawberry Lane, and the homes up the street on Country Ridge Drive.) The proposed "Ladera" neighborhood will add 106 new homeowners who will drive in front of our home regularly. That is more than a 200% increase in the traffic in front of our home. The demographic of the families who will likely purchase homes in the "Ladera" development will be young families. Families who take their kids to school, to sports and activities, and to play dates multiple times a day. Families who may have children learning to drive and are young, dangerous, drivers. I absolutely believe that the traffic in front of our house will increase MUCH more than 200%. A lot of the current homeowners are retired couples who are not driving down the street multiple times a day to pick-up/drop-off multiple children. I fear that the street in front of our neighborhood will become very busy, and it will not be safe for our children to play. We will have to take extra measures to make sure our children cannot access the street unattended.

The single entrance to and from the Country Ridge-Heights-Estates neighborhood is also concerning. With an additional 106 homes, the entrance to the neighborhood will become very busy. I have lived in the Tri-Cities my whole life, and I am well aware these desert mountain catch on fire easily in the summer. I am extremely concerned of the safety of having an additional 106 homes that would be using the exit to the neighborhood in case of an emergency evacuation.

Please take these safety issues into consideration when assessing the "Ladera" development. I fear for the safety of my children. I fear that our quiet neighborhood will become a busy street. We understand that the land will be built on, I am just absolutely shocked that the proposed plan is adding so many new lots to a neighborhood with one exit/entrance, and that is sought out for being quiet and having larger lots.

Thank you for your time, and I appreciate your consideration.

Chelsea Blair
1279 Country Ridge Drive
Richland, WA 99352
509-521-3701

ONeill, Shane

From: JP Blair <JPBlair@tradewindllc.com>
Sent: Friday, February 19, 2021 4:51 PM
To: O'Neill, Shane
Cc: Alvarez, Michael
Subject: Land Use - Preliminary Plat of Ladera

Mr. O'Neill,

As a homeowner who will be directly affected by the subject referenced plan I would like to express some comments regarding the proposal. Please find these comments below:

1. Safety is my biggest concern. Traffic safety is important, and increasing the traffic by 100 or more families (which very easily could equate to 200+ more vehicles on the road) will present a higher risk to the neighborhood. Additionally, the City allowing that many new homes to be developed without adding an additional/public entrance/egress road is, in my opinion, negligent. With events like irrigation canal failures or wildfires that have occurred, and can easily reoccur in the future, increasing the number of people who would be affected by an event such as this will turn a bad situation into a catastrophic one. My assumption is the main throughfare (Country Ridge Drive) would need significant improvements (e.g. sidewalks the length of the road) if this proposed development is approved. A large scale traffic project like that will take a significant amount time (and money) to complete, and will turn into a serious evacuation "bottleneck" if an event were to occur during that theoretical improvement project. However, even if a second entrance/egress route is agreed to, and required in order for this proposal to move forward, I do not believe it will reduce traffic/risk on existing roads in Country Ridge. The logical cut-through would be to Dallas Road, but people will need to have a specific reason to exit that way as there are limited stores/attractions in that direction. From a business (and tax payer) perspective it doesn't seem economical/ethical to spend tax payer money on a road that would only be used on rare occasion or out of absolute necessity. Logic would then dictate that if this proposed development proceeds (with or without a secondary public entrance) the safety risk to the current residents will increase dramatically.
2. As a lifetime resident of Washington State and outdoor enthusiast, protecting nature and the environment are ideas that were instilled in me at a young age. I read through the Critical Areas Assessment and question some of the information provided in the report. I have lived in this neighborhood for nearly six years now and have often walked near the proposed development site. I am no wildlife biologist, but I have seen/heard much more than occasional coyote sign and invasive shrub. With this land neighboring other additional lots, as well as Badger Mountain Preserve, it warrants a second critical area assessment to be conducted. My recommendation would be for an assessment to be conducted in late Spring (not late November/early December from what I gathered from the report) so there is no doubt in anyone's mind regarding the flora and fauna in that area.
3. Being practical and business oriented, I understand what the city has to gain from an increased number of residents living within the city limits (e.g. tax revenue). However, I also believe that city has a responsibility to be reasonable, ethical, and act in the interest of the people it represents. This proposal has obviously started a number of dialogues with nearly all of the homeowners in the greater "Country Ridge Area", and a number of question/concerns have circulated as a result. Some residents have expressed concern over the lot sizes and how that number of homes will affect property values. Others have expressed similar concerns to what I have already provided above. Still others have provided recounts of attempting to acquire the very lots that are in this proposal (or other lots elsewhere in the neighborhood) and given multiple reasons by various City Departments/officials why it would not be feasible/economical to develop those parcels with even a fraction of the homes that are currently being proposed. I am not here to claim a conspiracy, only to urge those in positions to approve/deny this proposal to perform their due diligence, and put forth a concerted effort to look into the history of this neighborhood and especially the history of the land parcels mentioned in the Ladera Proposal.

I greatly appreciate your time and consideration in this matter, and look forward to virtually attending the upcoming hearing. Thank you!

John-Paul Blair Senior Operations Specialist, TradeWind Services LLC



SERVICE DISABLED VETERAN OWNED SMALL BUSINESS

Phone: (509) 943-4745 Ext. 9

Mobile: (206) 715-8934

Email: jpbair@tradewindllc.com

Fax: (509) 943-4749

Website: www.tradewindllc.com

Address: 1100 Jadwin Ave Suite 500 Richland WA 99352

ONeill, Shane

From: d2b@charter.net
Sent: Friday, February 19, 2021 4:35 PM
To: O'Neill, Shane; O'Neill, Shane
Cc: d2b@charter.net
Subject: Public Comments from D. Brayton, P.E., on the City of Richland (COR) Notice of Application, Public Hearing and Optional DNS (S2020-103 & EA2020-132)

2/19/2021

From: Darryl D. Brayton, P.E. (Registered WA State)

To: City of Richland, Washington, 625 Swift Boulevard, MS-35, Richland, WA. 99352

Attn: Shane O'Neill, Senior Planner

Subject: City of Richland (COR) Notice of Application, Public Hearing and Optional DNS (S2020-103 & EA2020-132)

To Whom it May Concern,

The purpose of this email letter is to appeal the Preliminary Plat of Ladera being filed by Pahlisch Homes with the City of Richland, WA. The areas of particular concern with this filing include a) the impact of COVID-19 in holding these meetings in a relatively short time frame, b) the Traffic Study that was utilized and its findings, and c) the size of the lots in the plat and the surrounding community impact.

For the reasons stated in these three sections, I respectfully request that the City of Richland would grant more time for study and consideration of the plat approval and of issuing the DNS. The exact same area (as I understand) has been requested for development in the past few years, and none of these requests (as I also understand) have been approved by the City of Richland in an expedited timeframe, and due to various circumstances. In a similar fashion, this application and its process should benefit from taking a more thoughtful path as the concerns of the neighborhood citizens are heard, considered, and then, as appropriate, studied, analyzed and acted upon, in my opinion.

a) the impact of COVID-19 in holding these meetings in a relatively short time frame

The City of Richland is using an optional (read: faster and shorter process) for environmental review of this application and has announced that it plans to render a decision that the development will have no significant impact, referred to as the Optional Determination of Non-Significance (DNS) sometime in the March timeframe after the March 8th meeting.

The meeting on March 8 will be a virtual meeting. I would like to request a postponement until Washington State offers guidelines for COVID that would allow for in-person meetings; otherwise you are disenfranchising many voices of senior, disabled and other citizens that may not have the technical ability and/or technical resources to join in the conversation on-line. In recent news articles, on-line meetings have actually thwarted transparency whilst side conversations that cannot be heard on-line happen; from the article on Feb 18, 2021 from the Daily Mail.com "California school board members are caught on hot mic claiming parents want classrooms reopened so teachers can 'babysit' their kids". While

this is on a different topic, any emotional topic (including land use) would be assisted by having everyone 'in person', acting civilly and respecting the opinions presented and the counter-points presented also.

b) the Traffic Study that was utilized and its findings

The new subdivision apparently will not be adding a separate road entrance to the greater Country Ridge community, and the additional traffic from these 106 houses will travel along Strawberry Lane and Country Ridge Drive using the existing Country Ridge/Keene intersection. A potential of possibly adding a traffic light to that intersection has been discussed, but this will not eliminate the long lines of cars a) going to work, b) going to school, c) delivery personnel such as UPS/Fed Ex/USPS, d) utility vehicles/school buses/transit route buses and e) then everyone returning from work or school. The traffic patterns that emerge will be greatly disruptive not just with back-ups in the Country Ridge area but also the major traffic that is starting to take place on Keene Rd. as the Queensgate area continues to evolve into a major shopping area for the community.

Although not an engineering study, it should be apparent that by inspection that Country Ridge Drive as the main thoroughfare in the neighborhood is two-lanes wide with NO SHOULDERS. There is literally no place that delivery trucks like UPS and FEDEX and the USPS can park except in the street, and this blocks a lane of traffic. This creates potential safety issues, and blocks traffic and will only get worse as more and more people transition to on-line shopping and deliveries. With nothing but two lane roads, how do you evacuate a community AND get fire-fighting equipment and emergency responders into the area at the SAME TIME, with two lanes and no passable shoulders?

In the summer of 1994, Badger Mountain encountered one of the worst brush fires in recent memory, with flames being visible from West Richland, and burning to the base. The fuel has been replenished and if this happens again, the scenario for evacuation becomes very real; as does the need to fight fires as the last fire would likely have had a chance of being swept through those 106 tightly-packed homes.

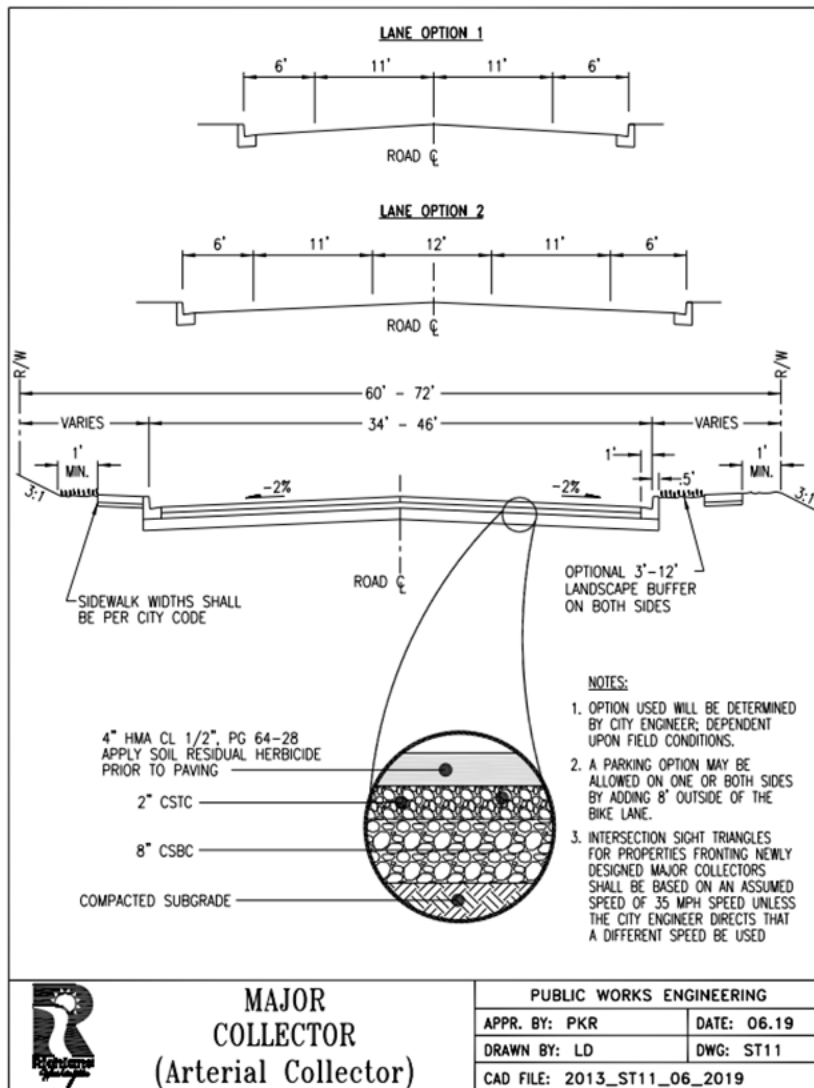
There also seems to have been a lack of concern with past and present traffic patterns and impact in Country Ridge, as previous developments did not have, in my opinion, adequate consideration of the affects of new traffic in the late 1990s on a two lane road with no effective shoulders (some gravel drainage shoulders are all) and a 25 MPH speed limit that is not enforced and is rarely observed. How will this EVER IMPROVE by increasing the potential number of drivers by 40%. And if an additional road is put in at Dallas, you shall see an even larger increase where traffic will increase from the SOUTH side of Badger Mountain on those new developments to reach shopping, dining and entertainment at Queensgate and Costco, Columbia Center, etc. by utilizing Dallas Road as a viable short-cut to desirable locations, and that would take them through Strawberry Lane and Country Ridge also increasing the traffic even more.

That said, and moving from the anecdotal to the data of the traffic study (in discussions with other Professional Engineers) the City of Richland Standards are based upon ADT figures only; by the same pro-rated calculations, the existing 249 homes along Country Ridge, combined with the new 106 homes, results in a new ADT of 3,485. The recently adopted City Ordinance (34-20, adopted October 2020), based on ADT, would designate Country Ridge Drive (and Strawberry Lane) as a Major Collector street.

12.02.050 Major collector streets.

Major collector streets distribute trips between the principal and minor arterials and the ultimate destination, or may collect traffic from the neighborhood streets and channel it into the arterial system. They carry a low portion of through traffic and a high portion of local traffic with an origin or destination within the area. Major collector streets provide both land access service and traffic mobility with more emphasis given to access. Spacing is approximately one-quarter mile. The ~~design-year~~ ADT is typically in the range of 1,500 to 4,000 vehicles per day. ~~The allowable traffic volumes on arterial collector within the South Richland collector street finance plan boundary shall be allowed to increase to no more than 8,000 vehicles per day while the plan is in effect.~~

The approval of this development would then make Country Ridge Drive substandard with the City of Richland's minimum Road Design;



c) the size of the lots in the plat and the surrounding community impact

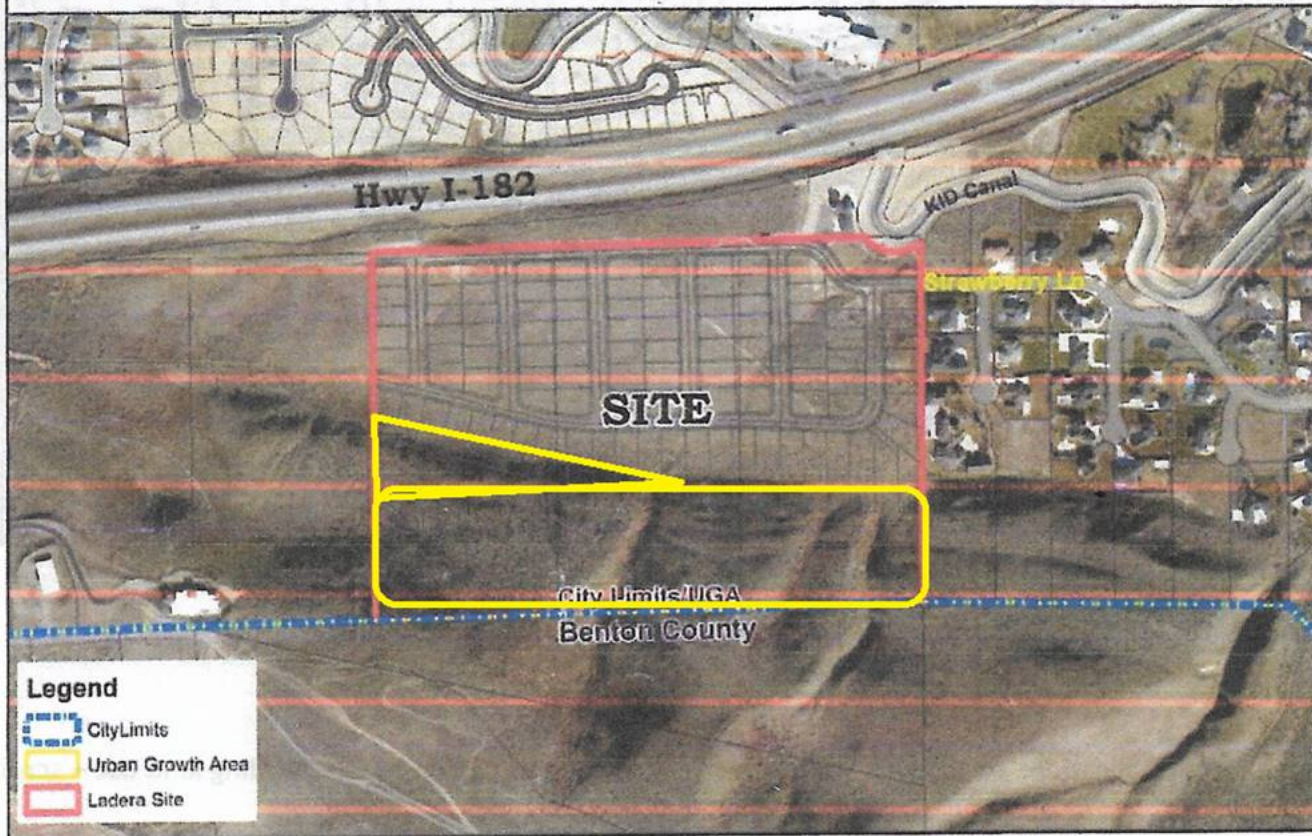
The notice states that 106 new residences will be added to Country Ridge with the majority of BUILDABLE lot sizes being relatively small, as the lot sizes being reported, it appears, are averaging in the Badger Mountain hillside; refer to and examine the plat map (see Figure 1), where an estimated 40% of the plat is located on the Badger Mountain hillside and is NOT developable in any way, shape or form due to the steep incline angle of the hill.

In essence, the 106 houses will be placed on fairly small lot sizes that are out of context with the surrounding neighborhoods, and more suited for a starter neighborhood like the tract homes found in parts of West Richland, WA. And while homes this size, and lots this size, do serve a purpose (our first home was in a West Richland/similar tract), the turnover in ownership shall be dramatic, and these houses in short order will become largely rentals and this will impact existing property values and the existing neighborhoods adversely.

Figure 1, Proposed Plat Map

Vicinity Map

Item: Preliminary Plat - Ladera
Applicant: Pahlisch Homes
File #: S2020-103



Sincerely,
Darryl D. Brayton, P.E.
Resident and Concerned Citizen of the City of Richland

February 18, 2021

We are opposed to the new 106-unit community west of Country Ridge, as proposed. It is not in the best interests of current or future residents and/or visitors.

1. ONE COUNTRY RIDGE ENTRANCE/EXIT FOR 370 HOMES WILL NOT BE SAFE – A SEPARATE ENTRANCE/EXIT NEEDS TO BE BUILT FROM LADERA TO KEENE ROAD, IF LADERA IS DEVELOPED.

We have about 265 houses in the five communities commonly called “Country Ridge.”

- 140 in the Lower Country Ridge Community
- 29 in the Upper Country Ridge Community
- 29 in the Country Home Estates Community
- 39 in the Country Heights Community
- 27 in the Country Estates Community

Over the last 20 years, traffic impacts have been felt within the Country Ridge communities and to the Country Ridge communities from Keene Road.

Within Country Ridge, about 530 residential cars (2 cars per house) funnel through our “bottleneck” entrance/exit at least twice a day. Service vehicles, emergency vehicles, school vehicles, construction vehicles, and other non-resident vehicles also enter and exit Country Ridge every day.

Many of these vehicles travel rapidly along Country Ridge Drive. Drivers too often seem more concerned with reaching their destination than watching out for pet owners walking their dogs, parents walking with their children, or children playing or waiting for school buses. In our immediate vicinity of 1238 Country Ridge Drive, we have witnessed property damage to 1253 Country Ridge Drive, 1249 Country Ridge Drive, 1244 Country Ridge Drive, 1225 Country Ridge Drive, and 1221 Country Ridge Drive from people traveling too fast, people not paying attention, or people sliding into yards from slippery winter roads. Increased use of Country Ridge Drive as a primary route to a single Keene Road entrance/exit will mean even greater property damage and danger for residents.



Country Ridge Drive Damage from Speeding, Inattention, and Slippery Roads

It is more than a mile from the Country Ridge entrance/exit to the proposed Ladera Community. That’s a long way for drivers to maintain a residential speed of 25 miles per hour, and a long way for emergency response vehicles to travel to help those in need.

Over the last 20 years, Keene Road traffic has increased due to the following.

- Improvements to Keene Road and Queensgate Road (e.g., widening, paving, roundabouts)

- Construction of the Queensgate Shopping Center
- Construction of new businesses along Keene Road
- Construction of new housing developments along Keene Road
- Completion of the Duportail Bridge

It is already difficult to safely turn out of Country Ridge onto Keene Road or into Country Ridge from Keene Road, with steady streams of Keene Road traffic from the east and the west. Adding 212 more resident cars (2 cars for each of the proposed 106 houses) to the Country Ridge entrance/exit at least twice a day combined with more service vehicles, emergency vehicles, school vehicles, construction vehicles, and other non-resident vehicles will only exacerbate the problem. There will be serious backups on Keene Road, Country Ridge Drive, Saddle Way, and Foxtrot Lane.

Winter further complicates access into/out of Country Ridge. Country Ridge Drive snow removal has never seemed a priority to City of Richland road crews. As a result, cars entering Country Ridge from Keene Road often spin out and come to rest on the side of the road, after failing to climb the sloped entrance. Cars exiting Country Ridge have difficulty stopping their sliding vehicles, so they often slide into one another or onto Keene Road. A stop light will worsen conditions for drivers trying to maintain enough speed to ascend the slippery hill and worsen conditions for drivers sliding as they brake for a stop light while descending the slippery hill.

It is important for Country Ridge residents to be able to safely and quickly evacuate Country Ridge in the event of a fire, gas leak, or other catastrophe. Adding more cars to our single entrance/exit will further compromise emergency evacuations and the safety of residents.

I have seen lightning strike Badger Mountain many times, often igniting tumbleweeds that are blown forward like flaming torches to start new fires. In 2001, for example, a Badger Mountain lightning fire traveled so quickly towards our house, we only had time to warn a few neighbors before loading our pets, photos, and important papers into our car to evacuate. The fire was probably 300 yards from our house when the winds miraculously stopped, turned, and headed back in the direction from which they came. Then rain extinguished the fire. We were spared that day, but I shudder when I recall the horrific photos of recent California fires. Residents with only one way out of canyons burned alive in houses, cars, and while running.



2015 Lightning Strike on Badger Mountain (Taken from Our Backyard) and Fire on Badger Mountain

As nearby subdivisions expanded (e.g., Westcliffe, Hills West, Meadow Springs, Crested Hills), subdivision entrances/exits were added. I don't understand why the City of Richland doesn't have plans to add a new entrance/exit for the proposed Ladera Community. It is the right thing to do.

2. WE ARE ALREADY EXPERIENCING SEWER ISSUES ON COUNTRY RIDGE DRIVE – THE CITY OF RICHLAND MUST ENSURE A LADERA COMMUNITY WOULD NOT WORSEN SEWER ISSUES.

Rajiv and Monica Malhan, Ron Brunke, and I (Karin Nickola) have worked with the City of Richland (Steve Brewer and Brian Olle) and Cascade Natural Gas over the last year to determine whether the terrible smell in our neighborhood was related to the gas line, the sewer line, the storm drain, or something else. Both Cascade and the City have been very responsive to our calls, and we greatly appreciate this. Through their efforts, a natural gas leak was ruled out, although Cascade discovered and replaced a leaky valve at a neighbor's house (1225 Country Ridge Drive).

When we last spoke with the City November 5, 2020, Steve said the smell had been identified as hydrogen sulfide from the "Montana Lift Station." He said the City will need to correct or manage the hydrogen sulfide with an oxidizer. Besides smelling bad, hydrogen sulfide is corrosive.

He said the City found also a "slime growth" in the sewer line. Flushing the line with 10 gallons of water per minute did not remove the growth, so the City will probably have to add chloride and flush the line again in the future.

He said Country Ridge has an 8" sewer line, which is not meant to handle a large amount of sewage. He said increased use should actually help flush the line for a while, but the "Dallas Road" sewer line will need to be rerouted at some point.

We are concerned the proposed Ladera Community will overwhelm the 8" Country Ridge sewer line immediately. It would not be right for the City to negatively impact the living conditions of existing residents to gain new tax dollars from Ladera residents.

3. WE ARE ALREADY EXPERIENCING STORM WATER ISSUES ON COUNTRY RIDGE DRIVE – THE CITY OF RICHLAND MUST ENSURE A LADERA COMMUNITY WOULD NOT WORSEN STORM WATER ISSUES.



Country Ridge Drive May 19, 2006



Country Ridge Drive May 30, 2020

Rajiv and Monica Malhan, Ron Brunke, and I (Karin Nickola) have been working with the City of Richland (Brian Olle) to correct a long-standing storm water problem on Country Ridge Drive. Before Brian was assigned to this project, we worked with the City of Richland (Joe Wilson) to address the issue.

In 2008, Joe had a large “French Drain” placed in the easement between our 1238 Country Ridge Drive house and the Malhan’s 1231 Country Ridge Drive house to “accept” excess storm water and feed it to the nearby storm water drain. The French Drain helped, but it still became overwhelmed by downpours that caused a “lake” to form across the road. The Malhan property has been negatively impacted by excess storm water several times.

We last communicated with the City November 17. Brian said the City had plans to improve storm water drains and catch ponds above the canal and had plans to construct a series of “structural dams” along the side of our 1238 Country Ridge Drive property to slow the flow of excess storm water.

True to his word, Brian had the City complete these actions. Now we must see if they help.

4. **WE ARE ALREADY EXPERIENCING IRRIGATION WATER SHORTAGES IN COUNTRY RIDGE – THE CITY OF RICHLAND MUST ENSURE A LADERA COMMUNITY WOULD NOT WORSEN IRRIGATION ISSUES.**

In our Country Home Estates Community, people built or purchased homes knowing the Kennewick Irrigation District (KID) would supply irrigation water to our properties, which measure an acre or more. If Snoqualmie Pass doesn’t get much precipitation in the fall, winter, and spring, we receive only a few days of irrigation water a week during the summer. It barely keeps our lawns and plants alive when temperatures range between 90° F and 110°F for long periods of time.

In the past, we asked the City of Richland if we could irrigate our land with more costly City water. They said we couldn’t, because we might contaminate City water with KID water. They said also there is not enough City water available to regularly irrigate our land.

To further complicate matters, some of our KID irrigation water was recently allocated to Upper Yakima Valley farmers. The politician who put this deal in place did a dis-service to the Country Ridge residents he represents. His decision was short-sighted, ignorant, or uncaring, in our opinion.

Water is a major concern in Country Ridge.

It would not be right for the City to negatively impact the KID water rights of existing residents by giving some of it to Ladera residents. The Preliminary Plat Application for the proposed Ladera Community lists the Irrigation Source as “BMID” (which we assume means Badger Mountain Irrigation District).

5. **WE ARE CONCERNED ABOUT SEVERAL PAHLISCH HOMES PRELIMINARY PLAT APPLICATION NARRATIVE AND SEPA ENVIRONMENTAL CHECKLIST EA2020-136 STATEMENTS.**

- *EA2020-136* Section A.11 says the 60-acre Ladera project will be divided into 106 residential lots, with Pahlisch requesting use of Richland’s on-site density transfer code.

The *Pahlisch Homes Preliminary Plat Application Narrative* further explains the 60-acre project is within the R-1-12 (low density) zoning district and will be divided into 103 “single family residential” lots, but the project will seek to take advantage of Richland City Code 22.10.400 allowing for an on-site transfer of density to R-1-10 for some lots. The narrative further explains the project will have an average of 2.6 units per acre and their average lot size will be about 13,105 square feet.

Karin Nickola and Ron Brunke
1238 Country Ridge Drive
Richland, WA 99352

Country Ridge was built with a western/horse ranch theme in mind. All you have to do is look at the names of the streets to see this is true (e.g., Foxtrot, Saddle, Bridle, Quarterhorse, Strawberry Roane, and Stallion). People moved to Country Ridge for a casual, country lifestyle with lots of space and large yards. To date, every Country Ridge lot is at least ½ acre (21,780 square feet). Most lots are an acre (43,560 square feet) or larger.

Ladera lots will be less than a 1/3 of an acre. While there is nothing wrong with that, and it is fine for Ladera, it is not compatible with the Country Ridge lifestyle of choice.

We believe Ladera should stand alone, with its own entrance/exit, lot size, and lifestyle.

- *EA2020-136* Section B.5 does not include a list of affected animals. We have seen the following animals over the last 20+ years of living in Country Ridge.

Birds: Pheasants, Quails, Hawks (Red Tailed and Cooper's), Eagles (Bald), Owls* (Barn and Horned), Killdeer, Robins, Black Birds (Brewer's, Red-Winged), King Birds, Cedar Waxwings, Meadow Larks, Sparrows (House and White-Crowned), Finches (Gold, House, Purple, Cassin), Juncos (Dark-Eyed), Herons (Blue), Geese (Canadian), Ducks (Mallards), Doves (Mourning and Eurasian or African), Flickers, Towhees

* We're not sure if Country Ridge has Burrowing Owls.

Mammals: Rabbits (Cottontail and Jack), Raccoons, Skunks, Coyotes

Reptiles: Rattlesnakes, Bull Snakes

- *EA2020-136* Section B.8.b says the "project site" has not been used as working farmland, yet a woman whose maiden name was Nancy Bennett stood on our property and point to the west (where the proposed Ladera Community stands) explaining that was where her family owned a ranch/farm land – probably in the 1940s/1950s.
- *EA2020-136* Section B.8.e/f say the zoning classification of the Ladera site is "Single Family Residential R-1-12" and "Low Density Residential." We agree. It should not include any R-1-10 zoned properties. In fact, we would love to see all Ladera Community lots ½ acre in size.

Thank you for this opportunity!

Sincerely,

Karin Nickola and Ron Brunke
509.628.9747

ONeill, Shane

From: DONALD CHERYL VOLKMAN <dandcvolkman@msn.com>
Sent: Sunday, February 7, 2021 3:18 PM
To: O'Neill, Shane
Subject: DNS (S2020-103 & EA2020-132) Preliminary Plat of Ladera

Dear Sirs;

My name is Cheryl Volkman and I live on Saddle Way and Country Ridge Rd here in Country Ridge.

I was perusing Facebook and found the notice of this subdivision to the west of us and am surprised we did not get notified by the City of Richland as to the impact of this subdivision. I am sending comments to be included in this review:

There is only one (1) road in and out of this subdivision and it will be Country Ridge Rd. Strawberry comes off of Country Ridge road. At the present time Country Ridge Rd. is maxed out during high peak traffic. It is already a problem merging onto Keene either to the east or the west. Country Ridge does not have curbs nor sidewalks and we continually have a speeding problem on this road. The intersection of Country Ridge, Saddle Way and Foxtrot is a dangerous intersection right now. When coming into the subdivision a driver cannot see forward to see if there is oncoming traffic and usually the traffic is coming down the hill in excess of 40+ MPH. We have had many, many conversations with the City and they refuse to put speed humps in to slow the traffic. Putting another 300+ cars a day will make this road even more dangerous.

When the mountain behind us burns....it is impossible to get emergency vehicles in and out of this subdivision. IT IS UNSAFE.

I do not see in this presentation any road to the west...which would be the Dallas road.

I am requesting that this developer be required to install a road over to the Dallas road for access to this new development as another 300+ cars daily on country ridge would be unsafe.

Thank you for your consideration

Cheryl Volkman

Date: **February 19, 2021**
To: **City of Richland Planning Department**
From: **Brian Cable**
Subject: **Proposed 106-lot Residential
Subdivision Named Ladera**

Introduction

My family purchased a home on Strawberry Lane in 2015 and I am submitting this to raise significant concerns regarding the proposed development and the process the City is utilizing. This proposal is problematic in a multitude of ways and although the developer submitted several fancy reports with pictures and lots of words, each of those reports fail in numerous ways.

I am particularly concerned that the City is expecting to issue a determination of non-significance on this project and has utilized the abbreviated process under WAC 197-11-355, which only benefits the developer and the City but is not in the best interest of the community. In light of the issues highlighted below, there is no way a DNS should be issued and significant additional environmental, geo-tech, traffic, safety and other reviews and changes to the proposed development need to occur before it moves forward.

Additionally, the City has acknowledged an agreement with the Country Ridge community that prevents it from approving the proposal as submitted (as discussed further below). The City is putting itself at significant legal risk in the manner in which it is proceeding, all for the benefit of this particular developer and at a significant cost and risk to our community and in breach of its agreement with the Country Ridge community.

The following sections will discuss this list of issues about this proposed development:

- (1) City of Richland Agreement with Country Ridge HOA's and its Homeowners Regarding Future Development of this Property;
- (2) City of Richland Comprehensive Plan;
- (3) Preliminary Plat Application, SEPA Checklist and Site Plan Review;
- (4) Critical Area Issues;
- (5) Geo-Tech Report by PBS;
- (6) Critical Areas Report by PBS; and
- (7) Traffic Study by PBS.

Discussion

(1) City of Richland Agreement with Country Ridge HOA's and its Homeowners Regarding Future Development of this Property.

When we purchased our house in 2015, I inquired about the possible development of the land at the end of Strawberry Lane as the house we were buying resides on that street. We were told that the City of Richland has agreed that any development of that land would require a separate entrance be put in from Dallas Road and that access to Strawberry would be blocked. So, I was particularly troubled when I received a copy of the notice that indicated the City was no longer honoring its agreement with our neighborhood.

On February 11, 2021, I called Mike Stevens, current manager of the planning department at the City, and explained to him that when we purchased our house, we did so in reliance on the City's agreement to not allow any new development to access Strawberry Lane and asked him why the City had changed its position. Mr. Stevens, to his credit, acknowledged that the prior planning manager had an "informal agreement" with the Country Ridge HOA's and its residents that it would require a Dallas road connection and no access to Strawberry Lane on any development of those parcels. I pointed out to Mr. Stevens that unilaterally reversing course on an agreement, which the City acknowledges exists, was really problematic for the City since a bunch of residents have relied on that in buying homes, improving properties, etc. Mr. Stevens agreed it was problematic.

As I walked around the Country Ridge neighborhood to let neighbors know about this proposed development, many residents raised this same concern without me mentioning it. It is clear this was a well-known agreement with the City and our neighborhood is rightfully upset about the City's complete disregard of that commitment. Also, several neighbors said they had previously approached the City regarding development of the Ladera parcels and were all told that if they did so, they would be required to put a road in to Dallas and could not use Strawberry Lane. Also, some of them were told they would not be allowed to divide the 20-acre parcels at all, so they would be able to put 3 houses in but were still required to put a road in to Dallas and to block access to Strawberry Lane. But somehow a 106-house development is fine now, and no separate access is required. It certainly raises the question as to why the City has allowed this particular developer to do something it had consistently denied to many others.

The question is why would the City make this agreement with Country Ridge? When you look at our current roads and the number of households our roads serve, restricting any further development at the end of Strawberry Lane makes perfect sense. There are significant public safety concerns here, none of which can be adequately addressed with streetlights, sidewalks, and other street improvements, so the City recognized the only option would be to require a separate connection to Dallas Road. Sounds like a well thought out decision by the City that took into account the health and safety of the Country Ridge residents that currently has around 250 houses that are all served by a singular road, that is classified as a local street, to enter and exit our

neighborhood. Fast forward to 2021 and it would appear that in the interest of development fee and tax revenue, and to the benefit of one particular developer, the City is proposing to reverse its prior commitment even if that means it puts the health and safety of our neighborhood at risk.

I intend to hold the City accountable for its prior agreement with our community. Had I known the City would do this, we never would have purchased our home on Strawberry Lane. If this development is approved, we will be exploring our options regarding recourse against the City for its failure to comply with the terms of the agreement it acknowledges it had with our HOA's and its residents. I understand there are numerous other neighbors that will be considering this as well.

(2) City of Richland Comprehensive Plan.

I appreciate that the comprehensive plan is a guiding document and that we must look to the zoning and other code requirements to fill in any gaps, but there are some overarching principles in the comprehensive plan that the City is ignoring.

Goal 1 of the Transportation Element (page 43-44) provides that you must plan new street segments and consider modifying existing streets to provide comfortable and **safe** elements for bicyclists, pedestrians and transit users. It goes on to provide that you must plan and implement transportation systems and improvements that meet the needs of all **areas and residents**. The Ladera development decreases safety of pedestrians (many of which are children and bicyclists) and does not meet the needs of all areas and residents.

Goal 1 of the Housing Element (page 39) provides that you must promote and provide incentives (such as zoning/rezoning), revised regulations and provisions of infrastructure) for infill development and redevelopment, **while respecting the character and scale of the existing neighborhood**. Every prior development of Country Ridge has respected the character and scale of our neighborhood, which is lots of open space and large 1/2 acre to 2 plus acre sized lots. The Ladera development is putting houses on less than 1/4 acre lots and contains zero open space besides the hillside it cannot build on. The City should require any proposed development to be consistent with the character and scale of Country Ridge.

(3) Preliminary Plat Application, SEPA Checklist and Site Plan Review.

(a) Preliminary Plat Application.

The Preliminary Plat Application states that the geohazard report identifies 32 acres that have been classified as a critical area. It appears on the City's map of the critical area of this area, that it has included a much larger area than identified by the applicant. I would also point out that the offer of Pahlisch to preserve that 32 acres is akin to them giving us the sleeves off their vest. The 32 acres is on a 40-degree slope that could never be developed, so the developer is giving up nothing with this and is in fact using it to justify destroying existing shrub-steppe habitat that contains some priority species.

(b) SEPA Checklist.

The SEPA was adopted to require that agency decisions were made with a full understanding of the environmental impacts that could result from a development. The initial threshold step in this process is a determination by the City as to whether the impacts of this development are significant. The SEPA checklist is an initial source of information that is supposed to inform the City's decision on whether to require a full EIS.

In this case, the SEPA checklist submitted by Pahlisch is inaccurate and needs to be revised. Section 4 (c) and 5 (b) states that there are no threatened or endangered species known to be on or near the site. There are Townsend Ground Squirrels on the site and adjacent to it, as well as Jack Rabbits. One neighbor believes they have seen Pygmy Rabbits adjacent to the site. The site also contains shrub-steppe habitat on it, not just adjacent to it, but is disregarded by the developer because it has been noted as degraded. Shrub-steppe habitat cannot be ignored and removed without a full environmental review, even if it is degraded. Section 9 of the checklist states that there are no housing impacts from this development. Housing impacts need to take into account the compatibility of the development with the adjacent land uses. Here, Country Ridge has ample open space and large lots. Ladera is proposing a dense development with no open space besides the unbuildable portion of its property. Section 10 states that views of the nearby hills would be partly obstructed for nearby homes, but this statement is inaccurate as well. The proposed development will tower above the homes situated near the southeast corner of the property and block all views and light from their houses. Section 14 states that the project will include construction of roads and sidewalks in the development but makes no mention of the fact that it will be utilizing a local street that is far beyond capacity that will need major upgrades if this development is approved.

The City also lacks proper information regarding traffic impacts and further study needs to occur prior to making the threshold determination. The City should require that the SEPA checklist be resubmitted with corrections and issue a finding of significance.

(c) Site Plan Review.

No decision on the site plan should be made here until a proper environmental study and other items mentioned in this memo are completed. Under RMC 23.48.010, this project cannot meet the applicable development and performance standards and therefore must be denied.

One of the tests in this process is to determine if the project design is compatible with adjacent land uses. Here, as mentioned previously, Ladera is proposing a dense development with no open space that will utilize a local street that is far over capacity. There is no way to mitigate 1000 additional trips on Strawberry Lane and Country Ridge drive per weekday on local streets that are designed and built to serve less than 1000 trips per day. Our local streets already serve around 250 houses and have close to 2500 trips per day. So, this is not a case where we are a little over the limits that our streets were designed to handle and this development would increase the traffic by over 50%. This

would push or local streets to over 3500 trips per day. Therefore, this proposal is not compatible with the adjacent use and fails this test.

The project must also be denied because the developer has yet to obtain a secondary access point for emergency services. It needs to get an easement from two adjacent landowners and has failed to do so. I confirmed this with one of the landowners as of February 18, 2021. The City has adopted the International Fire Code standard, as noted on its website (<https://www.ci.richland.wa.us/home/showpublisheddocument?id=594>), that states that a "residential development that is served by a single access road over six hundred (600) feet in length that serves more than sixteen (16) units and each lot is less than one acre in size, shall be provided with an approved SEVA [Secondary Emergency Vehicle Access]." The City cannot approve this unless this requirement is met.

(4) Critical Area Issues.

There are numerous Critical Area issues that have not been properly addressed.

(a) Fish and Wildlife Area.

The Ladera parcels should be designated as a fish and wildlife area under the Critical Area code. RMC 22.10.185 provides that fish and wildlife areas including the following:

- (1) Areas where state and federal designated endangered, threatened and sensitive species have primary association.
 - Neighbors believe Pygmy Rabbits live nearby.
- (2) State priority habitats and areas associated with state priority species.
 - On this property, there are signs of Townsend Squirrels and Jack Rabbits have been seen on the property and both reside adjacent to the property.
 - Shrub-steppe is located on the property being developed.
- (3) Badger Mountain Reserve-which is adjacent to the proposed development.

There is no question that this is a Fish and Wildlife area as defined above. As such, we are required to follow the rules associated with these areas. Fish and wildlife habitat conservation areas are intended to create a system of fish and wildlife habitat with connections between larger habitat blocks and open spaces, integrating open space corridors. Thus, Ladera should be required to have open spaces in the development, not just on the undevelopable hillside.

Additionally, fish and wildlife habitats are intended to limit the level of human activity; evaluate land uses that may negatively impact these areas; and establish buffer zones around these areas to separate incompatible uses from habitat areas.

Under RMC 22.10.220, fish and wildlife conservation area alteration requires that adverse impacts be mitigated to the extent feasible and reasonable. Mitigation includes the

following listed in the preferred sequence: avoiding impact altogether by not taking certain actions; or minimizing impacts by limiting degree or magnitude of the action.

On the Ladera parcels, there is shrub-steppe and priority species throughout the property and not just on the hillside they are setting aside as a conservation area. Pahlisch should be required to mitigate by having large buffer zones around the existing shrub-steppe habitat and spaced-out houses to limit the level of human activity and adverse impacts that come with denser development. This is consistent with the City's position it took on other proposed development of this property where the City told potential developers that they could not subdivide the property at all.

(b) Geological Hazards.

RMC 22.10.240 provides the definition of a geo-hazard. This parcel is designated by the City as a geo-hazard and that is acknowledged by PBS in their geo report on page 5 where it states that the sloped area is a "high geological hazard". The City of Richland map of the geological hazard area appears to show an area much bigger than identified by PBS.

RMC 22.10.250 states that the provisions relating to geo-hazards apply to any activity within 200 feet of a geo-hazard area unless exempt. This includes excavating, disturbing soil, driving pilings or placing obstructions and construction of any structure which has an adverse effect on the geo-hazard area.

RMC 22.10.370 requires applicants to conduct a subsurface exploration suitable to the site and proposal to assess geotechnical geohydrological conditions. PBS's geo-tech report acknowledges that it was unable to test the hillside for slide risk because it wasn't accessible but based on other tests on other undisclosed areas on Badger done by others, PBS states there is a risk of a landslide.

The City, pursuant to RMC 22.10.290, has to determine the significant risks posed by the activity to life and property on and off the project site. The City may approve, conditionally approve, or deny any activity, as appropriate, based on the degree to which significant risks are posed to protect private property and to the health and safety of the community.

It would be irresponsible of the City to approve this development as proposed in light of the fact that we have one entrance and exit for what would be 350 plus homes in an area that poses a significant landslide and wildfire risk. We have had massive flooding and mudslides in our backyard on Strawberry Lane after some of the heavy rains we have had the last few years and we are a few hundred yards from Badger. Those heavy rains greatly increase the risk of landslide and as such, the City should require a significant set back of the homes from the base of the hill and require separate access to Dallas road. Some well-respected local geologists were cited in a recent article regarding the risk of landslide on Badger Mountain that the City should take note of: https://www.nbcrightrightnow.com/kndu/badger-mountain-may-be-home-to-a-future-landslide/article_d8352e92-4141-11e9-92e8-f7f398a058b6.html

(5) Geo-Tech Report by PBS.

PBS states that slopes greater than 40 degrees exist throughout the hillside portion of the property. As stated above, PBS did not test the hillside due to inaccessibility but acknowledged the landslide risk and that site slopes could destabilize by cutting near the toe of the slope. The report did not discuss risks associated with heavy rainfall, but certainly rain like we have had the last few years and the massive flooding that occurred will undoubtedly destabilize the slopes and pose risk to the health and safety of the adjacent communities. Pahlisch should be required to undertake extensive geo-tech testing including of the sloped area (as long as the proper process is followed to access the property and not to damage existing shrub-steppe habitat which occurred during the first testing).

(6) Critical Areas Report by PBS.

The introduction in paragraph 2 of the report states "Through the course of the assessment it was determined that the project site does not contain habitat that would meet the current WDFW priority habitat which would be regulated as a FWHCA by the City. In addition, although the site could be utilized by priority wildlife in the form of Townsend Ground Squirrels, habitat conditions for this species are poor and evidence of ground squirrel activity was not identified."

This is fundamentally wrong. There is shrub-steppe habitat all over the property. Although it has been damaged by prior wildfires, and by PBS in conducting its geo-tech review, it does exist and is starting to recover. There are also Townsend Squirrels and Jack Rabbits on that property. The PBS study was done in the dead of winter, so not surprisingly, no signs of wildlife activity was seen. This site needs a full environmental review in light of the fact that it is adjacent to Badger Mountain, has shrub-steppe habitat and reports of Townsend Squirrels and Jack Rabbits on the property. Also, there is a possibility of the presence of Pygmy Rabbits, which should be explored more thoroughly in the spring when the existence of them would be easier to identify.

The report also notes on Page 5 that while the mountain does provide wildlife habitat there are nearby developments that diminish the ability of the site for providing habitat for sensitive WDFW priority wildlife species. The argument, I suppose, is that because other developments have damaged the habitat, who cares if we damage it some more. The City should rethink allowing all of Badger to be surrounded by houses since that will block off wildlife corridors and cause great harm to protected species and habitat.

I also want to note that the report says there are high-density residential developments adjacent to the site. That is deliberately misleading. There is a high-density residential site across the freeway from the site and one on the other side of Badger Mountain, but nothing that is truly adjacent to it.

(7) Traffic Study by PBS.

Although I have highlighted issues with all the reports of PBS, I believe this one is the most flawed and misleading of them all. PBS did one 12-hour turning movement count at Country Ridge Drive and Keene Road on September 16, 2020. Country Ridge/Keene Road is the sole entrance and exit point for all of Country Ridge.

As noted by PBS, their study was done during COVID lockdowns and wildfires. Page 2 of their report states that there is no historical data at Country Ridge/Keene drive intersection. PBS utilized data pre-COVID and post-COVID at another undisclosed intersection to correlate a similar decrease in traffic at Country Ridge/Keene road intersection that it applied to its 12-hour count. My guess is that this comparison used a non-residential intersection, such as Keene Road/Queensgate where data is readily available, which carries large amounts of commercial and delivery traffic. This resulted in them finding that traffic had decreased 20-25% during this time frame, as such, they provided a plus up to the 12-hour count on the Country Ridge/Keene exit/entrance intersection.

During COVID lockdowns, Keene road, which is a major thoroughfare that carries significant commercial traffic and delivery vehicles, did not see anywhere near the decrease in traffic that residential neighborhoods experienced. My wife and I have both been working from home since March of 2020. Most of our neighborhood is in the same situation. Our household (2 working adults, 2 teenage boys that play sports) would normally take around 6-10 trips a weekday in and out of our neighborhood and another 4-6 trips per weekend. This amounts to 34-56 trips per week. During COVID lockdowns, particularly in September 2020 when there was no in person school or sports, we averaged 2-4 trips out of the neighborhood **per week**. This was over a 90% decrease in our trips, much above the flawed average decrease used in the PBS study. My car battery has died 4 times due to lack of use. All of our groceries are delivered to our house once a week. Plus, our neighborhood has UPS and FedEx trucks that seem to deliver to almost every house every day, so it appears our neighborhood is heavily relying on delivery trucks. We are in unprecedented times, but we should not allow a major decision like this to be made with what appears to be horribly flawed data.

I also want to note that the study included what traffic would look like if they added a Dallas Road connection and concluded that it would have very little impact to the traffic on Strawberry Lane and Country Ridge Drive. That is not surprising, but also the reason why the City had previously stated that any new development must have a Dallas Road connection and there would be no access to Strawberry. I found this portion of the study pointless, but it was possibly included to mislead the reviewers that there was no need for a Dallas Road connection.

The study also states that we only need sidewalks by Foxtrot Lane and by the intersection near Keene. As stated previously, Strawberry Lane and Country Ridge Drive are non-conforming local streets that lack sidewalks and shoulders throughout. The PBS

study estimated 1040 net trips a weekday from the new development. A 50% increase in traffic over streets that are already over double their designed capacity should require massive upgrades throughout the travel route, although that would not completely alleviate the health and safety concerns of our neighborhood.

The only viable option for this development is to have its sole access be to Dallas Road with Strawberry Lane blocked (but access could be provided for emergency vehicles). This is consistent with the City's prior acknowledged agreement with our HOA's and residents, which makes complete sense in light of the fact that our local streets are already over double their designed capacity. The City has mentioned that they might just reclassify our streets to a minor or major collector, this would be irresponsible and would ignore the guidelines relating to street capacity that are there to protect the community. The City has also mentioned that they will likely require a streetlight be put in at the Country Ridge/Keene intersection, which would do nothing for the safety issues on the rest of the neighborhood. Additionally, putting a light in runs contrary to the position the City's public works director has taken recently in which he stated that the City would not put a light in at that intersection since it would disrupt the flow of traffic on Keene and lessen some of the major upgrades the City has done to this area to improve traffic flow. It is shocking to me that the City quickly reverses course on what appear to be reasoned decisions to accommodate whatever they want to do in that moment.

Bolstering the position of requiring sole access of this development on Dallas road is that the City's Six Year Transportation Improvement Program already includes a major upgrade to Dallas Road. The City has approved upgrading Dallas Road from 2 lanes to 4 lanes and will include sidewalks, bike lanes and streetlights. This will be completed in the next two years. Dallas Road is designed to handle additional traffic, and this would remove the health of safety risk of allowing access through our neighborhood. Funneling all of the traffic from this new development to the Country Ridge/Keene intersection and including a light there makes zero sense, especially when you understand that Dallas Road is getting a major upgrade and pushing this traffic to Dallas Road would not require additional lights or interference with the traffic flow on an important and very busy section of Keene Road.

Conclusion

The City needs to issue a finding of significance and require additional environmental and related reviews before this project can move to the next stage. A major rework of the Preliminary Plat needs to be done to be consistent with the adjacent neighborhood, minimize the impact on the environment and to adjacent homeowners and mitigate the risk relating to landslides and flooding.

The City also should be required to honor its acknowledged agreement with the Country Ridge HOA's and its residents. The City's agreement was one that was based on smart, well-reasoned planning, recognizing that our local streets are way over capacity and adding additional houses to the Ladera proposed development site would pose an un-mitigatable risk to the health and safety of our neighborhood. The City's agreement is well known in our neighborhood and was relied upon by many Country Ridge residents in

making decisions to build or buy houses. This agreement by itself, without consideration of any of the other points in this memo, should cause the application to be denied. Since the developer is required to get a fire road access easement to Dallas road, that easement should be changed to the sole access road to the proposed community and an easement to Strawberry can be given solely for secondary emergency vehicle access.

In closing, I think the City of Richland statement of its Values and Mission are worth noting here:

Values

In 2001, the City of Richland began a journey toward becoming a values-based organization, with less reliance on policies and "rules." To further this effort, municipal staff and City Council have embraced the values of teamwork, **integrity** and excellence. (Emphasis added).

- **Teamwork:** We will work together, demonstrating collaboration through **mutual reliability**, openness and flexibility to accomplish our goals. (Emphasis added).
- **Integrity:** We will demonstrate an uncompromising allegiance to the core values of **honesty**, respect for others, loyalty, **consistency, accountability** and sincerity. (Emphasis added).
- **Excellence:** We will deliver a superior level of commitment, responsiveness, performance and provision of services to all, with the attitude that everything is worth our best effort.

Mission Statement

The City of Richland is responsible for furnishing cost-effective services and well maintained facilities, **safeguarding the public and property**, enhancing the community's favorable quality of life, **protecting Richland's natural environment**, and sustaining a healthy, growing economy. (Emphasis added).

I expect the City to be held accountable to its own statement of Values and Mission.

BRC

ONeill, Shane

From: Walberto Cantu <walberto.cantu11@gmail.com>
Sent: Sunday, February 14, 2021 4:30 PM
To: O'Neill, Shane
Subject: Pending land use

To whom it may concern:

I am writing to you with concerns for the neighborhood country ridge. I own property at 1151 Percheron st in Country Ridge.

Apparently there are plans to open 106 lots in the area and I believe this is not a wise decision.

My first and main concern is safety for the community. The neighborhood lacks wide roads, lacks sidewalks, and having mailboxes on opposite side of road will cause for an increase in accidents/injuries. As you can see Adding 106 more homes will only make the issue worse. In the event of an emergency or fire there will be traffic issues and safety concerns for the neighborhood.

Please consider the consequences and stop the introduction to 106 lots in country ridge.

Sincerely,

Dr. Wally Cantu
Crown Dental CEO

On 2/17 Senior Planner, Shane O'Neill, received a comment on the Ladera preliminary plat from Country Ridge resident Richard Cecil. Mr. Cecil expressed concern over Ladera's lack of dedicated park land internally. He does not want future residents of Ladera using the Country Ridge community park because it is a HOA park. He expressed liability concerns for use of the Country Ridge park. Mr. Cecil suggested the developer be required to install a pedestrian foot-bridge over highway I-182 leading Ladera residents to the school and park in the White Bluffs subdivision directly north of Ladera. Alternately, Mr. Cecil wants Ladera to develop its own internal park.

2625 Thoroughbred Way
Richland, WA 99352
February 17, 2021

Shane O'Neill, Senior Planner
625 Swift Blvd., M.S.-35
Richland, Washington 99352

Dear Mr. O'Neill:

We are writing to object to the development of the area south of I-182 and west of the Country Homes Estate development as proposed by Pahlisch Homes. The proposed development is deficient in multiple areas. Our objections are as follows:

Traffic. No entry or egress other than the existing streets in Country Ridge Estates, Lower Country Ridge and Upper Country Ridge is proposed—and all of these existing streets empty into one opening, the intersection of Country Ridge Drive and Keene Road. For existing homeowners and those of the proposed 106 new residences, this will create a traffic nightmare. Pre-pandemic, we observed that morning traffic during school- and Hanford-commuting hours was routinely backing up on Country Ridge Drive to between the northern and southern ends of Foxtrot Lane. This also created a traffic jam on Saddle Way for people trying to turn right on Country Ridge Drive. After-school and after-work traffic was also quite heavy, but at least separated by about an hour. The opening of the Duportail Bridge during the pandemic has also noticeably increased backups throughout the day as more drivers are now trying to turn left (west) when exiting onto Keene Road. Similarly, we have major concerns with traffic moving west on Keene and attempting to turn left onto Country Ridge Drive. Already at busier times multiple cars collect in the short left hand turn lane, and either make daring dashes between east-bound traffic, or start to back up into the two Keene lanes moving west. Any significant increase in traffic moving in this manner, such as being proposed here, is highly problematic, all the more so with expected increase to traffic on Keene Road. A traffic light will not mitigate this issue given the problem with left hand turn traffic backing up on Keene. The combination of drivers associated with 106 new homes with a return to normal driving patterns at pandemic's end will create an untenable traffic situation throughout all of Country Ridge—the developer's own application estimates 1040 additional average weekday trips will be generated by the development, and they ignored the issue of trip timing (Preliminary Plat Application, page 14, Question 14f). Additionally, many residents throughout Country Ridge use existing streets to walk for exercise, and except in Country Ridge Estates there are no sidewalks. Extra traffic will either put walkers at risk or require them to drastically alter their well-established habits and lifestyle patterns. *We believe the City MUST REQUIRE any new development to have a connection through to Dallas Road, and compel its use by blocking off access to Strawberry Lane.*

Safety. As noted in the application, the Badger Mountain Centennial Reserve is located adjacent to the proposed development. This Reserve will remain in shrub steppe habitat. As such, the possibility of wildfire and needed rapid evacuation of existing and proposed homes must be provided for. The existing evacuation route using only Country Ridge Drive and its connection to Keene is sufficient for the current Country Ridge population. However, this route would be totally inadequate with 106 additional families. Again, we believe this is a reason *the City MUST REQUIRE any new development to have a connection through to Dallas Road, and compel its use by blocking off access to Strawberry Lane.*

It is our understanding that previous Richland City Planners and Planning Commissions had promised residents that any future development abutting Country Ridge would involve blocking off Strawberry Lane and require a connection through to Dallas Road, thus maintaining the quiet environment and lifestyle prized by current residents. *The City of Richland should live up to its word and MUST REQUIRE any new development to have a connection through to Dallas Road, and compel its use by blocking off access to Strawberry Lane.*

We ask that you disapprove this development and require the developer to submit a plan that addresses these issues and is more in keeping with existing Country Ridge properties and lifestyle, and that any submitted plan live up to previous commitments by the City to current Country Ridge residents by connecting to Dallas Road rather than existing Country Ridge streets. Thank you for the opportunity to comment.

Sincerely,
Richard D. Smith and Elaine G. Chapman

ONeill, Shane

From: fchoyeski@aol.com
Sent: Friday, February 19, 2021 11:40 AM
To: ONeill, Shane
Cc: fchoyeski@aol.com; echoyeski@aol.com
Subject: Proposed Ladera Subdivision

My wife and I (Frank and Ellen Choyeski) are homeowners in the country Ridge Subdivision at 1149 Foxtrot Lane. I am writing because I have concerns that the city of Richland and its planners do not have the best interests of its existing citizens a heart. I understand that the city is growing and must make good use of available real estate for all of its citizens.

However, the Country Ridge subdivision is unique in that it provides an alternate life style choice to its current and future residents. When we move here there was an expectation, promoted by realtors and city officials that spoke at our homeowners meetings) that this lifestyle would be protected or at the very least given careful consideration for its preservation in future land use planning decisions. I do not object to building a new subdivision at that location but the following should be considered as a minimum to preserve the lifestyle of this subdivision.

1. Make the lot size conform to the rest of the surrounding area
2. If you are creating an entirely new subdivision make the developers a provide for and construct a separate entrance in their plan. This would greatly enhance emergency access, be much safer for residents and reduce traffic on Country Ridge Drive which is already high for a residential area.
3. If traffic studies are to be provided for consideration/justification it should be based on traffic volumes during normal times, not the reduced volume experienced during the COVID-19 pandemic,
4. Developer Profit should not be a consideration for the above, If lot sizes were kept compatible with the already developed area and the existing planned road was extended to Dallas road costs would be minimal as it will already be extended most of the way to accommodate development.

Addressing these concerns during planning meetings would:

- Save the city tax payer dollars now and in the future.
- Would enhance public safety.
- Protect the lifestyle our citizens have paid for.
- Preserve the public trust
- Still allow the developer to make a reasonable profit (Developers in the area before were able to)

Thank you for your consideration

Frankie D Choyeski
1149 Foxtrot Lane
Richland, WA 99352

ONeill, Shane

From: wrcalusa@aol.com
Sent: Wednesday, February 17, 2021 9:06 PM
To: O'Neill, Shane
Subject: Preliminary Plat of Ladera

From: William R. Clarke, (Country Ridge) Richland, 628-3455, wrcalusa@aol.com
To: Shane O'Neill, Richland City Planner
Subj: Preliminary Plat of Ladera
February 17, 2021

After reviewing the Notice of Application regarding subject proposed plat, I have come to the following conclusions and hereby convey them to you.

1. The density of the proposed subdivision is incompatible with the density of the adjacent already developed areas.
2. The only apparent access route to the proposed plat via Country Ridge Dr. and Strawberry Ln. is a 25mph two lane residential street not designed as a major thoroughfare. As it is now, judging from accounts of some residents and my own observations, the City apparently cannot control speeding along Country Ridge Dr. For this reason and due to the nature of the street excessive additional traffic to compound the problem is simply unacceptable.
3. Either the developer knew or should have known the nature of the properties along the only available access street as well as of those adjacent to Ladera. In the alternative the developer purchased the property so long ago that the developer passively witnessed the development of those properties progress. In either case the developer has had adequate notice of the home density in the adjacent and access areas.
4. While the developer has a right to reasonably develop its property, the developer can reasonably be limited to a lot density similar to the adjacent and access areas. Such a limitation will represent equal treatment of the developer and current property owners under the law.

Conclusion: The City owes a civic duty to the current residents of the adjacent and access areas to protect their residential environment and property values by limiting the home density in the proposed subdivision. The developer must therefore be limited to a lot density similar to the adjacent and access areas.

February 17, 2021

Mr. Shane O'Neill
Senior Planner
625 Swift Boulevard MS-35
Richland WA 99352
soneill@ci.richland.wa.us

Dear Mr. O'Neill,

I have been recently been made aware of a proposed new site consisting of 106 lots in the Ladera subdivision just west of Country Home Estates. My wife and I are retired, and we live one block away from the proposed subdivision on Stallion Place. My primary objection to this proposed subdivision is the increased amount of traffic anticipated and the safety of the entire community due to only having one exit Country Ridge Drive to Keene.

I did review your traffic study and I must admit that it was very thorough. However, I can tell you that the traffic in Country Ridge has been significantly reduced during the pandemic. As a regular walker in the neighborhood, I can tell you that in March of 2020 almost all traffic disappeared. It has slowly increased over the year, but I still do not think it is back to pre-pandemic levels. Everyone up here has been either working from home or their kids are going to school online. Bottom line is that if your study were performed in 2020, I would question the results.

My other concern is safety in case of fire on Badger Mountain. I don't remember the exact year, but it was about 2000 when a major fire burnt the north side of Badger and many families had to be evacuated. Since the only way in and out of Country Ridge is Country Ridge Drive at Keene it creates a potential pinch point for traffic trying to get out of the subdivision. If an additional 106 home are added with only one exit it is going to add to the potential problem in case of a major disaster like a fire. At a minimum an additional entrance/exit to Dallas Road is required. An additional exit to the east towards the new Queensgate road should also be considered. During any natural disaster especially with 106 new homes we need to have more than one exit from the community.

Please postpone your decision on this project until a more up to date traffic study can be completed that accurately reflects the usage of roads in our neighborhood.

Joe Cleary
1126 Stallion Pl
Richland WA 99352
cleary.home@charter.net

February 19, 2021

Mr. Shane O'Neill
Senior Planner
625 Swift Boulevard MS-35
Richland WA 99352
soneill@ci.richland.wa.us

Dear Mr. O'Neill,

I am writing to oppose the Ladera notice of application by Pahlisch Homes as currently proposed. I have read through the proposed packet and have many concerns.

We live near the project and believe this project will negatively impact the traffic in our neighborhood, the natural shrub steppe environment, and will negatively impact our quality of life in the neighborhood.

With the onset of Covid-19 in March 2020, Richland School District closed on March 13, 2020, forcing 13,700 students and their families into remote learning. Traffic within the Country Ridge development came to a standstill and slowed significantly as residents sheltered at home, worked remotely and students shifted to remote learning. As of today, our schools have yet to fully open. Even with vaccines becoming available, life has not returned to normal.

Richland elementary schools Preschool to Grade 3 started to attend school in November 2020, and Grades 4-5 in January 2021. Middle schools began opening in late January. High School students will fully return to school beginning next week, February 22. Because of Covid-19 concerns more than 500 RSD students have chosen to remain exclusively remote by attending Richland Virtual Academy for this school year. Because of those circumstances, plus lack of after school activities, traffic has dropped significantly in Country Ridge. As retirees, we have barely put 3,000 miles on all our vehicles in the past year.

Also impacting traffic in our area is the opening of the Duportail Bridge on December 16th, 2020. Since the bridge opened, traffic patterns have changed and there has been a significant impact on the Queensgate/Keene Road intersection. The traffic study cited by Pahlisch to support building the project was done prior to opening of the Duportail bridge.

The reason why I cite these dates and numbers is to demonstrate that the traffic study in the application does not accurately reflect the significant impact that Covid-19 has had on traffic in the Richland community and our neighborhood. Even if the traffic estimate is rounded up to higher estimates; the study needs to be done during normal circumstances to accurately reflect the traffic impact of the proposed Pahlisch project.

Country Ridge Drive is the most heavily used road in Country Ridge. It is a local access road and was already at capacity (Pre-COVID-19). Adding the Ladera project will overburden our neighborhood roads. Country Homes Estates has 24 homes that use Strawberry Lane to access our homes. Adding 106 Ladera homes will overwhelm Strawberry Lane and the adjacent houses.

Additionally, the school most heavily impacted by this project is White Bluffs Elementary. White Bluffs has a practical capacity of 702 students and they currently have 552 students in Hybrid learning and another 116 that are online exclusively. The proposed Pahlisch project will fill the school beyond their capacity once Covid-19 subsides and the Ladera neighborhood is built out.

I also have concerns about native wildlife that surround us. We live close on the edge of a scrub steppe environment. We have jack rabbits and what I believe to be Pygmy Rabbits, which I believe are an endangered species. I would hope that someone would recheck the environmental report for this project.

Please postpone a decision on this project until a complete traffic study can be completed that accurately reflects the usage of roads in Richland and the permanent impact it will have on our neighborhood.

Heather Cleary
1126 Stallion Pl
Richland WA 99352
cleary.home@charter.net

O'Neill, Shane

From: John Cleaves <cleavesanesthesiapllc@yahoo.com>
Sent: Friday, February 12, 2021 1:15 PM
To: O'Neill, Shane
Subject: Concerns about New Country Ridge housing Subdivision

Mr. O'Neill,

I live in Country Ridge on Appaloosa Way. I wanted to express to you some concerns about the upcoming planned project for a new subdivision off strawberry lane.

First of all, I think the data that was used to determine the traffic in and out of our neighborhood was greatly inaccurate due to the low movement of the inhabitants in the neighborhood due to covid as well as the time of year. I guarantee that the inflow and outflow of that entrance to Keene is super busy, because I drive it everyday.

If this subdivision happens and no additional access point is created, I envision several issues with our neighborhood. The significant increase (and it will be significant) traffic through the outlet of country ridge will result in backups in several areas. A backup back into the neighborhood will prevent further outflow of residents from the adjacent streets of saddle and foxtrot that merge with country ridge drive right before the exit of the neighborhood. Also, the increased flow will increase the line of cars making a left from Keene into the neighborhood and this resulting back-up will lead to traffic problems on Keene. Also this line of cars on Keene in the turn lane will make it near impossible to make a left out of the neighborhood further resulting in more back-up into Country ridge.

In addition to the traffic problems, there are no sidewalks in this neighborhood, and one of the beautiful things about the neighborhood is the ability to spend time walking around and enjoying the nice weather. Not creating a second outlet for this neighborhood will result in a fast (despite the posted 25mph speed limit) and frequent traffic on country road increasing the chance that one of our frequent senior walkers or kids being hit by a car.

In addition, with that many houses added to the neighborhood, imagine if an emergency, [such as a brush fire on badger mountain (which happens not to infrequently)], happened. I can't imagine the cautious of trying to get that many people out of this neighborhood via one entrance, and get emergency personnel into the neighborhood against that much outflow. All through one entrance. It is not safe!

I am fortunate to live on Appaloosa, so I will not have to deal with all the noise that this big construction project is going to create, but I will have to deal with the dust that it is going to create.

Finally, I am concerned about the drain on the irrigation water provided by KID through the neighborhood. Our HOA has already restricted us because it is difficult to keep up with the demand for our own neighborhood. I can only imagine how low the irrigation flow will be when there are 106 new houses.

In conclusion, I am not happy about this new subdivision. If my comments can prevent it from happening then great! But I am a realist and I understand that nothing stops "progress", so if this

needs to be built lets be smart about it. Let us take our time, get some non-covid, non-winter data, so we can make the right decisions. This decision affects so many people, so lets wait until we are able to meet in person instead of over zoom so we can fully discuss the impact to all the people in our neighborhood. I love Richland, and I love my neighborhood. I don't want it to change, but if it changes let's be smart about it.

v/r,

Dr. John Thomas Cleaves

ONeill, Shane

From: Shelley Cleaves <shelley_cleaves@yahoo.com>
Sent: Thursday, February 18, 2021 3:47 PM
To: O'Neill, Shane
Cc: Shelley Cleaves
Subject: Concerns

To whom it may concern,

My name is Shelley Cleaves and I live in Country Ridge in the city of Richland. It has been brought to my attention that there will be 106 new homes built in our neighborhood, without another entrance/exit. This is a huge concern of mine! Let me tell you why.

#1- Safety. What's going to happen if badger mountain catches fire? It's not a super unusual thing to have one of the hills in the Tri-Cities catch fire, it has happened at least twice since my family moved back to the area 3.5 years ago. I grew up here, so I know it is not uncommon for hills to catch fire. How will fire and rescue trucks get into the neighborhood with hundreds of cars trying to get out? It's not realistic, and it's a huge safety issue.

#2- We have a great neighborhood for walking. I walk the whole neighborhood often for exercise, and every time I'm out I see plenty of other walkers doing the same. I have four kids who are outside a lot playing and riding bikes/scooters with their friends. If we have 106 (or more) extra drivers going in and out of the neighborhood multiple times a day, it will be a safety issue for our kids and walkers. There are no sidewalks so that is not an option. If there was another entrance to the neighborhood (like off of Dallas Road), we would have far less cars rushing through the neighborhood with the risk of people getting hurt, or even killed.

I understand there was traffic pattern analysis in our neighborhood recently which concluded that each household has 1 car exit the neighborhood once a day. This is nowhere near accurate!!!! Yesterday I left the neighborhood 3 times by 8:30am. In the whole day, I left the neighborhood 6 times. I have 2 (soon to be 3) other drivers in my household as well, in total we left the neighborhood 12 times in a single day. As you can see, the projected numbers are way off.

After thinking a lot about this, I'm wondering why these homes need to be connected to country ridge in the first place? Wouldn't a better option be to build a new road off of Dallas, where there is plenty of space? Making 2 separate neighborhoods with less traffic would be a smart idea instead of 1 large neighborhood with way too many cars.

I'm not sure the rush on building these homes, but I would encourage you to think twice about your plan. Gathering information and input during covid isn't the best plan. This is not the time to get accurate information! I ask that you please postpone building plans until accurate information is gathered. I'm certain you will see we will need another entrance/exit to the neighborhood.

Thank you for your time and attention.

Sincerely,
Shelley Cleaves

Sent from my iPhone

ONeill, Shane

From: rccoop@charter.net
Sent: Friday, February 19, 2021 3:48 PM
To: O'Neill, Shane
Subject: PENDING LAND USE: LADERA ESTATES

Hello, Shane;

As long residents in Country Ridge Heights, this note is to add our objection to commencement of the planned Ladera Estates. We heartily propose a postponed, cancelled, or significantly altered plan for this development proposed for the west end of Strawberry Lane, Richland.

We are Ron & Deana Colley; we have lived in Country Ridge for over 15 years & have owned our property here for over 30 years. Deana is a Richland native & has lived in this carefully developed city for over 70 years; we certainly have seen much growth in the region & we are concerned these details are not in keeping with current requirements of the city nor do they meet future needs in this residential area. Growth has always been welcome in this vast region; however, this particular development seems ill-advised for the health of this neighborhood.

Our concerns are on several levels; however in the effort to brief: The principal concern is the already less-than-adequate singular ingress/egress route from Country Ridge Drive onto & from Keene Road. Additional traffic already imposed from the still unproven full impact of the Duportail Bridge opening would be a hazard at that egress/ingress during peak hours regardless of a traffic light. There should already be a traffic control light at that intersection. Adding personal traffic, school buses, & service vehicles for 106 homes on this hill would put Country Ridge residents in further peril from anomalies such as fire, evacuation, ambulances, & elevation let alone the existing daily traffic from over 200 homes already using that route. In keeping with posted traffic standards for Richland, Strawberry Lane is not a compliant collector road for those purposes. Virtually every street in Country Ridge has steep, curving grades making vehicle visibility & foot traffic difficult (limited sidewalks, no bike paths, narrow shoulders), even in daylight non-peak hours & good weather.

There is a distinct departure from the limitations included on the City Planning website specifications to the action plans for proposed 106 dwellings for Ladera Estates; lot size, urban vs rural zoning, emergency plans & proximity to the wildlands further to the west. We do not have difficulty with expansion of the City of Richland; however, this proposed development appears to have taken liberty with short cuts & ill-defined or controlled addition to the established Country Ridge area.

As a principal in the outcome of this proposed area, please review said planning & make adjustments for reasonable growth to the city of Richland & to this high taxation area therein. Thank you for your time & careful re-evaluation of this matter; surely there is a better solution than we see.

Ron & Deana Colley
3189 Colley Drive
Richland, Wa 00352

URGENT Need to Get Involved ASAP! RE: New Subdivision in CR

Friends of Country Ridge:

The City of Richland sent the notice on the reverse side to just a handful of the approximately 200 homeowners in the Country Ridge, Country Heights, and Country Estates HOAs. Please spread the word.

The notice states that 106 new residences will be added to Country Ridge with the majority of lot sizes being only .20 acres. The City of Richland is using the optional/shorter process for environmental review of this application and is planning to make a decision that the development will have no significant impact. The new subdivision will not add a separate entrance and the additional traffic from these 106 houses will travel along Strawberry Lane and Country Ridge Drive using the existing Country Ridge/Keene intersection. They have proposed possibly adding a traffic light to that intersection, but this will not eliminate lines of cars or the safety hazards of emergent evacuation in case of a fire. The estimates for traffic use were based on driving data obtained at the intersection during COVID restrictions.

We have a very short window to be able to make any comments on the project. The developer hired a firm to write an application that will be challenging to contest legally. It is very important that the City of Richland understand the concerns we have of this development and how strongly we feel about this.

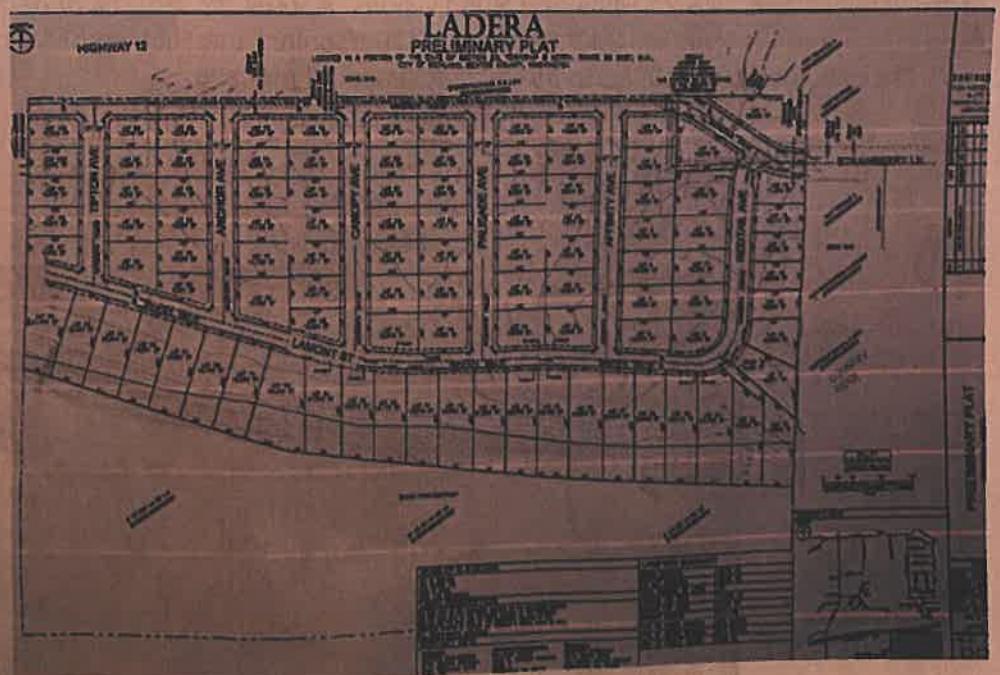
Please email or fax comments before 5 pm Friday, February 19, 2021. Comments can be provided up until the meeting on March 8, 2021, but they will not be included in the staff report.

Comments should address any concerns you have regarding the project, for example: fire safety, traffic impact, noise of increased traffic, dust clouds from construction, wildlife preservation, stormwater issues, etc. We should call for full environmental reviews and traffic impact studies. This should not be a fast-tracked application.

The meeting on March 8 will be a virtual meeting. Everyone, please request a postponement until the State guidelines for COVID allow for in-person meetings. Many are uncomfortable using technology or feel this is not an adequate method for such an important meeting involving their home. Explain the difficulties in informing neighbors and meeting with your HOA due to COVID. These are extraordinary times and people should not be denied an opportunity to fully participate. The more requests for this, the better. Requests for postponement should be in the letters and then follow up phone calls to the Richland City Council and city manager.

In addition to comments for the staff report, we should communicate our concerns to Shane O'Neill, Senior Planner for this project (509) 942-7587. If you do not feel you are being heard, you can ask to speak to his supervisor, Mike Stevens. It is appropriate and necessary to call and voice your concerns to the Richland City Council members, the city manager, and to other groups or people you know who may take an interest. We need our city to stand up for us.

If you would like to join an email chain to receive updates, please email friendsofcountryridge@gmail.com. We want to have a united front. Please do not underestimate the effect of your numerous calls and emails. We have only one shot at this.



To review documents online for this application: cl.richland.wa.us – in search bar type “S2020-103” – pending land use – scroll down to Ladera Plat

O'Neill, Shane

From: Kelli Coughanour <coughanour@yahoo.com>
Sent: Thursday, February 11, 2021 8:51 PM
To: O'Neill, Shane
Cc: Eric Coughanour
Subject: Ladera Proposed Development

To Whom It May Concern,

We have lived right on Country Ridge Drive since 2002 and have just become aware of the proposal to add a 106 home subdivision (Ladera) to the neighborhood. We are incredibly concerned about this for many reasons and feel there needs to be a postponement of the virtual meeting that is scheduled for March 8 to allow time for accurate traffic and environmental impact studies, along with discussions between the current residents in the area and city officials.

First of all, the additional traffic that this will bring to the Country Ridge neighborhood is a serious concern. From what we have heard, when previous people considered buying and developing that land (with far less homes planned) they were told they would be required to punch a road through to Dallas road to accommodate the additional traffic. This was a deterrent and they chose not to move forward. Is this correct? If so, why has Pahlisch Homes been allowed to submit an application for Ladera, which will include adding roughly an additional 40% more homes (through one development) to what currently exists in Country Ridge, Country Heights, and Country Estates, with no requirement to add an additional entry/exit via Dallas? Regardless, the Country Ridge/Keene exit is the only exit out of the neighborhood, which has already been a concern with the number of people that already live here. Also, Country Ridge Drive is very slippery on winter mornings when the plows haven't arrived. Traveling down the hill has proven dangerous for several cars over the years who have slid into the yards/cars/mailboxes of residents. The base of the road where Country Ridge meets Keene is one of the most slippery and dangerous areas and if an accident occurred there, there would be no way for residents to get in or out for a certain period of time. We've also had the concern that if a driver couldn't stop as they're coming down the hill, the person at the stop sign would be pushed into the fast moving traffic of Keene. We hear there is talk about adding a traffic light at the intersection of Country Ridge and Keene. This would address the ability of residents to get in and out of the neighborhood, but wouldn't address other concerns.

Speaking of traffic, the traffic study conducted in November 2020 during COVID quarantine, to determine the impact that adding that many homes would have on existing travel in and out of the neighborhoods, is not at all representative of the true amount of traffic that already goes in and out of Country Ridge during non-COVID times and everyone would know that. None of us have had our children in pre-school, school, or any of the sports and extracurricular events that would cause many of us to normally make several trips a day in and out of the neighborhood. We should all have the right to see how this study was conducted, and if it is reliable for determining traffic impact, if it is being used to determine that the traffic that 106 additional houses will bring won't be a problem. How can we get access to this report? Since we live directly on Country Ridge, we have noticed how few cars have been traveling up and down the road since quarantine restrictions have been in place. Prior to quarantine, there was so much noise from cars going down the hill early in the morning to go to school and work that we had to pay to upgrade the windows in our master bedroom to try to minimize the road sounds. The noise of people returning home or going in and out during the afternoons was easily heard in our home and yard. My point being that the minimal traffic that is occurring on Country

Ridge during COVID is in no way representative of the amount of driving that happens up and down the hill during normal times. A traffic study would need to be conducted when actual driving habits can be evaluated to help determine the real impact in all areas of adding 106 more homes.

Country Ridge is one of the most established and beautiful neighborhoods in Richland and everyone pays a tremendous amount in property taxes. People move here for the larger lots and homes, which helps to keep the neighborhood a desirable place to live and the property values high. Adding 106 homes on small lots is not congruent with the existing neighborhoods. This is also a neighborhood where people like to walk with and without dogs (including many elderly people), while others, including children, ride bikes on Country Ridge to leave and return to the neighborhood. These activities can already be dangerous with the current amount of traffic because there aren't side walks on either side of Country Ridge Dr below the canal. When we first built our home, there wasn't the amount of homes and cars driving in the neighborhood that there are currently, and yet we still experienced a very sad event. We had barely moved in and were in the process of getting a yard and fence put in. We had a dog who was in the yard and decided to walk across the street. Before we could grab him a teen driver came too quickly off of Strawberry Lane onto Country Ridge and ran him over and killed him because she wasn't paying attention. As awful as it was to lose our dog, thankfully it wasn't one of the children who are often out playing. Adding 106 homes brings at least 106 more cars (multiple times a day), and likely much more than that because most families have more than one vehicle. Every additional driver obviously increases the chances of incidents happening and there's already a problem with people driving way too fast over the speed limit down Country Ridge. Minimally, we absolutely feel there needs to be the additional entry/exit to Dallas Road as a requirement to accommodate bringing that many more residents into an area already forced to use one road in and out.

This proposal will have a very big impact on those of us who have already made Country Ridge, Country Heights, and Country Estate our home, and will also impact the lives of those who may purchase the newly built homes. We feel there should be allowance for a public meeting where all concerned residents can come and express their concerns and opinions. COVID doesn't allow for this currently, yet the decision that is made will have a permanent impact one way or another on the environment and the people living here. We respectfully request that the City of Richland not fast track the approval of this development and would appreciate a response to our questions and concerns.

Thank you,

Kelli Coughanour

1294 Country Ridge Dr.

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ONeill, Shane

From: Eric Coughanour <eric.coughanour@gmail.com>
Sent: Tuesday, February 16, 2021 1:50 PM
To: O'Neill, Shane
Subject: Ladera proposal

Hi Shane,

I need to communicate my disagreement with the pending land use in Country Ridge for the proposed Ladera development. My main objection is the under counting of the vehicle traffic impact that will flow in front of my house every single day. The traffic impact study was performed in November 2020 during a Pandemic that has greatly limited peoples movements. Even the impact of an additional 1000+ extra vehicle trip per day is unacceptable. This is not the time to rush a proposal through the system. I believe this deserves greater public input and scrutiny. Please postpone this project.

Thank You, Eric.

ONeill, Shane

From: Denni <Insndrs@charter.net>
Sent: Friday, February 19, 2021 8:30 AM
To: O'Neill, Shane
Subject: Preliminary Plat Ladera File #S2020-103

Good Morning, Mr. O'Neill,

I am a home owner in Country Ridge, and more specifically, I live on Country Ridge Drive. This detail is important because Country Ridge Drive happens to be the only entrance and exit for approximately 250 households. As the Senior Planner, Mr. O'Neill, this statement should alarm you! A second entrance for Country Ridge should have been addressed years ago, but adding 106 homes with the Ladera project without also adding a second entrance, just does not make sense from a safety perspective. What happens if we all have to evacuate? This is not a rhetorical question, I welcome a response from you.

Why would we have to evacuate, you ask? Country Ridge cozies up to the bottom of Badger Mountain. I love Badger Mountain, but it is quite venerable to the many lightening storms throughout the year in this area. Badger Mountain has caught fire in the past and that is enough for me to be concerned.

A PBS Senior Scientist, Brian Bieger, paid a visit to the area and noted this danger on page 5 of his Critical Areas Assessment. Mr. Bieger stated, "Lastly, fire access requirements dictate that the subdivision have an alternate access during emergency situations. To meet this requirement, the applicant will utilize the existing gravel road that extends west from the subdivision and terminates at Dallas Road." What Mr. Bieger did not mention about this alternate access gravel road, is that there is a huge metal gate across it, so in reality, there is no alternate access. How do the fire access requirements dictating an alternate access get met now? I welcome a response from you.

Safety is my main concern, I am talking about people's lives. Everyone involved in discussing whether to approve the Ladera project or not, needs to know that a second entrance is essential. How can you add 106 more homes to approximately 250 homes with only one entrance? I welcome a response from you.

Thank you for your time and consideration,
Denni

Sent from [Mail](#) for Windows 10



Virus-free. www.avast.com

ONeill, Shane

From: Morissa Douglas <morissa@icloud.com>
Sent: Tuesday, February 16, 2021 9:59 AM
To: O'Neill, Shane
Subject: Ladera Proposal

Dear Shane,

My family and I reside on Thoroughbred Way in the premier neighborhood of Country Ridge. We have learned recently of what Ladera has proposed for an addition off of Strawberry that has us all very concerned.

We purchased our home because of the quiet nature of our neighborhood, how safe it is and our larger lot sizes, which in turn has kept our home values high and our property taxes reflect this as well. The idea that an additional 106 homes (on tiny .25 acre lots) are going to be added into Country Ridge doesn't seem right. Not only the increase of traffic coming in and out but also the life/safety issues presented by having only one entrance for fire/police/EMT response to our development. Driving up Country Ridge Drive, we don't have sidewalks and I am concerned with the idea of increased traffic and the safety of our residents. Adding clusters of homes on small lots will impact our home values as well.

I am requesting at the very least that this decision be postponed until an in-person meeting is allowed and all parties can be involved.

I appreciate you considering our concerns and experience with living in Country Ridge before moving forward with this proposed development.

Sincerely,

Morissa Douglas
2611 Thoroughbred Way
Richland, WA 99352
509-308-1478
Morissa@icloud.com

O'Neill, Shane

From: Stephen Elbert <steve.elbert@gmail.com>
Sent: Thursday, February 18, 2021 4:30 PM
To: O'Neill, Shane
Cc: Vassiliki-Alexandra Glezakou; friendsofcountryridge@gmail.com
Subject: Ladera Subdivision

This note is to express our concern over the pending approval of the application filed by Pahlisch Homes for development of a 106-lot residential subdivision named the Preliminary Plat of Ladera located immediately south of Interstate I-182 and west of the Country Homes Estates residential subdivision.

We believe a determination of non-significance (DNS) for this project using the optional DNS process in WAS 197-11-355 to be inappropriate.

The main concern is the added traffic impacting an already serious bottleneck at Country Ridge Drive and Keene to evacuation in case of fire, a deadly problem made clear by the events around Labor Day, and the presence of children in the street walking to school bus stops.

Country Ridge Drive is currently classified as a "local street" that should have a daily trip count of less than 1,000. The city traffic engineer used the Institute of Transportation Engineers calculator to show each house contributing to this bottleneck generates 10 trips per day. The approximately 249 existing houses is already over TWICE the trip count a local street should have ($249 * 10 = 2,490 \gg 1000$). The 106 homes in the Ladera subdivision would add an ADDITIONAL 1,060 trips leading to a total of 3,550--3.5 times the current classification, and 1.8 times the next higher classification of "minor collector street" or 2,000 trips per day. Furthermore, Country Ridge is currently a non-conforming city-standard street due to its lack of sidewalks. Picture all that traffic with school children walking in the street to the school bus stop! Putting a traffic light at the intersection of Keene and Country Ridge does NOTHING to mitigate the safety risks of children walking in the street and having only one exit in case of a fire emergency. I understand that the traffic estimates used in the development proposal were obtained during COVID restrictions. The realistic estimates used here need to be used instead, and followed.

Before adding that much traffic the current street must be brought up to minor collector street standards and Strawberry Lane must be extended to an intersection with Dallas road.

An additional concern is the assurances made by the former planning department supervisor to owners in the area that the vacant 60 acres off of Strawberry Lane would never be allowed to divert traffic through Strawberry Lane and Country Ridge Drive. You, Mr. O'Neill, must respect these assurances.

We respectfully request the March 8 virtual meeting be postponed until State guidelines for COVID allow for in-person meetings. These are extraordinary times and people should not be denied an opportunity to fully participate and ask questions, in person, about the full range of zoning issues and environmental impacts this development will cause in addition to safety. The area is currently zoned R1-12 with a minimum lot size of 10,000 square feet while the proposed lots are smaller than that.

Stephen Elbert
Vanda Glezakou
114 Pinto Loop
Richland, WA

ONeill, Shane

From: William Estes <westes591@gmail.com>
Sent: Wednesday, February 17, 2021 4:59 AM
To: O'Neill, Shane
Subject: Pahlisch Homes 106 lot residential subdivision

Dear Mr. O'Neill,

My name is William Estes and I live at 2500 Saddle Way in Country Ridge. I am concerned about the Pahlisch housing development of 106 houses in the area. There is no separate ingress and egress for those development's vehicles and would be required to use the only ingress/egress for Country Ridge. I understand that the City of Richland performed a traffic survey for the Country Ridge ingress/egress during Covid 19 and found the increased traffic of the new development not to be a problem.

I don't believe this assessment would be accurate for future post-Covid conditions and would be a major bottleneck for exiting Country Ridge. If each additional house has 2-3 cars per household, there would be approximately 200-300 cars added to the traffic flow into and out of Country Ridge. This, combined with the increased Keene Road traffic, makes it difficult and potentially dangerous for people exiting Country Ridge.

I have noticed a substantial increase of traffic on Keene Road the last several years. My lot is adjacent to Keene Road and the traffic is much busier and louder than ever before. I foresee even more traffic on Keene Road with housing and businesses popping up in the area. The new bridge across the Yakima River on Duportail has probably increased Keene Road traffic as well.

Country Ridge Drive is a two lane road which makes it difficult to enter Keene Road especially when making a left turn. This bottleneck may have many cars lined up at the exit especially in the morning when people drive to school or work.

I would recommend that the environmental impact for the development not be fast tracked and allow in-person discussions for the Country Ridge residents. I request that the March 8, 2021, be postponed until an in-depth environmental impact is completed and until we can meet in person and not during Covid 19 conditions.

Thank you for your consideration.

William and Linda Estes

2500 Saddle Way, Richland

Peggy Estes
1137 Bridle Drive
Richland, WA 99352

abjpestes@charter.net
509-627-0259

February 19, 2021

Mr. Shane O'Neill, Senior Planner
City of Richland
625 Swift Blvd.
Richland, WA 99352

Dear Mr. O'Neill,

I am writing to express my concern for the Pahlisch Homes application for a 106-lot residential subdivision named the Preliminary Plat of Ladera with File # S2020-103. I have reviewed the application documents and found an item which I believe needs to be addressed before approval of the development is granted. I am writing so that my observation can become part of the staff report to be reviewed.

The Critical Areas Assessment states that the 60 acres of this proposed development lie within a larger area designated by the Washington Department of Fish and Wildlife as a Priority Habitat Area largely due to the presence of shrub-steppe habitat as well as historical records of the presence of the Townsend's Ground Squirrel, which is an animal species granted a status as an endemic species with greatest conservation need due to habitat loss and human-related threats. In the Critical Areas report prepared by PBS scientist, Brian Bieger, he describes his review of the quality of the shrub-steppe habitat within these 60 acres as well as his search for evidence of Townsend Ground Squirrels. He acknowledges the importance of the protection of both the native plants and the native species animals. However, there is one comment that is critical to the search for the squirrels. Mr. Bieger states on Page 4 of his report that "the timing of the visit (his site visit was conducted on Nov. 20, 2020) was such that observations of active Townsends Ground Squirrels would be unlikely as they go into estivation (hibernation) when plants dry up in the summer and do not become active again until spring."

The fact that the evaluation for the presence of this critical animal species was conducted when none would even possibly be present to be seen requires that the evaluation of this aspect of the Critical Areas Assessment be revisited and not completed until actual observations for the Townsends Ground Squirrels can be accurately completed, when they might actually be awake and above ground.

Having lived in the Country Ridge neighborhood since 1982, I can state for certain that Townsends Ground Squirrels were very present in the early 1980's as they frequented my newly landscaped backyard right off the green belt open space and the undeveloped land adjacent. They gradually disappeared as more homes, with people and cats and groomed yards moved into their space. If there is any possibility that the Ground Squirrels have survived and continue to live in the still open space within those yet undeveloped 60 acres, that needs to be studied prior to any further development.

Thank you for addressing this concern.

Sincerely,
Peggy Estes

February 17, 2021

Mr. Shane O'Neill, Senior Planner
City of Richland
625 Swift Boulevard, MS-35
Richland, WA 99352

PRELIMINARY PLAT OF LADERA (DNS S2020-103 & EA2020-132)

Dear Mr. O'Neill:

I am writing in opposition to the City's probable determination of non-significance (DNS) for the above proposal by Pahlisch Homes. I feel this proposal is indeed a significant environmental action and warrants a full environmental assessment.

I have spent over 35 years in the fire service dealing with wildfires and other emergencies in the Wildland Urban Interface which the area adjacent to Badger Mountain definitely qualifies. Many of the local, Regional, and National Incidents where I have served as member of the assigned Incident Management Teams have had **tragic consequences where access is limited to one way in-one way out such being proposed.** I have seen countless instances where emergency response vehicles and resources attempting to gain access to the incident have encountered residents attempting a mass evacuation. Preplanning ingress and egress in the development stage would have gone a long way to mitigate the hazards of one way in-one way out issues. **The City should consider access from Dallas Road in addition to the planned access from Keene Road.** Don't set us up for a massive failure down the road.

I am also concerned with the additional traffic generated by the proposal and the fact traffic estimates were likely done during the COVID pandemic. My own vehicle use is only 30% of what it was before the pandemic and traffic estimates based on data obtained during the pandemic will have grossly underestimated what the actual additional traffic will actually be. Again, having access from Dallas Road would alleviate some of this.

This project proposal requires a full environmental review and traffic impact study. It is not appropriate in this case to use the DNS process contained in WAC 197-11-355. Adequate environmental assessment of the impacts around fire safety and access, traffic impacts, stormwater issues, noise, construction impacts such as blowing dust, and threatened and endangered species need to be addressed outside of a DNS.

I am asking you to postpone any hearing on this matter until the Washington State guidelines for COVID allow in-person meetings. The virtual hearing being planned is short-changing us all. Citizens need to need to be able to fully participate, and a virtual hearing is just another way for fast tracking a project without full participation.

Sincerely,
MICHAEL L. EVANS
1137 Foxtrot Lane
Richland, WA 99352

(509 628-3882
email: mike@fireflyassociates.com

ONeill, Shane

From: Jean Futrell <jeanhfutrell@gmail.com>
Sent: Thursday, February 18, 2021 12:13 PM
To: O'Neill, Shane
Cc: Anne
Subject: Fwd: Comments on proposed connection of Pahlish Homes Laders plot to Country Ridge

Sent from my iPad

Begin forwarded message:

From: Jean Futrell <jeanhfutrell@gmail.com>
Date: February 18, 2021 at 11:38:52 AM PST
To: soneill@cl.richland.wa.us
Subject: Comments on proposed connection of Pahlish Homes Laders plot to Country Ridge

Attaching this collection of homes to the access road containing many of the largest and most expensive homes in Country Ridge, many of them with lots 10-20 times larger than the new development is a huge mistake for the City of Richland. Those of us who have experienced fires that require rapid deployment of fire trucks and personnel know how critical that is and that a few minutes delay can mean disaster. As senior citizens who have already experienced health emergencies in which the immediate response to our 911 call made all the difference in achieving a full recovery, my wife and I are acutely aware that speed of response by first-responders is absolutely critical in emergencies. For public safety reasons it therefore essential that a completely separate entrance for the proposed development is of critical importance, rather than adding this very different neighborhood to Country Ridge.

For these critical reasons and others that are difficult to summarize I recommend that this decision be postponed until a representative number of residents can meet with you to discuss additional reasons that rushing this decision through is a serious error. We have some additional points we would be interested in sharing that are not appropriate for a Zoom meeting with limited attendance.

I close our request for an in-person—not a ZOOM meeting—by pointing out that my wife and I use FaceTime meetings weekly with children and grand-children and attended a lecture at Oxford University in London using Zoom on Tuesday we were unable to find the Environmental Impact statement on your cited website using the instructions that were furnished. We have invested about 6 person-hours in this endeavor and gotten nowhere.

Only an in-person meeting with Q@A after State guidelines for COVID allow such meetings to occur is appropriate for such an important discussion.

Sent from my iPad

ONeill, Shane

From: Valerie Garza <valerieygarza@gmail.com>
Sent: Thursday, February 18, 2021 8:22 PM
To: O'Neill, Shane
Subject: Ladera Development

Hello, as a resident of Country Ridge Estates or Country Heights I am requesting that you consider postponing (at the very least) the meeting on March 8th, 2021 until the State guidelines for COVID allow for IN-PERSON meetings. My husband & I purchased here in 2018 because of the quiet location, the feeling of safety due to extremely low traffic, the value of the homes in this area, and the assurances that were made to us as buyers prior to purchasing our home. We feel that a project like the LADERA Subdivision would eliminate several of the qualities on the list of reasons I stated. The value of my home would lower significantly if this development is allowed to go through. My house sits on nearly 1 acre, these planned lots are only .20 acres. I'm sure you're aware there is only one entrance into the Country Ridge Estates, what would that mean for the traffic in our neighborhood if another 106 new residences are added? Two cars/home would mean another 212 vehicles minimum running through that one entrance who knows how many times per day. that would be a hazard in case of an emergency, a fire, etc. We feel it is EXTREMELY IMPORTANT to be able to have our opinion considered with an IN-PERSON meeting at the very least. We paid over a million dollars to live in this neighborhood, and are concerned that the resale value of our home, should we choose to sell, would lower significantly if the Ladera Subdivision is allowed to follow through. Please postpone the meeting, but not allowing these houses to be built would be a better plan. Thank you for your time.

Sincerely,

Hipolito & Valerie Garza
1164 Pinto Loop, Richland WA 99352

ONeill, Shane

From: Gavin <gavinchiu@aol.com>
Sent: Thursday, February 18, 2021 9:14 PM
To: ONeill, Shane
Subject: Homeowner from country ridge

Hi Mr. O'Neill

My name is Gavin, me and my family live on country ridge dr. I believe a lot of homeowner just like us, We Enjoy this quiet neighborhood, my biggest concern is the traffic impact,first we only have one outlet imagine if we have extra 106 houses with to two cars each house now it will be 212 extra cars going through is one outlet don't you think that will be a problem? Second what do you think if you have 200 some cars Drive in front of your house every day? I'm not trying to against of it but If the City want to put 106 house Here I think we should have more outlet , hope you have some plans for this,and hope my opinion is heard . Thanks 從我的iPhone傳送

DNS (S2020-103 & EA2020-132)

City of Richland

Attn: Shane O'Neill

This letter is regarding the proposed land use by Pahlisch Homes that is at the West end of Country Ridge Estates. Myself and my wife (Michael & Lisa Gibbon) own six and a half acres that runs just South of I-182 and just North of the proposed 60 acres owned by Pahlisch Homes. For at least the last five years we have asked the City of Richland if we could subdivide our property and every time we were told no. The City stated, that the road through Country Ridge was already too busy and that Keene Road could not handle any more traffic at the intersection. We were told the only way for us to be able to subdivide would be for us to put a road to Dallas Road. We were also told when we built our house that when the sixty acres was to be developed in the future that we would no longer be allowed to go through Country Ridge, we would have to go to Dallas Road, because the developer would have to put a road to Dallas and block off Strawberry.

Prior to buying our property Kimo Von Oelhoffen and myself looked into buying the first 20 acres of the 60 acres from Sheri Sterling. We were told by the City that if we were to subdivide even into two 10 acres lots we would have to put a road to Dallas and access to Strawberry would be blocked. As stated before, the City stated there was too much traffic already going through Country Ridge. I guess we are surprised how all of a sudden this has changed and it is okay for a 106 home development is now allowed to go through Country Ridge.

I am bothered that I was turned away from the development of one of the 20 acre parcels and that the City has reversed course and is now allowing another developer to put in 106 homes. I missed out on a significant economic opportunity that the City is now giving to Pahlisch. The City is fundamentally changing our neighborhood and we are deeply concerned as homeowners directly adjacent to this proposed development.

I have seen jack rabbits and other animals on this site, including coyotes, hawks, woodpeckers, owls and bunch of other birds and enjoy living in an area that has this sort of wildlife on it.

We believe the City should deny the application and issue a finding of significance. It does not make sense that the City has reversed course and is allowing this developer to reap the rewards of the City's inconsistent approach on this land. We would like the City to maintain a consistent approach and limit the development and require access be through Dallas Road to minimize the impact on our neighborhood.

Plus, as a firefighter, I believe it is unsafe to add this many houses in a neighborhood with only one exit and entrance. Evacuation of our area would be impossible if an emergency arose. Certainly, a secondary fire access road needs to be made available.

Michael & Lisa Gibbon

3900 Strawberry Lane

Richland, WA 99352

509-521-7799

ONeill, Shane

From: ALBERT GILLILAN <alsfishn@msn.com>
Sent: Friday, February 12, 2021 2:21 PM
To: O'Neill, Shane
Subject: Re: Pahlisch Homes

Hi, It's me again, Albert Gillilan, I forgot to mention the developer proposing only .20 acre lots. All lots in this area are a minimum of 1/2 acre and when approved this development should be no exception. It is time for the city to stand up for the people, the developers should not be given everything they want, do your job and tell the developer what is acceptable, when suitable access and exit is in place, and minimum lot size to reflect the existing requirement of 1/2 acre, then and only then should permit be submitted. Be an advocate for the people and do the right thing.

Albert Gillilan

Sent from my iPad

> On Feb 12, 2021, at 12:39 PM, ALBERT GILLILAN <alsfishn@msn.com> wrote:

>

> Hi, who's decision was it not to have a full and comprehensive environmental impact study of the effect of a 104 home development with no way to enter or exit except access from Keen to Country Ridge to Strawberry which is a side street. The environmental impact on the infrastructure in the area will be significantly imposed along with the way of life of the people and reduced property value due to a resounding increase in traffic along with all the construction vehicles during construction and the resulting dust contaminating our area due to the prevailing south and southwest winds, a full environmental impact study will without any doubt show the negative impact in this area of said development. When making these kind of decisions the impact on the people should be considered, but from what I have witnessed through the years, the developers seem to get their way and the people be dammed, never forget, we pay your salary and your main responsibility is to the people, this development should be put on hold until until infrastructure is in place to enter and exit this development, that said I have an idea. First off, never let an opportunity pass, I have been hearing and reading for some time the desire to construct a overpass from I-182 to west Richland, this overpass could also be used to enter and exit this development. Now in a union formed with the developer, city, and state, to finance and construct this overpass, and until such time the development be put on hold until a viable entrance and exit be in place. Access using Country Ridge and Strawberry is not practical and not designed to carry the greatly increased potential traffic, and if you look at this through the people's eyes you would agree, it is time to stand up for the people and inform the developer, until suitable infrastructure is in place, and the role he can play to that end the development will be on hold. Like I said, never let an opportunity pass and start lobbying the powers that be to construct said overpass, you will feel good and proud you was part of this undertaking and the people will be appreciative. Do the right thing, conduct a full and comprehensive environmental impact study and push for the overpass, and when constructed then and only then give the developer the go for it sign.

>

> Albert & Pauline Gillilan

> 1191 Pinto Loop

> Richland Wa 99352

> 509-627-0359

>

>

>

> Sent from my iPad

ONeill, Shane

From: Susan Goetz <4susangoetz@gmail.com>
Sent: Friday, February 19, 2021 5:01 PM
To: O'Neill, Shane
Subject: Ladera Plat

I am writing to comment on the land action application for the Ladera Plat by Pahlisch Homes. While I am familiar with the beautiful workmanship of this builder and would welcome such a lovely addition to our neighborhood, I implore you to consider the enormous impact on our neighborhood, Country Ridge, as it exists TODAY.

I have lived in Country Ridge for over 23 years, and have witnessed many additions and improvements to our neighborhood. They all began with the same question--will the SINGLE entrance at Country Ridge Drive from Keene Road support the additional vehicle trips that the addition of these homes will bring? The answer has always started with the Fire Department--are they able to provide crucial emergency services to such a large neighborhood with this SINGLE entrance??

Please consider the possibility of a major Badger Mountain fire. Country Ridge, as you know, was originally slated to be a gated community. This plan was ultimately not approved by the city for the very reason of safety during a major fire evacuation. Consider the data and make the right decision.

At the very least, please postpone your findings until you can rest assured that your data is reliable in a post-COVID environment. Any data collected now is surely a flawed addition to your environmental impact study of our future after the pandemic.

Sincerely,
Susan Goetz

ONeill, Shane

From: Wendy Gosselin <gosselin1@charter.net>
Sent: Friday, February 12, 2021 2:06 PM
To: O'Neill, Shane
Cc: Amundson, Jon
Subject: Preliminary Plat of Ladera

Follow Up Flag: Follow up
Flag Status: Flagged

Mr. O'Neill,

We are contacting you to express several concerns about the Pahlisch Homes application for a 106-lot subdivision adjoining Country Homes Estates.

1. Please consider postponing the March 8 virtual public hearing to give Country Ridge homeowners an opportunity to inform all of our neighbors and to provide input. Most of our neighbors did not receive a notice from the city about this action.
2. This proposed subdivision is a much higher density than the Country Ridge, Country Heights, and Country Ridge Estates neighborhoods through which owners will travel. An increase of 1040 trips per day (noted in the application) will occur on Country Ridge Drive and Strawberry Lane. This is FAR too much traffic added to our existing neighborhood streets. At the VERY LEAST, this application should not be considered without requiring that access to the subdivision be added from Dallas Road.
3. The potential of increased traffic on these existing streets also creates a safety issue for children playing or for evacuation of homes in case of an emergency. The increase in traffic from construction vehicles alone is too much for our neighborhood roads to bear.
4. The environmental impact to wildlife and the grading of land/runoff at the base of protected lands are also of concern to us. There should be careful consideration given to the environmental review of this application. Using a fast-track review process does not honor the land we care about here in Richland. Nor does it honor nearby homeowners and businesses.

We thank you for considering our concerns. Please keep us and our neighbors informed of ongoing plans and feel free to contact us if you would like further input.

Sincerely,

Stephen and Wendy Gosselin
1285 Country Ridge Dr.
Richland, WA 99352
Gosselin1@charter.net
509-948-3681

ONeill, Shane

From: anggrover@gmail.com
Sent: Monday, February 15, 2021 5:21 PM
To: O'Neill, Shane
Subject: Housing proposal Country Ridge

I'm inquiring about the housing proposal in Country Ridge. I saw a sign posted in our neighborhood regarding it (106 lots?) and it is the first I have heard of it. Where can I find more information on this proposal and why haven't we received due notice? I believe the sign said we have until the 19th to state our concerns. A week's time does not seem sufficient.

My family and I reside at 1111 Country Ridge and we are one of the first houses at the entry point and so being have a better perspective of the amount of traffic in our neighborhood. I am highly concerned with the amount of traffic impact this new high density housing would have. My husband and I would like to state, for the record, our appeals to this new development. Please direct me on how we can receive more information regarding this and state our opposition if so desired.

Thank you,
Angela Grover

Sent from my iPhone

ONeill, Shane

From: SBG <grov672@gmail.com>
Sent: Thursday, February 18, 2021 1:46 PM
To: O'Neill, Shane
Cc: Angela Grover
Subject: Concerns with expanded access into Country Ridge Subdivision

Good Afternoon Mr. O'Neill

I am not sure if there is some sort of format that we should take and so if we need to do something differently please let us know and we would be happy to do so.

My wife and I moved to Richland in June of 2019 and our home is the 2nd on the right as you pull onto Country Ridge Dr. We have 4 children, all of who actively play outside our home and we are extremely concerned with adding the proposed number of people and vehicles into our subdivision as the only entrance to it is right in front of our house.

We have heard that there is a possibility of adding a stoplight there, while that may add some safety to the current situation, the infrastructure does not currently exist to enable an effective use of a stoplight (there is not adequate space for 3 lanes). Additionally this situation would just back cars up right in front of our home, decreasing both the value of our home and the ability to sell it.

Adding more people, more cars, and more congestion without any additional infrastructure certainly seems like a disastrous recipe, all of which will be borne from existing homeowners in the neighborhood, who spent a huge amount of money, and pay a significant amount of annual property tax, to live where we do. I would ask you, is there any recourse for us if this moves forward and our home values plummet?

Please note that we are extremely concerned and believe that much more needs to come to light prior to allowing this to continue. Making such an impactful decision, in light of the current covid climate will likely mean that many in our established subdivision who are elderly won't have the capability to voice their concerns due to technological challenges and/or fear of contracting the covid virus should they wish to venture to city hall.

I would urge you to consider the impacts allowing this to continue would have to the current homeowners and stop this from progressing. At a minimum I would ask that you please at least pause this decision until such time as a true council hearing could occur.

Sincerely,
Sam and Angela Grover
1111 Country Ridge Dr.
Richland, WA 99352
(208) 709-0791

O'Neill, Shane

From: Dan <seattlecam1@gmail.com>
Sent: Friday, February 19, 2021 2:37 PM
To: O'Neill, Shane
Subject: Fwd: residential subdivision

re: New Subdivision in Country Ridge

Dear Mr. O'Neill,

I am a resident in Country Heights and am very concerned about the proposed Ladera Subdivision. I have recently discovered that very few residents in the Country Ridge Estates are even aware that this new subdivision is even being considered being built because the City of Richland only sent notices of the proposal to a very small percentage of homeowners.

After learning the details of the project, it has become clear that the reason only a few residents were notified was because the majority of residents would immediately oppose any project that threatens their community with the vast number of burdens and hardships that this one does right from the onset.

For example, normally, under a straight forward subdivision application filing, the possible detrimental effects on the environment by developing a project of this magnitude are hopefully prevented or at least mitigated by a careful evaluation of tests and studies performed, and then reviewed to ensure they are compliant with the current guidelines established by the city planning division.

However, knowing the environmental studies can be costly and take time to evaluate the data correctly, and that the application for development could be rejected, that could be a likely motive to seek alternatives that would bypass the normal process entirely.

These costs and delays, when added to the fact that the details of the project already violate the zoning/development agreements established long before the Country Ridge subdivision was developed could be reason enough to have the project rejected by the city and residents.

Knowing this, the developers of the proposed Ladera have chosen to fast-track the project by requesting that The City of Richland bypass the standard process of environmental review, in favor of a optional/shorter review process.

After reviewing the proposal to build the Ladera subdivision, it is blatantly obvious that this project only serves the best interests of the developers and completely disregards the daily stress and duress that it threatens to impose on the current residents of Country Ridge, forever.

Furthermore, the breach of agreements previously made opposing just such a development is a violation against this community, as well as the citizens of Richland, that will inevitably damage public trust with their elected officials entrusted to make future decisions.

With the approximately 249 existing homes in Country Ridge which already far surpasses local street capacity, the addition of the Ladera subdivision would even further exceed that number. As it is now with only one exit, often there are a line of cars trying to exit the neighborhood. Adding a stop light would do nothing to fix the problem. If there was an emergency situation where everyone needed to exit the neighborhoods this could be a disaster.

After the Country Estates Subdivision was formed, the prior planning department supervisor made assurances that if the land west of Country Estates were developed traffic from that development would not be allowed to go through Strawberry Lane and Country Ridge Drive and that the entrance must be made to Dallas Road.

Thank you,

Janice Hansen

ONeill, Shane

From: Richard Harrington <richardharrington@charter.net>
Sent: Friday, February 19, 2021 4:17 PM
To: O'Neill, Shane
Subject: 106-lot residential subdivision named the Preliminary Plat of Ladera.

Shane,

I live at 2646 Quarterhorse Way in Richland. When I learned of the subject Notice of Application I was immediately disappointed, frustrated, and frightened to think my city would even consider this development. Safety is my number one concern on the proposed single and only egress and access point. This has to be an emergency concern for the Fire Department.

Then I was shocked that the subject plat would even be approved and zoned for average lot sizes of 13,105 SF. 106 homes on smaller lot sizes developed and connected to Country Ridge would surely be reflected in our current home values. As you know Country Ridge continues to be premier development with much larger lots and custom homes, which is reflected on our taxes.

Even if I didn't live in Country Ridge I would not approve this development. As I stated **safety** in terms of traffic flow, emergency access/egress, and potential crime in my number one reason to not approve this application. Secondly, I would also question the zoning. Please do not authorize and approve this application.

Sincerely, Richard Harrington

February 19, 2021

City of Richland
c/o Shane O'Neill, City Planner
cc: Mike Stevens, Ryan Lukson,
Sandra Kent, Bob Thompson,
Marianne Boring, Phillip Lemley,
Terry Christensen, Michael Alvarez,
Jon Amundson

To the City of Richland:

After two weeks since we were notified of the proposed land adjacent to our property, I have gone through the stages of grief. I am left with disappointment. Great disappointment that the city I am supporting through tax dollars, community service, schools, and business is not interested in supporting me in return. The planning department is planning to issue that the project has no adverse impacts and placing the burden on the public to raise issues before they will pursue investigation into well-known and long-standing problems.

We moved here in 2014 from Selah, WA and chose Tri-Cities because it is a largely middle-income, family-oriented community. We initially landed in the Lakes neighborhood and loved it, but felt compelled to move this past year after we outgrew our previous home. Our only considered option outside of the Lakes was Country Ridge because the two neighborhoods have a rural, safe, and quiet feel. We saw the open land next to our current home and knew it would someday be developed. NEVER in a million years would we have guessed it would be what has been proposed. FOUR houses lining one side of our property, with one house sharing a driveway and placed sideways so that there would be only a ten-foot setback from our property. This house if allowed would tower over 50 feet above our front door. That means this house built on the hillside would look directly into my 10-year-old daughter's bedroom.

The city is allowing an out-of-state developer, working with a 401k capital trust fund, to swoop in and take money out of our pockets. Call it what you want, but it's an extension of Country Ridge IF they are using our roads. This developer stands to make money off of each of our property values, as well as those residents who have been here since day one and lovingly cared for this neighborhood. You are allowing them to take our quiet streets, our rural feel, and our quality of life. Right now, I see older couples walking the streets and smile to myself because they are enjoying their golden years. You are taking that away from them. You are taking my children's ability to safely ride their bikes to their friend's house to play. This seems the opposite of "...enhancing the community's favorable quality of life..." and instead favoring revenue and tax dollars.

In addition to the desecrated lifestyle, let's look at the safety.

Our roads are local roads. In reviewing the Washington State Department's "Guideline for Amending Functional Classification in Washington State,"

(https://wsdot.wa.gov/mapsdata/travel/hpms/pdf/GuidelinesForAmendingFunctionalClassification_WS_DOT.pdf) it is very apparent that we are already over capacity on our streets, and the Ladera property

ON ITS OWN would be over capacity for local street volume. Simply reclassifying Country Ridge Dr and Strawberry Ln as minor collectors to see if it works out is irresponsible without first addressing the safety aspects of a minor collector road. It would be the exception when compared to the other minor collector roads in the area; i.e., Kensington. Furthermore, adding the Ladera traffic to the current numbers puts Country Ridge Dr in the major collector category for use. However, it could never be adjusted to a major collector road due to the many driveways and again, lack of sidewalks and space for shoulders and turning lanes. In the pamphlet it specifically says to question what the "PRIMARY PURPOSE" is of the road. Country Ridge Dr does provide both accessibility and mobility, but primarily accessibility as it has MANY homes close to the street with driveways connecting to the street. There is no way to consolidate the driveways. Adding a light on Keene would help our neighborhood in getting onto Keene, but it also will hinder the purpose of Keene as a principal arterial roadway. Keene is only going to get worse as the West Richland developments continue to increase. Please do not further complicate the situation. Dallas Rd has already been scheduled for expansion in 2024 with widened, multi-lanes and sidewalks. It makes the most sense for the Ladera neighborhood to exit that direction WITHOUT access to Country Ridge Dr—otherwise they will just use CR Dr and our problems are still there.

It would seem we have new staff in some of the city dept roles who have been reviewing this proposal. They perhaps are not aware of existing promises and agreements (and the safety and traffic hazards that led to the promises) between the city and Country Ridge HOAs. We have identified at least five individuals who have tried to purchase the 60 acres over the past ten years and ALL were told they HAD to punch through to Dallas Rd and put a barrier at the end of Strawberry Ln. Those individuals were proposing lot sizes ranging from ½ acre to 5 acres and all told the same thing. A resident at the end of Strawberry Ln was told he would eventually be closed off of Strawberry if/when homes were built above him. The plan was ALWAYS to connect that land to Dallas Rd, NOT using Country Ridge roads. That can be the only explanation for it being zoned R-1 and not SAG as the rest of the neighborhood is zoned. We have also heard from a couple of the older HOAs that they were promised there would be no more homes added at the end of Strawberry Ln. The only thing that has changed in the intervening years is staff at the city. The safety concerns are still there.

Besides the fact that I think it's unfair to show preference to an out-of-state builder versus local developers, I am baffled as to why the city is overlooking so many discrepancies and failures with this proposal. The area is zoned to be R-12, yet he is being allowed to use the R-10 requirements because he's citing the VERY steep hilled acreage as his open space. We are the next-door lot and ours is supposedly 4.5 acres, but I can assure you that at least two of those acres are entirely unusable, even to walk on. It's straight up. This is not useable land the developer is setting aside as a buffer. The builder is not being required to incorporate green space, use steppe requirements, or provide run-off facilities. (We've had neighbors as the hill currently stands, whose yards have been flooded with mud slides.) The Ladera residents will obviously be using Country Ridge's green space since they will not have their own. The only fire provisions are fireproof shingles on those houses lining the hill and only if they have a deck. It is absolutely reckless! The homes built by this and other builders in the Westcliffe area are having stability issues with their foundations due to insufficient compaction. Bypassing the more thorough examinations for both traffic and geologic studies is irresponsible and negligent on the city's part. Not to speak about the potential dust tornadoes and clouds from this project. We can see across the freeway and the dust clouds arising from the new development of White Bluffs.

Looking at the city's zoning map, I can see that perhaps you feel you are running out of space and want to ensure revenue by shoving in those 106 houses on an unstable hillside. After reviewing the 2017 comprehensive plan, particularly the input from the community involvement group, I am completely awestruck that we are even here talking about this at all. Specific issues brought up in that group are found on pages 9-14 (<https://www.ci.richland.wa.us/home/showdocument?id=7466>):

Under **"Land Use"**

"...Implement and enforce sane hillside regulation for new homes/communities."

"Control, project and predict growth. Facilitate but do not promote growth."

Under **"Housing and Neighborhood"**

"Appropriate residential zoning...maintain zoning for low density."

Under **"Open Space and Natural Areas"**

"Identify, maintain, preserve, protect, and restore natural resources..."

"Quality of life includes preservation of open space; balance growth with open space; maximize the amount of new open space..."

"Protect critical areas and wildlife corridor..."

Under **"Public Participation/Communication"**

"No decision should be made without public input; anticipate who will complain and work with them..."

****"RESIDENTS ARE MORE IMPORTANT THAN TOURISTS AND DEVELOPERS." ****

Under **"Sustainability"**

"Maintain and improve livability in neighborhoods"

Under **"School"**

"Small classes at school" (Side note: White Bluffs Elementary—the zoned school for this development is already over capacity. Where are we going to put these children?)

Under **"Public Safety"**

"Maintain and improve safe neighborhoods"

Under **"Growth"**

"Quality of life and balance growth (open space)"

"Planning for growth to reduce sprawl"

Under **"Public Involvement"**

"Improve accountability, communication, and response"

"Solicit public involvement"

“Government to serve public”

Under “**Land Use and Growth**”

“Hillside development regulations”

Throughout this document, there are multiple citations of hillside preservation and being intentional with our housing developments. An out-of-state developer coming in to put in a cookie cutter neighborhood lickity split and running away with massive profits, is totally incongruent with the sentiments presented in our comprehensive plan. The developer’s interests are being prioritized above city residents. The developer is proposing to do the bare minimum or less to address everything from fire safety, to preserving natural habitat, to ensuring soil compaction/testing, and certainly won’t care about the quality of life of the current residents. Also, what about those poor naïve buyers who, because of a housing shortage, will pay top dollar to get into these homes. They have no idea that this hillside burned to the ground in 1994 and the risks associated with living there. What about protecting these yet-to-be citizens? Where is due diligence for all of us?

The one positive from all of this is that despite moving to this neighborhood nearly one year ago, we have now been able to meet many people as we went around informing them of this development. Some have been here since the beginning—30+ years. They already feel defeated as their city has disregarded their concerns many times through the years. There are people who specifically came to this neighborhood for the quiet peace and safety only to see the traffic increase on Keene through the years due to zoning changes and growth of commercial presence (and to continue growing with the Kennedy development). Many people in our neighborhood are doctors, lawyers, engineers, business owners, teachers...in short, the individuals who help our city progress. It’s easy to say we’re just a bunch of wealthy, grumpy homeowners, but I think overlooking our contributions in both occupations and community service/involvement is disregarding the city’s wellbeing. My husband and I personally have volunteered in our schools, in the arts community, with homeless and refugee groups, through the parks and rec program, religious organizations, and with Make-A-Wish. Cutting off a community like this is cutting off your volunteers. It is very defeating to feel your city views you as a cog in the wheel and only cares about your tax dollars.

Please spend more time on this. Ultimately the 401k group DOES own this property, but the city’s job is to protect US, not them. We count on you to do that job. If it was a matter of just “checking boxes,” a computer could do the job. We employ you so that you think through the potential ramifications and if the projects are in alignment with the city’s goals and vision. This project is wrong on every count. Make them put in the road to Dallas, closing off Strawberry, OR both the Dallas Rd and traffic light. If they want to use Country Ridge at all, it must be made into a Major Collector with structural changes. Make them account for green space, run off, and at least the R-12 code. Get rid of the flagpole lots with shared driveways, and the houses that back off to the steeply sloped hill (fire hazard). Please listen to this community and send them back to the drawing board with those requirements. Not to speak of the displaced animals whose habitat has been stolen through the years and left without a relocation destination at this point. The hillside will be gone.

I've worked for a Governor—Dirk Kempthorne of Idaho—years ago. I know what happens in these offices, and I know they are full of good people, trying to do their jobs. I also know that things are not always thought through before implementation, which is why listening to the public is absolutely necessary. Listen to this community. I want Richland to live up to its history and reputation as being a strong, value-based community.

Thank You,

Amy Hatfield
1133 Stallion Pl
Richland, WA 99352

Chad L Hatfield
1133 Stallion Pl
Richland, WA 99352
February 19, 2021

Shane O'Neill
Senior Planner
625 Swift Boulevard, MS-35
Richland, WA 99352
soneill@ci.richland.wa.us
Re: Comment (S2020-103 & EA 2020-132)

Introduction

My name is Chad L Hatfield, and I reside with my family at the home abutting the southeast corner of the Ladera Preliminary Plat Application. My property is identified as S121983040000018 on page 4 of the S2020-103 Preliminary Plat Application. I am an attorney, and I practice law in the Tri-Cities. While I believe the proposed development may unlawfully encroach on the use and enjoyment of my property, I wish to express first the shared concerns of the Country Ridge community.

The stated plan to issue a determination of non-significance will result in treatment of this particular property highly inconsistent with how it has been treated historically. For many years, city officials have prioritized public safety and traffic concerns of its citizens above developers, consistent with the its stated goals and vision, Comprehensive Plan, and city codes. Without a material change in the traffic and safety codes, the City has completely changed its treatment. A mere change in city personnel cannot justify such actions.

Such inconsistent treatment of this property is not only on its face unfair, but it is legally improper. I am bewildered why the City would invite upon itself such significant legal liability, especially when the proposed plan is not sufficiently developed and is not in compliance with city codes.

I therefore submit the following: (1) the City is taking on unneeded legal and financing liability for inconsistent treatment of this property, (2) at the very least, the Ladera Preliminary Plat Application should be denied expedited optional process and undertake a more comprehensive Environmental Impact Study due to the large size of the planned development, critical area concerns of Badger

Mountain, endangered species, shrub-step, and deficits in the environmental and traffic studies; (3) the application should be denied due to numerous conflicts with the City of Richland's municipal codes; (4) it should be denied due to the City of Richland's inconsistent approach and long-established position that further development of Country Ridge would be contrary to public safety, the existing comprehensive plan, and current street classifications, thus estopping the city from reversing course now; and (5) it should be denied as constituting an improper taking and encroachment on the rights of existing property owners to enjoy the use of their land.

1. Legal Liability of the City

As a resident of the City of Richland, I am concerned that my city would willingly and needlessly take upon itself significant liability. The City has already approved expensive and significant upgrades to Dallas Road that would much better accommodate the proposed development. Requiring the developer to make Dallas Road the primary access and closing off Strawberry Lane would allow for consistent treatment of the property and makes sense.

To understand the potential legal liability of the City it is important to summarize the factual history of the land in and around the Ladera Preliminary Plat Application in the Country Ridge neighborhood (Parcel #s 120984000002000, 120984000003000, and 120984000004000). There is only one point of ingress/egress from Country Ridge, which is hemmed in by Badger Mountain and I-182. Over the years, a couple of subdivisions have been added to the original community development, increasing traffic, density, and risk in the case of an emergency.

Following installation of the subdivision in which I now currently live, on or around the late 1990s to early 2000s, public officials, including those in the Richland Public Works Department informed the existing HOAs that no additional traffic would ever be allowed to go through the neighborhood.

Over the years, the following has taken place: (1) potential homeowners relied on the explicit promise that no more traffic would be allowed in the neighborhood prior to purchasing a home in Country Ridge; (2) the parcels under dispute have become available for sale at various times; (3) existing homeowners expressed interest in purchasing these undeveloped lots to preserve the neighborhood; (4) in performing due diligence prior to purchase, these homeowners made explicit inquiries to city officials, including from what I understand to be a former senior

city planner, the traffic engineer, as well as others; (5) the city officials informed the homeowners that any application for further development would be denied with the existing streets in their current condition--and single point of ingress/egress--and instead, they would be required to purchase land and construct an access street connecting with Dallas Road on the opposite (west) side of the parcels as a precondition to approval of any further development; (6) these homeowners relied on representations made by the prior city planner in declining to purchase the parcels; (7) the city codes and existing streets have not undergone any material alterations since the city officials originally stated that additional traffic would not be allowed; and (8) no additional points of ingress or egress have been constructed.

In short, the prior city officials repeatedly informed potential homeowners and existing homeowners that plans for further development requesting the use of Country Ridge Drive and Strawberry Lane would be denied. Presumably, this was due to the fact than any increase in residents of the neighborhood, and resulting traffic trips on Country Ridge Drive, would be inconsistent with Richland Municipal Code Chapter 12.02 (RMC 12.02) and 24.16.110. Thus, the former city planner explicitly stated that an access street from Dallas Road would be necessary and no traffic would be diverted through Strawberry Lane and Country Ridge Drive.

Potential development plan from homeowners included 5-acres parcels others included acre-sized lots consistent with the existing neighborhood. Now, it appears that a 106-lot subdivision on these parcels has been fast-tracked for presumptive approval with no explanation, no requirement to update the roads to comply with city codes, no need to construct an additional point of ingress/egress, and no requirement to purchase land to construct a primary access street from Dallas Road. Such action results in the following liability:

A. Tort due to a special relationship.

Here, a special relationship was formed as a result of multiple reassurances made by the previous city planner directly to specific individuals, on which they justifiably relied in deciding to move to Country Ridge and/or forbear the purchase of the parcels at issue. A special relationship arises where (1) there is direct contact or privity between the public official and the injured plaintiff which sets the latter apart from the general public, and (2) there are express assurances given by a public official, which (3) gives rise to justifiable reliance on the part of the plaintiff. *J & B Dev. Co. v. King Cy.*, 100 Wn.2d 299, 304-05, 669 P.2d 468, 41 A.L.R.4th 86 (1983); *Chambers-Castanes v. King Cy.*, 100 Wn.2d 275, 286-87,

669 P.2d 451, 39 A.L.R.4th 671 (1983); *see Bailey v. Forks*, 108 Wn.2d 262, 268, 737 P.2d 1257 (1987).

Courts in Washington have held that a special relationship existed when a potential purchaser contacted the city zoning administrator to find out if a building he wished to purchase was zoned for apartment houses. He was told that it was, obtained a building permit, and began construction. The City later learned that the property was zoned only for single-family residences and duplexes and rescinded the building permit it had issued the buyer.

In finding a special relationship, the court explained:

It is inherent in the scheme of such community planning that an individual who desires to purchase a piece of property for a particular purpose would inquire of the city officials as to its zoning classification. The most logical inquiry would be to the zoning administrator; thus, the purchaser can determine whether his purpose for purchasing the property is consistent with the city's comprehensive plan. **Such an inquiry imposes upon the zoning administrator the duty to answer accurately; there is nothing discretionary about the duty.**

... For Mr. Rogers to have searched the city files to the extent that the city manager did would have been an extreme, if not impossible burden.... The current zoning classification was solely within the knowledge of the zoning administrator. Based upon these facts, the municipality should be held to the same standards that the law imposes upon individuals.

Rogers v. City of Toppenish, 23 Wash.App. 554, 560, 596-597, P.2d 1096 (1979) (emphasis added).

Here, existing Country Ridge residents—who were potential purchasers of the undeveloped parcels now in dispute—logically submitted inquiries to city officials to determine whether their purpose for purchasing the property was consistent with the city's comprehensive plan and codes, as they wished to construct low density, large lots that conformed to the existing neighborhood. This imposed a duty to answer accurately.

The city officials had sole knowledge of whether further development of Country Ridge would be allowed under the existing street conditions and city codes. City

officials either incorrectly stated that any future development would need a new access street originating from Dallas Road, or the city's new position is contrary to existing law. Regardless, numerous Country Ridge residents have justifiably relied on the former city planner's representations, and the city's inconsistent treatment of the land should preclude approval of a subdivision that will contain four times as many lots/homes (106) as the proposal that was rejected in the past (24 to 26).

B. Negligence RE: Secondary Emergency Vehicle Access (SEVA).

In recent years, the fire danger around Country Ridge has increased. This is reflected in the following local news stories: (1) "Brush Fire Near Badger Mountain Burns 250 Acres," NBC Right Now, July 22, 2010 <https://www.nbcrightnow.com/news/brush-fire-near-badger-mountain-burns-250-acres/article_9ecc33c5-0867-5ec6-8395-4f60c8546309.html> (2) "Badger Mountain a growing threat for firefighters," KEPR, July 7, 2013 <<https://keprtv.com/news/local/badger-mountain-a-growing-threat-for-firefighters>>; and (3) "Candy Mountain Fire burns 250 acres, dozens of homes evacuated," Tri-City Herald, September 9, 2017 <<https://www.tri-cityherald.com/news/local/article171979367.html>>

Fire concerns are only likely to worsen given accelerating climate change, the proliferation of uncontrolled wildfires, and recent west coast summers defined by lingering blankets of smoke and hazardous air. I believe that public safety should be the paramount concern for the City of Richland in deciding whether to approve the Ladera Preliminary Plat Application.

The city has incorporated International Fire Code section 503.1.2 into its fire marshal / fire prevention standards, which requires an approved secondary emergency vehicle access (SEVA) road for a residential development that is served by a single access road over 600 feet in length that serves more than 16 units, and each lot is less than one acre in size (or serves more than 50 units and each lot is greater than one acre in size). <<https://www.ci.richland.wa.us/home/showpublisheddocument?id=594>>.

In the present case, if the application is approved, Strawberry Lane is the single access road (over 600 feet in length) that will serve the 106-lot residential development. Thus, a SEVA road is absolutely required, and it must be accounted for in the proposal. <<https://www.ci.richland.wa.us/home/showpublisheddocument?id=596>>.

However, the Preliminary Plat Application fails to address this issue, and thus is incomplete. As repeatedly stated by city officials prior to this application an access street from Dallas Road is required for any development of the property. This is consistent with the city's fire prevention standards. Before the application is allowed to go any further, the developer should be required to secure and provide a written agreement of essential terms allowing construction of an access street from Dallas Road and either an additional SEVA access to Dallas Road or Strawberry Lane should be blocked off and limited to secondary emergency vehicle access only.

Prior to the COVID-19 pandemic, traffic routinely backed up between Strawberry Lane, Country Road Drive, and the single point of egress at Keene Road. If 106 homes are added, but no additional roads or points of ingress/egress to accompany them, tragedy and loss of life could be unavoidable in the event of a fast-moving fire from the side of Badger Mountain. In such event, the city would be liable for damages due to negligence.

C. Tort for failure to enforce municipal statutes.

While municipalities are generally not held liable for the negligent actions of their employees, two exceptions to the "public duty doctrine" are applicable in the instant case. In the construction and land use context, specifically, the failure to enforce exception applies when a public official (1) has actual knowledge of an inherently dangerous and hazardous condition, (2) has a duty to correct the problem, and (3) fails to meet this duty. *Atherton Condo. Apartment-Owners Ass'n Bd. Of Dirs. V. Blume Dev. Co.*, 115 Wash.2d 506, 531, 799 P.2d 250 (1990).

To prove the failure to enforce exception applies, a plaintiff must show that:

[(1)] governmental agents responsible for enforcing statutory requirements possess actual knowledge of a statutory violation, [(2)] fail to take corrective action despite a statutory duty to do so, and [(3)] the plaintiff is within the class the statute intended to protect.

Bailey v. Town of Forks, 108 Wn.2d 262, 268, 737 P.2d 1257 (1987); *Pepper v. JJ Welcome Construction*, 73 Wn. App. 523, 533; 871 P.2d 601 (1994).

Government entities are liable for damages arising out of their tortious conduct, or the tortious conduct of their employees, "to the same extent as if they were a

private person or corporation.”” *Cummins v. Lewis County*, 156 Wash.2d 844, 853, 133 P.3d 458 (2006) (quoting RCW 4.96.010(1)).

Currently, Country Road Drive is classified as a local street, though it is questionable whether this classification accurately accounted for the average daily trips (ADT) pre-COVID-19. The Transportation Study submitted with the current application estimates that the Ladera development would generate an additional 1,040 vehicular trips per day. (See page 41 of 11/4/2020 Traffic Impact Analysis). Using the same pro-rated calculation, the existing 249 homes along Country Ridge, combined with the new 106 homes, results in a new ADT of 3,485. Thus, Country Ridge Drive must be reclassified as a major collector street, which includes a minimum width requirement, as well as express considerations on crosswalks and other public safety measures. RMC 12.02.050, 24.16.110, 24.16.210. Strawberry Lane would also need to be reevaluated.

In sum, if this proposal were to be granted without reclassification and upgrades of Country Ridge Drive (and Strawberry Lane), (1) the public works director—who is responsible for enforcing municipal statutory requirements for street classifications—would possess actual knowledge of a statutory violation (incorrect street classification, failure to comply with the comprehensive city plan, and inadequate streets failing to meet minimum standards); (2) the public works director has a statutory duty to take corrective action, as he or she “is directed to implement the street classification described in this chapter...[and] establish appropriate street design standards, traffic control devices and access regulations consistent with the street classification system,” RMC 12.02.080; and (3) any resident, guest, or other visitor injured in a motor vehicle accident, natural disaster, or other emergency within the Country Ridge neighborhood would arguably be within the class the statute intended to protect if their injuries resulted from the negligent administration of Title 12 of the RMC and failure to properly classify the streets or implement the regulations to bring Country Ridge Drive and Strawberry Lane into compliance with existing codes.

Therefore, prior to approving the application, I urge the city to consider the probability of excessive long-term expense and public anger resulting from lawsuits, court proceedings, and monetary judgments if the Ladera Plat is approved under the existing street infrastructure.

D. Promissory/Equitable Estoppel.

Judicially created fairness considerations should also prevent the city from moving forward on this application. Promissory estoppel is defined as (1) A promise which (2) the promisor should reasonably expect to cause the promisee to change his position and (3) which does cause the promisee to change his position (4) justifiably relying upon the promise, in such a manner that (5) injustice can be avoided only by enforcement of the promise. *Corbit v. J.I. Case Co.*, 70 Wn.2d 522, 539, 424 P.2d 290 (1967).

Promissory estoppel applies where a promise is made which the promisor should reasonably expect to induce action or forbearance on the part of the promisee. *Greaves v. Med. Imaging Sys., Inc.*, 124 Wash.2d 389, 398, 879 P.2d 276 (1994). The promise must induce such action or forbearance. *Id.* Promissory estoppel applies where injustice can be avoided only by enforcement of the promise. *Id.*

Equitable estoppel against the governmental is also appropriate under the circumstances, as this case includes the following: (1) a statement, admission, or act by the party to be estopped, which is inconsistent with its later claims; (2) the asserting party acted in reliance upon the statement or action; (3) injury would result to the asserting party if the other party were allowed to repudiate its prior statement or action; (4) estoppel is “necessary to prevent a manifest injustice”; and (5) estoppel will not impair governmental functions.

Silverstreak, Inc. v. Dep't of Labor & Indus., 159 Wn.2d 868, 887, 154 P.3d 891 (2007) (quoting *Kramarevsky v. Dep't of Soc. & Health Servs.*, 122 Wn.2d 738, 743, 863 P.2d 535 (1993)).

Whether equitable relief is appropriate is a question of law. *Niemann v. Vaughn Cmty. Church*, 154 Wn.2d 365, 374, 113 P.3d 463 (2005). Here, the balancing of equities should weigh in favor of estopping the city from moving forward with the plans, as estoppel will actually ensure that the government complies with its function rather than impair it.

E. Takings and interference with the right to use and enjoyment of the land.

“No private property shall be taken or damaged for public or private use without just compensation having been first made.” (WASH. CONST, art. 1, § 16.). Approving the development as proposed will damage the existing approximately 249 properties and constitutes a taking.

As noted previously, the city has approved substantial upgrades to Dallas Road, making it a four-lane road with sidewalks and pedestrian walkways. Such road is suited to accommodate this 106-lot development. However, the developer is seeking the City to change its position, disregard safety and traffic concerns, and allow access to the sole entry point at Country Ridge Drive and Keene.

The reason for this is simply a taking of property value. The Country Ridge neighborhood is unique and highly sought after due to the careful planning of the neighborhood. The neighborhood is comprised of a PUD with large open areas, community pool, and large lots. Subsequent development is zoned Suburban Agriculture and was consistently designed with high-level grade homes on large lots. At the sole entrance, there is a large sign designating it as Country Ridge. Significant property value is attached to living in this neighborhood with the expectation of quiet streets, opportunity to house animals, and large lots.

If the developer is allowed to use this entrance, it will gain the appearance of being in "Country Ridge." It will be marketed as a new subdivision in County Ridge. This increases the value of the developer's lots without having to invest in being consistent to the neighborhood.

This is distinctly different than a development that is adjacent to another development and owners being concerned of property values. With only point of entrance, the development will be in the neighborhood. Bordering the Suburban Agriculture zoning with large lots will be an R1-12 development that is adhering to R1-10 standards due to density borrowing from the steep slope. They have no usable common and green space. The new owners will use the community green space and amenities. They will simply use the park with no maintenance and no contribution of their own park or usable space.

The city has turned away local, even current neighbors, from developing this area consistent with the neighborhood and yet allows it for an out-of-state developer who is putting in an inconsistent and much more dense neighborhood. The result is a taking consisting of a percentage of each of the 249 homeowner's property value and putting it directly into the developer's pocket. It is a windfall for the developer and constitutes a taking.

Additionally, the increased density adjacent to the existing neighborhood constitutes a taking of the right of enjoyment of property. For example, four new lots will be adjacent to my current lot. In the southeast corner of the development, the developer is proposing a flagpole lot with shared driveway to place two homes

directly outside my front door. Between the existing neighborhood and the proposed development is a ridge. The shared driveway would go up the ridge. In order to fit two homes in the small area at the top of the ridge, the home on the lot closest to my property will need to be turned so that the side of the house can use the ten-foot setback requirement. I have a large retaining wall on my fence line about 20 feet from my front door. The end result will be a two-story residence towering 50 feet above my home and not only blocking views but even view of the sky. It is likely that my house and front property will have access to sunlight for only a couple hours each day around noon. The developer is building on the ridge all along the east side of the development in close proximity to existing homeowners. The development causes serious harm and constitutes a taking.

II. SEPA.

The State Environmental Policy Act (SEPA) was adopted to assure that agency decisions were made with the benefit of a full understanding of the environmental impacts that could result from their decisions. The law is intended to assure that agency decisions are made by “deliberation, not default.” *Stempel v. Dept. of Water Resources*, 82 Wn.2d 109, 118 (1973).

The first step in the environmental review process mandated by SEPA is the threshold determination. The threshold determination is your agency’s initial assessment as to whether the probable impacts of the proposal are “significant.” If so, an EIS must be prepared.

Your agency cannot make the threshold determination unless it first obtains adequate information to assess the project’s probable impacts. “The agency must base its threshold determination on ‘information reasonably sufficient to evaluate the environmental impact of a proposal.’” *Spokane Cty. v. E. Washington Growth Mgmt. Hearings Bd.*, 176 Wn. App. 555, 579 (2013) (quoting WAC 197-11-335).

The environmental checklist is one source of information for you to consider when making your threshold determination. If the environmental checklist does not provide adequate information to make a threshold determination, the agency has an obligation to obtain additional information. “If information on significant adverse impacts essential to a reasoned choice among alternatives is not known, and the cost of obtaining it are not exorbitant, agencies shall obtain and include the information in their environmental documents.” WAC 197-11-080(1).

As part of a threshold determination process, the “lead agency may require field investigations or research by the applicant reasonably related to determining a proposal’s environmental impacts. WAC 197-11-335.” WAC 197-11-100(2). Your agency is obligated to seek out other sources of information as necessary to have a sufficient foundation for making the threshold determination. *See, e.g.*, WAC 197-11-330(1)(a)(ii).

In determining whether a project’s impacts are significant, your agency must take into account the project’s location. A project of a certain type may have insignificant impacts in one location, but might have significant impacts if located elsewhere. WAC 197-11-330(3)(a).

In the current application, the development will have a high-density wall of homes along the base of the southern mountain. This will have a negative effect on wildlife corridors. This was not sufficiently studied or developed.

The effect on shrub steppe was inappropriately addressed. Importantly, according to the developer’s own report the most significant areas of shrub steppe were delineated by a blue line. This line followed alongside the eastern borders of the property. This is exactly the location where the developer is proposing a flagpole shared driveway in order to construct two homes on top of this most significant shrub steppe. These areas, which appear to be about 50 feet from eastern lot line, should be mandatory buffer zones barring any development or disruption of shrub steppe, including blocking sunlight to these areas.

The project does not require slope assessments or compactions studies on both the southern and the eastern ridges. This area is prone to runoffs and landslides. Additionally, lots 19 through 23 abut or nearly touch my property. At least one home due to the flagpole design would allow only a ten-foot setback. This ridge supported on my end by a retaining wall. Development on this ridge could cause the wall to fail. The wall is in close proximation to the walkway leading to my front door and adjacent to a grassy area where my children play. Full studies are needed for safety and protection of land and my family.

As previously outlined, this development requires a SEVA. The developer proposes a SEVA via easement to Dallas Road; however, the developer has not secured such easement. The threshold determination should not made until the applicant has established that it can develop an adequate secondary access. If a threshold determination is made prior to that time, it should assume the worst case and acknowledge that without a secondary access, the impacts would be

significant. *See* WAC 197-11-080(3)(if agency proceeds in the face of “uncertainty” a “worst case analysis” is required).

The traffic impact analysis is deficient. Strawberry Lane and Country Ridge Drive are classified as local streets. The maximum ADT for local streets is 1,000 ADT. The proposed development on its own would produce more ADT than allowed by Strawberry Lane and Country Ridge Drive. When combined with current traffic, the ADT would be approximately 3.5 times the capacity of the current streets. This level of traffic would appropriately fit within a major collector street.

Country Ridge Drive is not reasonably consistent with a major collector street despite any mitigation. It is not a road with local streets connecting to it. It is lined with connections of private driveways. It has no sidewalks and narrow shoulders. Throughout the day garbage and recycling trucks (multiple days per week), delivery trucks, and USPS drivers stop their vehicles along the road and block one way of traffic. Vehicles must pass going in the incorrect lane. The street is also lined with groups of mailboxes and neighbors frequently cross the street all along Country Ridge Drive. All of these factors combined with pedestrian traffic and bicycles traveling along very narrow shoulders creates a safety hazard. Neighbors attempt to be friendly and cautious, but the dangers will be multiplied exponentially by a fifty percent increase in traffic from the proposed development. Multiple cars will be stacked behind trucks creating line of sight issues around the many curves in the street. This will lead to accidents.

No amount of mitigation can effectively transform these local streets in a SAG development into major collector streets. It is irresponsible. The developer has proposed a traffic light at the intersection with Keene, but that in no way address the traffic and safety concerns along Country Ridge Drive and Strawberry Lane.

Due to the deficiencies in consideration of these issues, a full environmental impact study should be mandated with conditions required as set forth above.

III. Site Plan Issues.

One of the tests in the site plan review process is whether the project design is “compatible with adjacent land uses.” RMC 23.48.010. If the project cannot be conditioned to assure compatibility with adjacent land uses, it must be denied. *Id.* *See also* RMC 23.480.040. The proposed development is not compatible with the adjacent SAG neighborhood. In addition to the concerns above raised, the following are important considerations: (1) the proposal subdivides the lots into

reduced sizes inconsistent with the neighborhood, contrary to Goal 1 of the Housing Element (page 39) to **respect the character and scale of the existing neighborhood**; (2) several lots are crammed into the southeast corner of the parcel, with irregular shapes that are strongly discouraged by the city codes, RMC 24.16.240 Lots – Shape, 24.16.250 Lots – Key (S2020-103 Preliminary Plat Application, page 4).

Much of the information is incorrect, mischaracterized, or opaque. A few examples include the following: Page 8 notes that a five percent slope is where development will occur and studies are not needed. That is untrue as the project calls for development along the eastern boundary ridge, which contains significant slope. It is noted no effect on solar panel of adjacent properties, which is untrue for my own property and potentially all of those along the eastern boundary. Normal uses of wind/dust prevention will not be satisfactory at this location. Strong winds blow along the mountain side into the existing neighborhood. During the White Bluffs neighborhood construction project across I-82 from this proposed development, I observed dust swirls that engulfed entire streets of houses. The houses were only barely visible. This was done presumptively in accordance with local practices. Unlike that project with new homes being constructed simultaneously, the excessive dust will disrupt current neighborhoods. Specific guidelines for speeds of wind when work can be performed should be outlined. Further, due to the serious conditions observed in the vicinity, it should be mandated that Phase 1 of any development begin on the western side of the three lots to ensure dust protocols are working before working closer to existing homes.

IV. Request for Postponement of Hearing for Due Process Concerns

The City has minimum notification requirements of pending land use actions. The City also has a requirement to hold an in-person public meeting regarding such land use actions. Numerous homeowners, myself included, contacted the planning department and requested a postponement of the hearing due to complications from COVID-19. Only a handful of the approximately 250 property owners in the affected HOAs received written notice. COVID-19 protocols restrict the ability of the HOAs to have large group meetings to inform all members, organize a response, vote on obtaining legal counsel, etc. Virtual meetings preclude many senior members of the neighborhoods who do not have emails on file and do not know how to participate in zoom meetings. Door to door contacting is limited as many of such individuals and those with chronic illnesses will not answer their door during this pandemic.

These concerns were raised to city officials and the response is that minimum notice requirements were met. It is noteworthy that due to COVID-19 the City is allowing the in-person meeting to be held virtually. However, during these extraordinary times, the City is still providing only the minimum notice requirements to surrounding homeowners despite no constraints to provide additional time and notice.

The City through its public hearing process has not only a duty to be open and fair but to appear open and fair. Allowing virtual meetings to take the place of requirement to hold in-person meetings but not providing additional time and notice before such meeting takes place is and certainly appears to be an unfair application of discretion in favor of the developer to the detriment of the homeowners and the public.

I again request a postponement of the virtual hearing set for March 8, 2021. These are extraordinary times. The City has acknowledged such by setting aside its requirement for an in-person hearing. The City should likewise provide notice above the minimum notice requirements set without contemplation of a pandemic. Such notice should be sent to all potentially interested members, to include at least all property owners who have access to their property through the Keene/Country Ridge Drive intersection, as this is the sole point of ingress/egress all will be significantly impacted by the proposed subdivision. Such notice should provide more instruction for how to attend the virtual meeting and participate than simply to access it through the city's website. Many members of our community will not know how to navigate the site and participate.

This request in no way is meant to diminish the concerns of those who request an in-person hearing. The best course of action to ensure due process rights of all to participate in this hearing is to postpone the hearing until the State guidelines permit large, in-person group meetings. This is the best and only course to ensure due process rights to participate.

Conclusion

Out of concern for the safety and well being of my neighbors, I request that this application be denied. As a member of this city, I request the city to treat this property as it has been consistently treated, owing deference to the safety of its citizens and traffic concerns and avoid unnecessary liability that will restrict resources that could be used for better purposes.

Thank you,

Chad Hatfield

ONeill, Shane

From: City of Richland Development Services <noreply@seamlessdocs.com>
Sent: Friday, February 12, 2021 6:59 PM
To: Stevens, Mike; O'Neill, Shane; Ghbein, Briana
Subject: March 8, 2021 Hearing Examiner Meeting - Public Comment



New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name	March 8, 2021 Hearing Examiner Meeting
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Submission Details:

I wish to comment using the
Online Form

Public Hearing
S2020-103 Ladera Preliminary Plat

Support/Oppose
I Oppose

Reading of Comments
I WOULD like my comments read aloud

Comments

As impacted homeowners of the proposed Ladera Development, may we go on record as opposed to the project as it stands, We have never interfered with planned progress, nor plan to in this situation. However, when it comes to continuing the integrity of the Country Ridge, Heights, Estates neighborhoods, we must come forward. The safety issues cannot be ignored; additional development traffic, along with the need for additional school bus routes, emergency fire/police routes, etc. all reduced to a "one way in and one way out!" You can't possibly believe a street light on the corner of Keene and Country Ridge would eliminate these concerns. Three potential buyers of this property were unable to follow through due to the required Dallas Road connection. Now, an additional 106 home development may be added without additional safety entrance or exit? Help us understand! Please consider the concerns of our Country Ridge, Heights, Estates communities. Sincerely, Ron, Carol Hay/Hays

Full Name

First Name

Ron and Carol

Last Name

Hay/Hays

Full Address

Street Address

1105 Stallion Place

City

Richland

State

WA

Zip

99352

Email

hayhays2@charter.net

Log in to view submission →

[Log in to view in Submission Manager](#)

City of Richland Development Services | 625 Swift Blvd. MS-35
Richland, WA 99352

ONeill, Shane

From: Marilyn Heasley <heasleypicky@gmail.com>
Sent: Thursday, February 18, 2021 4:26 PM
To: O'Neill, Shane
Subject: Fwd: Proposed development on Strawberry Lane in Country Ridge

----- Forwarded message -----

From: **Marilyn Heasley** <heasleypicky@gmail.com>
Date: Thu, Feb 18, 2021 at 5:15 PM
Subject: Proposed development on Strawberry Lane in Country Ridge
To: <soneil@ci.richland.wa.us>

As a resident of Country Ridge, the idea of 106 homes being added to the area with ONE entrance and exit road is unacceptable. Turning from Country Ridge onto Keene is getting harder and harder. Add 106 homes, with a possibility of, at minimum, another 212 vehicles trying to turn onto Keene and a nightmare will be created. There's talk of an eventual access from Dallas Road. Eventual doesn't work. If the developer wants to add that many homes and that many vehicles, their plan MUST include that access road as part of the preliminary development. No access road from Dallas as part of the initial groundbreaking, no development.

Thank you for your time and consideration.

Marilyn Heasley/Jim Lukacs
2820 Appaloosa Way

ONeill, Shane

From: Bjorn Hedges <bjorn.hedges@wcwind1.com>
Sent: Friday, February 19, 2021 11:39 AM
To: O'Neill, Shane
Cc: friendsofcountryridge@gmail.com; STERLING; wylievegas@gmail.com; Mikegibbon@charter.net
Subject: DNS (S2020-103 & EA2020-132)

City of Richland
Attn: Shane O'Neill -

First, I understand that Tri-Cities has a historic low level of housing on the market, and has a need to meet the demand. However, I request the City takes a longer term vision of the current version of the Ladera Proposal.

In response to the Notice of Public Hearing for DNS (S2020-103 & EA2020-132), as a Professional Civil Engineer and a neighbor to this project, please note the following concerns:

- With the amount of concentration of lots along the north side of the proposed development (drainage runs south-to-north), there were no areas designated for the control or containment of stormwater. According to City of Richland's requirements (<https://www.ci.richland.wa.us/home/showpublisheddocument?id=8272>)

CONSTRUCTION & POST-CONSTRUCTION The City passed an ordinance June 2010 requiring erosion and sediment controls on construction sites disturbing greater than or equal to one acre and construction sites that are less than one acre but are part of a common plan of development. Construction projects will be required to:

- *Obtain a Right-of-Way Construction permit*
- ***Implement erosion controls to prevent sediment and other pollution from leaving the construction site***
- *Use the Stormwater Management Manual of Eastern WA as technical guidance for stormwater facility design, construction site planning and management.*

Once the construction is complete and the silt fences are removed there are no areas leftover to provide infiltration basins, treatment, or containment. There is no method provided or even feasible, to contain stormwater on this property.

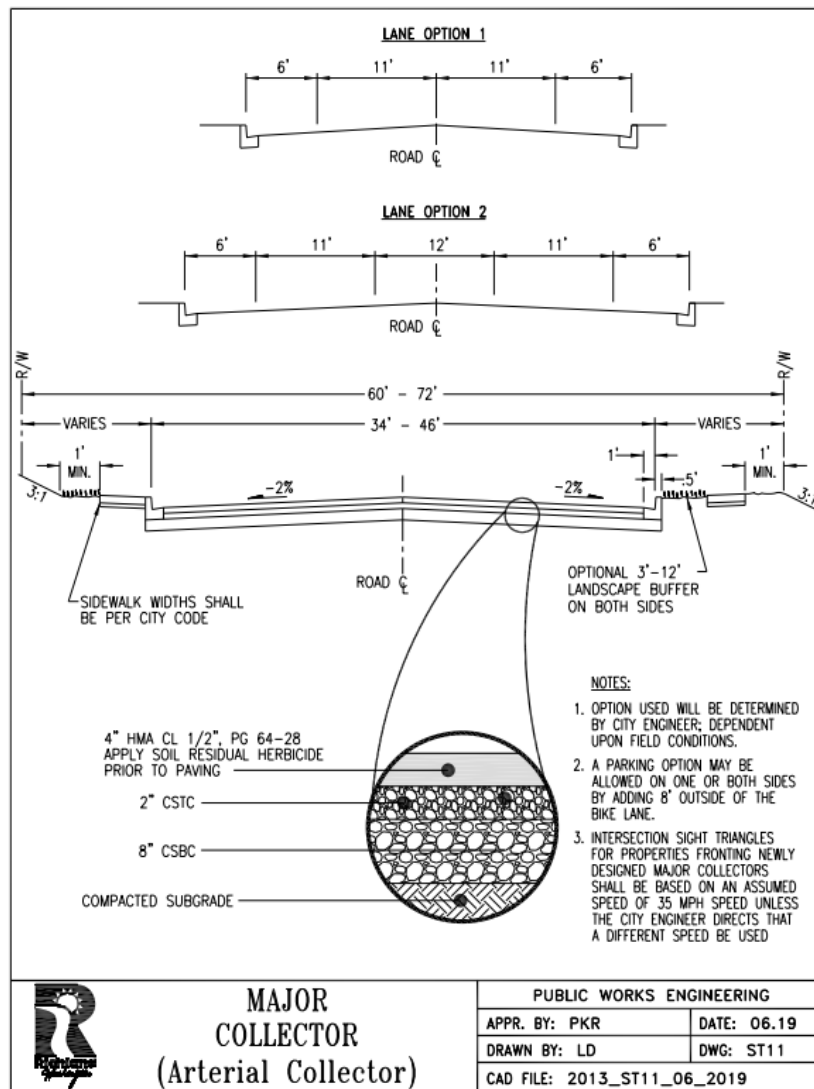
This is already an issue on Country Ridge Drive. The City of Richland is currently discussing installation of buried stormwater retention devices within my property, to address current runoff.

- The Transportation Study estimates that this development would generate an additional 1,040 vehicular trips per day. (see page 41 of 11/4/2020 Traffic Impact Analysis). The existing traffic volumes (without this development) were difficult to understand from this report as there was a mixture of terms (e.g. peak AM volumes and peak PM volumes, COVID-19 vs PRE-COVID-19, Duportail Bridge, future vs present, etc.). The City of Richland Standards are based upon ADT only. Using the same pro-rated calculation, the existing 249 homes along Country Ridge, combined with the new 106 homes, results in a new ADT of 3,485. The recently adopted City Ordinance (34-20, adopted October 2020), based on ADT, would designate Country Ridge Drive (and Strawberry Lane) as a Major Collector:

12.02.050 Major collector streets.

Major collector streets distribute trips between the principal and minor arterials and the ultimate destination, or may collect traffic from the neighborhood streets and channel it into the arterial system. They carry a low portion of through traffic and a high portion of local traffic with an origin or destination within the area. Major collector streets provide both land access service and traffic mobility with more emphasis given to access. Spacing is approximately one-quarter mile. The ~~design-year~~ ADT is typically in the range of 1,500 to 4,000 vehicles per day. ~~The allowable traffic volumes on arterial collector within the South Richland collector street finance plan boundary shall be allowed to increase to no more than 8,000 vehicles per day while the plan is in effect.~~

The approval of this development would make Country Ridge Drive substandard with the City of Richland's minimum Road Design:

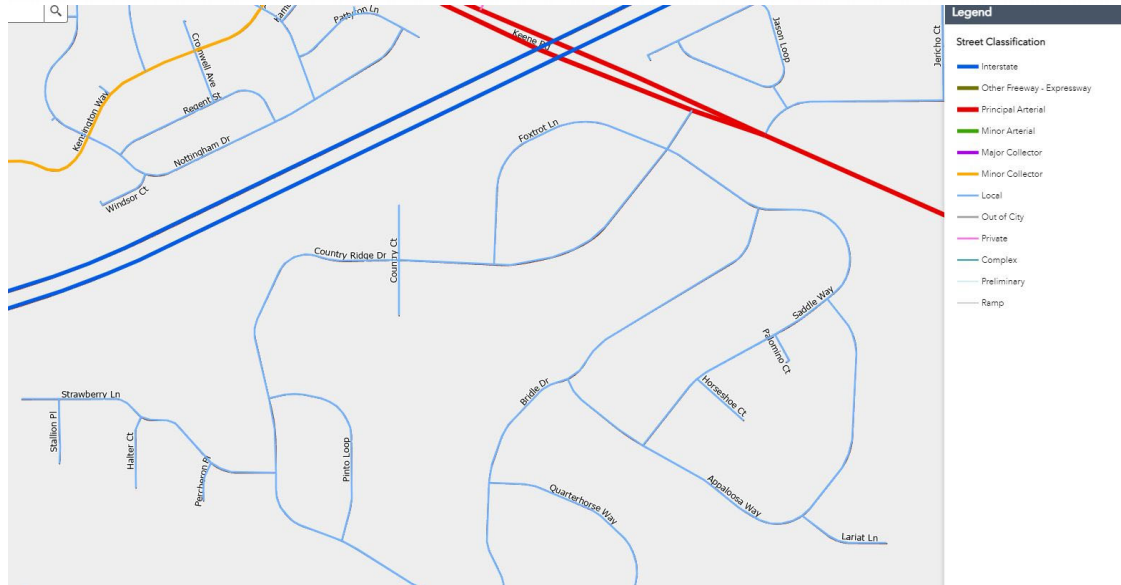


This is already evident, on a daily basis, navigating past delivery trucks parked on the travel lane, as shoulders are not sufficient or non-existent.

I request that if the additional ADT of 1,040 trips is approved, Country Ridge Drive would be classified as a Major Collector and would be improved to that minimum Standard, before the development begins. Currently Country Ridge Drive is classified as a "Local" Street and City Ordinance dictates multiple (new) developments are not to be added to Local Streets "deliberately discouraged":

12.02.070 Local streets.

All streets or parts of streets owned by the City and not designated as principal arterials, minor arterials, major collector streets or minor collector streets are classified and designated as local streets. Local streets provide direct access from abutting property to the arterial and collector street system. They are typically of limited length an internal subdivision road and service to through traffic across multiple developments is deliberately discouraged. Typical ADT is generally less than 1,000 vehicles per day.



Further, with the development of 106 lots, and eventually 106 homes, construction vehicles will increase. Concrete trucks, dump trucks, etc. have very high axle loads. These will cause significant damage to Country Ridge and Strawberry Lane unless road restrictions are implemented, restricting them during the spring freeze thaw cycle. An alternative route, for construction equipment would provide the same benefit.

It is my understanding that a secondary emergency access will be required. The alternative access (to Dallas Road) has some significant hurdles, mostly the grade, to consider. According to City requirements:

If the City Fire Marshal requires a secondary emergency vehicle access, it shall be included in the construction plan set and be designed to the following standards: A. 2-inches compacted gravel, minimum (temp. SEVA only). B. 2% cross-slope, maximum. C. 5% slope, maximum. Any access road steeper than 5% shall be paved or be approved by the Fire Marshal. D. Be 20-feet in width. E. Have radii that are accommodating with those needed for City Fire apparatus. Secondary emergency vehicles accesses (SEVA's) shall be 20-feet wide, as noted. Longer secondary accesses can be built to 12-feet wide with the approval of the City of Richland Fire Marshal, however turn-outs are required at a spacing acceptable to the Fire Dept. Temporary SEVA's shall be constructed with 2-inches of compacted gravel, at a minimum. Permanent SEVA's shall be paved with 2-inches of asphalt over 4-inches of gravel, at a minimum.

At minimum, the secondary access will have to be 12' in width, with additional turnouts, and will have to be paved as the grade exceeds 5%.

With respect to the Geotechnical Report:

- The geotechnical analysis did not conduct a slope stability analysis (see Sections 2.6 and 3.1). A slope stability analysis should at least focus on the proposed southern lots with steeper existing slopes.
- The geotechnical analysis did not provide contour maps of the proposed alterations.
- The geotechnical analysis does not require compaction testing for roadways, trenching, and structural improvements. There are several recommendations for taking samples for construction materials (ASTM D1557), however this is only prescribed as "should". There are no actual requirements for sampling materials, no mention of test plans, no requirement for actual compaction testing of roadways, trenches, or structural fill.

For a development this large, this would be considered standard practice. Without these measures, failure may incur in the future. City repair costs would be passed through to the taxpayer base.

Again, these are standard requirements, which the City of Richland applies to projects much smaller than this. Below is the City's response to a 2020 proposed project for a single lot access (a driveway to one lot).

On Mon, Aug 17, 2020 at 1:04 PM Jennings, Tyler <tjennings@ci.richland.wa.us> wrote:

Bjorn –

The matter of your expertise is not of concern nor question. I had already verified your PE status with the State's Licensing Look-up. Your licensure as a State registered PE is sufficient.

Of consequence, is the content of your deliverables. In order for the City to progress with permit review and issuance, we require the following:

1. A geotechnical report bearing a WA State PE seal and signature
 - a. Report shall address the minimum content requirements established by Appendix J, Section J104.3
 - i. Please note, the most recent geotechnical document did not appear to provide recommendation for grading procedures (material specifications, lift thickness, keying/benching, compaction testing, etc.), nor design criteria and slope stability studies for the proposed embankments supporting the proposed driveway.
2. A grading plan that demonstrates the location of proposed cuts and fills
 - a. Grading plan is typically provided as a topographic representation of the work area and includes contour intervals for both the existing and proposed grades.
 - i. Please note that the modeling included at the end of the report does not meet this requirement.

ii. Grading plan is for use during construction, and is a plan document; therefore, every page of the plan set shall bear a WA State PE seal and signature.

Please note, the proposed scope of work will be required to be split amongst two permits. The first being a grading permit; the second being a plumbing permit, which will cover the installation of the private sewer lateral.

Thank you, and as noted before, please feel free to contact me directly if you have any further questions.

Have a great afternoon.



Ty Jennings, CBO · CFM · MCP

Plans Examiner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7793

In addition to the lack of civil design review and specifications, as a neighbor, I do have a few concerns with the overall development.

- The plan does not include any green space. Country Ridge has significant green space throughout the development, which is used by many of the residents. This is a natural draw for those living here. This would also be a natural draw for the residents of this new Ladera development, however, they would not have the initial cost or ongoing maintenance obligations.
- The transportation plan expects traffic at a Level of Service D. This is Seattle Interstate type of traffic. There is a reason we don't live in Seattle. Level of Service D is not acceptable for a neighborhood local street with (when developed) two miles of roadway posted at 25 m.p.h.
- The Plan discussed dust during construction activities, however, they did not provide any specific guidance other than, if it gets "dusty", if it gets "windy" then water would be applied. Dust is already a huge issue in the City. To quantify acceptable levels of dust, wind limits for construction, and moisture requirements would help in managing the project during the construction of the development period.

Again, I understand the need for providing additional housing in the City. However, in its current form, this development will be a "take", to all of the existing residents.

- A take from our quality of life, with respect to green space and pedestrian access along the existing roadway.
- A take from our safety, with a 50% increase in traffic and an unenforceable two+ miles of 25 mph roadway.
- A take from our environmental safety, with no control of stormwater runoff or air quality.

- A take from our finances, as the inundation of smaller homes (related to the size of the proposed lots), increase in traffic, etc. will reduce the surrounding property values.

I ask that if the City moves forward on this, they focus on a significant reduction in the number of lots, while also requiring improvements to the impacted infrastructure commensurate to at least the City's minimum Standards.

Bjorn Hedges, P.E.
1237 Country Ridge Drive
Richland, WA 99352
(509) 396-6505

Bjorn Hedges, P.E.
Plant Manager, White Creek Wind I & Harvest Wind Project

Direct: (509) 896-5246
bjorn.hedges@wcwind1.com



NAES Corporation
1180 NW Maple St. Suite 200, Issaquah, WA 98027
www.naes.com

ONeill, Shane

From: Kathy Hertzal <KathyH@tradewindllc.com>
Sent: Thursday, February 18, 2021 11:40 AM
To: ONeill, Shane
Subject: Ladera Application

Hello,

I'm a homeowner at 3460 Strawberry Lane and have become aware of the Ladera application to develop the land at the end of Strawberry Lane by Phalish Homes. I'm extremely concerned about the increased traffic on Strawberry Lane and the even larger number of homes that would only have only one ingress and egress to their property's in the Country Ridge neighborhoods. The single exit from Country Ridge Drive onto Keene road is already dangerous, especially in snowy conditions. The hill at the end of Country Ridge Drive becomes extremely icy and there is serious risk of sliding into Keene Rd. traffic. Waiting at the bottom of the hill to enter Keene road is taking your life into your hands, from the risk of being pushed into traffic by the next person sliding down the hill. Increasing the size of the neighborhood by 106 homes will greatly increase that risk. A light at the bottom of the hill will not mitigate that risk as you would still have to stop at the bottom of the hill and risk being pushed into traffic on Keene Rd. There are numerous children in the neighborhood including my grandchildren that live on Country Ridge Dr. and increasing the amount of traffic in the neighborhood increases the risk to all of them.

I do not feel the Ladera Application should be approved for the above reasons.

Sincerely,

Kathy Hertzal

Country Ridge Home Owners Association
PO Box 844, Richland, WA 99352



February 18, 2021

Mr. Shane O'Neill, Senior Planner
City of Richland
625 Swift Blvd., MS-35
Richland, WA 99352

Dear Mr. O'Neill,

We are writing on behalf of the residents of Country Ridge Homeowner's Association regarding the application for proposed development by Pahlisch Homes for a 106-lot subdivision named the Preliminary Plat of Ladera File # S2020-103 which would be located to the west of our neighborhood.

After studying the Application Documents prepared by Pahlisch Homes, we have significant concerns regarding the Traffic Impact Analysis. The entry into our development from Keene Road, Country Ridge Drive, has been classified as a local street, as are the immediate cross streets Saddle Way and Foxtrot Lane. The traffic created by our own homeowners traveling those streets along with those in the developments above us in Country Heights and extending into Strawberry Lane, all end up traveling in and out of our neighborhood via Country Ridge Drive. The current 249 existing homes already maximize the safe use limits of our streets, especially Country Ridge Drive.

When the increased traffic created by the proposed additional 106 homes is considered then the daily trip usage estimates exceed the limits for safe travel on Country Ridge Drive. This creates increased safety risk to homeowners in vehicles as well as pedestrians. As a consequence of this greater risk the quality of life in our neighborhood is diminished. The suggested installation of a traffic light at the intersection of Country Ridge Drive and Keene Road can help with entrance and exit at this point, but does nothing to diminish the quantity of vehicle traffic through this already highly used residential street. In fact, the light holding back traffic and the additional cars created by 106 homes could lead to vehicle line ups that create greater risk at the intersection of Saddle Way and Foxtrot just beyond it.

Our request is that the proposed development only be approved if a new independent access to Dallas Road is created for the use of those new development homeowners and, that the access to Strawberry Lane is dead ended. A possible exception could allow access from Strawberry Lane to this new access road only as an alternate emergency exit and or access for emergency vehicles. This presents itself as the single best way to ensure that the safety of our Country Ridge neighborhood streets is preserved.

Sincerely,

Country Ridge Homeowner's Association Board Members

ONeill, Shane

From: Tracy Ikenberry <Tracy.Ikenberry@nv5.com>
Sent: Friday, February 19, 2021 10:10 AM
To: O'Neill, Shane
Subject: Oppose the Proposed Ladera Subdivision

Mr. Shane O'Neill
Senior Planner
City of Richland
625 Swift Blvd
Richland, WA 99352 soneill@ci.richland.wa.us

Dear Mr. O'Neill,

I am contacting you to register my opposition to the proposed Ladera Subdivision in South Richland.

The configuration of this proposal is completely at odds with the surrounding Country Ridge area neighborhoods. This "cookie cutter" development proposes far too many lots to be jammed into small, hilly area.

The proposed number of new residents that would access Keene Road through Country Ridge neighborhoods would present already known traffic and safety concerns.

The City of Richland has previously prohibited this type of development in the past because of these traffic and safety concerns.

At a minimum, access to the development should be through Dallas Road, not through the existing Country Ridge neighborhoods.

Residents of Country Ridge, South Richland, and the City of Richland deserve better than this ill-conceived proposal. Please return it to the developer for improvement.

Regards,

Tracy Ikenberry

1174 Bridle Drive
Richland

ONeill, Shane

From: Paul Inserra <pjinsera@charter.net>
Sent: Friday, February 19, 2021 11:37 AM
To: O'Neill, Shane
Subject: Public Comment on S2020-103 & EA2020-132 Preliminary Plat of Ladera

Dear Shane,

My name is Paul Inserra. I reside at 1146 Country Ridge Drive, Richland, WA 99352. My residence is within the Country Ridge Phase 4 development, where I built and lived since 1994. Prior to that I resided on Horseshoe Ct in Country Ridge, Phase 1 from 1984 to 1994. As you can see from my residence history, I have been a part of this unique community nearly since its inception.

Country Ridge is unique, unlike any other community along the Keene Rd corridor. Originally developed as a Planned Unit Development, its characteristics included large residential lots, mostly over ½ acre, and over 20 acres of greenspace and undisturbed habitat. It is in fact those very features that make our community very sought after by buyers. Of course, time marches on and subsequent to the original platting within what is known as Country Ridge phases 1,2,3,4,5, (160 homes), three additional subdivisions were added: Country Home Estates (38 homes), Country Heights (31 homes) and finally, Country Estates (26 homes). What all these subdivisions have in common are large lots that provide a quality of living that is rare in Richland, and the other commonality is that all the 255 homes must use a single ingress/egress intersection – that being the intersection of Keene Rd and Country Ridge Drive.

When I bought and built my current home on Country Ridge Drive, it was a dead-end street as there were no subdivisions yet added to the west. It was a peaceful place with very little traffic. I knew that if and when the Tri Cities economy perked up, there would be expansion on Country Ridge Drive to the west – the city had that in their plans for South Richland expansion. That has become a reality in the last 20 years, and now our local street, Country Ridge Drive, has become a major hazard to pedestrians as not only has the number of car trips up and down the street increased exponentially, but by the street's design features (no stop signs, no sidewalks and only narrow pedestrian access on the roadside) coupled with wholesale disregard for posted speed limits.

There is a public school bus stop across the street from my house. Pre-Covid, when kids were attending school in person, I would watch young children walking on the narrow road shoulders up and down Country Ridge Drive to the bus stop while cars whizzed by within a few feet of these kids, as work commuters rushed off to work with coffee in hand, cell phones texting, applying makeup....many traveling in excess of 40 mph. While such prohibited activities are choices of individuals behind the wheel, there has been virtually NO attempts by the City of Richland to ensure pedestrian safety; no police patrols, no traffic studies, no attempts to address the problem. DO WE NEED A PEDESTRIAN FATALITY first to take preventive measures? Will the City of Richland recognize and internalize their accountability to a child fatality? Simply put, what side of the accountability curve will the city be on when it happens? How will that all play out on social media and the local news when the city's culpability for turning a blind eye to the current situation, and the city's deliberate action to make things worse comes to light after tragedy strikes? Ask your city manager and your city council what they will say.

That leads me to the subject of allowing yet another 106 homes to be built in the proposed Ladera Plat, all of which will be traversing Country Ridge Drive multiple times per day. Currently there are 114 homes in our subdivisions that use Country Ridge Drive (from the top of the hill, down to the intersection with Saddle Way) for their trips to and from their homes. The Ladera Plat proposal will nearly DOUBLE the ingress/egress traffic, making an already dangerous pedestrian street TWICE THE HAZARD.

There are no speed control features on Country Ridge Drive besides the posted speed limit signs that are ineffective at controlling driver behaviors. Additionally, for vehicles turning on to Country Ridge Drive from their residences and side

streets, there are several blind spots that would be only minor traffic safety hazards at 25 mph, that are down-right scary near-miss events at traffic speeds of 40+ mph.

So my question is this? When does the City of Richland decide that enough is enough? When will the city take responsibility for controlling urban growth to ensure public safety? Exactly how many more homes should be allowed to be accessed solely via Country Ridge Drive? What is that number? Does the city have a plan?

There are a few solutions here:

- 1) Require that the Ladera Plat be access SOLELY from Dallas Road. My understanding from talking to local folks is that previous interest in developing the parcels were told by Richland city planners that any such development of that land would require access via Dallas Rd ONLY because Country Ridge Drive was already overloaded and that subdividing of those 20 acre parcels would be very limit. **This is the solution that addresses the problem in entirety.** Will it be more expensive for Pahlisch Homes (developer)? YES..... but a little bit of “back of the envelope” math will show you that using even conservative estimates of the new development’s home prices (I used \$350k), and a net profit margin of 15% for builders, which is average, yields a net profit to the developer of between \$5 – 6 MILLION. Is the developer going to walk away from this prospect if connecting to Dallas Rd costs him \$1M and the net profit is \$4-5 Million? I think not.
- 2) While still adding to the problem of Country Ridge Drive pedestrian and traffic hazards, but to a lesser extent, limit the subdividing of the three approximate 20 acre parcels (where actually only about half of that acreage could be divided into usable building lots due to steep slopes, streets and easements) so that lot sizes are ½ acre minimum. That would reduce the development impact by one-half and the lot sizes would maintain the open feel that our existing subdivisions enjoy and that are unique to Richland in a day of seemingly unchecked sprawl along the Keene Rd corridor. Larger lots means more expensive homes so don’t worry about the property tax revenues....which is really what this is all about. I would suggest that limiting the number of homes on the ~30 acres of useable land would be something the city would want to do so that Richland has a mix of new housing density.... All recent plats have been small-lot varieties along the Keene Rd corridor. How about a bit of variety!

The City is not a pawn to developers who care only about net profit.

The City of Richland has the control over what our communities evolve into.....Please take this opportunity to exercise that control and not otherwise guarantee to make current matters worse by ignoring the problem.

Sincerely,

Paul Inserra

pjinserra@charter.net

(509) 521-7844

ONeill, Shane

From: Jen Siever <jenifersiever@gmail.com>
Sent: Sunday, February 7, 2021 8:53 AM
To: O'Neill, Shane
Subject: Ladera S2020-103

Good Morning Shane,

I am reaching out to you regarding the 106 lot application within Country Ridge. I'd like to thank you in advance for taking my concerns regarding safety genuinely into consideration.

Country Ridge began as a community with appx. 75 homes with a single access road (Country Ridge Dr/Keene). Years later, Upper Country Ridge community began breaking ground, which required the same single access road as Country Ridge. Several years after Upper CR, Country Estates began, which nearly doubled the community in size, all with the same single access road. If you are not aware, this access road is a steep hill with no speed bumps, sidewalks or stop signs. This has been an ongoing issue with cars racing down at top speeds all the way to Keene. The intersection of Country Ridge Dr/Saddle Way can be very dangerous at times. I have seen multiple instances with cars being nearly t-boned due to the blind turn heading east on Saddle Way. I have also witnessed many children/walkers/joggers nearly hit due to no sidewalks. The hill leading down to Keene during the icy winter months often already creates traffic jams with folks needing to take turns to brave the steep icy hill towards the non-stop traffic onto Keene Rd.

As you are likely aware, Country Ridge Dr/Keene does not currently have a traffic light nor a roundabout at the access, which at this point is not unbearable, but would be with the major influx in traffic due to this new subdivision. Currently, the left turn out of Country Ridge is already not for the faint of heart, especially for the school bus drivers.

With the new community being proposed, which will undoubtedly bring in another 200-300 cars per day, it's sufficient to say this community will need their own entrance and exit, and should not be given access through Country Ridge Dr. I am sure we are all aware this is likely just PHASE 1 for this community, and more homes are to follow. Mind you, I am all about growth in our area, but it cannot compromise the safety & peace of others.

I ask you to consider making the entrance and main access for this community off Dallas Rd.

Again, I thank you for your time and consideration. If you could kindly confirm receipt of this email, I would greatly appreciate it.

Thank you,

Jenifer Siever

ONeill, Shane

From: Janet Johanson <jalynnjo@charter.net>
Sent: Tuesday, February 16, 2021 6:31 PM
To: O'Neill, Shane
Cc: Janet Johanson; Richard Johanson; Dick Johanson
Subject: Comments on preliminary plat of Ladera

I am writing to protest the proposed development in Richland called Ladera. This unimaginative development layout is clearly designed to maximize the profit of the developer without regard to aesthetics or impact to neighboring communities.

Impacts as we see them:

- 1) A highly dense layout with 106 homes which will be residences of, up to two school age kids per household. Adding that burden to White Bluffs school.
- 2) Additional traffic coming down Country Ridge Dr. This is the street where we live and where we have had to asked police to patrol Country Ridge Drive. Cars, trucks and construction vehicles continue coming down at excessive speed. Our concerns have gone unheard and there is no enforcement of the speed limits. Our neighbors have resorted to putting out the neon green little men with flags to protect their children. That should not be necessary. We have asked for speed bumps like Richland put on Kapalua. Any traffic study to be done should be done after the Pandemic is over. Anything else is not representative. More traffic, thereby more speeders do not help.
- 3) This development is Inconsistent will all nearby neighborhoods and will reduce the neighboring property values. This reduced value should result in a reduced property valuation and thereby reduced taxes for the city.
- 4) At some point, homes in Country Ridge will need to be on sewer, is the existing sewer line sufficient for this many additions?

This development is simply out of place. The density should be about 1/3 of what is proposed to be consistent with nearby neighborhoods.

We are requesting the following:

- A public hearing to be conducted, not by ZOOM, but in a public venue. Even if it has to be delayed. Not all who are concerned have the technological skills to attend such a meeting.
- A traffic study, including speed related, after the pandemic is over and traffic is at full tilt again.

Sincerely
Richard and Janet Johanson
1134 Country Ridge Drive
Richland, WA

Sent from [Mail](#) for Windows 10

ONeill, Shane

From: Bikertj <bikertj@aol.com>
Sent: Monday, February 15, 2021 2:32 PM
To: O'Neill, Shane
Subject: I OPPOSE THE APPROVAL OF 106 LOT SUBDIVISION - LADERA FILE# S2020-103

Dear Mr. O'Neill,

My name is Tom Johnson and I have lived at 1161 Foxtrot Ln, in Country Ridge since 1993. In that time, there has been many new residences added that all must enter/exit Country Ridge Dr. from Keene Road. There is no other way to get in/out of Country Ridge, Country Heights and Country Estates.

There is already traffic congestion at this intersection, especially in the morning, from 6:30-9:00 and afternoon 4:00-6:30. Since the pandemic, there has been less congestion, but as things get back to normal, it will increase again. It is not unusual to have 5-7 cars waiting to get out of Country Ridge and just as many cars on Keene Road trying to get into Country Ridge during these times.

A few years ago, The City of Richland revised the intersection, and actually made Country Ridge Dr. narrower than it was previously, so now, unless a car that is turning left unto Keene Road is hugging the centerline of Country Ridge Drive, it's almost impossible for another car to turn right onto Keene at the same time.

With the development of South Richland and West Richland, west of SR182, traffic on Keene Road has exponentially increased, causing delays when turning onto Keene Road from Country Ridge. The new bridge across the Yakima River seems to have increased traffic on Keene Rd, from Queensgate Road, heading towards West Richland. The addition of 106 additional lots that would require ingress/egress via Country Ridge Drive will make the traffic congestion at this intersection much worse than it already is.

I understand that a traffic light is being considered at the intersection of Country Ridge Drive and Keene Road. Although this might be a slight improvement for the existing residents of Country Ridge, it will not significantly improve traffic flow with the 106 additional homes, and it will further impede traffic on Keene Road, as there are already traffic lights at Queensgate Drive and Duportail.

I respectfully request that this subdivision, as currently designed, be reconsidered and further studied when traffic volumes resume to their pre-pandemic volumes. I would propose that the ingress/egress for these 106 lots be on Dalles Road and not Strawberry Lane/Country Ridge. There is significantly less traffic on Dalles Road, and it might give the City an opportunity to pass on much of the cost of improving Dalles Road to the developer of Ladera.

I have not touched on the other issues that the increased traffic would impact such as emergency fire evacuation or possible flood caused by the KID canal, which, by the way, flooded Country Ridge and Bridle Roads a couple years ago, preventing some residents from exiting the area until the roads were cleared. Also, the increased dust in the air caused by the construction, which already is a problem, even without the new development.

In summary, I am requesting that the City of Richland take more time in reviewing this proposed subdivision and consider the impacts on the existing residents in the area. There already is a serious traffic problem getting out of Country Ridge and this addition would only add to the congestion and negatively impact the safety of the residents here.

Thank you for your consideration,

Thomas and Debra Johnson
1161 Foxtrot Ln
Richland, WA 99352

ONeill, Shane

From: eakennell@charter.net
Sent: Thursday, February 18, 2021 2:59 PM
To: O'Neill, Shane
Subject: Ladera Subdivision (106 lots)

Shane,

I live on Country Ridge Drive and the development of the Ladera subdivision West of Strawberry Lane with no entrance/exit to Dallas road would more than triple the current traffic flow past my home. There is currently only one entrance/exit to Country Ridge community of 249 homes. This already exceeds the daily trip count for Country Ridge Drive and Strawberry Lane which are classified as "Local Streets". The combined traffic from the existing homes and the addition of the Ladera Subdivision would also exceed the next higher classification "minor collector streets".

Additionally, there is the issue of only one entrance and exit to the existing 249 homes and with the development of the Ladera Subdivision there would be more than 350 homes with only one entrance and exit to the Country Ridge Community.

It is my recommendation that Strawberry Lane be blocked off and the entrance and exit to the Ladera Subdivision be from Dallas Road.

Thank you for your time.

Regards,
Earle Kennell
1200 Country Ridge Drive

ONeill, Shane

From: Kathy Kinion <alistep@charter.net>
Sent: Friday, February 12, 2021 5:07 PM
To: O'Neill, Shane
Subject: Re: Opposition to development

Looking at the plot plan for the mini-house development, the streets do not end in a cul-de-sac, indicating future plans to build even more mini-houses.

Sent from my iPad

> On Feb 12, 2021, at 4:53 PM, O'Neill, Shane <soneill@ci.richland.wa.us> wrote:

>

> Kathy,

> Your comment has been received and will be entered into the record.

>

> Shane O'Neill

> Senior Planner

> 625 Swift Blvd., MS-35 | Richland, WA 99352

> (509) 942-7587

>

>

>

> -----Original Message-----

> From: Kathy Kinion <alistep@charter.net>

> Sent: Friday, February 12, 2021 4:47 PM

> To: O'Neill, Shane <soneill@CI.RICHLAND.WA.US>

> Subject: Opposition to development

>

> As concerned residents of Country Ridge at 1207 Bridle Drive, we strongly urge the city and planning groups to reconsider the many issues which will have a severe impact our neighborhoods:

> Residents have invested valuable earnings and resources in building upscale homes on expensive large lots. We pay PREMIUM property taxes and understood that our area was zoned R1A. The city must respect our rights as homeowners to control our environment. Tiny lots with small homes will lower the value of our real estate.

> This development as shown on the plan submitted is a disgrace to our established high end residences.

>

> Increased vehicle traffic to and from the 1 access on Keene Road will result in safety hazards. Is there a plan to redesign the roads to carry this increase in volume? Will there be another access to Country Ridge.

>

> Is there a plan for traffic control at the intersection of Keene and Country Ridge Drive?

> In the case of a major traffic accident at this intersection, traffic could be backed up for hours, impeding emergency and police services.

> Medical emergencies originating at residents homes needing ambulance or police presence would also be hampered due to bottlenecks at the ONE ENTRANCE.

> Very few neighbors were notified of this development. Every home should have been notified by mail.

> PLEASE GIVE STRONG CONSIDERATION TO THESE OBJECTIONS. Remember Richland city employees work for us....the Tax Payers who pay your salary . Carl and Kathy Kinion

>

>

>

>

> Sent from my iPad

>

> Disclaimer: Emails and attachments sent to or from the City of Richland are public records subject to release under the Washington Public Records Act, Chapter 42.56 RCW. Sender and Recipient have no expectation of privacy in emails transmitted to or from the City of Richland.

ONeill, Shane

From: Jeff Kreutz <jkreutz@tamakilaw.com>
Sent: Tuesday, February 16, 2021 5:14 PM
To: O'Neill, Shane
Cc: Jeff Kreutz
Subject: New homes above Country Ridge
Attachments: CountryRidgeRezoneRecommen.pdf

Shane

I live at 1131 Saddle Way, in Country Ridge. I am writing regarding the 106 homes proposed to be built above Country Ridge. I am surprised that the City did not provide notice to any of the residents in Country Ridge and only to a handful of residents in upper Country Heights, which neighbors the new development. The 1000+ daily vehicle trips proposed (which I believe is a gross underestimate) clearly affects more than just those homes that abut the proposed new development. Not providing notice to homeowners that will clearly be affected by the 106 new homes seems like a due process/notice deficiency.

When I did learn of the proposed development I tried to locate planning documents on the City's website, but can't find anything. I see documents for other land use actions, but nothing for this particular project. <https://www.ci.richland.wa.us/departments/development-services/planning/land-use>. When I was finally able to track down a link to review the project, the City terminated the link, again making it difficult to find any information about the project. Here is the original link, that the City disabled. <https://www.ci.richland.wa.us/home/showpublisheddocument?id=11842&fbclid=IwAR3bgEHmuGVLeWJuKCW7nGUdw4ha8XkWuesoa3Q4EQsebvurBpTEGP88uk>

So, as a property owner, I begin wondering why didn't the City give notice to affected homeowners, why did the City disable the link to review the proposal, and why isn't the City publishing this project?

Adding 106 small lots to this neighborhood is completely inconsistent with the existing properties. It's also inconsistent with the City's prior position when residents have asked to subdivide 1+ acre lots within Country Ridge/Country Heights. While the City has granted a very limited number of variances to allow lots less than or equal to .5 acres, the City has made it clear that doing so is being done on a limited basis and during the analysis of those requested variances, the City thought long and hard about the impact that adding one or two additional homes to the neighborhood would have on the traffic flow on Country Ridge Drive and other streets in the neighborhood. But, now the City is ready to allow an additional 106 lots. I have

attached Findings and Conclusions from a 2018 Variance Request for 1209 Country Ridge Drive discussing these issues.

As a life-long resident, I am certainly not against growth in the South Richland area. However, the obvious solution is insist upon a buffer between the new smaller lot subdivision and the existing homes, then require access to that new subdivision off of Dallas Road. If not, the amount of traffic flowing through the single entrance/exit for nearly 400 homes is dangerous and unreasonable, especially in light of the fact that there are no sidewalks on Country Ridge Drive to allow pedestrians safety from the huge increase in vehicle traffic.

I look forward to hearing from you.

Jeff Kreutz



Jeff Kreutz
Attorney / Partner

Phone: (509) 783-8333
Email: jkreutz@tamakilaw.com
Website: www.tamakilaw.com
Address: 8900 W. Tucannon Ave.
Kennewick, WA 99336

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— [Click here to learn more about Jeff.](#) —

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**BEFORE THE HEARING EXAMINER
FOR THE CITY OF RICHLAND**

Regarding the Application to **Rezone** a
large residential lot, with an existing
home on about 1.1 acres, at 1209
Country Ridge Drive, from SAG
(Suburban Agricultural) to R-1-12
(Single-Family Residential), submitted
by the property owner

File No. Z2018-101

**FINDINGS OF FACT,
CONCLUSIONS AND
RECOMMENDATION**

RIGOBERTO AND LYLIAN RANGEL,
Applicant,

I. SUMMARY OF RECOMMENDATION.

The requested rezone is generally consistent with the land use designation assigned for the property in the City's Comprehensive Plan, which identifies the site as suitable for "low-density residential." Under the city's zoning code, the R-1-12 zone is the lowest density residential zone permitted in the City of Richland. *Staff Report.*

A complicating factor is something that arises when property owners pursue development opportunities beyond those that were originally authorized by the subdivision that created their lot. Here, the existing lot is just over one-acre in size, and a large home already occupies the southern portion of the lot. The existing SAG zone for the area requires lots to be at least one-acre, although there are several lots in the subdivision that are about ½ acre in size, as the result of subdivision and short-plat approvals granted in the late 1990's, shortly after the original plat was recorded. The underlying subdivision is completely inconsistent with city codes and development standards for residential development, because it does not have curbs, gutters, or sidewalks. This special circumstance appears to have been based, in large part, on the belief that large lots, with fewer homes, and privately-managed open-spaces, generates lower demand for sidewalks

**FINDINGS OF FACT, CONCLUSIONS AND
RECOMMENDATION RE: RANGEL REZONE
APPLICATION, FILE NO. Z2018-101**

**GARY N. MCLEAN
HEARING EXAMINER FOR THE CITY OF RICHLAND**

CITY HALL – 505 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

1 and other public improvements. Several recent plat applications in other areas of the city
2 have directed attention to the Country Ridge and Country Home Estates subdivisions, the
3 site of the lot in question, trying to avoid including public improvements on their, usually
4 much-more-dense, subdivision proposals. This circumstance is worth consideration here,
5 because the pending rezone is for the express purpose of enabling the applicant to short-plat
6 the existing lot, to create two buildable lots. If the Council approves this rezone, it should
7 include a finding that such approval should not serve as a precedent for any future rezone or
8 platting decision that might be inconsistent with long-standing city development standards
9 that require full curb, gutter, and sidewalks as part of any residential development. The
10 only basis to approve this application is if the Council finds that one additional lot will not
11 adversely contribute to traffic or pedestrian demand in the existing neighborhood, among
12 other things; and, an appropriate Property Use and Development Agreement, in a form as
13 approved by the City Attorney, should be required to ensure that the rezone cannot be used
14 as a basis to divide the property into more than 2 lots total.

9 In any event, the council would be well within its authority to deny the requested
10 rezone, if it concludes that prior mistakes do not justify making the same mistake again,
11 and/or that property owners purchase lots subject to conditions and expectations of the
12 subdivision where they reside, and that concessions given when subdivisions were
13 originally approved may render subsequent attempts to divide property inconsistent with
14 the public interest – in other words, the neighborhood was built with minimal public
15 infrastructure, with the understanding that very few homes would be included in the plat,
16 and each subsequent re-division of land only increases the number of lots and homes served
17 by a sub-standard system.

15 After public notices provided in accord with law for this pending Rezone
16 application, there was no opposition, and no special environmental mitigation appears
17 warranted. Staff recommends approval. Accordingly, the undersigned Examiner
18 recommends APPROVAL by the Richland City Council, although there are plenty of
19 reasons to deny this application.

19 II. BACKGROUND and APPLICABLE LAW.

20 In this matter, the Hearing Examiner has jurisdiction to conduct an open record
21 public hearing on the site-specific rezone application at issue, and is directed to issue a
22 written recommendation for consideration and final action by the Richland City Council.
23 See Richland Municipal Code (RMC) 19.20.010(C)(2)(identifies “site-specific rezone” as a
24 Type III permit application); RMC 19.20.030(jurisdiction to conduct public hearing, issue
25 recommendation); RMC 19.25.110(authority for Examiner actions, including conditions of
26 approval on applications or appeals); and RCW 35A.63.170(state statute regarding hearing
examiner system).

26 FINDINGS OF FACT, CONCLUSIONS AND
RECOMMENDATION RE: RANGEL REZONE
APPLICATION, FILE NO. Z2018-101

GARY N. MCLEAN
HEARING EXAMINER FOR THE CITY OF RICHLAND
CITY HALL – 505 SWIFT BOULEVARD
RICHLAND, WASHINGTON 99352

1 The applicant bears the burden of proof to show that its application conforms to the
2 relevant elements of the city's development regulations and comprehensive plan, and that
3 any significant adverse environmental impacts have been adequately addressed. RMC
4 19.60.060. And, because a site-specific rezone application is a Type III matter, the City's
5 code mandates that a concurrency review must be undertaken to determine the
6 transportation impacts (if any) that could be created by the proposed action. RMC
7 19.50.010(C).

8 Finally, Washington Courts apply three basic rules when reviewing appeals of
9 rezoning applications: (1) there is no presumption favoring the rezoning request; (2) the
10 proponent of a rezoning must demonstrate that there has been a change of circumstances since
11 the original zoning, PROVIDED if a proposed rezoning implements the policies of a
12 comprehensive plan, a showing of changed circumstances is usually not required¹; and (3)
13 the rezoning must have a substantial relationship to the public health, safety, morals, or
14 general welfare. *Woods v. Kittitas County*, 162 Wn.2d 597 (2007), citing *Citizens for Mount*
15 *Vernon*, 133 Wn.2d 861, at 875 (1997); *Parkridge v. City of Seattle*, 89 Wn.2d 454, 462
16 (1978).

17 III. QUESTIONS PRESENTED.

18 For purposes of the pending rezoning application, the central questions presented are:

19 A. Whether the requested rezoning implements policies of the City's Comprehensive
20 Plan, and/or whether there has been a change of circumstances since the original SAG
21 (Suburban Agricultural) zoning was adopted for the site?

22 Short Answer: Yes, the requested rezoning is to R-1-12, a low-density residential
23 zone, and the Comprehensive Plan identifies the site as suitable for low-density uses.

24 B. Whether the rezoning bears a substantial relationship to the public health, safety,
25 morals, or general welfare?

26 Short Answer: Yes, subject to a property use and development agreement that
would ensure the site cannot be divided into more than two lots.

¹ *Save Our Rural Env't v. Snohomish County*, 99 Wn.2d 363, 370-71 (1983); *Henderson v. Kittitas County*, 124 Wn. App. 747, 754 (Div. III, 2004); *Bjarnson v. Kitsap County*, 78 Wn. App. 840, 846 (Div. III, 1995).

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IV. RECORD.

Exhibits entered into evidence as part of the record, and an audio recording of the public hearing, are maintained by the City of Richland, and may be examined or reviewed by contacting the City Clerk's Office.

Hearing Testimony: The following individual(s) presented testimony under oath at the duly noticed public hearing for the underlying application, held on May 3, 2018:

1. Shane O'Neill, Interim Development Services Manager and Senior Planner for the City of Richland; and
2. Rigoberto Rangel, the applicant, appeared at the hearing, and expressed his support for the Staff recommendation of approval.

Exhibits: The Development Services Division Staff Report, including a recommendation of approval, was provided to the Examiner in the week before the hearing. The Staff Report, and the following Exhibits, were all accepted into the Record in their entirety without modification:

1. Application Form;
2. Public Notices and Affidavits;
3. Copy of RMC Chapter 23.14, Agriculture Zoning provisions;
4. Copy of RMC Chapter 23.18, Residential Zoning provisions;
5. Plat of Country Home Estates, site of lot that is the subject of this rezone request;
6. Short Plat No. 2342;
7. Short Plat No. 2343;
8. Applicant's conceptual future short-plat drawing;
9. Public Comments;
10. Letter of Withdrawal, from owner of adjoining property who initially joined in rezone request for her property as well;
11. Site Photos; and
12. Post-hearing exhibits – Proposed Property Use and Development Agreement, with email communications between Staff and Applicant confirming terms [NOTE: the item includes a typo, listing the existing zone as PUD, not SAG, which should be corrected on any final document considered by the City Council], received and reviewed by the Examiner in late May.

No one submitted any written comments opposing the pending rezone application.

1 The Examiner has visited the road network and vicinity of the proposed rezone on
2 several occasions, as part of considering requests for deviations from standard city sidewalk
3 requirements for proposals in other portions of the city. The Examiner is fully advised on
4 matters at issue herein, including without limitation applicable law, application materials,
5 and relevant comprehensive plan provisions.

6 **V. FINDINGS OF FACT.**

7 Based upon the record, the undersigned Examiner issues the following Findings of
8 Fact.

9 ***Application, Public Notice, and Review***

10 1. The applicant(s), the Rangel's, have only owned the subject property since June of
11 last year. (*Ex. 1, Application, front page*). They submitted the pending rezone application
12 in January of this year. *Id.* If approved, the applicants' property would change from SAG
13 (Suburban Agricultural) to R-1-12 (Single-Family Residential).

14 2. The Rangel's property is located in the Country Home Estates subdivision,
15 originally approved in 1997 as a 15-lot plat with unusually large lots for the city, with
16 privately-managed open-spaces, and without standard curbs, gutters or sidewalks normally
17 required for all residential development in the City of Richland. The application includes
18 the following notation as "Justification" for the requested rezone: "...lots in the future can
19 be split into ½ acre lots". (*Ex. 1*).

20 3. Following receipt, City staff complied with all applicable public notice requirements
21 for the rezone application and the public hearing held for the matter, including posting of
22 the property, mailing of notices to property owners within 300 feet of the site and
23 publication in the Tri-City Herald newspaper. *Staff Report, Page 4, and Exhibit 2, public*
24 *notice documentation.*

25 4. Because staff deemed the application to be consistent with the City's
26 Comprehensive Plan, which now designates the rezone site as suitable for low-density land
uses, and the City's plan was analyzed in an environmental impact statement at the time of
its adoption, and the site is located within an urban growth area, the pending application is
categorically exempt from SEPA review as provided in WAC 197-11-800(6)(c). *Staff*
Report, page 6.

1 5. Although notices were duly published, posted and mailed as required by law, no one
2 provided any written comments opposing the pending application. *Staff Report, page 6;*
3 *Testimony of Mr. O'Neill.*

4 ***Site location, transportation concurrency.***

5 6. The rezone site is just over a one-acre residential lot, with an existing large home
6 situated on the southern part of the property. The site address is 1209 Country Ridge Drive
7 in the City of Richland.

8 7. Here, the applicant's proposed rezone appears as though it will have no material
9 impact on capacity provided by the existing local street system that serves the property, if
10 future land division is expressly limited to prevent more than two lots on the site.

11 ***Summary of Public Hearing.***

12 8. At the public hearing, Mr. O'Neill made a brief presentation regarding the
13 application, the site, and his recommendation of approval, as explained in the Staff Report.
14 Mr. O'Neill answered questions from the Examiner, and indicated his willingness to work
15 with Mr. Rangel to generate a proposed Property Use and Development Agreement that
16 would limit future division of the rezoned parcel to create just one additional lot.

17 9. Mr. Rangel appeared at the hearing, and had no questions or concerns regarding the
18 Staff Report. Mr. Rangel explained that he only wants to create one additional lot out of his
19 large 1.1-acre property, and that he would not oppose a legal limit to this effect. No
20 members of the general public were in attendance at the public hearing, and no one
21 submitted any written comments opposing the pending rezone application. One
22 neighborhood resident submitted a written comment, explaining that she could see no
23 reason to object to the rezone. (Ex. 9). The Examiner held the record open after the public
24 hearing to allow time for staff and the applicant to generate a proposed property use and
25 development agreement. The Examiner received and reviewed such item in late May, and
26 has included a draft agreement as part of *Exhibit 12*.

21 ***Public services and utilities are generally adequate and available to serve the site.***

22 10. As part of the review process, City staff confirms that adequate utilities, including
23 without limitation water, power, and transportation infrastructure, are in place and/or
24 readily available to serve the parcel that is at issue in this matter. (*Staff Report, page 5;*
25 *Testimony of Mr. O'Neill*). If the rezone was intended to create more than two lots from the

existing lot, the Examiner does not believe it would be credible to find that the existing pedestrian infrastructure is adequate for such action, because there are no sidewalks in the neighborhood.

Surrounding uses and zones.

11. As noted in the Staff Report, the entire subdivision where this lot is located in now zoned SAG, requiring at least one acre per residential unit. For reasons not explained in legislative or administrative history, several lots in the subdivision are about ½ acre in size, and the large-lot plat does not have curbs, gutters and sidewalks, normally required for residential subdivisions in the City of Richland. All lots in the Country Home Estates plat are already fully developed with one large home on each site, whether the lots are one acre or half-acre in size. Nothing in the City's comprehensive plan, development standards, or conditions of approval included as part of the original Country Home Estates, provides any legal or credible basis for lot-owners to expect or insist on rezones to carve up their large lots. In fact, there are compelling reasons why re-division of land should be prevented where subdivisions were initially approved, based on assumptions that unusually large-lots, with very low density, somehow justify special treatment and deviations from standard city curb, gutter and sidewalk requirements. And, Washington case law is very clear, that local governments are not legally required to repeat previous oversights, mistakes, or errors in the application (or lack of enforcement) of a particular code or policy.

Consistency with City Codes and Comprehensive Plan.

12. The rezone application is generally consistent with the City's Comprehensive Plan and zoning codes, as the lot is designated in the Comprehensive Plan as appropriate for low-density uses, and the requested rezone is to the residential zoning classification with the lowest permitted density, R-1-12. At the hearing, and in post-hearing submittals, the applicant indicated his willingness to accept an appropriate Property Use and Development Agreement that would effectively prevent future short-plats that would result in more than one more additional lot on the rezoned parcel.

13. Based on the record, the Examiner finds and concludes that the requested rezone from SAG to R-1-12 is not different from or inconsistent with existing land uses located on or zoning designations assigned to surrounding properties in the area, so long as a Property Use and Development Agreement is recorded to prevent division of the parcel into more than two total lots. Without such condition, the rezone should be denied.

1 ***General findings.***

2 14. The Development Services' Staff Report includes additional analysis and
3 explanations that establish how the underlying application generally satisfies provisions of
4 applicable law and is consistent with the city's Comprehensive Plan and zoning regulations.
5 Those parts of the Staff Report that are consistent with this Recommendation are
6 incorporated herein by reference as Findings of the undersigned-hearing examiner, noting
7 the Examiner differs with Staff that anything in prior plat approvals or this requested rezone
8 is an automatic waiver of existing city codes, and that the review process and approval
9 criteria for a Deviation found in RMC 24.24.040 must be followed as part of any
10 subsequent short plat application, and the result of such deviation request should not be pre-
11 determined.

12 15. Any factual matters set forth in the foregoing or following sections of this
13 Recommendation are hereby adopted by the Hearing Examiner as findings of fact, and
14 incorporated into this section as such.

15 **VI. CONCLUSIONS.**

16 Based upon the record, and the Findings set forth above, the Examiner issues the
17 following Conclusions:

18 1. The applicant is seeking a rezone to a zone that is fully consistent with the low-
19 density residential designation assigned in the City's Comprehensive Plan. *Findings; Staff*
20 *Report.*

21 2. If future division of the subject property is prohibited or limited to the creation of no
22 more than one additional lot on the parcel that is the subject or this requested rezone, then
23 the rezoned site will not be materially detrimental to uses or property in the immediate
24 vicinity of the subject property. To ensure that this limitation applies moving forward, a
25 Property Use and Development Agreement should be adopted in connection with the
26 requested rezone.

3. While the pending rezone application is categorically exempt from formal SEPA
review, the record demonstrates that the potential for adverse impacts is very unlikely, if
future short plats will be limited to the creation of one additional lot on the rezoned site.
And, despite the ample public notice issued for the application, no one spoke or submitted
any written comments opposing the pending rezone request.

1 4. As required by RMC 19.50.010(C), the record includes staff assurances that the
2 transportation system is sufficient to accommodate the type of development envisioned
3 with the proposed rezone.

4 5. If an appropriate Property Use and Development Agreement is required as part of
5 this matter, the applicants can demonstrate that the rezone application merits approval,
6 meeting their burden of proof imposed by RMC 19.60.060.

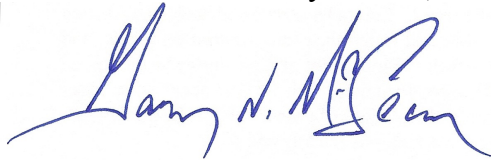
7 6. Approval of this rezone will not and does not constitute, nor does it imply any
8 expectation of, approval of any permit or subsequent reviews that may be required for
9 development or other regulated activities on the site of the subject rezone, specifically
10 including but not limited to any future short plat and/or deviation application.

11 7. Any finding or other statement contained in this Recommendation that is deemed to
12 be a Conclusion is hereby adopted as such and incorporated by reference.

13 **VII. RECOMMENDATION.**

14 Based upon the preceding Findings and Conclusions, the Hearing Examiner
15 recommends that the Rangel's application to rezone their 1.1 acre lot, located at 1209
16 Country Ridge Drive, from SAG to R-1-12, should be **APPROVED**, subject to the terms of
17 an appropriate Property Use and Development Agreement limiting any future short-plat to
18 create no more than one additional lot on the parcel, substantially in a form as approved by
19 the City Attorney.

20 ISSUED this 14th Day of June, 2018

21 

22 _____
23 Gary N. McLean
24 Hearing Examiner

ONeill, Shane

From: Kerry Lorenzo <kerrylorenzo@gmail.com>
Sent: Friday, February 19, 2021 2:36 PM
To: ONeill, Shane
Subject: opposition to land use action for plat Ladera

Dear Mr. O'Neill,

I am writing on behalf of myself and my husband, Richard Lorenzo. We are in opposition to the proposed land use action which would allow 106 homes to be built in our neighborhood of Country Ridge for the following reasons:

1. There would be a dangerous amount of traffic (over three times the allowed traffic capacity for our local streets) travelling Country Ridge Drive. We do not believe that the traffic study conducted during a global pandemic is accurate or acceptable. Current residents flagrantly disregard the 25 mph speed limit making walking along this street or simply crossing the street to get the mail a dangerous activity. Adding traffic from 106 additional houses plus all of the contractors who work on those houses would cause a horrible amount of traffic. Utilizing Country Ridge Drive as the sole street in and out of that development is simply not acceptable. An alternative route must be identified or the development should not be approved at all.
2. The meeting to make a decision about this land use action should be delayed until all interested residents are permitted to meet in-person. There are many residents who lack the technology and/or ability to meet via Zoom or other teleconference.

Sincerely,
Richard and Kerry Lorenzo
1147 Country Ridge Dr.
Richland, WA 99352
509-942-9896

ONeill, Shane

From: Graham MacLean <macleansemail@gmail.com>
Sent: Friday, February 19, 2021 3:44 PM
To: ONeill, Shane
Cc: eakennell@charter.net
Subject: Ladera Development in South Richland

Dear Mr. O'Neill,

We live at 1113 Foxtrot Lane in Country Ridge Estates. We were aghast to learn there is a plan by Pahlish to add 106 houses in the as named Ladera Plat that will be fed by Country Ridge Lane. The road and intersection with Keene Rd. is already at maximum capacity. The intersection would be especially impacted, as it is already dangerous getting onto Keene. Any new developments should have another access road.

Please do not approve the application for the Ladera Plat unless it is serviced by a new road that does not include the Country Ridge Lane/Keene intersection or pass through Country Ridge.

Thanks for your service and consideration,

Graham and Rosa MacLean
509-212-8272

ONeill, Shane

From: Monica Malhan <monicamalhan@yahoo.com>
Sent: Wednesday, February 17, 2021 12:43 PM
To: O'Neill, Shane; rajivmalhan MALHAN
Subject: Fw: Country Ridge

Dear Mr. O'Neill

I am a resident of Country Ridge and am very concerned about the new proposal of 106 homes .
At this moment our traffic is already seemingly busy
And I cannot imagine any further increase in traffic .
The existing sewer and drainage system is not
Adequate to sustain the infrastructure that is already in place. What will happen with more
homes in the mix ?
The survey done on the traffic pattern in November 2020 cannot reflect the normal traffic that
you are basing the allowance of these homes.
During pandemic times the traffic patterns are not normal and that should not be used to
determine allowance.

Please re consider the land use proposal for these 106 new homes

Rajiv & Monica Malhan
1231 Country Ridge Dr.,
Richland WA 99352
Rajiv Malhan
(509)539-2200
Monica Malhan
(508)521-7557
[Sent from Yahoo Mail for iPhone](#)

ONeill, Shane

From: Rakesh Malhan <rakeshmalhan@gmail.com>
Sent: Friday, February 19, 2021 4:16 PM
To: ONeill, Shane
Subject: Comments regarding Proposed Ladera Development (S2020-103 & EA2020-132)

My name is Rakesh Malhan. I live next to this newly proposed development, "Ladera". I've lived in Richland for over 40+ years. I've attended Hanford Middle School and Hanford High School. I've been a builder / developer for the last 25+ years in Richland.

I had considered developing this same land behind our subdivision a few years ago. I spoke with the Planning Department with the City of Richland. The Planning Department had told me that the city will not allow any connection through Strawberry Lane via the Country Ridge area. Traffic through the Country Ridge development area has reached its maximum capacity. Only way to get an approval was to punch a road through Dallas Rd. Also, the best they would be able to approve would be a low-density residential development if all the other conditions are met. Based on the cost associated with punching a new road and development cost, I had to let go of this investment opportunity. I don't understand why the City of Richland would not allow a local developer who has been involved in development and community encashments for years but yet allows an out of state developer for the exact same project thus giving them this opportunity. I would like to know why the City of Richland denied few of the minority race developers in the past for this project who proposed a low-density residential development with much lower traffic. These proposed developments would carry on the same type of housing as the other connecting development (i.e. Country Homes Estates, Country Ridge, Country Heights, etc.). City has deprived me of an investment opportunity along with the other local minority race investors / developers. I would like to hope that this is not the case but the perception speaks otherwise.

Those same traffic issues exist now if not worse when we proposed to develop this land. Looks like the City of Richland no longer concerns themselves with the safety of the residence. City is strictly focusing on the revenue generated by this development or possibly other revenue from the developer. Country Ridge development is built as a country setting with larger lots therefore these minor streets are not designed for this vastly increased traffic.

Also, the city had given me the assurance that there would be no increased traffic allowed through Strawberry Lane. This is one of the reasons why I chose the location for my personal house and invested this much money so my view is not disrupted and my property value is protected. There appears to be a lot of discrepancies and biases in City of Richland policies.

Rakesh Malhan

Rajiv Malhan
1231 Country Ridge Drive
Richland, WA 99352
509-539-2200

February 19, 2021

We are opposed to the new 106-unit community west of Country Ridge, as proposed. It is not in the best interests of current or future residents and/or visitors. This will cause further congestion on our street then it already has.

Approval of these 106 lots will not only increase tremendous amount of traffic but also unsafe conditions to our neighborhood. Just alone in front of my house in the past 5 years we had 7 spin outs resulting damage to my property including but not limited to Mailbox getting wiped out, front pole light getting wiped out to my dog almost getting runover while I was walking him. Increasing traffic by approximately 30% at the conservative margin.

The existing sewer system been having issues with dangerous level of explosive gases (Hydrogen Sulfide) we as neighbors been working with City of Richland and Cascade Natural gas to get these issues resolved. Hydrogen Sulfide is explosive att the temperature of 116-degree Fahrenheit and looking at the history of summer temps, getting to 116 degree is very much possible. Gas generated in the sewer line is not only explosive but has a vial smell that we are subjected to smell every time we step out of our homes. This sewer line was direct result of last subdivision added thru the Country Ridge. Again we are left to deal with all the issues left behind after the expansion.

In 2015 I inquired to buy this piece of land and by Senior planner who is now retired told us that we will never be granted excess thru Country Ridge as street are already congested. So at this point my question is what has changed since 2015?

I am requesting that this access for new subdivision for 106 lots **not** to be granted from Country Ridge as it will have an adverse effect on folks living in Country Ridge. Thanks for giving me an opportunity to explain.

Rajiv Malhan

2/19/2021

City of Richland, Washington, 625 Swift Boulevard, MS-35, Richland, WA. 99352

Attn: Shane O'Neill, Senior Planner

Subject: City of Richland (COR) Notice of Application, Public Hearing and Optional DNS (S2020-103 & EA2020-132)

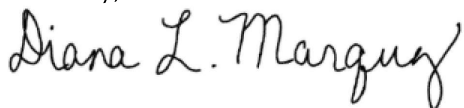
To Whom it May Concern,

The purpose of this letter is to appeal the Preliminary Plat of Ladera being filed by Pahlisch Homes with the City of Richland. The Environmental Review in the COR Notice Optional Determination of Non Significance (DNS) for environmental impact is of particular concern and the subject of this letter.

The Optional DNS for environmental impact is of question and concern, as the Columbia Basin Pygmy Rabbit, a Federally endangered and protected species, we believe has been visually confirmed within the past six months within 100 yards of the boundary of the proposed plat. We are currently in discussions with the Washington Department of Fish and Wildlife to hopefully retain the assistance of a wildlife biologist who could confirm (or not) these sitings.

From their website, <https://wdfw.wa.gov/species-habitats/species/brachylagus-idahoensis#climate> it states that "Museum specimen records and reliable sight records show that pygmy rabbits once occupied sagebrush habitat in Benton, Adams, Grant, Lincoln, and Douglas counties." We believe this may be a new population just outside of known locations, but plausible as existing in this location and would be very exciting for the continuation of the species.

Sincerely,

A handwritten signature in black ink that reads "Diana L. Marquez". The signature is written in a cursive, flowing style.

Diana L. Marquez, Resident and Concerned Citizen
City of Richland

ONeill, Shane

From: Ronald Marsh <ronjmarsh@gmail.com>
Sent: Thursday, February 18, 2021 4:26 PM
To: O'Neill, Shane
Cc: Paul Inserra
Subject: Ladera Subdivision

Shane O'Neill, Senior Planner
City of Richland

Mr. O'Neill,

I strongly oppose the Ladera Subdivision in Richland. The risk to our citizens outweighs the benefits of community expansion at this time.

With only one exit and a possible second exit that would require numerous turns through a residential area to the east, the risk of loss of life is severe.

1. Access for emergency vehicles would be limited and a fire in our greenbelts or homes could spread quickly not allowing quick evacuation of families.
2. Ambulance service in and out will be delayed and minutes count when a life is on the line.
3. A single current exit for hundreds of homes without turn lanes or stoplight will lead to numerous motor vehicle and pedestrian accidents. Even the loss of one life is not justified.
4. Traffic congestion backing up into the surrounding subdivisions will lead to future motor vehicle traffic accidents and pedestrian risk.
5. The expansion of commercial real estate to the east and west further complicates the traffic issues and without further egress to the west via Dallas Road, accidents along Keene road will occur at an increased rate.

Please do not approve further development in this area until the above issues are addressed. Public safety is our concern.

Sincerely,

Ronald Marsh
2632 Appaloosa
Richland, WA 99352

This letter is in response to the Notice of Application for the Preliminary Plat of Ladera, and the following concerns regarding the plans that have been put forth.

1) Density of Housing.

- a. From the plans it appears that the sizes for these 106 lots will be less than $\frac{1}{4}$ acre, which is a significantly different housing density than the surrounding neighborhoods. Since Country Ridge Estates and the Strawberry Lane development were designed with lot sizes ranging from $\frac{1}{2}$ - 1 acres (with some lots up to 2-5 acres), the Ladera development would represent a 100-300% increase in the density of housing. Allowing such a disparity to continue represents a concerning precedence, such as allowing apartment buildings to be constructed in the middle of neighborhoods.

2) Traffic.

- a. With the proposed increase in housing density, the only road to access these lots would be Country Ridge Drive and this road was not designed to handle that level of traffic. There are at least 4 blind turns and significant changes in slope over the roughly 1.5-mile drive from the Ladera plat to Keene Road. In addition, there are no sidewalks along Country Ridge Drive precisely because this level of increased traffic was not originally considered. It concerns me greatly that motor vehicle accidents involving both pedestrians and automobiles will increase as people from Ladera hurry to and from work.
- b. The intersection of Country Ridge Drive and Keene Road is already congested during work hours, and turning left out of the neighborhood is an issue. With the increase in traffic from this proposal, it would not surprise me if cars are backed up and this could cause rear-end collisions since the intersection of Country Ridge and Foxtrot Lane is a blind hill. Placing a traffic light at Keene and Country Ridge would not solve this since the blind hill will remain.
 - i. It is my understanding that the City's evaluation of traffic flow at the Country Ridge Drive and Keene Road intersections was done during the COVID lockdowns. Once the lockdowns are lifted and school/work life return to normal, the traffic will increase. A repeat study should be done before a decision of No Significant Impact is made.
- c. When the City of Richland approved the Country Ridge and Strawberry Lane developments, it must have been clear that Country Ridge Drive was designed for low density housing. Now is the time for the City to show consistency with that decision and limit the number of lots allowed per acre.

3) Storm Water

- a. With this new development, I have grave concerns about where storm water is to be routed. If it is connected to the storm drain on Strawberry Lane next to the KID canal, this extra water would be disastrous. That drain flows under the canal and flows into a drainage easement through 2 pipes that are 12-inch diameter each. From there it flows overground to a 6-inch underground pipe and then into a KID

holding pond that supplies water to Brookshire Estates. That underground pipe is barely functional, and the City has yet to repair it, which means that during thundershowers there is overflow of the storm water that has led to erosion and sediment buildup in the KID pond.

4) Environmental

- a. This is related to the storm water concerns. Such waste water is likely contaminated from the street and if this is routed to the KID pond, there could be impacts to the wildlife and the downstream customers.

5) Property Values

- a. For those of us that live on Country Ridge Drive and Strawberry Lane, our homes are likely to become less desirable when potential buyers come to view the property and dislike the flow of traffic that they witness.

I do believe that as a builder, Pahlisch Homes certainly has a right to develop their property. However, they chose to purchase acreage in a low-density housing area and therefore should be expected to sub-divide into larger lots. I would ask that the City of Richland upholds the original plans for this neighborhood and require that Ladera is subdivided into ½ acre lots.

Lastly, I must make mention of the process with this Notice of Application. A neighbor of mine informed me of the Notice, but even though I live on Country Ridge Drive, the City never sent any communications to my address. Within the past week, I noticed a sign at the entrance to Country Ridge and this was the only attempt made by the City to interface with its citizens. Now I understand that the meeting to discuss this important issue is to be virtual, which almost guarantees that no robust debate can occur. I would request that the hearing is postponed until an in-person forum can be arranged. Doing so would also afford the City some additional time to study traffic flow once the COVID lockdowns are lifted.

Sincerely,

Kevin Marsh

1259 Country Ridge Drive

ONeill, Shane

From: mccargars@charter.net
Sent: Monday, February 15, 2021 4:31 PM
To: O'Neill, Shane
Subject: Re: DNS (S2020-103 & EA2020-132)

Comments regarding this application from Charles and Susan McCargar, Country Ridge homeowners – 1201 Country Ridge Dr.

We have serious concerns and objections to this planned residential subdivision (Plat of Ladera) west of Country Ridge and the Country Homes Estates residential areas.

- Access to the proposed addition of 106 homes would result in an increase of traffic on Country Ridge Drive that we consider to be excessive. There is already considerable traffic on Country Ridge Drive where we live. The addition of these homes would multiply it by at least double or maybe triple. We already have an issue of construction/maintenance vehicles as well as current residents traveling at speeds well above the posted 25 mph speed limit. The increased traffic would pose a safety and noise concern. In an emergency such as a fire on Badger Mountain (which we have experienced in the past) egress from the area could be impacted/delayed. Under current conditions there are already times when there is an extended wait to get out onto Keene Road from Country Ridge.
- Construction of 106 homes over a period of several years would result in a significant increase in pollution in the air and on our property from dust and dirt from the construction site. The prevailing winds are from the southwest which would bring the dust and dirt directly over our homes.
- We are concerned that Country Ridge would be impacted by the construction of utilities (sewage, water, electricity) for the new area.
- We also have a concern over whether added irrigation needs have been addressed, which impact our supply. Currently Country Ridge utilizes limited water supplied by the KID canal and reservoir.
- We built our home in this area 30 years ago because we like the “country” feel of the quality homes on large lots. This development is not consistent with the country theme of the existing developments in the area. We believe it would affect our quality of life. Many people in the area like to walk daily, work in gardens, relax and entertain on their decks or in their yards and engage in other outdoor activities.
- We feel strongly that a more in depth study of the traffic and environmental impacts needs to be done, including considering limiting access to this development from Dallas Road only in order to eliminate the traffic impact on the existing homes.
- We request a postponement of the hearing until further study can be done, including addressing the above issues, and until an in-person meeting can be held.

Charles and Susan McCargar

ONeill, Shane

From: Danielle McCurley <Danielle.McCurley@McCurley.net>
Sent: Friday, February 19, 2021 1:36 PM
To: O'Neill, Shane
Subject: Ladera Preliminary Plot Concerns

To whom it may concern,

My family and I reside in the Country Ridge neighborhood. We, like many in the community, are concerned with the application for the Preliminary Plat of Ladera. We have major safety concerns regarding the amount of traffic the new subdivision will add to Country Ridge Drive. The traffic impact analysis conducted by PBS for Pahlisch Homes estimates the Ladera subdivision will add an additional 1040 average daily trips (ADT) to Country Ridge drive. Using the same trip calculator as PBS it is estimated that Country Ridge Drive's current ADT count is 2,443. This puts the total ADT count for Country Ridge Dr at 3,483 if Ladera subdivision has an access only through Country Ridge Dr. Currently Country Ridge Dr is functionally classified as a local street per the city and, as I understand it, it doesn't even meet code for a local street. Local streets per Richland Municipal Code 12.02.070: "have a typical ADT of less than 1,000 vehicles per day and service to through traffic across multiple developments is **deliberately discouraged**." Correctly classifying streets and adhering to the limitations within that classification is essential for traffic safety. To take a locally classified street and add an additional traffic load to it, that is specifically at odds with city municipal code, undermines the system as a whole. Country Ridge Drive is a windy street with a steep elevation climb that naturally creates blind spots and low visibility. It is dangerous for both pedestrians and drivers to increase the amount of traffic on a street that isn't designed to function in that way. I hope that you will take into consideration these major safety issues when making this decision.

Thank you,

Danielle McCurley

ONeill, Shane

From: Stevens, Mike
Sent: Tuesday, February 23, 2021 8:13 AM
To: O'Neill, Shane
Subject: FW: Ladera Preliminary Plot Concerns

For the Ladera record.

From: Lukson, Ryan
Sent: Monday, February 22, 2021 5:46 PM
To: Mason McCurley <Mason.Mccurley@mccurley.net>; Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
Cc: Danielle McCurley <Danielle.McCurley@mccurley.net>
Subject: Re: Ladera Preliminary Plot Concerns

Thanks Mason. I have no role at this stage of the process. I've added Mike Stevens to the email so it can be incorporated into the record.

Ryan Lukson
Mayor
City of Richland
(206) 915 6386
@mayorlukson

On Feb 22, 2021, at 5:36 PM, Mason McCurley <Mason.Mccurley@mccurley.net> wrote:

Mayor Lukson,

Ryan, my family and I reside in the Country Ridge neighborhood. We, like many in the community, are concerned with the application for the Preliminary Plat of Ladera. We have major safety concerns regarding the amount of traffic the new subdivision will add to Country Ridge Drive. The traffic impact analysis conducted by PBS for Pahlisch Homes estimates the Ladera subdivision will add an additional 1040 average daily trips (ADT) to Country Ridge drive. Using the same trip calculator as PBS it is estimated that Country Ridge Drive's current ADT count is 2,443. This puts the total ADT count for Country Ridge Dr at 3,483 if Ladera subdivision has an access only through Country Ridge Dr. Currently Country Ridge Dr is functionally classified as a local street per the city and, as I understand it, it currently doesn't meet code for a local street. Local streets per Richland Municipal Code 12.02.070: "have a typical ADT of less than 1,000 vehicles per day and service to through traffic across multiple developments is **deliberately discouraged**." Correctly classifying streets and adhering to the limitations within that classification is essential for traffic safety. To take a locally classified street and add an additional traffic load to it, that is specifically at odds with city municipal code, undermines the system as a whole. Country Ridge Drive is a windy street with a steep elevation climb that naturally creates blind spots and low visibility. It is dangerous for both pedestrians and drivers to increase the amount of traffic on a street that isn't designed to function in that way. I hope that you will take into consideration these major safety issues when making this decision. I am asking you to get involved, ask question and make sure the City of Richland is making sure the neighborhood and their infrastructure is adequate, so they remain safe for all who call Richland home.

Thank you,

Mason McCurley | President
McCurley Integrity Dealerships

Tri Cities:

Chevrolet, Cadillac, Honda
Mercedes Benz, Subaru, Mazda,
Sprinter, Isuzu Truck

Walla Walla:

Toyota

Mail: PO Box 2698
Tri Cities, WA 99302
Tel: (509) 547-5555

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ONeill, Shane

From: Carli McGarrah <carli_walton@hotmail.com>
Sent: Friday, February 19, 2021 9:33 AM
To: O'Neill, Shane
Cc: Stevens, Mike; Lukson, Ryan; Kent, Sandra; Thompson, Bob; Boring, Marianne; Lemley, Phillip; Christensen, Terry; Alvarez, Michael; McGarrah, Eric J
Subject: Safety and Integrity

TO: SHANE O'NEILL
SENIOR PLANNER, 625 SWIFT BLVD, MS-35, RICHLAND WA 99352

SUBJECT: PRILIMINARY PLAT OF LADERA

I am writing to express my deep concerns about the Ladera development, the proposed addition to Country Ridge. My top concerns are safety and the city's commitments to its residents.

This addition is dangerous and puts my children at risk. The city's mission of "safeguarding the public and property..." is NOT being honored. If you take a drive through Country Ridge you will quickly understand that this neighborhood was designed to be rural. My husband and I chose this neighborhood to raise our family because it is quiet and safe. The winding streets are flanked by fences that house horses and greenways for riding. There are no sidewalks in the entire lower Country Ridge which includes 130 homes. Kids catch the bus along these roads somewhere between the white line and the edge of the road (a space measuring only 18" on parts of Country Ridge Drive). This same 18" is where my kids learn to ride bikes and scooter to meet their friends. This 18" is the same space that the city is proposing to have an additional 1,000 cars zoom by everyday! These roads are not able to support that increase safely and I worry about my family.

I also have concerns about the city's commitment to its residents. I have lived in Country Ridge since 1994. I grew up in Country Ridge and dreams came true when my husband and I were able to save money for a lot to build in the neighborhood. I know the history of broken commitments to the residents. The city has made so many promises through the years regarding expansion of the neighborhood. They have not honored their word and have already built the neighborhood far past capacity. Now, we have a proposed addition of 106 home in a space that residents were told they couldn't build EIGHT! Now, we have a proposed cut through to Strawberry Lane that was DENIED multiple times to previous residents attempting to purchase this land. The city has an opportunity to uphold their commitments, their promises, and stop additions to this neighborhood.

It is time to honor your word and your mission statement. Keep my family safe and uphold the city's integrity!

Sincerely,

Carli McGarrah
1335 Country Ridge Drive

ONeill, Shane

From: Eric McGarrah <emfm7@yahoo.com>
Sent: Friday, February 19, 2021 4:19 AM
To: ONeill, Shane; Stevens, Mike
Cc: Carli
Subject: S2020-103 & EA2020-132 Preliminary Plat of Ladera

To: Richland City Planning Office
Subject: S2020-103 & EA2020-132 Preliminary Plat of Ladera

I have been a longtime Richland resident, and a resident of Country Ridge for over seven years. I am writing to 1. express concerns about the proposed Ladera development; 2. share my discouragement with the City of Richland and their negligent disregard to honor past commitments made by city officials; and, 3. request responses to questions consolidated below.

The concerns addressed below include both safety issues and what appears to be a worrying trend of city offices failing to maintain commitments to their residents.

Concern #1: Multimodal Safety on Existing Roadways

The description of existing greater Country Ridge neighborhood, as noted in the Traffic Impact Analysis (TIA) drafted by PBS and located on the City of Richland's Pending Land Use Actions website, is suburban agriculture. For those that live in Country Ridge, this means homes on larger lots (0.5 – 1.0+ acres), fewer homes, and no sidewalks. Per the TIA, the net new trips generated from the proposed development exceeds 1,000. Unfortunately, Country Ridge Drive and Strawberry Lane do NOT meet full city standards for bicyclists and pedestrians. Further exacerbating the safety concerns are the limited sight distances, steep grades, and the fact that mailboxes are located on one side of the roadway which forces half the residents to cross the street daily.

- Instead of dumping over 1,000 additional trips onto existing, sub-standard roadways and negatively impacting the safety of current Country Ridge residents, why is the city not building a full city standard road from Dallas Road for this proposed development?
- Is the Richland City Council and it's Mayor aware of the increased risk associated with this proposed development and the fact that the TIA's proposed routing for the new development is on sub-standard roads?

Concern #2: Keene-Country Road Proposed Signal

The TIA proposes a signal at Keene and Country Ridge Road. The city completed the Queensgate/I-182 interchange (I/C) improvements (e.g., roundabouts and widening) in 2018; the Keene-Queensgate intersection is less than 0.5 miles away from the Keene-Country Ridge intersection. In preparation for these I/C improvements, I know the city conducted a number of corridor and traffic studies to understand how those improvements and the Duportail Street bridge would impact traffic on Keene. During this time, the city conducted multiple townhalls. At one of those townhalls, Richland Public Works Director, Pete Rogalsky, stated he would NOT install a signal at the Keene-Country Ridge intersection.

- Has the city planning office informed the public works office of the proposed signal? If yes, why is the public works office changing directions on past statements? If the answer is no, why not?
- Is the city council aware of the reversal of statements by the public works office?

Concern #3: Reversal of City of Richland Commitments

Under the previous leadership of the city's Planning Office, Country Ridge residents and home owners associations (HOAs) received commitments that Strawberry Lane would not be extended for the addition of new homes. And if

homes were built in the location of the proposed Ladera development, that a new road would be built to Dallas with NO access to Strawberry Lane and Country Ridge. In fact, several Country Ridge residents tried to purchase this land, but were informed by the City that the lots could be not be subdivided under 20 acres each and/or a new access road would need to be built and Strawberry Lane permanently blocked.

- Why is the City of Richland not maintaining commitments made to city residents?
- Why has the City of Richland revised the requirements for a development in this location? Specifically, why can this parcel now be subdivided for a 100+ home development?
- Is the city council aware of the Planning Office's failure to uphold commitments made to residents?

In closing, it is disturbing that the City of Richland is considering a development of this size, requiring access to a neighborhood that does not meet safety standards, and increasing the risk of harm to children and adult pedestrians/bicyclists. Even more disturbing is the trend of city staff failing to uphold commitments to city residents.

I urge the city to end the evaluation of this land proposal and avoid endangering residents of Country Ridge.

Consolidated Questions

Please note: I request that the City of Richland Planning Office respond to the consolidated list of questions below. Responses can be sent directly to this email with a cc to Carli_walton@hotmail.com.

Concern #1: Multimodal Safety on Existing Roadways

- Instead of dumping over 1,000 additional trips onto existing, sub-standard roadways and negatively impacting the safety of current Country Ridge residents, why is the city not building a full city standard road from Dallas Road for this proposed development?
- Is the Richland City Council and it's Mayor aware of the increased risk associated with this proposed development and the fact that the TIA's proposed routing for the new development is on sub-standard roads?

Concern #2: Keene-Country Road Proposed Signal

- Has the city planning office informed the public works office of the proposed signal? If yes, why is the public works office changing directions on past statements? If the answer is no, why not?
- Is the city council aware of the reversal of statements by the public works office?

Concern #3: Reversal of City of Richland Commitments

- Why is the City of Richland not maintaining commitments made to city residents?
- Why has the City of Richland revised the requirements for a development in this location? Specifically, why can this parcel now be subdivided for a 100+ home development?
- Is the city council aware of the Planning Office's failure to uphold commitments made to residents?

Regards,

Eric McGarrah, P.E., P.M.P.
1335 Country Ridge Drive

Re: Ladera Subdivision S2020-103 & EA2020-132

Mr. Shane O'Neill

As the property owner at 1021 Country Court, I am very concerned about the proposed subdivision above Country Ridge. I was surprised that everyone impacted were not notified of this proposed development. I only learned of it on a walk with my dog and saw the sign at the end of Strawberry Lane. I reached out to others and found that very few residents had received the notice or were aware of this. The development as proposed is not compatible with the surrounding areas and raises many concerns. The character of the neighborhood is of large lots and spacious homes. The development is the exact opposite. The following are items that I feel need to be considered before this is approved.

Traffic –

The traffic study is flawed. Only one assessment was done of traffic on Country Ridge. This study was done in the middle of the current Coronavirus pandemic. A factor of 20-27% was added to this study to determine “normal” traffic. I built my home in 2007 and can assure you this is an understatement of normal traffic. Many of the residents work in industries that have them working from home currently. Normal school activities are not happening. The estimate of an additional 1,000+ weekday trips is grossly underestimated.

As the estimate is understated, the real impact of traffic will be incompatible with City of Richland standards for only one access.

12.02.070 Local streets.

All streets or parts of streets owned by the City and not designated as principal arterials, minor arterials, major collector streets or minor collector streets are classified and designated as local streets. Local streets provide direct access from abutting property to the arterial and collector street system. They are typically of limited length an internal subdivision road and service to through traffic across multiple developments is deliberately discouraged. Typical ADT is generally less than 1,000 vehicles per day.

PBS's recommendation that an additional access via Dallas Road is not necessary appears to violate the Richland Municipal code. Terminating Strawberry Lane without an access to the development should be explored. A separate access via Dallas Road to the development would make more sense.

Safety is of consideration as speeding is already an issue on Country Ridge. There are many of us who walk or bike the road daily. The city would likely need to install speed “bumps” to slow traffic down.

Fire Access –

With only one road to access all of Country Ridge emergency vehicles will be impaired. Residents trying to flee in case of wildfire on Badger Mountain will be impacted.

The proposed gravel road fire access appears unusable. This gravel road also climbs an excessive grade that may not be accessible to large emergency vehicles. The gravel road crosses several private properties and does not appear to access Dallas Road.

Density –

I am opposed to the onsite transfer of density to change the zoning from R-1-12 to R-1-10. In keeping with the current neighborhood, I would prefer to see the lot sizes greatly increased. The land proposed for the open space is unbuildable.

Environmental Checklist/SEPA –

The development plans to move 192,000 CY feet of cut/fill affecting 33 acres. The checklist states that there will be no problem with dust control. With 33 acres opened up, dust will be a significant issue. The prevailing winds will blanket the Country Ridge neighborhood and the adjacent highway. I do not think that watering the site during construction is going to be effective.

There is no storm water disposal plan. This needs to be addressed before approval. Badger Mountain south of the project has significant drainage that will be completely changed.

There is no indication of animals or birds on the site. This is completely false. Chukkar, pheasants, quail, Kestrel hawks and Red hawks are often seen in this area. The area appears to encompass the breeding grounds of the Townsend Squirrel. There are also many coyote and rattle snakes.

There are many life/safety issues that makes this development the wrong fit for this neighborhood without significant changes to the access and density. The development seeks to bring in homes on small lots in a neighborhood of larger lots and upper income homes. Property values will go down because of this.

Please reject this proposal.

Lydia McMillin
1021 Country Court

ONeill, Shane

From: rmmil@charter.net
Sent: Tuesday, February 16, 2021 8:45 AM
To: ONeill, Shane
Cc: 'friendsofcountryridge@gmail.com'; 'katie.millikin@yahoo.com'; 'nbrosselli@charter.net'
Subject: Opposition to Pahlisch Homes Preliminary Plat of Ladera
Attachments: Opposition the Country Ridge Housing Development-Feb 16 2021.docx

Thank you for the opportunity to submit comments on the subject development project. The attached in letter with our comments.

Rick and Katie

February 16, 2021

Shane O'Neill

Senior Planner

625 Swift Blvd., M.S.-35

Richland, Washington 99352

Dear Mr. O'Neill:

We are writing in opposition to the notice given by the City of Richland that Pahlisch Homes wants to build a 106 lot residential subdivision known as Ladera south of I-182 and west of Country Homes Estates.

This development will increase the safety issues currently experienced by Country Ridge residents. First there is only one entrance and exit to the neighborhood which leads to congestion on both Country Ridge Drive and Keene road. The addition of 106 new homes will exacerbate this issue. This week has also been a good reminder of snow and ice buildup issues on the Country Ridge roadways making that entrance/egress intersection far more dangerous.

Not only will the safety issues increase for the residents and pedestrians in the neighborhood (i.e. most roads do not have sidewalks) but the ability of emergency vehicles will also be hampered by the addition of new vehicle traffic and road congestion.

Although the safety issues are paramount, the aesthetics and environmental concerns are also important considerations. The current lot size and home configurations of Country Ridge makes it unique amongst other tri-city developments. The zoning for any proposed addition should mitigate the safety issues (i.e. add a separate entrance/egress) but also be in line with the existing development.

Finally, with the continued development around Country Ridge and Badger Mountain, there has been a marked increase of animal kills by general traffic, certainly this new development sandwiching so many homesites on such a small and steep area, which currently provides the cover and rugged territory for these animals with only add to this problem.

We would ask you to disapprove this development until the safety, zoning and environmental impacts are clearly understood and mitigated.

Please take more time and reconsider your recommendation to approve the Plat.

Sincerely,

Rick and Katie Millikin

2647 Quarterhorse Way

ONeill, Shane

From: Barbara Moffett <barb48271@gmail.com>
Sent: Friday, February 19, 2021 4:46 PM
To: ONeill, Shane
Subject: Ladera Re: Mar. 8 - Public Hearing

Applicant: Pahlisch Homes

File #: S2020-103

February 18, 2021

To Shane O'Neill and Mike Stevens,

As residents of Upper Country Ridge since 1988, we are Extremely concerned re: the Ladera subdivision adding another 106-lot residential subdivision. We have been here during at least two serious FIRES that potentially could have caused a huge problem getting out and in this area !!!

We would like to fully support the letter written to you by Barbara Norris a few days ago. She so articulately expressed our thoughts.

We need Traffic impact studies and environmental reviews !!!

We would like a postponement of the March 8 meeting until the State guidelines for Covid allow for in-person meetings. Using estimates for traffic use based on driving data obtained at the Entrance/Exit to Country Ridge intersection during this Pandemic restrictions is absurd.

Please Postpone the March 8 meeting and Consider input from the ALL the involved Communities !!!

Sincerely,

Barbara and Jack Moffett

2619 Thoroughbred Way

509-531-7170

ONeill, Shane

From: Gavin Nelson <GBN1973@hotmail.com>
Sent: Thursday, February 18, 2021 9:41 PM
To: O'Neill, Shane
Subject: Ladera Subdivision (106 lots)

Dear Mr. O'Neill,

I am writing to voice my concern over the proposed 106 lot Ladera Subdivision. I am a resident in Country Ridge and as I'm sure you know, there is only one entrance and exit for this neighborhood at the intersection of Country Ridge Drive and Keene Road. This road is already stressed, we frequently have to wait a significant amount of time to enter or leave, navigating through traffic traveling at 45mph and higher. The number of additional vehicles from 106 new home would be way more than these roads could support. From construction trucks and equipment, to new homeowners, licensed children, service providers, friends, family, etc., there would be a huge negative impact to the entire community. I understand some traffic studies were done for the project, but these were done during Covid, which is not an accurate assessment of regular traffic. In an emergency, such as if Badger Mountain caught fire, how would we all get out safely?

I appreciate your attention to this matter and urge you to work to find an alternate, and separate, entrance and exit to this new development.

Sincerely,

Gavin Nelson
1114 Bridle Dr.
Richland, WA 99352
(949) 230-0615

ONeill, Shane

From: Cathy Nelson <callmecathyg75@gmail.com>
Sent: Friday, February 19, 2021 3:22 PM
To: ONeill, Shane
Subject: New home development plan concerns

Hello,

I am a resident of Country Ridge and have serious concerns about the new 106 home development that is going in. We have small children, and chose this location based on lot size, and the small number of homes using the entrance to our community. With the new plan for 106 homes, this will completely change. This new development will cause over 3 times the allowed traffic capacity for our local streets of Country Ridge Dr and Strawberry Ln. This will cause a huge safety issue. I was told that in previous years, the city officials had prohibited the development of the "Ladera Lant" citing safety and traffic. They were told they must punch through to Dallas and close off Strawberry. Why is this no longer a safety and traffic concern? Nothing has changed.

I want my concerns noted and heard.

Cathy Nelson
1114 Bridle Dr, Richland, WA 99352
562-754-4984

ONeill, Shane

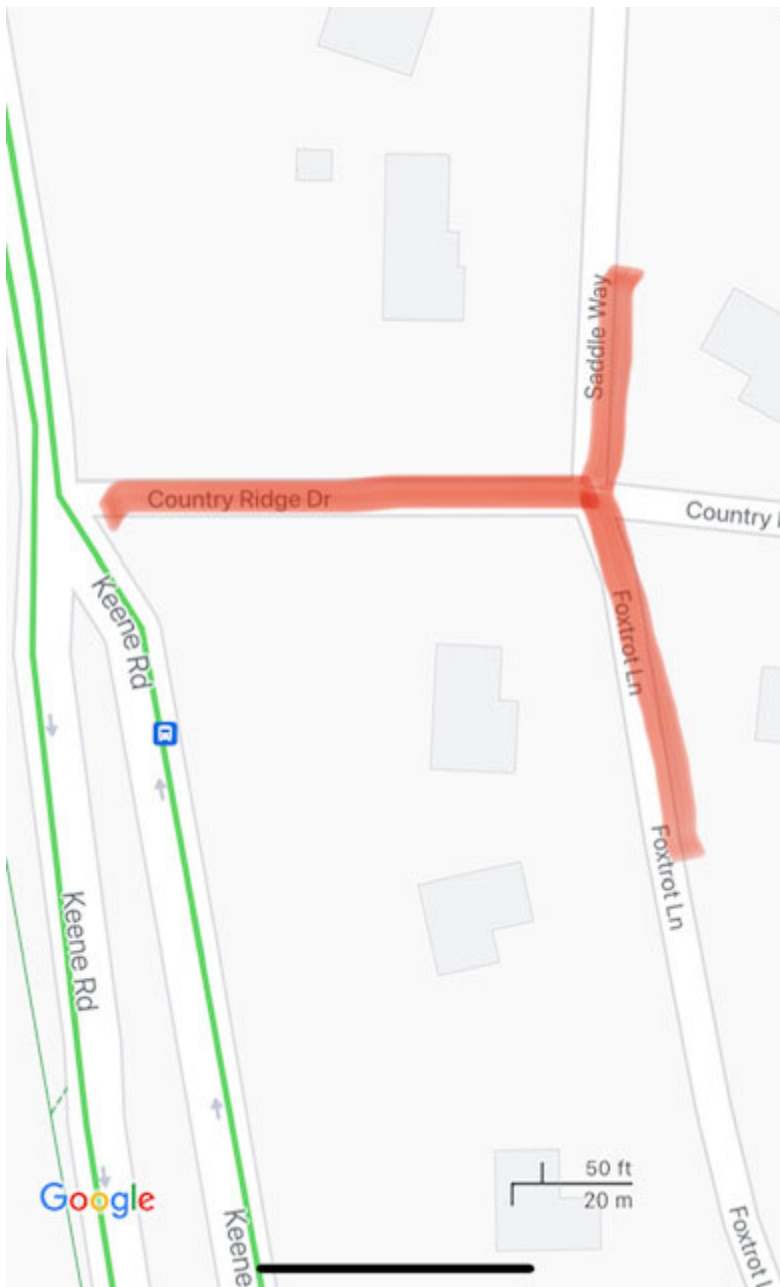
From: Ben Gmail <bennipper11@gmail.com>
Sent: Friday, February 19, 2021 2:26 PM
To: O'Neill, Shane
Subject: Ladera-Country Ridge Development

I have recently been made aware of a plan to introduce 100+ homes into the Country Ridge development. This new development will undoubtedly create safety issues for my family.

I reside at 2633 Quarterhorse Way, Richland WA. My wife and I purchased this home to provide a safe and comfortable environment for our three children (ages 9, 7 and newborn) to grow up in. I understand that comfort can be a shifting measure that homeowners cannot control. However, I never would have imaged that *safety* would be at risk in our neighborhood.

When one first enters the The Country Ridge development they are offered 3 paths-1 Country Ridge Drive 2 Saddle Way and 3 Foxtrot Lane. The main road that would be impacted by this development is Country Ridge as Ladera homeowners will primarily utilize this road to access the new development. This is deeply concerning from a safety perspective.

The intersection between Country Ridge Drive/Saddle Way/Foxtrot Lane is merely 200 feet away from a *stop sign* intersection with Keene Road. Introducing over 100 homeowners to this intersection will undoubtedly create unmitigated congestion at both the CRD/SW/FL and CRD/Keene intersections. See attached image to corroborate:



This congestion significantly increases the safety risk to our family as our children utilize these roads to access neighborhood and community services by walking and riding bikes/scooters. None of these three roads have developed sidewalks or wide shoulders.

Further, any suggestion that punching a road through to Dallas will relieve congestion is an absolute farce. The Keene/Queensgate area is full of exploding commercial activity (theater, restaurants, gas stations, grocery stores, home improvement etc), has direct access to the brand new Duportail bridge and has direct access to the interstate. Simple put-the Country Ridge Dr/Keene Rd intersection will be a magnet for all new homeowners, regardless of a potential access road to Dallas.

I would promote the idea of conducting more diligence around traffic usage in this area. All baseline traffic data should be compiled **outside** of the pandemic. Relying on traffic usage data conducted over the previous 12 months surely will result in an understatement. Any attempt to adjust for this understatement should be subject to **careful** scrutiny exercised by independent and objective subject matter experts.

I ask that the City **not** act in haste with the sole intent of accelerating revenue generation. Country Ridge homeowners

are productive members in this community and have *real* concerns RE: this development. Those concerns warrant a thorough review and genuine response.

Thank you,

Benjamin and Katie Nipper

Sent from my iPhone

ONeill, Shane

From: Brad Norman <bnorman3@hotmail.com>
Sent: Friday, February 19, 2021 12:57 PM
To: O'Neill, Shane
Subject: Opposition to land use S2020-103 Ladera plat site

Good day,

This email is to oppose the proposed land development by Pahlisch Homes File number S2020-103. Considerations should be given for the overall impact of the project related to safety and security of current neighboring residents as well as impacts to the environment. See below for discussion points.

First off this is not the first time that a developer has wanted to build a housing development in this location. When we purchased our home in Country Heights and worked with our neighbors, the developers, and the City of Richland planning department, we had discussions with the previous city engineer that the current communities established in the area (i.e., Country Ridge, Country Heights, and County Estate) had maximized the single road access point limitations. We were informed that if any future development was to be allowed in the location now proposed as Plat of Ladera that access to such location would be required off Dallas Road.

As we understand this determination took consideration for the current communities road designs, lack of established sidewalks, housing and population density, and a single point evacuation route, among others. These are all still valid and very real safety and security concerns today for the current community residents. The addition of the proposed large subdivision and corresponding increase in vehicle traffic noise generation will significantly increase safety and security risks to the current residents who enjoy walking and playing in the communities today.

The City of Richland owes the current residents of Country Ridge, Country Heights, and Country Estates a mitigation plan to address safety and security issues that will result from a decision to approve the current proposed Plat of Ladera development. In addition to the considerations of the previous city engineer, as described above, the City needs to consider impacts of winter driving conditions and snow accumulations that are not currently adequately maintained by the City. In winter conditions the main Country Ridge Drive road is often reduced to a single lane as a result of delays in the City plowing the roadways.

The proposed new development will also greatly increase the traffic at the intersection of Country Ridge Drive and Keene Road and create a very dangerous situation for people trying to enter or exit Country Ridge Drive. Due to the COVID protocols that were put in place by the governor in march of 2020. How has a valid traffic study been completed when people have been directed to work from home, stay at home unless absolutely necessary to go out. It is only now we are slowly trying to get back to normal (being in phase 2 now of reopening businesses and our communities). Normal traffic is still not back on Keene road yet. We as a community would like to have a full impact traffic study completed when the counties are fully opened back up based on the governor's mandates.

We also have issues on how they propose lot sizes to meet certain WAC code requirements. One third of their lots with the largest size are on the hill side where you cannot use one half of the lot to do the steep badger mountain on the south side of the property. Also the statement that only 22 percent of the project will be impervious surfaces is way low. By the time you have streets, houses, patios, out buildings and large driveways to support all their cars and toys you will greatly exceed the 22 percent claim. Due to the small lot sizes the control of water runoff will be very channelized between the houses especially the lots located on the south side hill. Erosion will be come a factor. During summer storms that we have had while we have lived here major flooding and channeling has occurred. If a major storms drops lots of water the only place to flow from the new development is right onto Interstate 182 creating a very hazardous situation beyond the boundaries from your proposed development.

We have lived in this neighborhood for over 12 years and have seen the newer developments go in along with individual houses. There is no statement of only MINOR DUST DURING CONSTRUCTION that can ever be met. Yes, that does affect the environment on how you are now changing the contours of the ground (changes the normal flow path of water) as well as displacing birds and animals from their nesting and foraging grounds in their natural habitat. We as a community would like to see a full environmental study done by an organization that is not tied to the developer.

In summary we feel that this development should not be fast tracked with all the permitting and study process that still need to happen. We also feel that the current level of safety and security and the environment will not be met with the addition of the new development.

Please feel free to call me 430-5626 Brad

Brad and Dottie Norman 1151 Pinto Loop

Pat and Deborah Heinen 1150 Pinto Loop

Sent from my iPad

ONeill, Shane

From: Barbara Norris <bjnorris66@hotmail.com>
Sent: Tuesday, February 9, 2021 10:13 AM
To: O'Neill, Shane
Subject: Opposing Proposed Ladera Devbelopment

Good morning Shane,

My late husband and I purchased 2652 Quarterhorse Way in August of 1996 which was 25 years ago.

After my husband died 21 years ago, the main reason for staying in the house was the safety of the area, single access no through traffic, and spacious properties.

I just learned of a proposal by Ladera to squeeze some extremely tiny lots into the Country Ridge Estates section of Country Ridge.

I find this quite unacceptable as it will severely damage the value of existing residences, not to mention traffic back up at of an additional of at a minimum 210 vehicles a day half of which will try to turn left onto the four lane Keene Road, from a single outlet.

While I understand the City's desire for additional revenue, I think we need to make development commensurate with the surroundings (aka lot size, home size, type of residences, street access....and safety).

Country Ridge has been and hopefully will continue to be one of the premier residential communities in the Tri-Cities....our property taxes reflect that....and that makes sense.

Mixing our traditional Country Ridge type of home with the equivalent of "row houses or cluster homes" is not, in my opinion, equitable or fair to the longtime residents of CR.

Finally, as was done in the past, when the City wanted to put in the "Connector Road" above CR, but connecting to Bridle Drive, massive increased traffic and the resultant safety issues prevailed...and the project was postponed.

The same concerns are present with this Ladera proposal....massive traffic flow into CR....the only ingress/egress available that I am aware of is CR Drive, etc.

In closing, I vociferous object to this high density development.

Sincerely,

Mrs. R.M. Norris, Jr.

2652 Quarterhorse Way

Sent from [Mail](#) for Windows 10

Comments on Preliminary Plat of Ladera (S2020-103 & EA2020-132) – Failure of City to Analyze Environmental Impacts

Laurie Ness
Patrick Paulson

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CAO -- Critical Area Ordinance	1
DNS - Determination of Non-Significance	5
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DS -- Determination of Significance	5
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FWHCA -- Fish and Wildlife Habitat Conservation Area.....	1
NOA -- Notice of Application.....	1
PHS -- Priority Habitat or Species	1
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WDOE, <i>SEPA checklist guidance, Section B: Land & shoreline use</i> [SEPA Guidance, Land Use]. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA- guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental- elements/Environmental-elements-8-Land-shoreline-use	4

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1. Introduction

We request that a determination of significance be issued for this project. The project's Habitat Report{ TA \s "Habitat Report" }¹ and description fail to record all impacts to wildlife habitat. The project will lead to significant destruction of shrub steppe, which, as Priority Habitat or Species (PHS) recognized by the Washington Department of Fish and Wildlife (WDFW),² requires projection as a Fish and Wildlife Habitat Conservation Area (FWHCA) critical area under Richland's Critical Area Ordinance (CAO).³ We also show that the planning department is inappropriately using the "Optional DNS" process.

We first address the inappropriate use of the optional DNS process. Then the deficiencies in the project description and State Environmental Policy Act (SEPA) checklist and give our arguments for an issuance of a Determination of Significance (DS) for the Ladera project. Finally, we examine the Habitat Report submitted by the applicant and describe FWHCA that will be impacted by the project; these impacts are not addressed in the project description, the Habitat Report, or the Notice of Application.

2. Inappropriate use of the "Optional DNS Process"

Richland's Notice of Application (NOA) for the Ladera project states:

The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used.⁴

¹ PBS Engineering and Environmental, 2021. *Ladera Residential Subdivision Project, Critical Areas Assessment – Fish and Wildlife Habitat Conservation Areas* [Habitat Report]. <https://www.ci.richland.wa.us/home/showpublisheddocument?id=11852>.

² WDFW, 2020. *Priority Habitats and Species List* [PHS List], pp. 269-270. <https://wdfw.wa.gov/sites/default/files/publications/00165/wdfw00165.pdf>

³ Richland Municipal Code (RMC), section 22.10.185, *Fish and wildlife habitat conservation areas*. "Fish and wildlife habitat conservation areas include the following ... State priority habitats and areas associated with state priority species".

⁴ City of Richland, 2021. *Notice of Application, Public Hearing and Optional DNS (S2020-103 & EA2020-132)* [Ladera NOA]. <https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=106324>.

Washington’s Administrative Code (WAC), section 197-11-355, specifies that this “optional DNS process” can only be used when the lead agency “has a reasonable basis for determining significant adverse environmental impacts are unlikely”.⁵ Further, paragraph 2.b. of the same WAC requires that the agency “List in the notice of application the conditions being considered to mitigate environmental impacts, if a mitigated DNS is expected”. We will show below that the SEPA checklist and Habitat Report provided by the applicant contain significant deficiencies which should have been readily apparent to the City; they therefore have no basis for determining that “adverse environmental impacts are unlikely”.

The planning department continues to use O-DNS process inappropriately for projects, such as Ladera and Willowbrook,⁶ stating it “expects to issue a determination of non-significance” even though the project application is incomplete and clearly indicates significant environmental harm. This mis-use of Richland’s authority as SEPA Lead Agency requires massive efforts on the part of our citizens and state agencies to exercise the due diligence that we should expect from our planning department.

3. Project Description and SEPA Checklist do not accurately describe impacts to Critical Areas

The Plat Application Narrative states that “The proposed open space area also ensures that 33% of the total site area would be left in an undisturbed state, preserving the existing shrub/steppe habitat that is located on-site.”⁷ This is incorrect since—as we show below--shrub steppe habitat is present in areas proposed for development, outside the proposed open space. No mitigations are proposed for these adverse impacts.

⁵ WAC 197-11-355. 2003. Optional DNS process. <https://apps.leg.wa.gov/wac/default.aspx?cite=197-11-355>.

⁶ City of Richland, 2020. *M2020-101 & EA2020-114: Willowbrook Apartments Site Plan Review* [Willowbrook]. <https://www.ci.richland.wa.us/departments/development-services/planning/land-use>.

⁷ Pahlish Homes. 2020. *Ladera Preliminary Plat Application Narrative* [Plat]. In City of Richland, 2021, *Referral Packet for S2020-103 & EA2020-132* [Packet]. <https://www.ci.richland.wa.us/home/showpublisheddocument?id=11856>.

There are also several misleading, incomplete, or incorrect responses in the SEPA checklist provided by the applicant;⁸ this checklist is essential since the City relies heavily on it when determining a threshold determination (that is, issuing a DNS as opposed to a DS). WAC 197-11-960 contains guidance for State Environmental Policy Act (SEPA) checklists. The purpose of the SEPA checklist is "to provide information to help you and the agency identify impacts from your proposal (and to reduce or avoid impacts from the proposal, if it can be done) and to help the agency decide whether an EIS [Environmental Impact Statement] is required."

3.1 Deficiencies in SEPA Checklist

3.1.1 Item B.1.g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Guidance from the Washington Department of Ecology (WDOE)⁹:

Include any square foot where rain cannot percolate into the ground such as building footprints, asphalt and concrete areas, covered or capped ground, and lined ditches or ponds.

Include areas of impervious soil cover during and / or after project construction. Stockpile areas and pit floors often become impervious surface. Other examples of impervious or nearly impervious surfaces include paved roads, piling supported structures, bridges and pier, and hard packed grass, roads and parking lots.

Applicant's response:

Approximately 22% of the site will be impervious surfaces.

Given the lots in the developed portion of the site are 10,000 sq. ft., this answer would require that each residence have at most a 2,200 sq. ft. footprint, disregarding roads and other paved surfaces. It's clear then, that the developer is including the open space portion of the site in this calculation. By stating the impermeable surface percentage in terms of the entire site, the developer understates the amount of stormwater that needs to be handled on-site within the developed portion.

⁸ Knutzen Engineering, 2020. *SEPA Environmental Checklist for Ladera Subdivision* [SEPA checklist]. In *Packet*.

⁹ WDOE, *SEPA checklist guidance, Section B: Earth* [SEPA Guidance, Earth]. <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Earth>

3.1.2 Item B.5.c. Is the site part of a migration route?

Guidance from WDOE¹⁰:

Consider birds, fish, and other wildlife when identifying affected migration routes. Your proposal could have an adverse impacts if the affected area includes rare or unique habitat, wildlife corridors, fish-bearing rivers and streams, lakes, ponds, or other areas where migrating birds are likely to stop.

Applicant's Response:

Yes, the Columbia Basin is part of a migration route for a number of fowl.

Ecology guidance states that "Your proposal could have an adverse impacts if the affected area includes rare or unique habitat, wildlife corridors, ..."; none of these impacts were considered.

A large area of undeveloped land stretches along the north slope of Badger Mountain westwards to Candy Mountain and the Rattlesnake Hills; this area is adjacent to a freeway which blocks natural migration routes of terrestrial species. However, currently these species can use the highway underpass at nearby Dallas road to pass under the freeway. This migration route will be blocked if the project is developed as proposed.¹¹

Commented [PPI]: Addressed

3.1.3 Item B.8.h. Has any part of the site been classified as a critical area by the city or county? If so, specify.

Guidance from WDOE¹²:

Indicate if the proposed site has any special protection designation — such as critical area. Other areas designated as protected areas or reserves could also be within or adjacent to the proposed site. Local jurisdictions may designate a "critical area" restriction for development for wetlands, streams and surface water bodies, aquifer recharge areas, frequently-flooded areas, geologic hazards, and fish and wildlife habitat conservation areas.

¹⁰ WDOE, *SEPA checklist guidance, Section B: Animals* [SEPA Guidance, Animals]. Accessed October 28, 2020. <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-5-Animals>

¹¹ Sandra J. Nga, Jim W. Dolea, Raymond M. Sauvajotb, Seth P.D. Riley, and Thomas J. Valone. Use of highway undercrossings by wildlife in southern California. *Biological Conservation* 115 (2004), 499–507. https://www.originalwisdom.com/wp-content/uploads/bsk-pdf-manager/2019/03/NG_2004_Use-of-highway-undercrossings-copy.pdf; Terrestrial species, including carnivores, mule deer, small mammals, and reptiles can use the highway underpasses to cross freeways.

¹² WDOE, *SEPA checklist guidance, Section B: Land & shoreline use* [SEPA Guidance, Land Use]. <https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use>

Applicant's Response:

Yes, the southern portion of the site is designated as a Geological Hazards critical area by the City of Richland. The site is also located adjacent to the Badger Mountain Natural Preserve FWHCA and a shrub steppe habitat.

RMC 22.10.190 requires that "To determine the location and extent of fish and wildlife habitat conservation areas, the city shall use best available science, *including* current information contained in priority habitats and species maps as maintained by the Washington State Department of Fish and Wildlife." The applicant fails to mention that the site area shows as shrub steppe, a Priority Habitat, and as habitat for Townsend's ground, a Priority Species, on WDFW's PHS mapping site.

4. The City should issue Determination of Significance for the Ladera project

4.1 Responsibilities of Lead Agencies in issuing Threshold Determinations

The WAC197-11-330, requires that ¹³

In making a threshold determination, the responsible official shall:

(a) Review the environmental checklist, if used:

(i) Independently evaluating the responses of any applicant and indicating the result of its evaluation in the [Determination of Significance (DS)], in the [Determination of Non-Significance (DNS)], or on the checklist; and

(ii) Conducting its initial review of the environmental checklist and any supporting documents without requiring additional information from the applicant.

...

The incomplete checklist and incorrect answers in the applicant's SEPA checklist show Richland has failed to properly review and evaluate the applicant's responses, leaving citizens and agencies with the burden of ferretting out information that should have been provided in the project's application packet.

In addition, in determining, the WAC specifies that (our emphasis):

(3) In determining an impact's significance (WAC 197-11-794), the responsible official shall take into account the following, that:

...

(e) A proposal may to a significant degree:

(i) *Adversely affect environmentally sensitive or special areas, ...*

¹³ WAC 197-11-330. 2003. *Threshold determination process*.
<https://apps.leg.wa.gov/wac/default.aspx?cite=197-11-330>

- (ii) *Adversely affect endangered or threatened species or their habitat;*
- (iii) Conflict with local, state, or federal laws or requirements for the protection of the environment; and

...

...

The NOA/ODNS states that a DNS is anticipated. Because of the incomplete Habitat Report and deficiencies in the SEPA checklist, a DNS cannot be supported. The Habitat Report states the WDFW biologist noted that PHS would be affected yet the Ladera NOA does not indicate any mitigation for these impacts, as required by RMC 22.10.210.D.

5. Critical Habitat Areas affected, Deficiencies in applicant's Fish and Wildlife Habitat Conservation Areas Report

RMC 22.10.100.C.2 requires that a habitat assessment report include "Identification of any priority species and habitats (PHS) ... on or adjacent to the project area", yet it is clear that the consultant did not attempt to apply the protocol given by WDFW¹⁴ for the identification and mapping of shrub-steppe PHS at the project scale. If such an assessment had been carried out, we would have values for items such as "Vegetation Structural Attribute Metrics" and "Buffer Attribute Metrics".¹⁵

The applicant's Habitat Report states that

Based on the high amounts of non-native grasses, no cryptogammic crust, and the absence of even a moderate density of native shrubs, the site does not appear to meet the WDFW priority habitat definition of shrub-steppe habitat.

This contradicts the findings of our regional WDFW biologist who found that ¹⁶

¹⁴ Azerrad, J. M., K. A. Divens, M. F. Livingston, M. S. Teske, H. L. Ferguson, and J. L. Davis. 2011 (Revised 2020). *Management recommendations for Washington's priority habitats: managing shrubsteppe in developing landscapes*. Washington Department of Fish and Wildlife [WDFW Shrubsteppe]. p. 22: "Appendix 9 summarizes this protocol. We recommend you use this protocol in the early stage of developing an HMP [Habitat Management Plan]."

¹⁵ *Ibid.*, pp. A-33 and A-34.

¹⁶ Mike Ritter, WDFW Regional Biologist. *Ladera residential development* [WDFW Habitat Report]. Attached to Habitat Report.

The northern portion of the site is generally flatter than the very steep southern portion. The east end of proposed development ([Figure 1], blue polygon) supports sage brush, bunch grasses, and pockets of cryptobiotic crust and flowers (balsam root) [Figure 3-Figure 6] *which are indicative of shrubsteppe*. The western portion is mostly bunch grasses ... and the transition is sparse sage brush and bunch grass ... Cheat grass is a common understory vegetation. Throughout the site are signs of past fires as evidenced by burnt sage brush stumps [Figure 7]. The proposed [development] site is part of a much larger WDFW Priority Habitats and Species (PHS) area [Figure 2] that is immediately adjacent (south) of the Badger Mountain Nature Preserve ... *The PHS area is also [identified] as a City of Richland Critical Area and Richland Municipal Code (Ch 22.10) provides ample rationale to protect critical habitats and [species] on and adjacent to the proposed development.* [our emphasis]



Figure 1. "Figure 1" from WDFW Habitat Report



Figure 2. "Figure 2" from WDFW Habitat Report



Figure 3. "Picture 1" from WDFW Habitat Report



Figure 4. "Picture 2" from WDFW Habitat Report



Figure 5. "Picture 3" from WDFW Habitat Report



Figure 6. "Picture 4" from WDFW Habitat Report



Figure 7. "Picture 7" from WDFW Habitat Report

The Habitat Report also states “The WDFW priority habitat and species database has the site mapped as potentially containing shrub-steppe habitat as well as potential habitat for Townsend’s ground squirrels (*Urocitellus townsendii townsendii*)”.

Additionally, the report also states:

In addition to the disturbed grasslands, there portions of the study areas that could be classified as disturbed shrub-steppe lands. These areas are located higher up on the steep slopes in the southwest corner of the study area. Identified plant species is identical to those that were identified in the grassland portions of the site. The only real difference would be a higher density of shrub species such as big sagebrush and rabbitbrush.

These observations are all consistent with the finding that the site consists of shrub-steppe PHS.

The report states “Shrub-steppe is defined as a vegetation community consisting of one or more layers of perennial grass with a discontinuous overstory layer of shrubs”. This is a reasonable paraphrase of the definition given by WDFW¹⁷, but the report fails to note that WDFW also states that “Shrubsteppe disturbed by fire may lack the aforementioned vegetative components during periods of post-fire recovery.”¹⁸ As recovering shrub steppe habitat this is still considered Priority Habitat.

The report concludes that “it appears that some amount of marginal shrub-steppe habitat could be impacted by the proposed development.” Yet the description of the project in the referral packet states that “the existing shrub/steppe habitat that is located on-site” will be preserved.

The *Habitat Report* notes that “the WDFW recommends that habitats 2,500 acres in size or larger be prioritized for protection to provide habitat for the more sensitive species that utilize these habitats”. But this is a misleading and irrelevant note, since WDFW makes this statement in reference to landscape-scale planning;¹⁹ the statement is not applicable to evaluating shrubsteppe at the project-site scale. Even so, as noted by the regional WDFW biologist,²⁰ the

¹⁷ WDFW. 2011 (Updated 2020). *Management Recommendations for Washington’s Priority Habitats: Shrubsteppe*. <https://wdfw.wa.gov/publications/01333>. P. 2.

¹⁸ *Ibid.*

¹⁹ *Ibid.*, p. 15.

²⁰ *Supra* note 16.

project site is part of one of the largest areas of restorable shrubsteppe in our urban area, measuring at least 468 hectares (1,156 acres) (Figure 8).

The Habitat Reports reference to “habitats 2,500 acres in size or larger” is also misleading because WDFW guidance states:

Although large habitat patches require protection, smaller patches also merit conservation given they serve as stepping-stones between larger patches, high quality habitat for sagebrush-obligate species of wildlife, and potential areas for restoration. Given these small patches constitute a significant portion of remaining shrubsteppe, their systematic loss to development will further the decline of shrubsteppe habitat.²¹

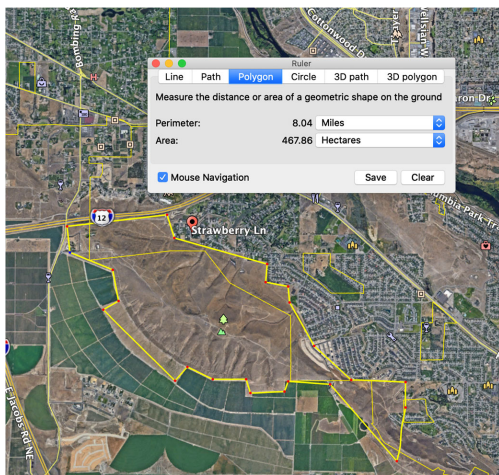


Figure 8. Site is part of one of largest continuous regions of Shrub steppe in the Tri-Cities Area.

5.1 WDFW Guidance concerning fire-disturbed Shrub-steppe

WDFW’s guidance for shrubsteppe notes “Because fire is a component of shrubsteppe, fire-disturbed shrubsteppe is still shrubsteppe, only in a temporarily altered or early successional state” and that “Post-fire, few if any of the pre-fire shrubs may remain in shrubsteppe habitat.”²²

The *Habitat Report* states

²¹ WDFW *Shrubsteppe*, p. 16.

²² *Ibid.* p. A-18.

... given its current vegetation composition it is likely that the site has burned in the past. The absence of shrub cover and dominance of non-native grasses often points to fire or historic agriculture disturbance. It is worth noting that approximately 250 acres on the south side of Badger Mountain caught fire in 2010. We were able to find fire evidence in the early 2000's and document this. Since Columbia basin shrub steppe takes about 20 years to recover from fire and fill in from a lower intensity burn, the growth height of this sagebrush on much of the site corresponds with healthy recovering Priority Habitat.

The WDFW Regional Biologist reported evidence of fire-disturbed shrub-steppe.²³ Additionally, imagery from the mid 1990s indicates quality shrub steppe in the site area; it can be compared with imagery of pasture-land from the same era and with areas known to be quality shrubsteppe at that time (Figure 9, Figure 10, and Figure 11).

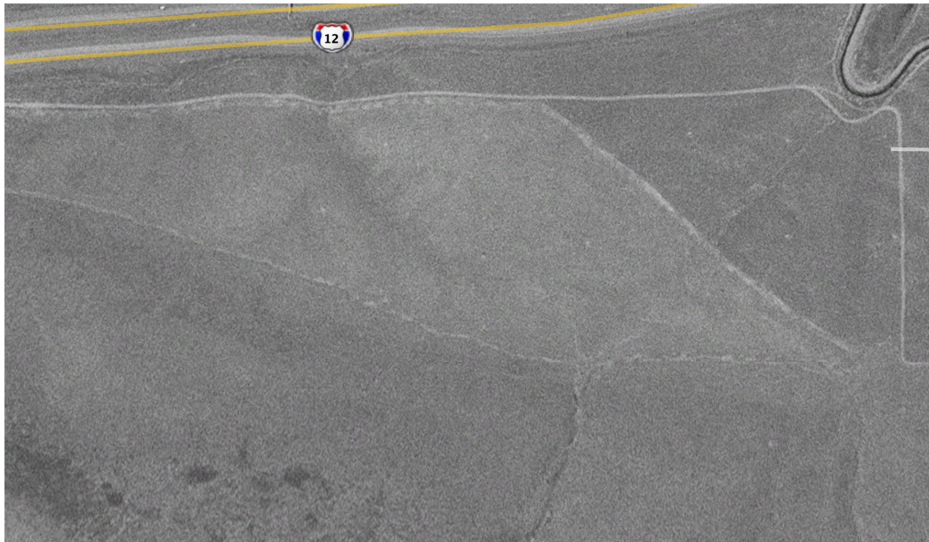


Figure 9. Historical Imagery of Site, Mid-1990s, Google Earth, showing Shrubsteppe.

²³ *Supra* note 16, also see Figure 7.



Figure 10. Google Earth imagery from 1990s of area known by the authors to be Shrubsteppe in the 1990s.



Figure 11. Google earth imagery of area known be authors to be pasture in mid 1990s (compared to some shrubsteppe in bottom portion).

5.2 Vegetation incorrectly characterized and cryptobiotic soils overlooked.

In “Existing Conditions” the report states

Vegetation is relatively homogenous across the entire project site. The vegetation community is characterized by *non-native pasture grasses and weed species that include*: cheatgrass (*Bromus tectorum*), diffuse knapweed (*Centaurea diffusa*), cereal rye (*Secale cereale*), thick spike wheatgrass (*Elymus lanceolatus*), *basin wildrye* (*Leymus cinereus*), Russian thistle (*Kali tragus*), *common yarrow* (*Achillea millefolium*), rush skelton (*Chondrila juncea*), and plumeless thistle (*Carduus acanthoides*). Native bluebunch grass (*Pseudoroegneria spicata*) was identified in the eastern most portions of the project site. Shrub coverage varies across the site but as a whole is relatively sparse and includes scattered big sagebrush (*Artemisia tridentata*) and rabbitbrush (*Ericameria nauseosa*). *Soil conditions were observed as silty loam and no cryptogammic crust features were observed on the site* [emphasis added].

Both basin wildrye²⁴ and common yarrow²⁵ are plants native to our area. They are not “non-native pasture grasses” or necessarily “weed species” when found in natural areas. Also, as noted by the WDFW biologist²⁶ and by our own observations (Figure 12), cryptobiotic crust features are abundant on the portions of the site slated for development. Figure 13 shows cryptobiotic crusts immediately adjacent to test pits dug for the Geotech analysis of the area; it’s unclear why these features were not apparent to the consultant who prepared the *Habitat Report*. These obvious errors in the *Habitat Report* indicate that other misclassifications and mistakes may have been made and native plants may be unreported.

²⁴ Daniel G. Ogle, *USDA NRCS Plant Guide: Basin Wildrye (Leymus cinereus)*.
https://plants.usda.gov/plantguide/pdf/pg_leci4.pdf.

²⁵ Matthew D. Hurteau, 2006. *USDA NRCS Plant Guide: Common Yarrow (Achillea millefolium)*.
https://plants.usda.gov/plantguide/pdf/cs_acmi2.pdf.

²⁶ *Supra* note 16, also Figure 5

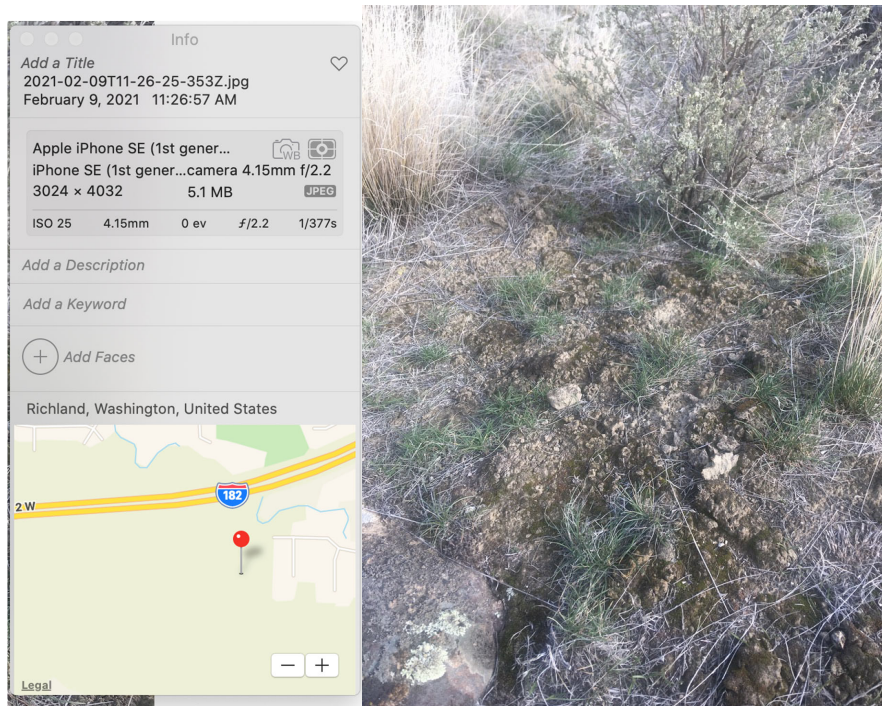


Figure 12. Evidence of Cryptogamic soils on area to be developed.

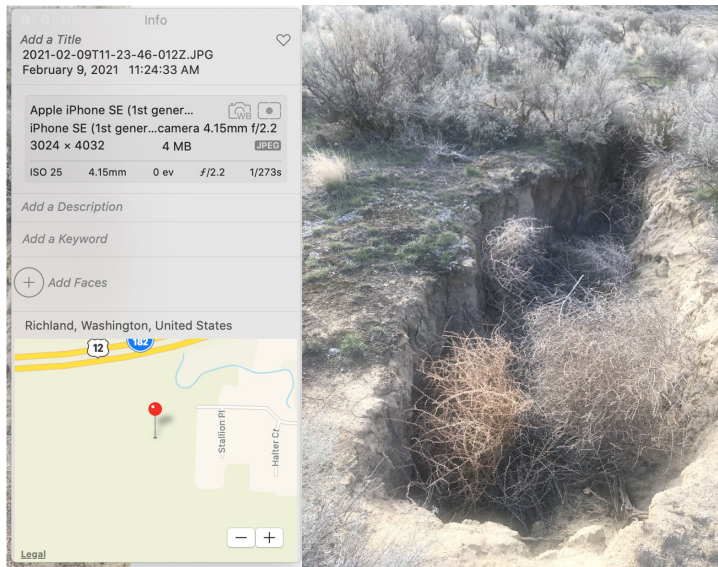


Figure 13. *Crypto* biotic crust adjacent to test pit dug by consultant.

5.3 Potential Habitat for Black-tailed Jackrabbit and Townsend's Ground Squirrel

Black-tailed Jackrabbits and Townsend's Ground Squirrels are both PHS species; areas where they occur are therefore classified as FWHCA by Richland²⁷. There are reports from homeowners living near the proposed site of the presence of Black-tailed Jackrabbits. Homeowners also report observing Townsend's ground squirrels, and the Regional WDFW Biologist noted that "Townsend's ground squirrels ... occur on the adjacent Badger Mountain Natural Preserve". The *Wildlife Report* states there "are known populations of Townsends ground squirrel south of the park, but not on the north side of the park" but cites no source or evidence for this statement. The *Wildlife Report* also admits that the "timing of the site visit was such that observations of active Townsend's ground squirrels was unlikely". While the report states "Food sources in the form of native grasses and forbs are extremely limited due to the dominance of non-palatable cheatgrass and other non-native grasses" the report's characterization of site vegetation is unreliable, as we showed in Section 5.2. Given these

²⁷ *Supra* note 3.

considerations, we can give little weight to the report’s conclusion that “it is unlikely that development of the site would impact Townsend’s ground squirrel populations”.

5.4 Impacts to wildlife corridors not considered in *Habitat Report*

A large area of undeveloped land stretches along the north slope of Badger Mountain westwards to Candy Mountain and the Rattlesnake Hills; this area is adjacent to a freeway which blocks natural migration routes of terrestrial species. However, currently those species can use the highway underpass at nearby Dallas road to pass under the freeway. This migration route will be blocked if the project is developed as proposed.²⁸

Commented [PP2]: Addressed

5.5 No mitigation for the loss of functions and values of priority, quality shrub steppe habitat

RMC 22.10.210.D requires that “Activity within or close to a habitat conservation area shall not result in the degradation of the functions and values of the habitat”. The project includes a provision to set aside a portion of the project site as open space, in accordance with a mitigation suggested in the *WDFW Habitat Report*. The suggested mitigation is insufficient, however, since it only protects the shrub-steppe and other PHS that occurs on that portion of the site. Nothing in the proposal mitigates for the harm done to the PHS – already identified – that occurs on the remainder of the project site that is proposed for development.

Additionally, whatever the intention of the developer in proposing the open-space set-aside, it cannot be considered a mitigation for impacts to critical areas. WAC 197-11-355, paragraph 2.b, regarding the O-DNS process that the *Ladera NOA* was issued under, requires that the agency “List in the notice of application the conditions being considered to mitigate environmental impacts, if a mitigated DNS is expected”. The *Ladera NOA* instead asserts that a DNS is expected and specifies no mitigations for environmental impacts.

6. References

References

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ONeill, Shane

From: Jennifer Perez <96trixie@gmail.com>
Sent: Friday, February 19, 2021 3:53 PM
To: O'Neill, Shane
Cc: Stevens, Mike
Subject: DNS (S2020-103 & EA2020-132) opposition letter

Shane O'Neill
City of Richland
625 Swift Blvd MS-35
Richland, WA 99352

Dear Mr. O'Neill,

While I understand the vision to bring additional residential housing to the city of Richland, the manner of this proposed development, Ladera, is inconsistent with the existing development of Country Ridge. Country Ridge was planned with estate size lots and large homes. Country Ridge is particularly attractive for prospective residents due to its large lots and open greenbelts, these that are paid for by the residents of Country Ridge and the HOAs therein.

Approving this proposed development beyond Country Ridge to the west that will include 106 homes would allow for the use and enjoyment of Country Ridge greenbelts and other areas, not paid for, planned or developed by the Ladera residents or the proposed developer. Furthermore, it appears that the developer is proposing the use of offsets to skirt the existing zoning requirements. This entire proposed development does not conform to the standards of, or improve the Country Ridge subdivision, or its residents in any way as proposed.

The traffic situation on Country Ridge Drive is an untenable one currently. The existing Country Ridge Dr has more traffic already than it can support as it is currently classified as a local street (daily trip count less than 1,000). In addition, the study that was performed in November 2020 could hardly be considered valid. This was during the second COVID lockdown. Nearly all non-essential workers were working from home. Traffic counts would be so far from normal that I can't believe anyone even performed a study under those conditions and considered it valid. Furthermore, a traffic light at the single entrance and exit of the development is of absolutely no help to the increased traffic on the local streets of Country Ridge Dr and Strawberry Lane. Those streets do not have sidewalks. My children walk over ¼ mile to their bus stop during the morning traffic commute and without sidewalks and street improvements it would become a huge safety problem.

I oppose this development as submitted and believe the City of Richland should do better by its existing residents of the Country Ridge subdivision.

Jennifer and Wylie Perez
1243 Country Ridge Drive
Richland, WA 99352

cc: Mike Stevens, Planning Manager

ONeill, Shane

From: Brent <petersonbrent34@hotmail.com>
Sent: Sunday, February 14, 2021 11:05 AM
To: O'Neill, Shane
Cc: Krystal Peterson
Subject: Proposed Residential Subdivision in Country Ridge - S2020-103 & EA2020-132

Hello Shane,

I'm writing to provide a few comments in regards to the proposed 106-lot residential subdivision named Preliminary Plat of Ladera.

To start, I have lived in the Country Ridge neighborhood since 2014 and moved here because of the large lots (low density housing), quiet neighborhood, and easy access onto Keene Road/Interstate. I understand Pahlisch Homes desire to make money by providing high density housing to maximize profit and the City of Richlands subsequent gain with the added tax revenue it provides. In my opinion, adding a high density residential area on the back end of a low density neighborhood doesn't really make sense from a city planning perspective without additional capital improvements (e.g, additional road access, stop light, etc.). I am not against developing that land if the development were to remain as a low density development which would be a middle ground compromise with the developer, City of Richland, and the desire for Country Ridge residents to not have a bunch more traffic in the neighborhood that may necessitate a new stop light (not desired by most).

Approving that application as only a low density development is a win-win for all parties and continues to keep this great neighborhood the way it was intended.

Thanks for your consideration on this important matter.

Brent Peterson
Country Ridge Resident / Civil Engineer

ONeill, Shane

From: Pac Pete <Pacpete@hotmail.com>
Sent: Wednesday, February 17, 2021 6:57 AM
To: Alvarez, Michael; O'Neill, Shane; Lukson, Ryan; Amundson, Jon; Stevens, Mike
Cc: friendsofcountryridge@gmail.com; deanashops@charter.net; Bill Peterson
Subject: Significant Safety Concerns for Ladera and Country Ridge/Heights Development Area
Attachments: February 17 2021 Ltr to City of Richland.docx

To All- I appreciate your time and efforts to accept comments on a new proposed development in Richland. I can only say that I think the City needs to reevaluate the planning documents for allowing only one ingress and egress route into a development that will have over 300 homes and ~1050 residents that abuts the 647 acre Badger Mountain Centennial Preserve. Due to the prevailing winds and weather in the summer the Preserve presents a significant wildfire potential that the Country Ridge Development Area must plan for...unfortunately it appears that consideration has gone unnoticed in the planning factors as we only have Country Ridge Drive to Keene Road for egress and ingress. That is a significant flaw in the planning process for this area. Please understand that I am not against any development what I am trying to point out is that the City must look at the unique location and provide a mitigation alternative to a single ingress and egress situation. Please find a way to protect and serve your residents with integrity and accountability by requiring a second ingress and egress road for the development. Lives of those residents could well depend on your determination if a wildfire or significant incident occurs that renders the development inaccessible through a single roadway. Again appreciate your time.

V/r Bill Peterson

February 17, 2021

TO: SHANE O'NEILL

SENIOR PLANNER, 625 SWIFT BLVD, MS-35,
RICHLAND WA 99352

FROM: WILLIAM W PETERSON (CAPT USCG RET)

1374 COUNTRY RIDGE DRIVE, RICHLAND WA 99352

Subject: Proposed 106 lot residential subdivision named Ladera (S2020-103 & EA 2020-132)

To the City of Richland- As a resident and owner of a home and property in Country Heights, I am writing this letter to express my concern for the proposed subdivision. My concern for this Project is solely based on safety issues that must be mitigated before the City approves the development or the City will not fulfill its mission statement of "safeguarding the public and property..." The following facts are provided for the record:

Fact- The proposed development site has only one ingress and egress road (Country Ridge Drive to Keene Road).

Fact- The proposed development abuts the existing Country Ridge and Country Heights developments that have only one ingress and egress road (Country Ridge Drive to Keene Road).

Fact- The entire proposed development and existing development would mean only one ingress and egress road (Country Ridge Road to Keene Road) for over 300 homes and approximately 1050 residents (3.5 persons per household planning factor).

Fact- No secondary means of ingress and egress would be required for this development as currently proposed.

Fact- This would be the largest development in the City of Richland that has only one ingress and egress road (Country Ridge to Keene Road)

Fact- Fire, Rescue, and Police have only one ingress and egress road to service this area.

Fact- The entire development abuts the Badger Mountain Centennial Preserve to the south which is 647 acres of wildland. A fire in this area would be considered a class E size wildfire.

Fact- The Badger Mountain Preserve is a natural preserve whose flora and fauna are mainly sagebrush, cheat grass, and other native grasses. Sagebrush and native grasses are the highest rated fuel bed class with a rating weight of 5 and 3 respectively.

Fact- Lightning usually strikes the tallest object as the path of least resistance and the Badger Mountain Preserve area offers the highest point in Richland at 1,579 feet and a large area of 647 acres.

Fact- Lightning caused wild fires account for 44% of all wildfires in the western US and are responsible for 71% of all area burned.

Fact- The majority of the thunderstorms and “dry” lightning storms come from the south/southwest in the Richland area, with winds from the south or southwest during the peak summer fire danger.

Fact- The Country Ridge, Country, Heights, and proposed Ladera development are all situated to the north of the Badger Mountain Preserve and any wildfire that comes from the south.

Fact- A recent wildfire in Kennewick area caused significant damage to Canyon Lakes development. Ingress and egress to the Canyon Lakes development was not a significant issue for evacuation/egress of residents and for ingress of fire and safety personnel as the development multiple access roads.

Fact- A fire on the Badger Mountain Preserve would significantly impact the Country Ridge, Country Heights, and the proposed Ladera development which would be exacerbated by the limited single point of ingress and egress. This could be the major cause for the loss of life and property in this area.

Fact- The City of Richland has closed all access to the Country Ridge and Country Heights Development for routine maintenance of the entrance road for 5-6 hours. It was scheduled however this meant NO Fire, NO Ambulance, NO Police response to the area as NO Access!

Fact- The City of Richland may have to close all access to the Country Ridge, Country Heights and Ladera Developments in the future due to road maintenance, water break, major accident, or any number of significant incidents.

Fact- The City of Richland is responsible for the welfare of its residents including planning for natural disasters and incidents. Not looking at the big picture and not requiring at least two ingress and egress road capabilities to a unique and growing area is failure of good governance and common sense.

The City of Richland must account for the unique location and risks that must be mitigated for a development of this size in this area. If approved, with only one ingress and egress road to the development, that knowingly abuts the highest risk area for a significant wildfire within the City could be considered criminal behavior.

Please meet your City Values, Vision and Mission statements by being responsible and looking out for the safety of your residents. Find a way to protect and serve your residents with integrity and accountability by requiring a second ingress and egress road to this development. Greatly appreciate your time and consideration.

VERY RESPECTFULLY,

WILLIAM W PETERSON (CAPT USCG RET)

CC-MIKE STEVENS CITY OF RICHLAND
JON AMUNDSON CITY MANAGER
RYAN LUKSON MAYOR
MOCHAEL ALVAREZ COUNCIL MEMEBER

ONeill, Shane

From: Bill Peterson <pacpete@hotmail.com>
Sent: Wednesday, February 17, 2021 6:33 PM
To: Alvarez, Michael; O'Neill, Shane; Lukson, Ryan; Amundson, Jon; Stevens, Mike
Cc: friendsofcountryridge@gmail.com; deanashops@charter.net
Subject: Re: Significant Safety Concerns for Ladera and Country Ridge/Heights Development Area

To All- I was not able to find the City of Richland's Municiple Code for developments however I was familiar with the and am providing the Sequim WA Municipal Code with respect to subdivision access points. As you can see the City of Sequim is using a best practice for safety requiring two access points. I might suggest that the City of Richland coordinate with fire and police to review existing municipal code and formulate a similar requirement.

V/r Bill Peterson

Sequim Municipal Code

17.32.110 Two access points required.

Each subdivision must have at least two points of access, except for those minor subdivisions or short plats with four or fewer lots. For subdivisions with more than four and up to 30 lots, the two points of access may be combined if separated by a minimum 10-foot-wide landscape area and encompass two 20-foot-wide drive lanes. Subdivisions that would create single street access to more than 30 lots must be provided with two separate points of access placed a distance apart equal to not less than one-half of the length of the maximum overall diagonal dimension of the property, measured in a straight line between accesses. If the required separation distance is not possible, the applicant will have a right to seek a variance in accordance with Sequim Municipal Code and heard by a hearing examiner. After considering fire district safety recommendations, one point of access may be approved for subdivisions of less than 10 lots where insufficient land area is available for two access points. (Ord. 2018-001 § 1; Ord. 2010-016 § 1 (Exh. A); Ord. 2006-019 § 3; Ord. 98-005 § 4)

From: Bill Peterson <Pacpete@hotmail.com>
Sent: Wednesday, February 17, 2021 6:57 AM
To: malvarez@ci.richland.wa.us <malvarez@CI.RICHLAND.WA.US>; soneill@ci.richland.wa.us <soneill@ci.richland.wa.us>; rlukson@ci.richland.wa.us <rlukson@ci.richland.wa.us>; Jamundson@ci.richland.wa.us <Jamundson@ci.richland.wa.us>; mstevens@ci.richland.wa.us <mstevens@ci.richland.wa.us>
Cc: friendsofcountryridge@gmail.com <friendsofcountryridge@gmail.com>; deanashops@charter.net <deanashops@charter.net>; Bill Peterson <pacpete@hotmail.com>
Subject: Significant Safety Concerns for Ladera and Country Ridge/Heights Development Area

To All- I appreciate your time and efforts to accept comments on a new proposed development in Richland. I can only say that I think the City needs to reevaluate the planning documents for allowing only one ingress and egress route into a development that will have over 300 homes and ~1050 residents that abuts the 647 acre Badger Mountain Centennial Preserve. Due to the prevailing winds and weather in the summer the Preserve presents a significant wildfire potential that the Country Ridge Development Area must plan for...unfortunately it appears that consideration has gone unnoticed in the planning factors as we only have Country Ridge Drive to Keene Road for egress and ingress. That is a significant flaw in the planning process for this area. Please understand that I am not against any development what I am trying to point out is that the City must look at the unique location and provide a mitigation alternative to a single ingress and egress situation. Please find a way to protect and serve your residents with integrity and accountability by requiring a second ingress and egress road for the development. Lives of those residents could well depend on your determination if a wildfire or significant incident occurs that renders the development inaccessible through a single roadway. Again appreciate your time.

V/r Bill Peterson

O'Neill, Shane

From: Dara Porter <daraporter@gmail.com>
Sent: Friday, February 19, 2021 3:00 PM
To: O'Neill, Shane
Subject: Country Ridge entrance/exit and new neighborhood planned

Hello,

My name is Dara Porter and I am a resident in the Country Ridge neighborhood. I have become aware of plans to add another 106 new homes to our location, but there is no planning for another entrance or exit to our neighborhood.

I am concerned for many reasons, but first and foremost, is my concern for safety. If fire were to spread among the homes, there is only one way to get out and too many residents for that to happen quickly and safely.

Most of our neighborhood does not have sidewalks. I walk the neighborhood almost daily and I frequently have to move off the road to allow cars to pass me safely on Country Ridge Drive. It is a very busy road and adding more traffic to that area, I feel, would be dangerous to many people and pets.

Often, when there is ice, our entrance/exit becomes a very dangerous place as many cars slide down into each other to leave or have a hard time climbing the hill to enter. I have physically seen this on two occasions, two different years, in the 3 years I have lived here. Adding more traffic will only make this problem worse with having only one way to enter and leave the neighborhood.

A traffic light will not ease any of the problems I have listed above. A new, separate entrance/exit to the neighborhood will desperately be needed if more homes are to be added to our area.

Another concern I have with adding a new neighborhood is my understanding that this has all been fast tracked and approved without completing a full study to see what the traffic and environmental impact this will cause. There are many issues still to evaluate. Stormwater, dust from construction, irrigation, and many things I am sure I am not thinking of at this time. I have heard that there have been developers wanting to build in this location in the past, but have been declined. I am unsure why these current plans are not being fully studied prior to making a decision. I hope this is not just about money.

I would like to ask for a postponement for the virtual meeting on March 8th to discuss these issues. We residents would like to attend in person to ensure our concerns are being heard, as due to COVID, meeting as neighbors has been more difficult. Everyone should have the opportunity to fully participate when it comes to their homes.

Thank you for your considerations,
Dara Porter
2807 Appaloosa Way
614-329-0864

2/19/2021

Planning staff received a phone call from John Putz of 1137 Appaloosa Way. Mr. Putz called to state his opposition to the proposed preliminary plat of Ladera.

ONeill, Shane

From: whalehome@charter.net
Sent: Friday, February 19, 2021 1:41 PM
To: ONeill, Shane
Subject: Opposition to Pahlisch Homes - 106-lot Residential Subdivision, Country Ridge

Our family has lived in Country Ridge for over 30 years. During that time we have seen tremendous growth and development. While we enjoy living here, we have become increasingly concerned about traffic safety. We simply cannot continue to have increased growth without addressing the need for an additional entrance/exit. This has been an issue for many, many years. Simply adding a traffic light will not eliminate traffic congestion or safety hazards associated with an emergency evacuation.

We request that the City of Richland take these concerns seriously and conduct an in-depth traffic impact study as well as an environmental review. Adding the new subdivision without a complete understanding of the issues is simply wrong.

Regards,
Jim and Margo Qualheim
2507 Palomino Court
Richland, WA

whalehome@charter.net

ONeill, Shane

From: Brian Quinn <brianquinn601@gmail.com>
Sent: Friday, February 19, 2021 7:12 AM
To: O'Neill, Shane
Subject: Pahlisch Homes DNS S2020-103 & EA2020-132

Greetings,

Hope you are doing well. I live in the Country Ridge subdivision in Richland, Washington. I am opposed to the application by Pahlisch Homes for a 106-lot residential subdivision named Preliminary Plat of Ladera. The reasons my opposition are below. I request postponement until the State guidelines for COVID allow for in-person meetings both for my own HOA and for the City of Richland meetings

- This application is being approved using the optional/shorter process for environmental review of this application which is not appropriate given the risks this development poses to current residents in Country Ridge and any future residents. We cannot meet in person to express our concerns. Many are uncomfortable using technology or feel this is not an adequate method for such an important meeting involving their home.
- There will be no additional entrance/exit from the existing neighborhood. At a minimum the City should use an LID process to assess the developer for an additional entrance and exit for this new area of the subdivision. Then a full environmental impact study should occur. Adding an additional 106 homes without a secondary point of egress and ingress places residents and first responders in unnecessary danger now and well into the future. There are many children in the neighborhood. Increasing traffic on these roads poses a threat to the children. In addition, it increases the burden on transportation for children to and from school. Why is the City Council not using an accurate traffic assessment and LID process? Could it be that the addition of a new entrance/exit under the LID changes the requirement for a full environment review and would require a much larger investment on the part of the developer? The actions of City Council in regard to this application are very concerning given the impact the new subdivision will have on the safety and environment of the existing residents.
- Approximately 106 new homes are planned for the new subdivision with most having lot sizes of 0.20 acres. The traffic study for this development occurred during COVID restrictions which does not provide the City or its residents with an accurate calculation of normal traffic and of the impact the additional traffic will have on the one and only existing entrance/exit to Keene Road. This is already a busy thoroughfare. Approving this application when it only allows for one entrance/exit from the Country Ridge subdivision creates an unnecessary threat to the lives of those living in Country Ridge given there is only one entrance/exit for evacuation in the event of evacuation for a dangerous event (e.g., fire).
- There is only one entrance/exit for emergency responders to access and egress from the neighborhood under the current application for this new subdivision. This endangers the lives of current and future residents. This creates a large liability for the City and those of you currently serving on the Council now and well into the future.
- Adding a traffic light to the intersection of Country Ridge Drive and Keene Road is not feasible given the current traffic design on Keene Road. In addition, the installation of a traffic light at Country Ridge Drive and Keene Road will only slow evacuations from the neighborhood if there is only one entrance and exit.
- A full environmental review should occur with the study including a secondary entrance/exit for the new subdivision. Fire safety, noise of increased traffic, dust clouds from construction, wildlife preservation, and stormwater issues are major concerns.

- Leaving only one entrance/exit for the existing homes and those proposed in the subdivision is unsafe, unsupported by your inaccurate traffic study, and leaves one point of egress and ingress to the large number of the City's citizens. The current entrance is a downhill exit and uphill entrance. The lack of safety posed by your choice to allow only one entrance is very concerning. Inclement weather could easily make the current, and only, entrance/exit inaccessible to first responders placing an increasing number of (lives of all current and proposed residents) in unnecessary danger.

I hereby formally request the approval of the application for this new subdivision until a full environmental study occurs with the inclusion of a secondary entrance/exit added for the new subdivision using a LID process to assess the developer and future homeowners of the proposed subdivision for this secondary entrance. In addition, and as a reminder, should you fast track this process in any way using data that is not representative of normal, non-COVID travel activity, or any data that is not proven by sufficient, competent evidence to be representative of non-COVID conditions, and you allow this new subdivision to be constructed and occupied without the addition of a secondary entrance/exit, all current and future residents may reserve the right to hold the City and current council members (even after you leave Council) liable for actions resulting in or contributing the loss of life and/or property should a fire or other emergency occur and lives and/or property are lost and/or damaged due to the existence of only one entrance/exit.

Sincerely,
Brian Quinn
Resident of Country Ridge Subdivision

ONeill, Shane

From: william reinhart <w.d.reinhart@att.net>
Sent: Friday, February 19, 2021 2:33 PM
To: O'Neill, Shane
Cc: Sue Reinhart
Subject: Notice of Application, Public Hearing and DNS (S2020-103 & EA2020-132)

To: Shane O'Neill, Senior Planner, City of Richland

As a Country Ridge property owner I became aware of City of Richland plans to expand our community just today, February 19, 2021. As a past graduate student of the U. of Denver Environmental Project Management program, I have strong concerns regarding urban sprawl, pollution, and public safety, and how this proposed development will affect our environment and neighborhood.

I doubt my questions can be answered, or an adequate public discourse be conducted, through a virtual meeting. My age and preexisting conditions preclude attending an open public forum during this COVID epidemic, so I am requesting a postponement of your virtual meeting until Washington State guidelines for COVID allow for in-person meetings.

William Reinhart
1107 Appaloosa Way
Richland, WA 99352
509-627-6529

Sent from [Mail](#) for Windows 10

ONeill, Shane

From: Rebecca Ritchie <waritchies@yahoo.com>
Sent: Friday, February 12, 2021 9:57 AM
To: O'Neill, Shane
Subject: Preliminary Plat of Ladera

Dear Shane,

I live in the neighborhood of Country Ridge. I oppose the proposed 106 lot residential subdivision without full and proper consideration of traffic impact and safety as well as environmental safety. There is only one way out of our neighborhood. It is already difficult to turn out on to Keene road. Adding 106 new homes will make it unsafe and unbearable. Traffic studies done during Covid lockdowns are not accurate at all. Please postpone the March 8th virtual meeting until we can meet in person. Neighbors deserve the opportunity to fully participate and voice their concerns.

Thank you,

Rebecca Ritchie

ONeill, Shane

From: Robbins, Chris <Chris.Robbins@cngc.com>
Sent: Friday, February 19, 2021 3:35 PM
To: ONeill, Shane
Subject: Proposed Ladera Land Development

Dear Mr. O'Neill,

My name is Chris Robbins and I live at 1341 Country Ridge Dr. I writing you to voice our opposition to the proposed Ladera land development. We feel the addition of 106 residences would not be prudent as it would bring significant traffic and safety issues that the current infrastructure is not able to remediate. We ask that this proposal be denied. Thank you.

February 15, 2021

Shane O'Neill
Senior Planner
625 Swift Blvd., M.S.-35
Richland, Washington 99352

Dear Mr. O'Neill:

We are writing in opposition to the notice given by the City of Richland that Pahlisch Homes wants to build a 106 lot residential subdivision known as Ladera south of I-182 and west of Country Homes Estates.

Our concern deals directly with the damage that will be done to our immediate neighborhood. What are the city planners thinking to allow such a development in such a small area cocooned with limited access. First there are significant safety issues. Without an alternative access and egress network all the traffic from 106 new residents will have to travel onto Country Ridge Road to Strawberry Lane and then into the development. Besides the residents, you will have guests as well as service workers traveling that same route. And unfortunately Country Ridge Road, at least in the old section, does not have sidewalks and people walk for exercise on the road. And we can tell you that people in this neighborhood do not travel 25 miles per hour. For example, we live on Thoroughbred Way and traffic comes up the hill on Country Ridge onto Thoroughbred at 35 to 40 miles per hour regularly. Another safety issue is fire and emergency response. In the whole Country Ridge, Country Heights area, there is only one way into and out of the area. We believe prudence would dictate that there be more than one way into and out of an area, especially given the increase in population density. The third safety issue has to do with the added traffic on Keene Road and the entrance to Country Ridge. Coming onto Keene now from Country Ridge is challenging and it will only become worse with added population. That particular area is an accident waiting to happen. Yes you could put in a traffic light but that only serves to restrict traffic flow on one of your arterial roadways.

Another concern for us deals with the environmental impact of such a development. You want to allow the substitution of homes for natural shrub steppe habitat. Not only will this further the decline of carbon absorbing plants and bushes but also destroy the habitat for birds, mammals and coyotes. At some point the City needs to start thinking of sustainability and retain some natural area rather than destroying them for the sake of population and economic growth. Balance is a key word here which is lost on City administration and counsel. We can and should do better as a City and in this case an environmental review rather than a fact finding of no significant impact should be in order.

So for us, we would ask you to disapprove this development and ask the builder to submit a new plat that fits better into the current makeup of the developments in that area; especially larger type lots of 1/2 acre or more. Maintaining the look of the neighborhood is more important to us than filling the profit coffers of the developer and ultimately the revenue potential of the City.

Please take more time and reconsider your recommendation to approve the Plat.

Sincerely,

Bob and Nancy Rosselli

ONeill, Shane

From: Nader Samaan <nader.samaan@yahoo.com>
Sent: Friday, February 19, 2021 4:46 PM
To: O'Neill, Shane
Subject: Richland Resident concerns on (S2020-103 & EA2020-132) Preliminary Plat of Ladera

Hi,

As a Richland resident living in the country Ridge neighborhood, I would like to express my extreme concerns about the (S2020-103 & EA2020-132) Preliminary Plat of Ladera application.

First, Since, the build of the new Duportail Bridge , the traffic in Keen Rd has become much heavier, and it becomes very difficult to make a left and right turns safely from Country Ridge Rd. This new proposed development will make this problem much worse.

Second, the Country Ridge Neighborhood has a unique feature of low density houses, no more than 2 houses per acre, this new development does not fit in our neighborhood nature with building too many small houses

Third, this new plan will put the safety of the whole neighborhood in Jeopardy with doubling the neighborhood sized with only street exit (Country ridge road), during emergencies like wild fire it will be a disaster for residences fleeing the danger ,

Finally, as a result of this new development with its current poor plans, it will negatively impact the current houses prices within Country Ridge

I strongly urge Richland city straff to reject these current plans and postpone the current hearing meeting in March 8th until it is allowed to have such meeting in person, so we can attend and express our views

Sincerely,

Nader Samaan, Phd, PE

1114 Appaloosa Way

Richland, WA

ONeill, Shane

From: Karan Sandhu <ksandhu29@gmail.com>
Sent: Thursday, February 18, 2021 7:25 PM
To: O'Neill, Shane
Subject: 1369 country ridge drive

Good Evening,

I am emailing to express my concern with country ridge drive being utilized as a access point for the extensive construction plan. Please if you can avoid using the only access point coming in and out of our beautiful neighborhood. Thank you.

Kind Regards,
Karanbir and Harneet Sandhu

ONeill, Shane

From: Sukh Sandhu <sukh57@yahoo.com>
Sent: Friday, February 19, 2021 3:05 PM
To: O'Neill, Shane
Subject: Country Ridge new development

Hello Soneill,

I came to find out that there is going to be a new development in country ridge. This development will cause over three times the allowed traffic capacity for our local streets of Country Ridge Dr and Strawberry Ln. Which will cause safety and traffic concerns. Everyone in country ridge is extremely concerned about it. I hope this does not happen. Dallas Rd has already been approved to be upgraded to a four-lane road with sidewalks, to be completed in 2024, which would be a correct path.

Sincerely
Sukh Sandhu
Gurbir sandhu

Sent from my iPhone

ONeill, Shane

From: Sherry Sandilands <sherrys@bhhstricities.com>
Sent: Friday, February 19, 2021 10:50 AM
To: O'Neill, Shane
Cc: Brian Sandilands; Tyler Nagel
Subject: Ladera Development

Shane, Mike and all City Council!

For these following reasons we, Country Ridge Homeowners, are vehemently against the Pahlisch Home Ladera Development. As I understand there is a new traffic Engineer John Deskins, who is not honoring the grandfathered in perspective of his predecessor, of requiring another outlet road NO MATTER HOW MANY HOMES GO IN. His predecessor told builders it didn't matter if it was 1 acre lots or 8000 sq ft lots, he said there would not be building without it. The Owner of Infinity Homes lives up here and he said he's tried to develop that land but was told he needed to put in a road to Dallas. We are not happy with the change of 'opinion'. This development would add close to half (42%) more homes to our current capacity.

To be clear, most are not against the land being developed. We are in favor of progress!!

Either they build another road to accommodate the taxation of Country Ridge Drive or build less homes on .5+ acre lots.

Streets – Country Ridge Dr. and Strawberry Ln. are currently classified as “local streets.”

- Local streets should have a daily trip count of less than 1,000
- City traffic engineer used the ITE (Institute of Transportation Engineers) calculator to show each house generates 10 trips per day
 - The Ladera subdivision on its own would exceed the limits of a local street (1060 trips (106 x 10))
 - There are approximately 249 existing homes in CR (per traffic engineer's calculations), which far surpasses local street capacity as it currently stands
- Daily trip usage would be more consistent with “minor collector streets” classification. This classification has a daily trip count of about 500 to 2,000. The combined traffic of the existing homes and Ladera subdivision would exceed even this classification. In fact, using the LTE calculator, our current homes would exceed that number.
- It would be extremely expensive and time consuming – likely a deal breaker – to bring the streets up to the standards of a minor collector street.
 - Currently Country Ridge Dr is not even a city-standard street for a local street. It is considered a non-conforming road due to no sidewalks.
- The traffic engineer is requiring a traffic light at the intersection of Keene/CR Dr., but this does not resolve the capacity limits of the street classification. This also does not mitigate the safety risks of having only one exit in case of an emergency.

Zoning/Development – currently zoned R1 -12 with minimum lot size of 10,000 sqft

- Many of the lots on the preliminary plat are below the minimum requirement
- Developer is using the steep sloped land as critical area and therefore is using a density transfer to use the R1 -10 zoning requirements of minimum lot size of 8,000 sqft
- Developments of this size (100+ homes) would normally require expensive testing for soil compaction, slope stability analysis, and contour maps. These have not been required.

Public Officer Assurances – After the County Estates Subdivision was formed, the former planning department supervisor made assurances that the vacant 60 acres off of Strawberry would never be allowed to divert traffic through Strawberry Ln and CR Drive.

- Several of our neighbors approached the City regarding developing this land and were told by the city official that no traffic could go through the existing neighborhood as the traffic limits were already exceeded. Strawberry Lane would be blocked off and an entrance must be made to Dallas Road.

- These proposals were for low densities: one was consistent with current neighborhood lot sizes, one with 5-acre parcels, and one for just 3 houses—one on each 20-acre parcel. All were told they had to go through Dallas-no exceptions.
- There is a new planning department supervisor. He has decided to take a different approach. That is the only change. The same traffic and safety concerns exist today.
 - There is a legal argument that these assurances created restrictions to the use of the land that run with the property. This is a messy area of law. These types of binding assurances are disfavored, but we do have some facts on our side. The current planning department supervisor has acknowledged that his predecessor made such assurances.
 - Punching a path to Dallas Road would be extremely expensive. The possibility of losing this argument or that it could take time in the courts to resolve may cause the developer to walk away from the plans.
- The HOA, potential developers, and homeowners who asked the City about this issue prior to purchasing their homes all relied on the city official's assurances to their detriment.

Please help make this a win/win for everyone!

Thank you for your time and efforts!

Sherry Sandilands



ONeill, Shane

From: Dennis and Kay Schmidt <dandkschmidt@hotmail.com>
Sent: Friday, February 19, 2021 3:06 PM
To: O'Neill, Shane
Subject: Ladera Development

We're very concerned about the traffic problems that will arise with 100 plus homes being built on Stawberry (just beyond Stallion).

First of all, there's a bus stop right on the corner of Stawberry and Country Ridge Dr. We all know that kids just assume cars will stop to let them cross. However, that doesn't always happen.

We live right on the corner of Strawberry and Country Ridge Dr. next to the Stop sign. Believe me, it's a rare occasion that you see anyone come to a full stop. It's always a rolling stop and I'm sure that will be even worse with all the added back up traffic.

You absolutely have to consider putting in an entrance/exit for this new community. With only one entrance/exit for all of Country Ridge Dr. AND the new development, it's just going to be too much traffic for both communities to share the one exit/entrance.

It's really going to change the whole feel of our otherwise quiet neighborhood.

You need to put in a new road just for those 100 plus homes.

Sincerely
Dennis and Kay

Sent from my iPhone

ONeill, Shane

From: Tammy Tillay <2meandogs@gmail.com>
Sent: Friday, February 19, 2021 8:46 AM
To: O'Neill, Shane
Subject: Ladera development

To whom it may concern,

Hello, my name is Tammy Tillay Seidel. I moved to the Country Ridge area four years ago. My husband and I have had the dream that this is where we will enjoy our retirement years and beyond. However, in light of the newly proposed Ladera development I can see our dream quickly turn to a nightmare. Our quiet neighborhood will be overrun with traffic, noise and congestion of every kind.

One of my largest concerns is truly about Safety. In the case of an extreme emergency I honestly don't know how everyone would be able to evacuate this area in a timely fashion. Have traffic studies been completed? Does the city have an answer for this? My further concerns are for the wildlife in the area and I wonder if full environmental impact reviews have been done? If this development is being rushed through without the proper concerns being addressed that is a sad shame.

Please consider the lives of those, like myself who have invested nearly a lifetime of work into a quiet neighborhood property only to have an over anxious developer steam roll our dreams. I would hope that the City of Richland would stand up for us. At the very least, this project deserves to be reviewed from every side. The city should be ashamed of allowing a fast-tracked application for this development. Please postpone this decision until we are all able to gather in person to share our views. We deserve that consideration.

Regards,

Tammy Tillay Seidel
Country Ridge Dr. Homeowner

02/18/2020

Shane O'Neill
Senior Planner
625 Swift Blvd., MS-35
Richland, WA 99352

RE: Country Ridge planned development of 106 new units

Dear Shane,

I am writing to respectfully request a delay in the upcoming fast-track plan to put in an additional 106 units in our neighborhood. First of all, I only found out about this a few days ago from a neighbor. I don't recall personally getting any notification from the city that he gave to us. I also understand only a few of my neighbors got this notice which is concerning as well. My thoughts on this project are as follows:

- 1) As I see, there is no additional access road for all these new people. As it is, the neighborhood would be overwhelmed by the new cars coming in and out of the Country Ridge Drive.
- 2) In case of an emergency (fire, etc.), cars would not be able to get out of Country Ridge Drive safely and speedily.
- 3) Environmental impact would include wildlife, dust and noise from construction, many construction vehicles.

I am requesting a postponement until State guidelines for COVID allow for in person meetings. This plan for developing 106 units that will have a significant impact on our Country Ridge community should NOT be fast-tracked at this time until more people become aware of this plan and are able to participate in the discussion of this project.

I am certain every person in the Country Ridge community has a concern for this. Please postpone this decision until more people weigh in on this impactful decision. Thank you for standing up for the people here, allowing us to more fully discuss this project at a later date.

Respectfully,

Cameron D. Seidel, OD

O'Neill, Shane

From: STERLING <sh22321@aol.com>
Sent: Friday, January 1, 2021 9:45 AM
To: O'Neill, Shane
Cc: saber.sterling@yahoo.com
Subject: Re: STERLING :)

Wow, this is great news for me during a time that no income from our restaurants. There is however property (10 acres) on the north west corner of the new bridge that I am Interested in. I have about 25 acres and some possible mountain side that would expand the hiking trails on badger mountain, I am looking for a trade.... If the city has any interest in controlling the development of the Sterling Heights area. Saber my daughter has been talking to someone with the city... I have forgotten his name at this point, but We do have our foot in the door, trying to keep that area to be developed by locals. :)

Thanks Again for our for your help. Jim Sterling & Family

In a message dated 12/31/2020 8:15:50 AM Pacific Standard Time, soneill@CI.RICHLAND.WA.US writes:

Yes, keen observation. I am getting ready to distribute notice for that project. You will of course receive notice in the mail, but I see no reason to withhold notice until then. So here it is.

Pahlisch Homes has applied to divide approximately 60-acres into 106 single-family residential lots to be named the plat of Ladera. The plat and the application are attached hereto for your review.

Soon we will be fully noticing the project and all of the respective application materials. Once we have posted all of the details to the City's land use page Briana or I will send you a link directly.

I thought you were already aware of the plat since it relies of emergency vehicle access connecting to Dallas Road below your home.

Feel free to provide comments to me via email or call if you just have questions.



Shane O'Neill

Senior Planner

625 Swift Blvd., MS-35 | Richland, WA 99352

(509) 942-7587

From: STERLING <sh22321@aol.com>
Sent: Thursday, December 31, 2020 7:03 AM
To: O'Neill, Shane <soneill@CI.RICHLAND.WA.US>
Subject: STERLING :)

Hi Shane

On the map you sent us for address i noticed a plot plan one the 60 acres nest to me Is some thing going on there?

Thanks Happy New Year !!!

Jim Sterling & Family

Disclaimer: Emails and attachments sent to or from the City of Richland are public records subject to release under the Washington Public Records Act, Chapter 42.56 RCW. Sender and Recipient have no expectation of privacy in emails transmitted to or from the City of Richland.

ONeill, Shane

From: Rob Stutesman <robs@fine-americas.com>
Sent: Friday, February 19, 2021 12:41 PM
To: O'Neill, Shane
Cc: Molly
Subject: Re: Ladera/Country Ridge

My address is 1347 Country Ridge Drive, Richland WA 99352,

Thank you,
Rob Stutesman
robs@fine-americas.com
1-509-941-9923
Sent from my iPhone

On Feb 19, 2021, at 12:40 PM, Rob Stutesman <robs@fine-americas.com> wrote:

Shane,
Thank you for the return phone call and your time today.
I am very concerned about the Ladera project that I just heard about for a number of reason. It is my understanding that this project will be over 100 home in a high density houses, which I believe would more than double the number of home in a very small piece of land compared to all of country ridge/strawberry lane.
My first, and largest, concern is safety and traffic. Country Ridge Drive substandard, is not safe and is inferior to current standards with sidewalks and safety elements. Simple math tells you that this will more than double the traffic on an already unsafe road. On lower country ridge drive there are no sidewalks and the road has 3 "blind corners" and 2 hills that are somewhat tough to see up/down. I heard there was a "traffic study" in the middle of the covid pandemic, which is not even close to the traffic I have witnessed over the 10 years we have lived here. At any time of the day you have families/individuals walking/biking/jogging up and down country ridge drive, especially morning and nights, with heavy traffic! We also get people from other neighborhoods coming into our neighborhood using the canal. With NO sidewalks this creates a very unsafe driving condition that will be much worse with AT LEAST 2x the amount of cars traveling up and down this road. Country Ridge Drive is not a safe road! I have had more than one occasion, both driving and walking, that I have had a near miss as cars going into the "pedestrian lane" especially around the blind corners. Why do they not access this new neighborhood from Dallas road? I have taken multiple pictures during this snow we have had and it's amazing we have not had a huge disaster/accident because how tight everything is. Added a light to the bottom of country ridge will not help and could cause worse problems as the hill creates some difficulties seeing and also will cobble up Keene road even worse!
I am also very concerned about the environmental impact this will have on Badger Mountain, freeway and existing homes. During a large construction project like this there is absolutely no way they will be able to control the dust from wind. This will create severe hardships for the entire country ridge community and could also pose a huge threat for a brown out coming over the highway and creating an accident. A huge concern of ours every year is a fire on Badger. With larger lots, green mature landscaping and from what I have seen most house set back significantly it helps reduce both starting a fire and slowing a fire if one breaks out. If there

is a fire on badger you will have created a funnel in which there is very little escape or rescue access. When a fire does hit badger mountain how can the fire/rescue protect all the homes that are currently backed up to badger mountain, let alone protect this new high density development? Has a full environmental impact study been completed?

Another concern I have is devaluation of current home in country ridge/strawberry lane. When you more than double the traffic and add high density homes you will decrease the value of all house directly on strawberry lane and country ridge as well as house in the neighborhood. Has the city taken into account loss of revenue from the taxes you are currently taking from all these homes as this will be significant! I have spoken to a few real estate agents and they all have told me that this could decrease values up to 20% as well as reduce the buyers that would be interested in the current homes in country ridge/strawberry lane.

Other concerns I have for this project are increase noise levels with cars (over double) zipping up and down country ridge. Wildlife and the health of Badger. We always see a vibrant wildlife community included many birds (pheasants, doves, chukars) rabbits-many of which you barely see around any more. Higher density homes are not good for these wildlife to survive. Has a full environmental, wildlife impact study been completed? Has a full traffic, noise, safety impact study been completed during normal conditions, not during Covid? Has a full economic impact study been done on current home values, tax base and future? Developers who have wanted to build on this property in the past have been told they need to access through Dallas Road, why has this changed? I will be present at the March 8 hearing but I would strongly urge this be delayed until this can be conducted in-person.

Thank you,
Rob Stutesman
robs@fine-americas.com
1-509-941-9923
Sent from my iPhone

ONeill, Shane

From: Jacob Tansy <tansy.jacob@gmail.com>
Sent: Thursday, February 18, 2021 8:11 PM
To: O'Neill, Shane
Subject: Fwd: Preliminary Plat of Ladera Application S2020-103 & EA202-132

Hello Shane O'Neill,

My name is Jacob Tansy and I live at 1027 Country Ct. in the Country Ridge subdivision. I would like to bring up some of my personal reservations regarding the intention to 106 personal residences at the west end of Strawberry Lane in the coming future.

While I am all for the ever growing and expansion of the city, I feel it must be done in the proper way. The intention to forgo the standard environmental impact study should not be followed through with. There will undoubtedly be an environmental impact on indigenous species living in the area. These naturally occurring species need to have a cost/benefit analysis completed as they will undoubtedly be pushed out of the area when the home are built. Additionally, as lead agency for the proposal under the State Environmental Policy Act, we should lead by example and follow through with the entire process. Not just issue a determination of non-significance.

Secondly, country ridge is a small, limited access community, with only approximately 106 homes in it already. Effectively doubling the number of homes and vehicles driving along the same roads will create a traffic safety hazard and risk for everyone who lives there. This problem will be compounded by the fact that there are no sidewalks in the country ridge development. There are hills and blind corners that make driving already a risk when encountering the large amount of pedestrian traffic.

Traffic will become an increasing problem in the area as all the new residents will have to use the same stretch of road as there is only one roadway for them to use. The intersection at Keene and Country Ridge is another point of concern as many people attempt to turn left at peak traffic time during the day. A traffic safety impact study is needed to accurately determine if a street light or other traffic control system is needed for the intersection with the increased motoring public. This traffic safety concern does not stop at just residential traffic but emergency services response times due to an increase in congestion will cause residents to wait longer and possibly be in more danger.

The impact of these homes going in is plainly obvious and I feel the city council and yourself owe it to the residents who live in Country Ridge to conduct an impact study. Then apply the findings of that study to allow for a safe expansion of the area while being able to keep the same standard of living that pushed my family to move to the area. Please do not waive the environmental impact study as a caveat to the none substantial risk clause and please allow my children to continue to experience the quiet and safe neighborhood that we have grown to love.

Lastly, I would request a postponement of the scheduled virtual meeting on March 8th until the state guidelines allow for in person meetings. I fear many of the Richland residents whom will be affected by this change will be unable to have their concerns heard due to being uncomfortable using technology.

Thank you for your time and consideration.

ONeill, Shane

From: omega675@gmail.com
Sent: Saturday, February 20, 2021 6:48 PM
To: O'Neill, Shane
Subject: Preliminary Plat of Ladera comments

Mr. O'Neill,

I am writing to express my concerns with the newly proposed development from Pahlish homes, Ladera. The proposed development will greatly increase the traffic volume on Country Ridge Drive. The road is already highly used as the sole entrance and exit for the neighborhood. Adding 106 residences will make the road even more hazardous for children and pedestrians. Evacuation in the event of fire will be next to impossible with the additional load on the road.

I am under the impression that a traffic study was conducted, but it took place during the current pandemic. Monitoring traffic on Country Ridge Drive during a pandemic with many residents foregoing their commutes to work from home does not adequately reflect actual road usage. The City should conduct a traffic study during normal working conditions to better understand actual traffic volume.

Lastly, I would like to request a postponement to the planning meeting. The residents of Country Ridge should be able to express their concerns in a forum that does not constrain the opinions of those without technological acumen.

Respectfully submitted,
Andrew Thomé

ONeill, Shane

From: Diana Thomé <dkrthome@gmail.com>
Sent: Sunday, February 21, 2021 7:27 AM
To: O'Neill, Shane
Subject: Proposed land use comments

Mr. O'Neill,

I am writing to express my concerns with the newly proposed development from Pahlsh homes, Ladera.

As a resident of the Country Ridge neighborhood as well as a mother of school aged children, I have significant concerns regarding the increased traffic burden on Country Ridge Drive.

At present, the bus stop my children would use for school is on Country Ridge Drive. The neighborhood park they routinely use requires crossing Country Ridge Drive without the benefit of traffic control signals or a crosswalk. Cars often travel at speeds greatly exceeding the speed limit, likely in excess of 45mph. The shoulders are narrow and there are no sidewalks to allow for safe pedestrian travel. The addition of 106 homes would dramatically increase the traffic traveling on Country Ridge Drive, thus putting pedestrians of all ages in harms way.

I implore you to consider the safety of our children and other pedestrians in our neighborhood. A proper traffic study should be conducted. It is my understanding the study that was completed was done during the early pandemic restrictions when many were working from home and schools were not in session.. Did the study account for foot traffic and school bus stop safety? At a minimum, the addition of sidewalks and crosswalks must be a part of this proposed development.

Further consideration should be given to emergency ingress and egress. In the event of a rapidly spread wildfire can hundreds of homes safely and rapidly evacuate on Country Ridge Drive?

I would also like to call attention to the wildlife that makes its home on Badger Mountain. Has a full environmental study been completed to evaluate the ecological strain from the proposed development?

Mr. O'Neill, the city of Richland has a responsibility to its residents to provide adequate, safe, and well designed infrastructure. This proposed development needs more thorough study before moving forward.

Thank you for your time and commitment to the citizens of Richland.

Respectfully,

Diana Thomé

ONeill, Shane

From: City of Richland Development Services <noreply@seamlessdocs.com>
Sent: Sunday, February 21, 2021 10:08 AM
To: Stevens, Mike; O'Neill, Shane; Ghbein, Briana
Subject: March 8, 2021 Hearing Examiner Meeting - Public Comment



New Submission

A new submission was received for the form below. Log into your Submission Manager to review and process it.

Form name	March 8, 2021 Hearing Examiner Meeting
------------------	--

Submission Details:

I wish to comment using the
Online Form

Public Hearing
S2020-103 Ladera Preliminary Plat

Support/Oppose
I Oppose

Reading of Comments
I WOULD like my comments read aloud

Comments

The proposed development would significantly impact public services, including police and schools. The transportation and traffic impacts to the Country Ridge and Country Heights neighborhoods would impact the safety of residents. The proposed density transfer would burden neighborhood streets and have aesthetic, air quality, and noise impacts. The application does not adequately address mitigation of these concerns. The application should be denied. My full comments were submitted in writing using the online form and I respectfully request that they be given full consideration.

Full Name

First Name

Sarah

Last Name

Thornton

Full Address

Street Address

2813 Appaloosa Way

City

Richland

State

WA

Zip

99352

Email

sarahbthorn@gmail.com

Upload File(s)

Comments Opposing S2020-103.pdf

Log in to view submission →

[Log in to view in Submission Manager](#)

City of Richland Development Services | 625 Swift Blvd. MS-35
Richland, WA 99352

ONeill, Shane

From: Matt and Erica Upmeyer <upmeyer@yahoo.com>
Sent: Tuesday, February 16, 2021 10:45 AM
To: O'Neill, Shane
Subject: Ladera Proposal

Dear Shane,

My family and I reside in Country Ridge Estates off of Strawberry Lane and Halter Court. We recently became aware of the proposal for a housing development off of Strawberry Lane. This is very concerning to me and my family for a variety of reasons.

Our decision to build in Country Ridge was to allow us the opportunity to live in a quiet neighborhood which large lot sizes, space between homes, and safe location to raise our family. Adding the additional 106 homes on very small lots will impact not only our property values and taxes but also will impact greatly the safety of our neighborhood due to the increased traffic that will be routed through our residential neighborhood. This increased traffic not only will increase the amount of traffic noise, potential for traffic related accidents, but also the safety of our children and families that walk, bike, and enjoy our quiet neighborhood. With the proposal as it is today, the lack of multiple entrances in and out of Country Ridge poses a threat to the safety of our community members by limiting access to EMT/fire/police resources should there be an emergency of any sort. There are no sidewalks off of Country Ridge Drive and even with the limited traffic we see in our neighborhood today it is a concern for the safety of those who are out and about in our neighborhood.

I also have great concerns about the decision to do a traffic study during a pandemic. The data that was obtained during this traffic study is not an accurate set of data for the amount of traffic that typically travels this neighborhood on a daily basis, nor what the neighborhood can sustain in regards to increased traffic. I know personally pre-pandemic I would travel this neighborhood at a minimum 4-6 times on a daily basis to go to work, kids activities, errands, etc. During the pandemic I typically only leave my house 1-3 times per week, and I know from my discussions with others this is a common trend.

I request that a decision to move forward with this proposal at a minimum be postponed for an in person meeting so that our community has a chance to learn more and respond to this proposal. We have a significant amount of community members who are not equipped or comfortable in the virtual space to attend a meeting in this format. I also strongly encourage an additional traffic study be done at a later time (post-pandemic or at least once things become close to "normal") to get a more accurate data set re: traffic feasibility.

Thank you for your consideration and I look forward to further dialogue.

Erica Upmeyer
1150 Halter Court
Richland, WA 99352

515-480-1786

ONeill, Shane

From: John Viita <jviita@frontier.com>
Sent: Friday, February 19, 2021 4:20 PM
To: O'Neill, Shane
Subject: S2020-103 & EA2020-132 Preliminary Plat of Ladera

I am submitting these comments on the Preliminary Plat of Ladera.

I have reviewed the information posted on the city's Pending Land Use Actions website and am concerned with the increase in traffic on Country Ridge Drive of approximately 40% with no additional access to be provided. A traffic light can be provided at Keene Road to account for normal situations but this will not address emergency situations that have occurred in the past or may occur in the future.

Approximately 20 years ago a lightning strike on Badger Mountain from an incoming thunderstorm started a fire above what is now Trailhead Park. The wind blew the fire down the mountain at surprising speed. A downpour from the storm prevented the fire from reaching homes before a fire break could be cut.

In the 1990's a fire started near the top end of Bridle Drive and spread to a significant part of the open land.

Several times snow and ice have caused a problem at the steep climb on Country Ridge Drive at Keene Road. Cars fail to climb that 200 feet or so to the Saddle Way intersection and get stuck blocking the road. Cars leaving the neighborhood have slid down into Keene Road.

These are examples of situations I have seen in the last 29 years but they are small scale emergencies compared to what could happen in this neighborhood. I lived in the San Francisco Bay area during the Oakland Hills Fire in 1991 and use that as an example of what could happen in the future. A wind driven fire blew into neighborhoods of winding streets which had limited access points. The streets became clogged with traffic of people trying to leave while emergency vehicles were trying to get in. In addition some residents were trying to return home to rescue family or pets or collect important items. Accidents occurred. People abandoned their cars and fled on foot. The result was 25 people died, 150 were injured and 3000 structures burned. The people there did not think anything of that scale could happen there but it did.

Several maps in the information call the extension of Strawberry Lane to the west a "Fire Access Road". I have hiked this road many times and would question its suitability as an emergency exit from the area. As a Civil Engineer, I designed construction access roads that were not as steep as this road and we would have to tow loaded trucks up the incline with a tracked vehicle. Front wheel drive cars could have a problem with this slope.

This Ladera addition will mean 350 homes will depend on the one access point at Country Ridge Drive. It's time for an improved alternative access point to be provided for the safety of the residents. I believe a properly designed paved access to Dallas Road should be required for approval of this Plat.

John Viita
1143 Saddle Way
Richland

O'Neill, Shane

From: Stephanie Walton <stephaniej.walton@gmail.com>
Sent: Thursday, February 18, 2021 4:59 PM
To: O'Neill, Shane
Subject: Ladera Subdivision

Mr. O'Neill,

I live in the Country Ridge Subdivision and I am very concerned about the proposed Ladera Subdivision. I believe it would severely impact our neighborhood in a negative manner. Here are some issues the city needs to consider.

1. The proposed 106 homes would impact the amount of traffic on our neighborhood streets significantly.
2. Our neighborhood has no sidewalks (lower Country Ridge) but the community is active with walkers, runners, strollers, skateboards and bikes. This raises safety issues in my opinion.
3. The entrance to the neighborhood is already challenging to get in and out of because of traffic. The proposed new residents/drivers would add greatly to this existing problem.

In an emergency situation (we have had fires on the hillside) evacuation with one exit could prove interesting.

4. The Ladera Subdivision has divided the property into small, small city lots. Why the super cram? Hmm...

Whatever the reason this high density housing is in no way a positive or even a neutral proposition for Upper or Lower Country Ridge residents.

Sincerely,

Stephanie Walton

ONeill, Shane

From: Terry Walton <tl_walton@msn.com>
Sent: Friday, February 19, 2021 4:33 PM
To: O'Neill, Shane
Subject: Proposed Ladera Development

Shane O'Neill Senior Planner
City of Richland

Dear Shane,

I am a resident of the Country Ridge neighborhood residing at 1120 Bridle Drive. I am writing to document my objection to the proposed 106 lot development for the Ladera site. My primary objection is based on the resultant increase in traffic and safety concerns. As you know, the Country Ridge development has only one access point to Keene road and traffic flow is already a challenge. In addition to normal traffic concerns, the Ladera proposal would limit emergency egress via Country Ridge Drive.

Sincerely,

Terry Walton

ONeill, Shane

From: Kris Waltze <waltze11@hotmail.com>
Sent: Friday, February 19, 2021 2:33 PM
To: O'Neill, Shane
Subject: Ladera

I feel like it is very irresponsible for Pahlisch homes to be allowed to develop the land for the Ladera development and have access through Country Ridge. I personally went down the City regarding developing this land before it went for auction and was told by the city official that no traffic could go through the existing neighborhood as the traffic limits were already exceeded. Strawberry Lane would have to be blocked off and an entrance must be made to Dallas Road. Due to this cost we never made an offer on the land. Now for me to find out that rules have been changed for Pahlisch Homes I am extremely upset. I asked about doing 10 one acre lots and was told that was too much traffic for Country Ridge so then I asked about only doing 3 custom homes and was also told that would affect the traffic too much. It is ridiculous that a private investor is told one thing but when a home builder asked they get a totally different set of rules and are possibly allowed 106 starter homes.

I personally live on Country Ridge Drive and for that amount of traffic to be allowed when there isn't even sidewalks is a joke. There goes all our children's safety right out the window. Country Ridge is one of the last remaining hidden gems in all of Tri Cities and if this development is allowed to happen we will all lose a lot of our home's value as well as change the scope of the whole neighborhood. I was told by the City of Richland that Country Ridge was already over their traffic count and adding any more houses would be a safety issue. Why has this now been changed?

Thank you,
Kris Waltze

O'Neill, Shane

From: Shawndell Wilson <shawndell.wilson11@gmail.com>
Sent: Friday, February 19, 2021 9:55 AM
To: O'Neill, Shane
Subject: Ladera Development

Dear Mr. O'Neil,

>

> My husband Todd and I purchased our home in Country Ridge in September 2009. It was our dream, everything we wanted in a forever home and neighborhood; the subdivision we bought into boasted of beautiful, low density homes with large lots and safe, designated "local streets". In fact, after our subdivision was formed, the City and former planning department supervisor assured new property owners that through traffic and access to vacant land would never be allowed to be diverted through Country Ridge Drive and Strawberry Lane. We purchased our home with assurance.

>

> As a recent widow and single mother, I am extremely concerned about the plans to develop the Ladera subdivision on the land adjacent to Country Ridge. Our property will be particularly affected as it is located on the intersection of Country Ridge Drive and 3404 Strawberry Lane, the access point in and out of Ladera.

>

> For us personally, the current proposal, as it stands, will mean increased daily traffic (per the City Engineer's use of the ITE calculator) at the rate of 1060 car "trips". I was told this calculation was taken in November during Covid and at a time when homeowners were directed to stay at home. Seriously inaccurate traffic count. With that said, all of these "trips" will ultimately be turning at the intersection directly outside and feet my front door, where neighborhood children play. In addition, this intersection is where elementary, middle school and high school students catch the bus. Further, this traffic will result in significant increased noise and lights shining into my home and yard. If approved, my home and quality of life will be severely, adversely affected by these proposed access plans.

>

> Moreover, the lack of separate access roads decreases safety for both developments. As it stands, Country Ridge traffic alone exceeds current local street capacity, per their designation. Substantially increasing traffic at its proposed magnitude will not only be unsafe for all residents, it would pose serious danger and threat to life to emergency personnel like fire fighters and EMT's in the event of a natural disaster and need for immediate evacuation.

>

> To live in and enjoy the exclusivity of Country Ridge over the years, we residents have adhered to strict HOA regulations, paid substantial property taxes and even spent hundreds of thousands of dollars on home/yard improvements. The inclusion of the Ladera development traffic, its small, high density lots (many of which are below minimum zone requirement for R1-12) and probable lower income property owners will significantly decrease property values in Country Ridge.

>

> I implore the planning department to flat out reject the current Ladera development proposal. At the very least, I request that you postpone the issuance of the DNS until all those in opposition to the plans can meet safely, and in person, to vocalize our grave concerns. This proposal has significant implications to the residents of 249 Country Ridge homes and warrants a proper, thoughtful and legal discussion.

>

> I thank you in advance for your consideration.

>

> Sincerely,

>

> Shawndell Wilson
> 3404 Strawberry Lane
> (509) 308-3353
>
>
>

The developer has put forward a voluminous document that impressively cites traffic flows and statistics all carefully crafted to give the desired answer. The document uses the COVID 19 and last year's fires as a weak excuse to utilize historical data, conveniently utilizing traffic flow data that has little or no bearing on the introduction of 106 lots

Traffic impact **is not** at Queensgate/Keene intersection, the impact of additional 1000+ journeys (city data) from the 106 proposed lots, is seriously diluted at this point.

The impact of the addition 106 lots starts to show itself at the Country Ridge/Keene intersection. The traffic from those 106 lots when combined with the existing traffic from approx. 240 homes on Country Ridge and the various higher divisions, will result in increased delays, and associated impatience, at that junction, both exiting from Country Ridge and accessing Country Ridge from Keene.

At this point its worth looking at some of the more generic data from the TIA, specifically Queensgate/Keene intersection accidents (last page of TIA). The vast majority of accidents are the result of left turns. At the Country Ridge/Keene intersection the left turn volumes will go up, hence increased accidents. So, are traffic lights the answer? only if understood and used correctly.

YAKTRINEWS.com 12/18/2019

Richland officials address rise in accidents on Keene, Queensgate

RICHLAND, Wash. — A high-traffic area in Richland is causing some concern. The intersection—Keene Road and Queensgate Drive.

Three months ago, several improvements were made during the Queensgate corridor project. One was a designated right turn lane. The other is a flashing yellow arrow for drivers turning left on Queensgate from Keene. Since the changes, accidents have gone up.

Travelling up Country Ridge, the greater is the impact, and remember Country Ridge Drive does not have sidewalks, even walking against the traffic flow there are several areas when vehicles will try to take a corner tight. This problem is further compounded when snow forces pedestrians further into the roadway.

The major traffic issue is at the upper levels of Country Ridge, County Heights, and Country Estates. In these areas the additional 106 lots and the associated increase in traffic volume is significant. Very simply put, without recourse to graphics, spreadsheets and the like: the introduction of traffic from 106 lots (1000+ journeys per day) through a subdivision of 20 houses (County Estates, via Strawberry Lane) cannot and should not be considered acceptable when safety, quality of life and the like are factored in.

The report eludes to a Dallas road connection having little or no impact of the traffic flow. Of course not, if that traffic flow measurement and analysis, is at the Queensgate/Keene intersection described, but again simply put, a Dallas connection will clearly take pressure off the upper levels of Country Ridge. Equally importantly the Dallas connection will provide an alternative access for emergency services.

Better still to eliminate the traffic impact on the Country Ridge neighborhood and the Country Ridge/Keene intersection altogether, decouple the new development completely from Country Ridge and route all new traffic via Dallas and chain off access to Country Ridge for emergency service only.

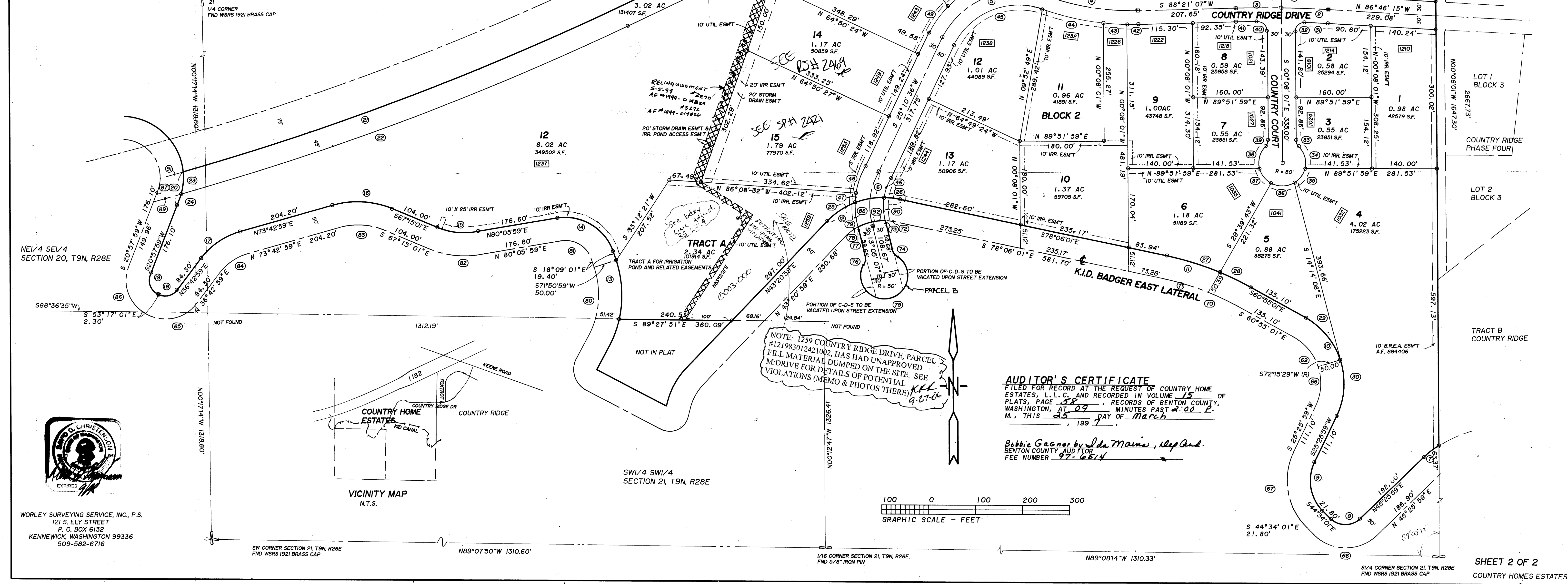
Exhibit 13

203-8612

FINAL PLAT
COUNTRY HOME ESTATES
PORTIONS SECTIONS 20 AND 21, T. 9 N., R. 28 E., W.M.
RICHLAND, BENTON COUNTY, WASHINGTON

CURVE	RADIUS	TANGENT	LENGTH	DELTA	CURVE	RADIUS	TANGENT	LENGTH	DELTA
1	2348.13'	100.00'	199.88'	4°52'38"	45	151.96'	137.80'	223.85'	84°24'12"
2	2348.13'	50.70'	101.39'	2°28'27"	46	151.00'	21.86'	43.42'	16°28'37"
3	2348.13'	48.25'	98.49'	2°24'11"	47	211.00'	9.53'	19.04'	05°10'12"
4	531.97'	99.69'	187.08'	21°13'41"	48	211.00'	30.78'	61.14'	16°36'06"
5	181.96'	165.00'	268.05'	84°24'12"	49	211.96'	36.47'	72.23'	19°31'32"
6	181.00'	62.79'	120.87'	38°15'43"	50	211.96'	20.18'	40.24'	10°52'40"
7	164.60'	19.92'	39.64'	13°48'00"	51	211.96'	50.89'	99.88'	27°00'00"
8	45.50'	45.50'	71.47'	90°00'00"	52	211.96'	50.89'	99.88'	27°00'00"
9	93.20'	65.26'	113.87'	81°45'00"	53	501.97'	82.13'	162.82'	18°35'05"
10	164.60'	154.43'	248.07'	86°21'00"	54	501.97'	11.58'	23.16'	2°38'36"
11	623.00'	94.13'	186.84'	17°11'00"	55	2378.13'	24.70'	49.39'	1°11'24"
12	164.60'	92.27'	168.20'	58°33'00"	56	20.00'	19.89'	31.30'	89°40'32"
13	241.00'	66.10'	129.02'	30°40'26"	57	20.00'	8.16'	15.50'	44°24'55"
14	107.30'	92.86'	153.10'	81°45'00"	58	50.00'	17.17'	33.07'	37°53'55"
15	141.00'	41.30'	80.35'	32°39'00"	59	50.00'	31.45'	56.15'	64°20'40"
16	193.20'	68.48'	131.62'	39°02'00"	60	50.00'	31.45'	56.15'	64°20'40"
17	164.60'	55.07'	106.29'	37°00'00"	61	50.00'	31.45'	56.15'	64°20'40"
18	31.90'	31.90'	50.11'	90°00'00"	62	50.00'	17.17'	33.07'	37°53'55"
19	31.90'	24.15'	41.34'	74°15'00"	63	20.00'	8.16'	15.50'	44°24'55"
20	131.90'	30.51'	59.97'	26°03'00"	64	20.00'	19.29'	30.70'	87°56'05"
21	6175.00'	500.94'	999.70'	9°16'33"	65	2378.13'	26.93'	53.86'	1°17'51"
22	6220.00'	513.74'	1025.15'	9°26'35"	66	95.50'	95.50'	150.01'	90°00'00"
23	131.90'	24.67'	48.78'	21°11'23"	67	143.20'	100.27'	174.95'	70°00'00"
24	131.90'	5.60'	11.19'	4°51'36"	68	114.60'	45.34'	86.36'	43°10'30"
25	164.60'	38.33'	75.32'	26°13'08"	69	114.60'	45.34'	86.36'	43°10'30"
26	164.60'	15.18'	30.28'	10°32'24"	70	573.00'	34.36'	68.63'	6°51'44"
27	623.00'	59.56'	118.75'	10°55'16"	71	573.00'	51.75'	103.22'	10°19'18"
28	623.00'	34.08'	68.09'	6°15'44"	72	114.60'	9.60'	18.16'	9°34'46"
29	164.60'	65.13'	124.03'	43°10'30"	73	151.00'	3.56'	7.13'	2°42'18"
30	164.60'	65.13'	124.03'	43°10'30"	74	20.00'	8.16'	15.50'	44°24'55"
31	2318.13'	24.43'	48.86'	1°12'28"	75	50.00'	-51.03'	234.60'	268°49'50"
32	20.00'	20.77'	32.17'	92°09'19"	76	20.00'	8.16'	15.50'	44°24'55"
33	20.00'	8.16'	15.50'	44°24'55"	77	211.00'	7.36'	14.59'	1°59'52"
34	50.00'	28.07'	51.16'	58°37'11"	78	114.60'	18.76'	37.20'	18°35'54"
35	50.00'	21.22'	40.14'	46°00'00"	79	114.60'	64.24'	117.11'	58°33'00"
36	50.00'	28.63'	52.00'	59°35'29"	80	191.00'	58.18'	112.94'	33°52'46"
37	50.00'	21.22'	40.14'	46°00'00"	81	97.30'	49.59'	81.76'	81°45'00"
38	50.00'	28.07'	51.16'	58°37'11"	82	191.00'	55.94'	108.84'	32°39'00"
39	20.00'	8.16'	15.50'	44°24'55"	83	143.20'	50.76'	97.56'	39°02'00"
40	20.00'	20.12'	31.53'	90°20'19"	84	114.60'	38.34'	74.01'	37°00'00"
41	2318.13'	23.79'	47.57'	1°10'33"	85	81.90'	81.90'	128.65'	90°00'00"
42	561.97'	12.37'	24.74'	2°31'22"	86	81.90'	106.13'	74°15'00"	74°15'00"
43	561.97'	25.07'	50.11'	5°06'34"	87	81.90'	13.74'	27.23'	19°02'32"
44	561.97'	66.99'	133.35'	13°35'46"	88	211.00'	26.83'	53.37'	14°29'32"

NOTES
1. BASIS OF BEARING IS EAST LINE OF SOUTHWEST QUARTER OF SECTION 21, T. 9N., R. 28 E., W.M. BEING NORTH 00°08'01" WEST.
2. SET 5/8" IRON PINS WITH PLASTIC CAPS MARKED "WOLLEY 13352" AT PROPERTY CORNERS UNLESS NOTED OTHERWISE.
3. INDICATED STANDARD CITY OF RICHLAND BRASS CAP MONUMENT IN CASE TO BE SET AFTER COMPLETION OF STREET PAVING.
4. LOTS ALONG KENNEDY IRRIGATION DISTRICT BADGER EAST LATERAL EXTEND TO THE CENTER LINE OF THE CANAL RIGHT OF WAY. AS THE CANAL IS A PERPETUAL EASEMENT THE LOT AREAS ARE COMPUTED TO THE CANAL RIGHT OF WAY MARGIN. IN THE EVENT THE CANAL IS ABANDONED THE LOTS WILL EXTEND TO THE CENTER LINE OF THE CANAL AS DEPICTED.
5. STORM DRAIN EASEMENTS ARE TO REMAIN FREE AND CLEAR OF ALL OBSTRUCTIONS THAT MIGHT IMPEDE STORM DRAINAGE RUNOFF.
6. PRIOR TO OR CONCURRENT WITH BUILDING PERMIT APPLICATIONS FOR LOTS 11 THROUGH 15, BLOCK 1, GEOTECHNICAL REPORTS SHALL BE SUBMITTED, UNLESS THIS REQUIREMENT IS WAIVED BY THE CITY OF RICHLAND BUILDING OFFICIAL.



WORLEY SURVEYING SERVICE, INC., P.S.
121 S. ELY STREET
P. O. BOX 6132
KENNEWICK, WASHINGTON 99336
509-582-6716

VICINITY MAP
N.T.S.

AUDITOR'S CERTIFICATE
FILED FOR RECORD AT THE REQUEST OF COUNTRY HOME ESTATES, L.L.C. AND RECORDED IN VOLUME 15 OF PLATS, PAGE 58, RECORDS OF BENTON COUNTY, WASHINGTON, AT 09 MINUTES PAST 2:00 P.M., THIS 25 DAY OF March, 1997.

Babbie Gagner by Ida M. Mains, Notary Public
BENTON COUNTY AUDITOR
FEE NUMBER 97-6814

Country Home Estates

B2006

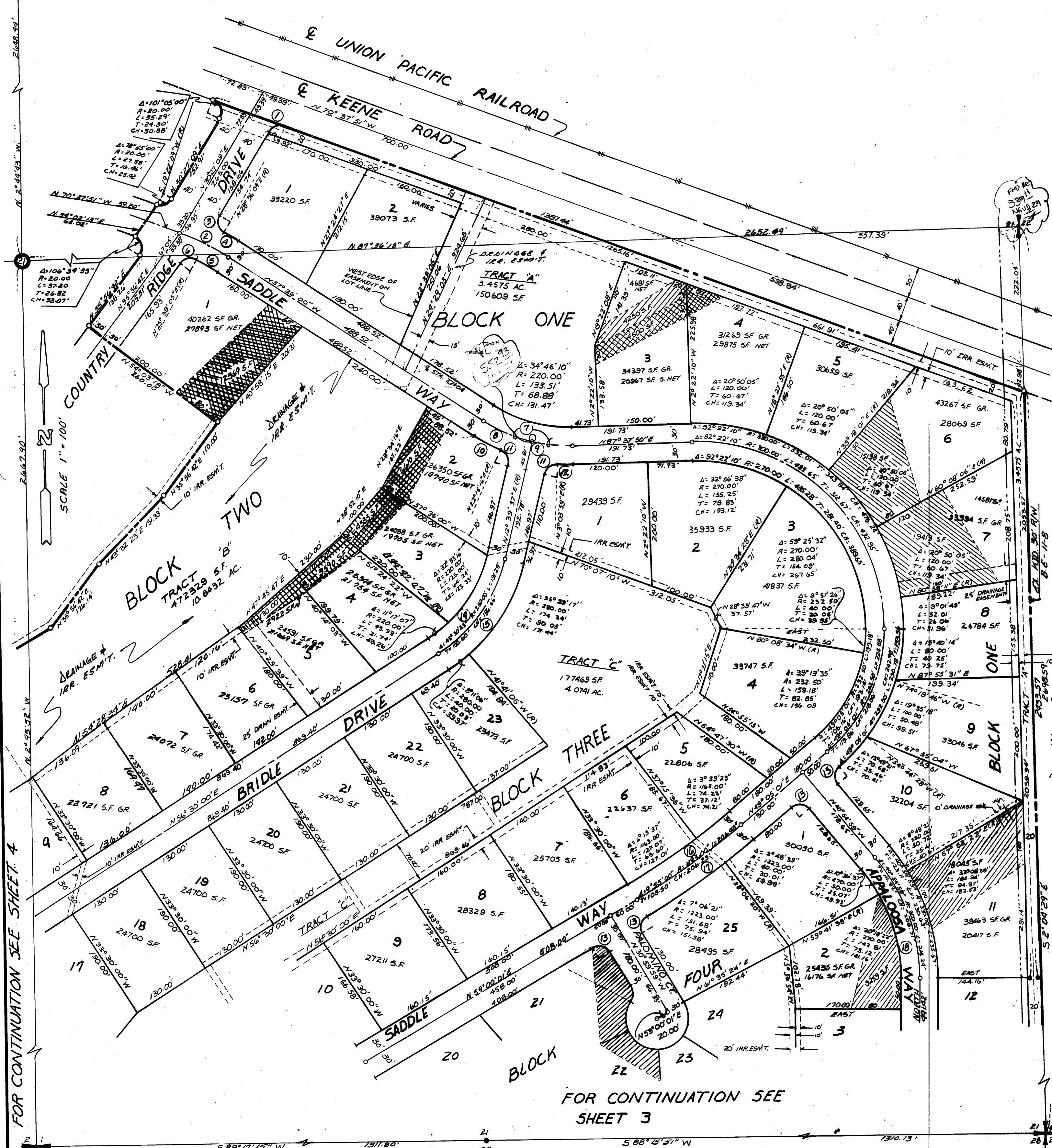
2198-402

COUNTRY RIDGE

PLANNED UNIT DEVELOPMENT

PHASE I

RICHLAND WASHINGTON



OWNERS CERTIFICATE AND DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT DAVIN LAND AND LIVESTOCK COMPANY, INC., A WASHINGTON CORPORATION, OWNERS IN FEE SIMPLE AND COUNTRY RIDGE DEVELOPMENT COMPANY, INC., A WASHINGTON CORPORATION, CONTRACT PURCHASERS, ALL DO HEREBY CERTIFY THAT THEY ARE THE OWNERS, AS DESCRIBED HEREIN, OF THAT TRACT OF LAND DESCRIBED AND SHOWN HEREON AS COUNTRY RIDGE, PHASE I, AND HAVE CAUSED SAID LAND TO BE PLATTED INTO LOTS, STREETS AND EASEMENTS AS SHOWN HEREON AND DO HEREBY DEDICATE, GRANT AND CONVEY TO THE PUBLIC, ALL PUBLIC UTILITY COMPANIES, MUNIcipAL IRRIGATION DISTRICT AND TELEPHONE CABLE TV ALL STREETS AND EASEMENTS AS SHOWN HEREON, FOR THE USES AND PURPOSES AS SHOWN HEREON.

FEE SIMPLE OWNER
DAVIN LAND AND LIVESTOCK COMPANY, INC.

CONTRACT PURCHASERS
COUNTRY RIDGE DEVELOPMENT COMPANY, INC.

DENNIS DAVIN - PRES
VIRGIL DAVIN - SEC.
WALTER J. KIRKPATRICK - SEC. - TREAS.

DENNIS DAVIN - PRES
WALTER J. KIRKPATRICK - SEC. - TREAS.

ACKNOWLEDGEMENT

STATE OF WASHINGTON } ss
COUNTY OF BENTON }
ON THIS 26th DAY OF November 1978, BEFORE ME, THE UNDER SIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED DENNIS DAVIN AND VIRGIL DAVIN TO ME KNOWN TO BE THE PRESIDENT AND SECRETARY RESPECTIVELY, OF DAVIN LAND AND LIVESTOCK COMPANY, INC., (DENNIS DAVIN APPEARED AS ATTORNEY-IN-FACT FOR VIRGIL DAVIN) AND DENNIS DAVIN AND WALTER J. KIRKPATRICK, TO ME KNOWN TO BE THE PRESIDENT AND SECRETARY-TREASURER RESPECTIVELY, OF COUNTRY RIDGE DEVELOPMENT COMPANY, INC., THE CORPORATION THAT EXECUTED THE OWNERS CERTIFICATE SHOWN HEREON, AND ACKNOWLEDGED THE SAID CERTIFICATE TO BE THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATIONS, FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON OATH STATED THAT THEY ARE AUTHORIZED TO EXECUTE THE SAID CERTIFICATE.

WITNESS MY HAND AND OFFICIAL SEAL HERETO AFFIXED THE DAY AND YEAR FIRST ABOVE WRITTEN.
JERRY H. CARR
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT: RENEWICK, WA
MY COMMISSION EXPIRES 9-21-81

SURVEYOR'S CERTIFICATE

I, JAMES W. GARD, A PROFESSIONAL LAND SURVEYOR, IN THE STATE OF WASHINGTON, ACTING AS AGENT FOR TUDOR ENGINEERING COMPANY, HEREBY CERTIFY THAT THE PLAT OF COUNTRY RIDGE, PHASE I, AS SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED HEREON AND CONDUCTED UNDER MY DIRECT SUPERVISION AND THAT ALL ANGLES, DISTANCES, AND COURSES ARE CORRECTLY SHOWN AND THAT THE MONUMENTS HAVE BEEN SET AND THE LOT CORNERS STAKED AS SHOWN ON THE PLAT.

DATE Nov. 30, 1978

AUDITOR'S CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF COUNTRY RIDGE DEVELOPMENT COMPANY, INC., THIS 30th DAY OF November 1978, IN VOLUME 13 OF PLATS, PAGE 13, RECORDS OF BENTON COUNTY, WASHINGTON.

WALTER J. KIRKPATRICK
BENTON COUNTY AUDITOR

FEE NUMBER 730020

CURVE DATA

NUMBER	Δ	R	L	T	CH
1	78°55'00"	20.00'	27.55'	16.46'	25.42'
2	150°01'51"	38.26'	87.62'	44.00'	87.43'
3	31°51'05"	20.00'	32.06'	20.46'	28.24'
4	34°41'54"	45.29'	27.53'	13.77'	27.53'
5	6°41'55"	385.26'	41.84'	20.55'	41.82'
6	30°42'28"	20.00'	27.82'	16.70'	25.63'
7	34°46'10"	250.00'	74.71'	78.27'	149.39'
8	13°44'23"	250.00'	86.73'	43.30'	85.70'
9	15°01'41"	250.00'	65.58'	32.98'	65.39'
10	10°08'44"	250.00'	49.58'	24.86'	49.52'
11	80°24'27"	20.00'	28.07'	16.90'	25.82'
12	6°26'03"	280.00'	26.56'	13.28'	26.56'

NUMBER	Δ	R	L	T	CH
13	90°00'00"	20.00'	31.42'	20.00'	28.28'
14	45°50'23"	220.00'	168.38'	88.53'	164.24'
15	45°50'23"	220.00'	168.38'	88.53'	164.24'
16	59°55'00"	1163.00'	201.29'	100.80'	201.04'
17	59°55'00"	1223.00'	211.66'	106.80'	211.41'
18	10°54'59"	270.00'	192.81'	100.72'	188.74'

NOTE:

#1. INDICATES AREAS WITH SLOPES IN EXCESS OF 15% BUT NOT EXCEEDING 20%. ON-SITE SEWER DISPOSAL SYSTEMS MAY BE ALLOWED IN THESE AREAS, PROVIDED THAT SUBSOIL PROFILES INDICATE NO RESTRICTIVE LAYERS OF SOILS AND APPROPRIATE ENGINEERING DESIGN IS PROVIDED.

#2. INDICATES AREAS PROHIBITED AT THIS TIME FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS. CONSTRUCTION OF PERMANENT STRUCTURES ARE PERMITTED WITHIN THESE AREAS. AREAS MAY BE REVIEWED AT A LATER DATE BY THE HEALTH DEPARTMENT FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS.

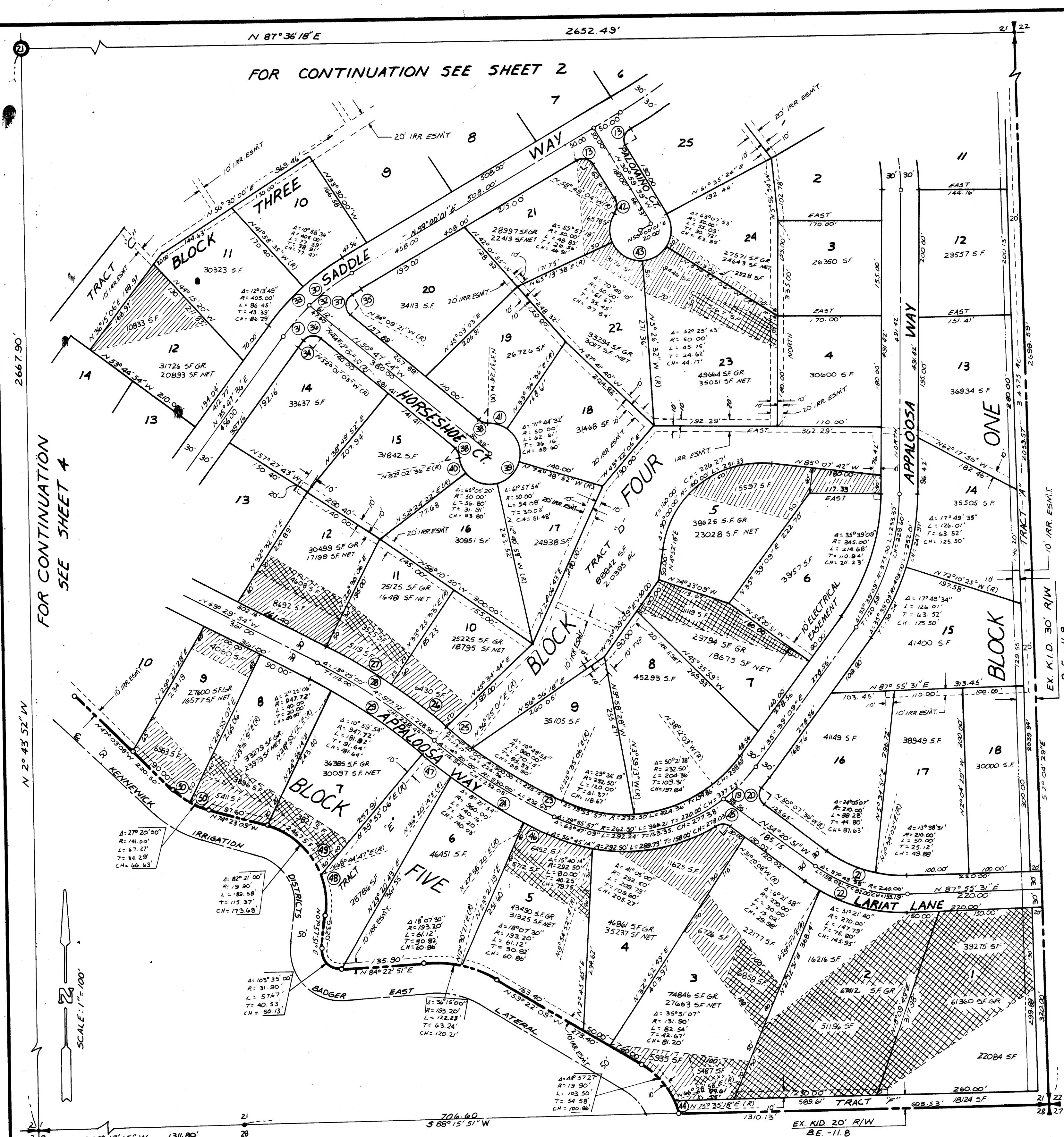
LHE
DRP
LHE
RP6
TUDOR
ENGINEERING COMPANY
BENNEWICK

COUNTRY RIDGE DEVLOP CO
COUNTRY RIDGE
P.U.D. PHASE - I
SHEET 2 OF 4 SHEETS

Plats 1-230

2198-402

B2-001



NOTE:

#1. INDICATES AREAS WITH SLOPES IN EXCESS OF 15% BUT NOT EXCEEDING 20%. ON-SITE SEWER DISPOSAL SYSTEMS MAY BE ALLOWED IN THESE AREAS, PROVIDED THAT SUBSOIL PROFILES INDICATE NO RESTRICTIVE LAYERS OF SOILS AND APPROPRIATE ENGINEERING DESIGN IS PROVIDED.

#2. INDICATES AREAS PROHIBITED AT THIS TIME FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS. CONSTRUCTION OF PERMANENT STRUCTURES ARE PERMITTED WITHIN THESE AREAS. AREAS MAY BE REVIEWED AT A LATER DATE BY THE HEALTH DEPARTMENT FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS.

COUNTRY RIDGE

PLANNED UNIT DEVELOPMENT

PHASE I

RICHLAND, WASHINGTON

OWNER'S CERTIFICATE AND DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT DAVIN LAND AND LIVESTOCK COMPANY, INC., A WASHINGTON CORPORATION, OWNERS IN FEE SIMPLE AND COUNTRY RIDGE DEVELOPMENT COMPANY, INC., A WASHINGTON CORPORATION, CONTRACT PURCHASERS, ALL DO HEREBY CERTIFY THAT THEY ARE THE OWNERS, AS DESCRIBED HEREIN, OF THAT TRACT OF LAND DESCRIBED AND SHOWN HEREON AS COUNTRY RIDGE, PHASE I AND HAVE CAUSED SAID LAND TO BE PARTIED INTO LOTS, STREETS AND EASEMENTS, AS SHOWN HEREON AND DO HEREBY DEDICATE, GRANT AND CONVEY TO THE PUBLIC, ALL PUBLIC UTILITY COMPANIES, SEWERAGE, TRAILER TRAIL DISTRICT AND TELEPHONE CABLE TV, ALL STREETS AND EASEMENTS AS SHOWN HEREON, FOR THE USES AND PURPOSES AS SHOWN HEREON.

FEE SIMPLE OWNER
DAVIN LAND AND LIVESTOCK COMPANY, INC.,
Dennis Davin - Pres.
VIRGIL DAVIN - SEC.

CONTRACT PURCHASER
COUNTRY RIDGE DEVELOPMENT COMPANY, INC.
Dennis Davin - Pres.
WALTER J. KIRKPATRICK - SEC. TREAS.

ACKNOWLEDGEMENT

STATE OF WASHINGTON }
COUNTY OF BENTON }
ON THIS 30th DAY OF November 1978, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED DENNIS DAVIN AND VIRGIL DAVIN, TO ME KNOWN TO BE THE PRESIDENT AND SECRETARY, RESPECTIVELY, OF DAVIN LAND AND LIVESTOCK COMPANY, INC., (DENNIS DAVIN APPEARED AS ATTORNEY-IN-FACT FOR VIRGIL DAVIN) AND DENNIS DAVIN AND WALTER J. KIRKPATRICK, TO ME KNOWN TO BE THE PRESIDENT AND SECRETARY-TREASURER RESPECTIVELY, OF COUNTRY RIDGE DEVELOPMENT COMPANY, INC., THE CORPORATIONS THAT EXECUTED THE OWNERS CERTIFICATE SHOWN HEREON AND ACKNOWLEDGED THE SAID CERTIFICATE TO BE THE TRUE AND VOLUNTARY ACT AND DEED OF SAID CORPORATIONS FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON THAT DAY STATED THAT THEY ARE AUTHORIZED TO EXECUTE THE SAID CERTIFICATE.

WITNESS MY HAND AND OFFICIAL SEAL HEREON AFFIRED THE DAY AND YEAR FIRST ABOVE WRITTEN.

James H. Brown
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON.
RESIDING AT Kennewick, WA.
MY COMMISSION EXPIRES 9-21-81

SURVEYORS CERTIFICATE

I, JAMES W. BROWN, A PROFESSIONAL LAND SURVEYOR, IN THE STATE OF WASHINGTON, ACTING AS AGENT FOR TUDOR ENGINEERING COMPANY, HEREBY CERTIFY THAT THE PLAT OF COUNTRY RIDGE, PHASE I, AS SHOWN HEREON IS BASED ON AN ACTUAL RECON SURVEY OF THE LAND DESCRIBED HEREON AND CONDUCTED UNDER MY DIRECT SUPERVISION AND THAT ALL ANGLES, DISTANCES, AND COURSES ARE CORRECTLY SHOWN AND THAT THE MONUMENTS HAVE BEEN SET AND THE LOT CORNERS STAKED AS SHOWN ON THE PLAT.

DATE Nov. 30, 1978

AUDITORS CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF COUNTRY RIDGE DEVELOPMENT COMPANY, INC., THIS DAY OF November 1978, AT Kennewick, WA, IN VOLUME 13 OF PLATS, PAGE 13.
RECORDS OF BENTON COUNTY WASHINGTON.

BENTON COUNTY AUDITOR
FEE NUMBER 10000

CURVE DATA				
NUMBER	Δ	R	L	CH
13	30°00'00"	20.00'	31.42'	20.00'
14	14°08'00"	242.50'	73.98'	37.23'
15	34°13'15"	20.00'	32.89'	21.53'
16	37°43'38"	270.00'	138.28'	71.75'
17	37°43'38"	270.00'	177.78'	92.25'
18	14°20'00"	900.00'	225.15'	113.17'
19	14°20'00"	960.00'	240.16'	120.71'
20	3°30'05"	900.00'	55.00'	27.51'
21	6°28'33"	1007.72'	174.79'	57.16'
22	6°55'27"	1007.72'	181.78'	60.91'
23	13°25'00"	1007.72'	235.97'	118.53'
24	13°25'00"	947.72'	221.92'	111.47'
25	23°12'25"	375.00'	151.89'	77.00'
26	10°00'23"	375.00'	65.49'	32.83'
27	13°12'02"	375.00'	84.40'	43.39'
28	23°12'25"	405.00'	164.04'	83.16'
29	20°11'19"	345.00'	13.18'	6.53'
30	3°09'22"	345.00'	13.00'	6.53'
31	3°13'41"	20.00'	31.85'	28.59'
32	106°36'03"	20.00'	37.22'	26.85'

NUMBER	Δ	R	L	T	CH
33	42°50'00"	25.00'	18.03'	9.81'	18.26'
34	26°40'00"	50.00'	23.84'	0.00'	73.33'
35	29°38'14"	50.00'	25.86'	13.23'	25.58'
36	37°41'00"	50.00'	32.49'	16.84'	31.92'
37	62°10'55"	25.00'	27.13'	15.08'	25.82'
38	242°10'55"	30.00'	211.34'	0.00'	85.63'
39	5°06'20"	131.30'	20.36'	10.56'	20.34'
40	66°49'17"	20.00'	23.32'	13.19'	22.03'
41	29°23'14"	960.00'	40.00'	20.00'	40.00'
42	3°34'52"	960.00'	60.00'	30.00'	59.99'
43	28°13'04"	131.30'	67.24'	34.38'	66.54'
44	58°07'56"	131.30'	122.32'	65.95'	117.98'
45	13°40'00"	141.00'	33.63'	16.90'	33.53'

DESIGNED
LHE
DRAWN
DRP
CHECKED
LHE
IN RESPONSIBLE CHARGE
RPG

TUDOR
ENGINEERING COMPANY
KENNEWICK

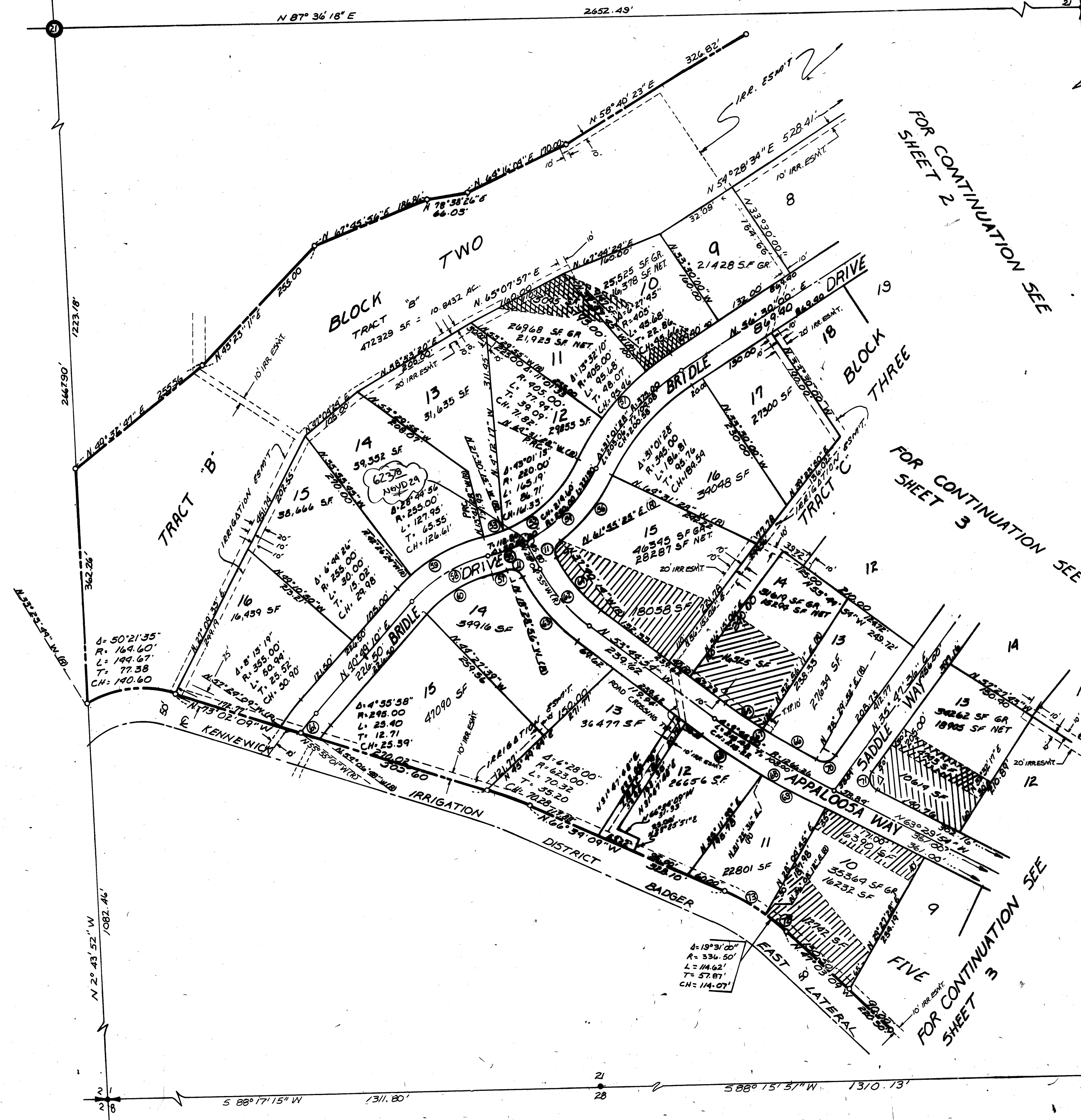
COUNTRY RIDGE DEVL'OP. CO.
COUNTRY RIDGE
P.U.D. PHASE I
SHEET 3 OF 4 SHEETS

COUNTRY RIDGE

PLANNED UNIT DEVELOPMENT

PHASE I

RICHLAND, WASHINGTON



OWNERS CERTIFICATE AND DEDICATION

KNOW ALL MEN BY THESE PRESENTS, THAT DAVIN LAND AND LIVESTOCK COMPANY, INC., A WASHINGTON CORPORATION, OWNERS IN FEE SIMPLE AND COUNTRY RIDGE DEVELOPMENT COMPANY, INC., A WASHINGTON CORPORATION, CONTRACT PURCHASERS, ALL DO HEREBY CERTIFY THAT THEY ARE THE OWNERS AS DESCRIBED HEREIN, OF THAT TRACT OF LAND DESCRIBED HEREON AS COUNTRY RIDGE, PHASE I, AND HAVE CAUSED SAID LAND TO BE PLATTED INTO LOTS, STRAITS AND EASEMENTS AS SHOWN HEREON, AND DO HEREBY DEDICATE, GRANT AND CONVEY TO THE PUBLIC, ALL PUBLIC UTILITY COMPANIES, HIGHWAYS, TRAILS, AND EASEMENTS AS SHOWN HEREON, FOR THE USES AND PURPOSES AS SHOWN HEREON.

FEE SIMPLE OWNER
DAVIN LAND AND LIVESTOCK COMPANY, INC.
DENNIS DAVIN - PRES.
WALTER J. KIRKPATRICK - SEC. TREAS.

CONTRACT PURCHASERS
COUNTRY RIDGE DEVELOPMENT COMPANY, INC.
DENNIS DAVIN - PRES.
WALTER J. KIRKPATRICK - SEC. TREAS.

ACKNOWLEDGEMENT

STATE OF WASHINGTON }
COUNTY OF BENTON }
ON THIS 22ND DAY OF NOVEMBER 1978, BEFORE ME, THE UNDERSIGNED, A NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON, DULY COMMISSIONED AND SWORN, PERSONALLY APPEARED DENNIS DAVIN AND WALTER J. KIRKPATRICK, TO ME KNOWN TO BE THE PRESIDENT AND SECRETARY, RESPECTIVELY, OF DAVIN LAND AND LIVESTOCK COMPANY, INC. (DENNIS DAVIN APPEARED AS ATTORNEY-IN-FACT FOR VIRGIL DAVIN) AND DENNIS DAVIN AND WALTER J. KIRKPATRICK, TO ME KNOWN TO BE PRESIDENT AND SECRETARY-TREASURER RESPECTIVELY, OF COUNTRY RIDGE DEVELOPMENT COMPANY, INC., THE CORPORATIONS THAT EXECUTED THE OWNERS CERTIFICATE SHOWN HEREON, AND ACKNOWLEDGED THE SAID CERTIFICATE TO BE THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATIONS, FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON OATH STATED THAT THEY ARE AUTHORIZED TO EXECUTE THE SAID CERTIFICATE.

WITNESS MY HAND AND OFFICIAL SEAL HERETO AFFIXED THE DAY AND YEAR FIRST ABOVE WRITTEN.

James W. Grow
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON.
RESIDING AT: *Kennewick*
MY COMMISSION EXPIRES: *7-21-81*

SURVEYORS CERTIFICATE

I, JAMES W. GROW, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON, ACTING AS AGENT FOR TUDOR ENGINEERING COMPANY, HEREBY CERTIFY THAT THE PLAT OF COUNTRY RIDGE, PHASE I, AS SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND AND DESCRIBED HEREON AND CONDUCTED UNDER MY DIRECT SUPERVISION AND THAT ALL ANGLES, DISTANCES, AND COURSES ARE CORRECTLY SHOWN AND THAT THE MONUMENTS HAVE BEEN SET AND LOT CORNERS STAKED AS SHOWN ON THE PLAT.

DATE: Nov. 30, 1978

James W. Grow
LAND SURVEYOR

AUDITORS CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF COUNTRY RIDGE DEVELOPMENT COMPANY, INC., THIS 30TH DAY OF NOVEMBER 1978, AT 10:31 A.M., IN VOLUME 13 OF PLATS PAGE 13. RECORDS OF BENTON COUNTY, WASHINGTON.

Verne Miller by Ida Thomas
BENTON COUNTY AUDITOR

FEE NUMBER 780020

CURVE DATA

NUMBER	Δ	R	L	T	CH
1	80°24'21"	20.00	28.07	16.59	25.51
2	3°00'28"	400.00	219.30	112.41	266.43
3	50°20'00"	220.00	125.19	104.54	188.45
4	7°45'14"	220.00	30.01	15.02	23.38
5	34°28'58"	280.00	159.03	82.31	186.37
6	1°25'00"	250.00	62.77	31.55	62.60
7	26°21'14"	280.00	131.23	66.84	180.04
8	4°47'28"	280.00	23.41	11.71	23.41
9	35°28'24"	225.00	139.37	72.00	137.15
10	35°29'24"	225.00	137.95	81.60	135.41
11	39°28'22"	135.00	120.78	62.40	108.89
12	6°41'11"	325.00	38.31	19.14	38.31
13	25°40'18"	249.81	117.98	60.00	117.00
14	22°40'19"	233.38	104.65	53.17	103.67

NUMBER	Δ	R	L	T	CH
15	3°18'55"	1236.26	71.53	35.78	71.52
16	4°24'19"	1236.26	95.77	47.31	95.75
17	7°45'14"	1236.26	167.31	85.78	167.18
18	9°45'00"	1236.26	220.68	105.56	220.32
19	1°52'30"	1236.26	110.20	55.18	110.26
20	8°42'16"	20.00	28.07	16.59	25.51
21	39°11'30"	20.00	34.64	23.34	30.48
22	6°48'39"	336.50	40.00	20.00	39.98
23	1°42'21"	336.50	74.62	37.47	74.47

NOTE:

#1 INDICATES AREAS WITH SLOPES IN EXCESS OF 15% BUT NOT EXCEEDING 20%. ON-SITE SEWER DISPOSAL SYSTEMS MAY BE ALLOWED IN THESE AREAS, PROVIDED THAT SUBSOIL PROFILES INDICATE NO RESTRICTIVE LAYERS OF SOILS AND APPROPRIATE ENGINEERING DESIGN IS PROVIDED.

#2 INDICATES AREAS PROHIBITED AT THIS TIME FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS. CONSTRUCTION OF PERMANENT STRUCTURES ARE PERMITTED WITHIN THESE AREAS. AREAS MAY BE REVIEWED AT A LATER DATE BY THE HEALTH DEPARTMENT FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS.

TUDOR
ENGINEERING COMPANY

COUNTRY RIDGE DEVELOP. CO.

COUNTRY RIDGE

P.U.D. PHASE I

SHEET 4 OF 4 SHEETS

Plats 1-230

2198-402
B2-001

DESCRIPTION~

THAT PORTION OF THE EAST 1/2 OF SECTION 21, TOWNSHIP 9 NORTH, RANGE 28 EAST W.M. LYING SOUTHERLY OF THE KENNEWICK IRRIGATION COMPANY'S BADGER EAST LATERAL

OWNER'S CERTIFICATE (DEDICATION)~

KNOW ALL MEN BY THESE PRESENTS THAT THE UNDERSIGNED ALL DO HEREBY CERTIFY THAT THEY ARE THE OWNERS, AS DESCRIBED HEREIN, OF THAT TRACT OF LAND DESCRIBED HEREON AS COUNTRY RIDGE PHASE II AND HAVE CAUSED SAID LAND TO BE PLATTED INTO LOTS, STREETS, TRACT AND EASEMENTS AS SHOWN HEREON AND DO HEREBY DEVOLVE, GRANT, AND CONVEY TO THE PUBLIC PUBLIC UTILITIES, THE CITY OF RICHLAND, AND THE COUNTRY RIDGE HOME OWNERS ASSOCIATION ALL STREETS, EASEMENTS AND TRACTS AS SHOWN HEREON FOR THE USES AND PURPOSES SHOWN.

FEE SIMPLE OWNERS-BRIDGE WAY PARTNERSHIP

DENNIS DAVIN, PARTNER

Dennis Davin

VIRGIL DAVIN, PARTNER

SURVEYOR'S CERTIFICATE~

I, ROBERT P. GROW, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON HEREBY CERTIFY THAT THE PLAT OF COUNTRY RIDGE PHASE II AS SHOWN HEREON IS BASED UPON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED HEREON CONDUCTED UNDER MY DIRECT SUPERVISION AND THAT ALL ANGLES, DISTANCES AND COURSES ARE CORRECTLY SHOWN AND THAT THE MONUMENTS HAVE BEEN SET AND THE LOT CORNERS STAKED AS SHOWN ON THE PLAT

Robert P. Grow

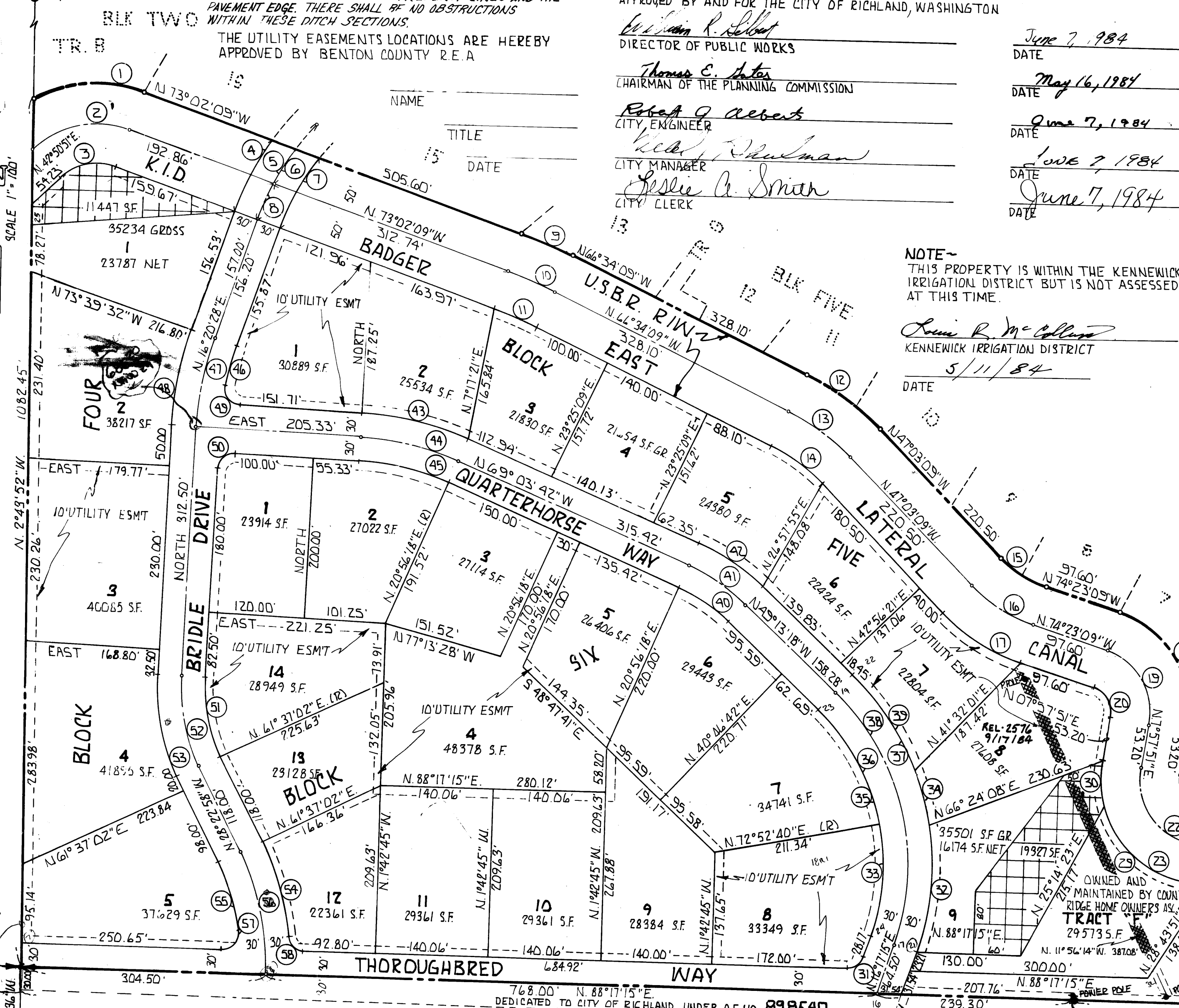
ROBERT P. GROW #15858

July 27, 1983

NOTE~

PROPERTY OWNERS ARE RESPONSIBLE FOR MAINTENANCE AND UPKEEP OF ALL STORM DRAINAGE DITCH SECTIONS LYING IMMEDIATELY BETWEEN THEIR PROPERTY LINES AND THE PAVEMENT EDGE. THERE SHALL BE NO OBSTRUCTIONS WITHIN THESE DITCH SECTIONS.

THE UTILITY EASEMENTS LOCATIONS ARE HEREBY APPROVED BY BENTON COUNTY R.E.A.



INDICATES AREAS PROHIBITED AT THIS TIME FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS. CONSTRUCTION OF PERMANENT STRUCTURES IS PERMITTED WITHIN THESE AREAS. AREAS MAY BE REVIEWED AT A LATER DATE BY THE HEALTH DEPARTMENT FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS.

NOTE~ LOT 4, BLOCK 5 HAS SEVERE RESTRICTIONS AND/OR LIMITATIONS REGARDING SEWAGE DISPOSAL SYSTEM PLACEMENT. AN ENGINEERED DESIGN AND/OR AN APPROVED GRADING PLAN MAY BE REQUIRED. CONTACT BENTON-FRANKLIN DISTRICT HEALTH DEPARTMENT FOR ADDITIONAL INFORMATION.

ACKNOWLEDGEMENT~

STATE OF WASHINGTON } ss
COUNTY OF BENTON }
ON THIS DAY PERSONALLY APPEARED BEFORE ME DENNIS DAVIN AND VIRGIL DAVIN, PARTNERS OF THE BRIDGE WAY PARTNERSHIP, TO ME KNOWN TO BE THE INDIVIDUALS DESCRIBED IN AND WHO EXECUTED THE WITHIN AND FOREGOING INSTRUMENT, AND ACKNOWLEDGED THAT THEY SIGNED THE SAME AS THEIR FREE AND VOLUNTARY ACT AND DEED, FOR THE USES AND PURPOSES THEREIN MENTIONED GIVEN UNDER MY HAND AND SEAL THIS 26th DAY OF JULY, 1983.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON

ACKNOWLEDGEMENT~

STATE OF OREGON } ss
COUNTY OF }
ON THIS DAY OF 1983, PERSONALLY APPEARED BEFORE ME OF THE CORPORATION THAT EXECUTED THE FREE AND VOLUNTARY ACT AND DEED OF SAID CORPORATION, FOR THE USES AND PURPOSES THEREIN MENTIONED, AND ON THAT DATED THAT WAS AUTHORIZED TO EXECUTE SAID INSTRUMENT AND THAT THE SEAL AFFIXED IS THE CORPORATE SEAL OF SAID CORPORATION.

NOTARY PUBLIC IN AND FOR THE STATE OF

APPROVED BY AND FOR THE CITY OF RICHLAND, WASHINGTON

Robert P. Grow

DIRECTOR OF PUBLIC WORKS

Thomas C. Hester

CHAIRMAN OF THE PLANNING COMMISSION

Robert P. Grow

CITY ENGINEER

Robert P. Grow

CITY MANAGER

Robert P. Grow

CITY CLERK

NOTE~ THIS PROPERTY IS WITHIN THE KENNEWICK IRRIGATION DISTRICT BUT IS NOT ASSESSED AT THIS TIME.

James R. McCallum

KENNEWICK IRRIGATION DISTRICT

DATE 5/11/84

CURVE DATA

NO.	DELTA	R.	L.	CH.	T.
1	50°21'35"	164.40	144.67	140.06	1733
2	64°07'00"	114.60	128.24	121.66	7172
3	64°07'00"	64.60	72.29	68.58	4046
4	16°15'23"	355.00	100.72	100.39	5070
5	24°28'42"	325.00	198.85	137.80	7030
6	15°46'41"	325.00	89.50	89.22	4509
7	19°32'44"	295.00	100.63	100.15	5031
8	8°42'01"	325.00	49.35	49.30	2472
9	6°28'00"	625.00	70.32	70.28	3520
10	6°28'00"	573.00	64.67	64.64	3237
11	6°28'00"	523.00	59.03	59.00	2955
12	19°31'00"	336.50	114.62	114.07	5787
13	19°31'00"	286.50	97.59	97.12	4927
14	19°31'00"	236.50	80.56	80.17	4047
15	27°20'00"	141.00	67.77	66.63	3429
16	27°20'00"	191.00	91.12	90.26	4644
17	27°20'00"	241.00	114.97	113.88	5840
18	82°21'00"	131.90	189.58	173.68	11537
19	82°21'00"	81.90	117.71	107.84	7113
20	82°21'00"	31.90	45.85	42.00	2790
21	103°35'00"	31.90	57.67	50.13	4033
22	103°35'00"	81.90	148.06	128.71	10405
23	103°35'00"	131.90	238.46	207.79	14757
24	34°15'00"	193.20	122.23	120.21	6324
25	34°15'00"	143.20	90.40	89.10	4647
26	34°15'00"	93.20	58.97	57.99	3051
27	44°57'27"	31.90	108.50	100.86	5458
28	34°15'17"	81.90	52.80	51.89	2735
29	17°13'12"	191.90	178.46	165.76	10590
30	26°03'48"	131.90	140.00	139.48	9053
31	12°00'00"	20.00	85.18	83.51	1433
32	29°02'54"	330.00	167.31	165.52	8549
33	31°24'35"	270.00	148.01	146.17	7592
34	12°00'13"	330.00	70.00	69.87	9513
35	34°05'58"	270.00	160.69	158.93	8280
36	45°30'33"	270.00	308.71	292.16	17370
37	45°30'33"	330.00	377.71	357.09	21230
38	65°30'33"	300.00	343.01	324.62	19200
39	24°18'26"	330.00	40.00	38.95	7107
40	19°50'24"	220.00	16.18	15.50	3848
41	19°50'24"	250.00	86.57	86.18	4372
42	19°50'24"	280.00	96.76	96.47	4897
43	20°56'18"	320.00	127.91	127.19	6447
44	20°56'18"	320.00	116.94	116.29	5913
45	8°03'23"	347.00	51.60	51.56	2585
46	12°20'28"	397.00	113.23	112.84	5700
47	12°20'28"	427.00	121.78	121.37	6131
48	98°11'05"	20.00	34.31	30.25	2312
49	30°00'00"	20.00	31.42	28.28	2000
50	28°22'58"	207.50	102.79	101.74	5247
51	28°22'58"	237.50	117.65	116.45	6006
52	28°22'58"	267.50	132.51	131.16	6745
53	19°15'24"	367.50	123.51	122.93	6235
54	16°39'18"	307.50	89.99	89.07	4501
55	26°40'13"	337.50	157.10	155.69	8000
56	100°00'00"	200.00	34.91	30.55	2334
57	82°35'11"	20.00	28.83	26.40	1757

TREASURER'S CERTIFICATE~

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HAVE BEEN PAID TO AND INCLUDING THE YEAR 19

BENTON COUNTY TREASURER

Barbara Breeze

BENTON COUNTY ASSESSOR 58-2095

DATE 7/3/1984

NOTE~ IF AND WHEN THE CANAL IS ABANDONED THE PROPERTY WILL REVERT TO THE ADJOINERS ONEACH SIDE OF THE CENTERLINE.

NOTE~ THIS PLAT HAS SPECIFIC RESTRICTIONS AND/OR LIMITATIONS FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS. BENTON-FRANKLIN DISTRICT HEALTH DEPARTMENT SHOULD BE CONTACTED FOR ADDITIONAL INFORMATION.

PLAT CLOSURE

BEARING	DIST.	+ N.	- S.	+ E.	- W.
N. 88°17'15"E	1311.804	39.203		1311.218	
N. 88°15'51"E	706.401	21.402		706.216	
N. 34°53'26"W	100.861		80.448		100.545
N. 59°22'09"W	273.400	139.298			235.258
N. 77°29'38"W	120.205		26.020		117.353
S. 84°22'51"W	135.900		13.307		135.247
N. 43°49'38"N	50.132	36.17			34.716
N. 07°57'51"E	53.000		52.168		7.971
N. 33°12'39"W	173.076	145.307			95.124
N. 74°23'09"W	47.000		26.727		93.998
N. 60°43'17"W	66.629		32.987		58.116
N. 47°03'09"W	220.520	150.239			161.402
N. 56°48'36"N	114.064		17.442		95.460
N. 66°34'09"W	328.000		130.467		301.045
N. 69°48'12"W	70.277		24.718		65.956
N. 73°02'09"W	505.600		147.521		483.600
S. 21°47'04"W	140.062		20.015		138.624
S. 02°43'52"E	1082.453		1081.223		51.575
TOTALS		1114.545	1114.545	2076.440	2076.440
# INDICATES	LONG	CHORD			

DRAWN BY R.P.G.
CHECKED BY R.P.G.
APPROVED BY R.P.G.
GROW ENGINEERING
KENNEWICK, WASHINGTON

OWNER-BRIDGE WAY PARTNERSHIP
COUNTRY RIDGE P.U.D.
PHASE II
RICHLAND, WA
PTN. EAST 1/2 SECTION 21, T. 9 N., R. 28 E.W.M.
SHT. 1 OF 1

AUDITOR'S CERTIFICATE~

FILED FOR RECORD AT THE REQUEST OF AT 11:00 A.M. IN VOLUME 14 OF PLATS, PAGE 68 THIS 5th DAY OF July 1984

James R. McCallum
BENTON COUNTY AUDITOR

COUNTRY RIDGE P.U.D. PH #2

2198-403

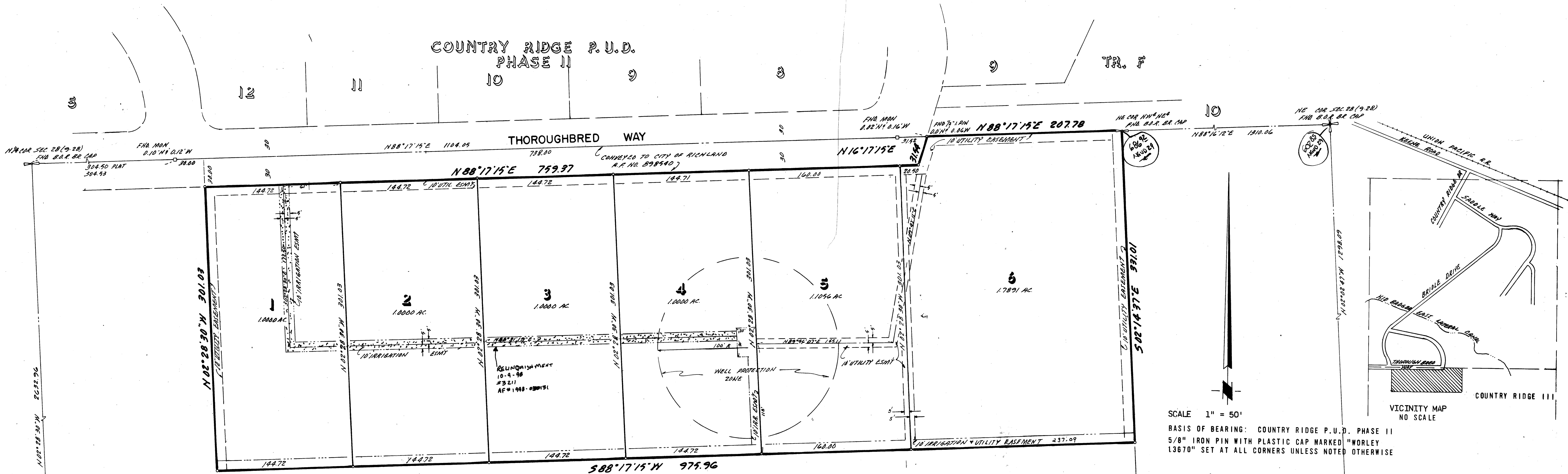
B2-002

B:

101-0017

COUNTRY RIDGE III

PORTION NW¼NE¼, SECTION 28, T.9N., R.28E., W.M.
RICHLAND, BENTON COUNTY, WASHINGTON



SCALE 1" = 50'
BASIS OF BEARING: COUNTRY RIDGE P.U.D. PHASE II
5/8" IRON PIN WITH PLASTIC CAP MARKED "WORLEY
13670" SET AT ALL CORNERS UNLESS NOTED OTHERWISE

HEALTH DEPARTMENT NOTE:
THIS PLAT APPEARS TO HAVE SUITABLE CONDITIONS FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS. HOWEVER, BECAUSE OF THE NATURE OF THE TESTING METHODS USED, WE HAVE NO WAY OF DETERMINING WHETHER EACH LOT CAN COMPLY WITH BENTON-FRANKLIN DISTRICT BOARD OF HEALTH RULES AND REGULATIONS AT THE TIME OF PERMIT ISSUANCE. FURTHER, BE ADVISED THAT THIS DEPARTMENT'S APPROVAL OF ANY LOT WITHIN THIS PLAT FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS MAY BE CONTINGENT UPON THAT LOT PASSING ADDITIONAL SOIL INSPECTIONS, PERCOLATION TESTS, AND/OR OTHER REQUIREMENTS, AT A LATER DATE.

BEARING	DISTANCE	COSINE	SINE	NORTH	SOUTH	EAST	WEST
N88°17'15"E	759.37	0.029884	0.999553	22.69		759.03	
N16°17'15"E	31.54	0.959867	0.280457	30.27		8.85	
N88°17'15"E	207.78	0.029884	0.999553	6.21		207.69	
S02°14'37"E	331.01	0.999233	0.039148		330.76		12.96
S88°17'15"W	975.96	0.029884	0.999553		29.17		975.52
N02°28'30"W	301.03	0.999067	0.043183	300.75			13.00
				359.92	359.93	988.53	988.52

SURVEYOR'S CERTIFICATE
I, JOHN W. BECKER, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON, HEREBY CERTIFY THAT THE PLAT OF "COUNTRY RIDGE III" AS SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED AND THAT ALL ANGLES, COURSES AND DISTANCES ARE CORRECTLY SHOWN, AND THAT THE CORNERS ARE STAKED AS SHOWN HEREON.

WASHINGTON REG. NO. 13670

WORLEY SURVEYING SERVICE INC., P.S.
6855 WEST CLEARWATER AVENUE
SUITE K
P.O. BOX 6132
KENNEWICK, WASHINGTON 99336
509-783-9576

THIS PLAT REVIEWED AND APPROVED SUBJECT TO CONDITIONS SET FORTH
IN TECHNICAL ADVISORY COMMITTEE REPORT DATED NOVEMBER 20, 1984
AND RECORDED UNDER AUDITOR'S FILE NO. 85-9293
IN ACCORDANCE WITH ITEM 7 OF TECHNICAL ADVISORY COMMITTEE REPORT
INDIVIDUAL BOOSTERS WILL BE REQUIRED TO BOOST STATIC PRESSURE TO
43 - 50 POUNDS.

FEE IN LIEU OF PARK DEDICATION ASSESSMENT
I HEREBY CERTIFY THAT THE FEES ASSESSED IN LIEU OF PARK LAND DEDICATION PURSUANT TO CHAPTER 22.12 RICHLAND MUNICIPAL
CODE HAVE BEEN PAID IN FULL.

RICHLAND SUPPORT SERVICES DIRECTOR

DESCRIPTION
THE NORTH 331 FEET OF THE NORTHWEST QUARTER OF THE NORTHEAST QUARTER OF SECTION 28,
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., RECORDS OF BENTON COUNTY, WASHINGTON;
EXCEPT THE WEST 334.5 FEET THEREOF AND EXCEPT THAT PORTION CONVEYED TO THE CITY OF
RICHLAND BY INSTRUMENT RECORDED JULY 10, 1984 UNDER AUDITOR'S FILE NO. 898540.

TREASURER'S CERTIFICATE
I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND
INCLUDING THE YEAR 1985 A.D.

BENTON COUNTY TREASURER
BENTON COUNTY ASSESSOR
DATE 9-3-85
DATE 3/1/86

APPROVALS
THIS PROPERTY IS WITHIN THE KENNEWICK IRRIGATION DISTRICT BUT IS NOT ASSESSED AT
THIS TIME.

PLATTING & MAPPING EXAMINER 5/21/85
DATE 7-12-85
DATE 8-7-85
DATE 8-7-85
DATE 8-5-85
DATE 7-17-85

AUDITOR'S CERTIFICATE
FILED FOR RECORD AT THE REQUEST OF DENNIS E. DAVIN THIS 3rd DAY OF September, 1985,
AT 11 MINUTES PAST 3 P.M., AND RECORDED IN VOLUME 14 OF PLATS, PAGE
72, RECORDS OF BENTON COUNTY, WASHINGTON.
BENTON COUNTY AUDITOR

DEDICATION
WE, DENNIS E. DAVIN AND VERNA DAVIN, HUSBAND AND WIFE, AND AMERICAN NATIONAL BANK, A WASHINGTON CORPORATION,
HEREBY CERTIFY THAT WE ARE THE OWNER'S OF THE TRACT OF LAND DESCRIBED HEREON AND THAT WE HAVE CAUSED SAID LAND
TO BE SURVEYED AND PLATTED INTO LOTS UNDER THE NAME "COUNTRY RIDGE III" AND DO HEREBY RESERVE THE EASEMENTS AS
SHOWN FOR PUBLIC UTILITIES.

DENNIS E. DAVIN
AMERICAN NATIONAL BANK
BY
VERNA DAVIN
BY

ACKNOWLEDGEMENTS
STATE OF WASHINGTON)
COUNTY OF BENTON) SS
I, THE UNDERSIGNED NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, HEREBY CERTIFY THAT ON THE 20 DAY
OF May, 1985 A.D., PERSONALLY APPEARED BEFORE ME DENNIS E. DAVIN AND VERNA DAVIN, HUSBAND AND WIFE,
TO ME KNOWN TO BE THE INDIVIDUALS WHO EXECUTED THE FOREGOING DEDICATION AND ACKNOWLEDGED TO ME THAT THEY SIGNED
THE SAME AS THEIR FREE AND VOLUNTARY ACT AND DEED.
IN WITNESS WHEREOF I HAVE SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT Kenico MY COMMISSION EXPIRES 7/1/86
STATE OF WASHINGTON)
COUNTY OF BENTON) SS

ON THIS 26 DAY OF April, 1985 A.D., BEFORE ME, THE UNDERSIGNED NOTARY PUBLIC, PERSONALLY APPEARED
RESPECTIVELY, OF AMERICAN NATIONAL BANK, A WASHINGTON CORPORATION, THAT EXECUTED THE WITHIN AND FOREGOING DEDICATION
AND PURPOSES THEREIN MENTIONED AND ON OATH STATED THAT THEY (HE) WERE (IS) AUTHORIZED TO EXECUTE THE SAID INSTRUMENT
IN WITNESS WHEREOF I HAVE SET MY HAND AND AFFIXED MY OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT Kenico MY COMMISSION EXPIRES 7/1/86

COUNTRY RIDGE PH # III

COUNTRY RIDGE III

2198-469

CURVE TABLE

① Δ = 10°05'00" R = 80.00 L = 32.29	② Δ = 80°00'00" R = 80.00 L = 31.42	③ Δ = 11°05'00" R = 80.00 L = 3.87	④ Δ = 78°55'00" R = 80.00 L = 27.55	⑤ Δ = 106°34'33" R = 80.00 L = 37.20	⑥ Δ = 08°45'44" R = 412.95 L = 70.00
⑦ Δ = 1°29'44" R = 412.95 L = 42.85	⑧ Δ = 06°54'03" R = 430.28 L = 100.00	⑨ Δ = 13°08'04" R = 430.28 L = 189.62	⑩ Δ = 12°51'39" R = 413.63 L = 92.85	⑪ Δ = 90°00'00" R = 20.00 L = 31.42	⑫ Δ = 90°00'00" R = 20.00 L = 31.42
⑬ Δ = 03°00'35" R = 473.63 L = 24.88	⑭ Δ = 09°51'04" R = 473.63 L = 81.43	⑮ Δ = 12°51'39" R = 430.28 L = 200.00	⑯ Δ = 07°06'54" R = 430.28 L = 110.56	⑰ Δ = 09°41'30" R = 473.63 L = 80.00	⑱ Δ = 11°30'58" R = 473.63 L = 95.06

COUNTRY RIDGE
PLANNED UNIT DEVELOPMENT
PHASE IV
RICHLAND, WASHINGTON
PORTION E 1/2, SECTION 21, T.9 N., R.28 E., W.M.

TO BE INSERTED:

THENCE N19°22'05"E FOR 260.00 FEET,
THENCE S70°37'51"E FOR 75.71 FEET,

AFFIDAVIT OF CORRECTION
AUD. FEE # 85-10721
7-21-89 BY L.S.S.

DESCRIPTION

THAT PORTION OF THE EAST HALF OF SECTION 21, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., BENTON COUNTY, WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHWEST CORNER OF THE SOUTHEAST QUARTER OF SAID SECTION 21; THENCE S02°43'52"E, ALONG THE WEST LINE THEREOF, FOR 438.48 FEET TO THE TRUE POINT OF BEGINNING; THENCE N00°00'00"E FOR 482.08 FEET; THENCE N30°23'03"E FOR 59.31 FEET; THENCE N08°04'50"E FOR 117.75 FEET; THENCE N52°28'31"E FOR 116.56 FEET; THENCE N30°03'14"E FOR 166.53 FEET; THENCE N23°43'59"E FOR 138.05 FEET; THENCE S70°37'51"E FOR 142.71 FEET; THENCE N19°22'09"E FOR 190.08 FEET TO THE SOUTHWESTERLY RIGHT OF WAY LINE OF KEENE ROAD; THENCE S70°37'51"E, ALONG SAID RIGHT OF WAY LINE, FOR 129.40 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE SOUTHWEST HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 101°05'00", FOR AN ARC DISTANCE OF 35.29 FEET TO THE POINT OF TANGENCY; THENCE S30°27'09"W, ALONG THE NORTH-WESTERLY RIGHT OF WAY LINE OF COUNTRY RIDGE DRIVE, FOR 152.91 FEET TO THE POINT OF CURVATURE OF A CURVE CONCAVE TO THE NORTHWEST HAVING A RADIUS OF 20.00 FEET; THENCE SOUTHWESTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 78°55'00", FOR AN ARC DISTANCE OF 27.55 FEET; THENCE S34°02'30"W FOR 62.02 FEET TO A POINT ON A CURVE CONCAVE TO THE SOUTHWEST THE RADIUS POINT OF WHICH BEARS S19°22'09"W A DISTANCE OF 20.00 FEET; THENCE SOUTHEASTERLY ALONG THE ARC OF SAID CURVE, THROUGH A CENTRAL ANGLE OF 106°34'33", FOR AN ARC DISTANCE OF 37.20 FEET TO THE POINT OF TANGENCY; THENCE S35°56'42"W FOR 138.28 FEET; THENCE S54°03'18"E, ALONG THE SOUTHWESTERLY LINE OF LOT 1, BLOCK 2, COUNTRY RIDGE, PLANNED UNIT DEVELOPMENT, PHASE I, ACCORDING TO THE PLAT THEREOF, RECORDED IN VOLUME 13 OF PLATS, PAGE 13, RECORDS OF BENTON COUNTY, WASHINGTON, FOR 260.00 FEET; THENCE S35°56'42"W, ALONG SAID COUNTRY RIDGE, PLANNED UNIT DEVELOPMENT, PHASE I, BOUNDARY FOR 150.00 FEET; THENCE S43°32'23"W FOR 151.33 FEET; THENCE S35°56'42"W FOR 126.14 FEET; THENCE S58°40'23"W FOR 326.82 FEET; THENCE S84°16'04"W FOR 170.00 FEET; THENCE S78°38'28"W FOR 66.03 FEET; THENCE S67°45'56"W FOR 186.86 FEET; THENCE S43°23'11"W FOR 255.00 FEET; THENCE S48°32'47"W FOR 255.58 FEET TO THE WEST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 21; THENCE N02°43'52"W, ALONG SAID WEST LINE, FOR 786.71 FEET TO THE TRUE POINT OF BEGINNING.

DEDICATION

WE, BAKER-BOYER BANK, A WASHINGTON CORPORATION, HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE TRACT OF LAND DESCRIBED HEREON AND THAT WE HAVE CAUSED SAID LAND TO BE SURVEYED AND PLATTED INTO LOTS, BLOCKS AND STREETS UNDER THE NAME "COUNTRY RIDGE, PLANNED UNIT DEVELOPMENT, PHASE IV" AND DO HEREBY DEDICATE THE STREETS TO THE USE OF THE PUBLIC IN ACCORDANCE WITH THE STATUTES OF THE STATE OF WASHINGTON, AND DO HEREBY RESERVE THE EASEMENTS AS SHOWN FOR PUBLIC UTILITIES.

BAKER-BOYER BANK

BY: *William J. Johnson, Vice President*

BY: *William J. Johnson, VP*

ACKNOWLEDGEMENT

STATE OF WASHINGTON)
COUNTY OF Benton)

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT DAN D. OLIVER AND MARLETTE M. JOHNSON SIGNED THIS INSTRUMENT, ON OATH STATED THAT THEY WERE AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE VICE PRES. AND VICE PRES. RESPECTIVELY, OF BAKER-BOYER BANK TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

Marlette M. Johnson
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON

DATE: 5/19/89

MY APPOINTMENT EXPIRES 9-9-92

SURVEYOR'S CERTIFICATE

I, DAVID G. CHRISTENSEN, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON, HEREBY CERTIFY THAT THE PLAT OF "COUNTRY RIDGE, PLANNED UNIT DEVELOPMENT, PHASE IV" AS SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED AND THAT ALL ANGLES, COURSES AND DISTANCES ARE CORRECTLY SHOWN, AND THAT THE CORNERS ARE STAKED AS SHOWN HEREON.

David G. Christensen
WASHINGTON REG. NO. 13352

DATE: 5/16/89



WORLEY SURVEYING SERVICE, INC., P.S.
P.O. BOX 8132
KENNEWICK, WASHINGTON 98336
509-783-9576 OR 545-9839

TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND INCLUDING THE YEAR 90 Advance

Barbara Brumley July 7, 1989
BENTON COUNTY ASSESSOR
Carol Redgerwood July 7, 1989
Claude L. Oliver by *Janet Delfield* July 7, 1989
BENTON COUNTY TREASURER

IRRIGATION APPROVAL

THE IRRIGATION ASSESSMENTS ON THE LAND DESCRIBED HEREON ARE PAID THROUGH THE YEAR 1990. THE IRRIGATION RIGHT OF WAY AND EASEMENTS AS SHOWN HEREON ARE HEREBY APPROVED AND THE COMPLETED IRRIGATION WATER DISTRIBUTION SYSTEM HAS BEEN INSTALLED OR PROVISIONS MADE FOR ITS INSTALLATION.

James R. Elger Eng. Asst. DATE: 5/19/89
KENNEWICK IRRIGATION DISTRICT

APPROVALS

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY APPROVED BY RICHLAND CITY LIGHT.

James R. Elger 6/26/89
RICHLAND ENERGY SERVICES DEPARTMENT TITLED DATE

THIS PLAT IS HEREBY APPROVED BY AND FOR THE CITY OF RICHLAND, STATE OF WASHINGTON.

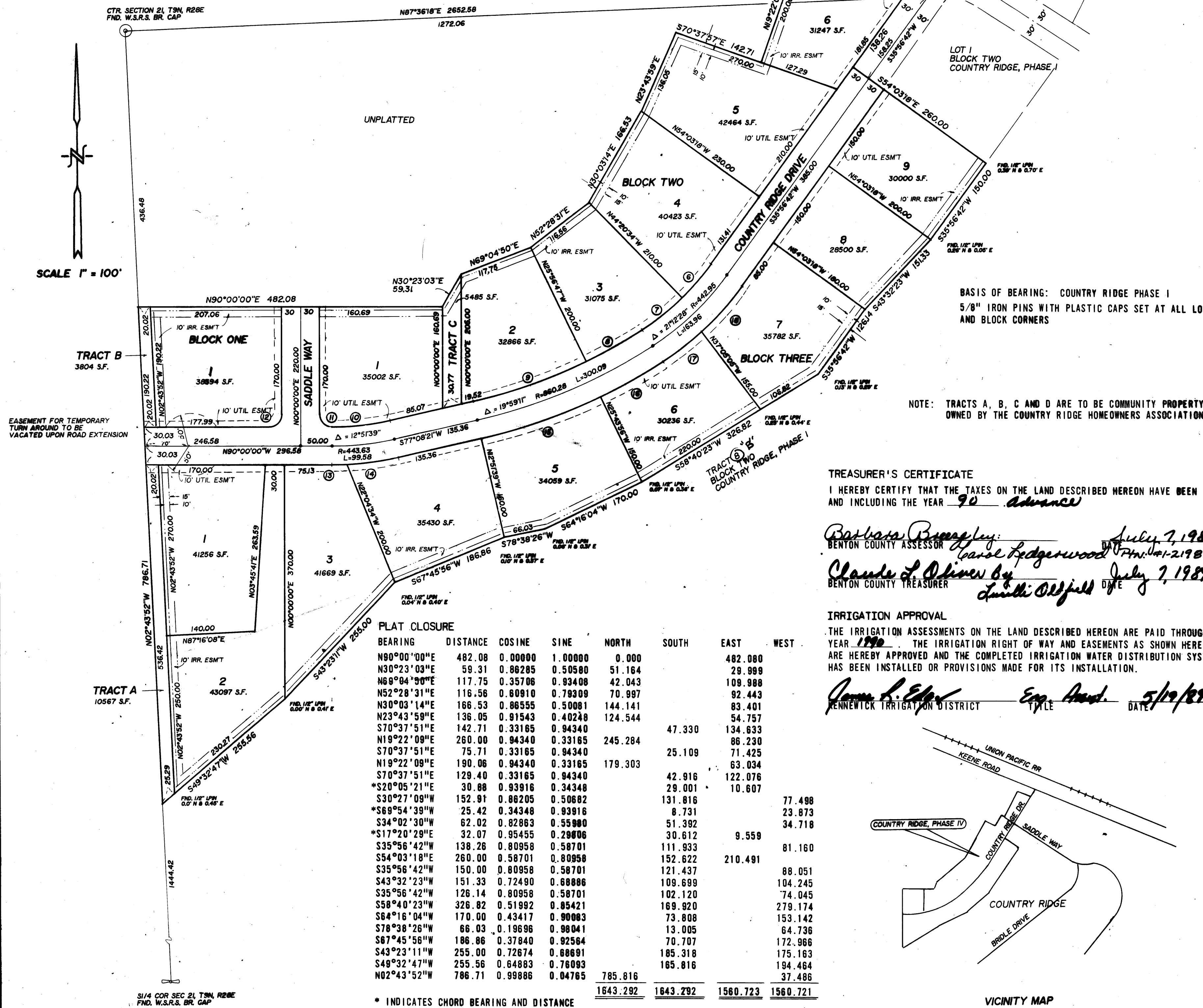
James R. Elger 6/1/89
CHAIRMAN, CITY PLANNING COMMISSION DATE
William J. Johnson 6-28-89
RICHLAND DIRECTOR OF PUBLIC WORKS DATE

David G. Christensen 7/6/89
CITY MANAGER DATE
Donna A. Campbell 7-6-89
CITY CLERK DATE

AUDITOR'S CERTIFICATE

FILED FOR RECORD AT THE REQUEST OF BAKER-BOYER BANK THIS 7 DAY OF July, 1989, AT 27 MINUTES PAST 3 P.M., AND RECORDED IN VOLUME 14 OF PLATS, PAGE 85, RECORDS OF BENTON COUNTY, WASHINGTON.

Bobbie Gagner by *Ida Mains* 89-9436
BENTON COUNTY AUDITOR FEE NUMBER



BEARING	DISTANCE	COSINE	SINE	NORTH	SOUTH	EAST	WEST
N90°00'00"E	482.08	0.00000	1.00000	0.000		482.080	
N30°23'03"E	59.31	0.98288	0.50580	51.164		28.999	
N08°04'50"E	117.75	0.35708	0.93409	42.043		108.908	
N52°28'31"E	116.56	0.60810	0.78309	70.987		92.443	
N30°03'14"E	166.53	0.96555	0.50091	144.141		54.157	
N23°43'59"E	138.05	0.91543	0.40248	124.544		83.401	
S70°37'51"E	142.71	0.33185	0.94340		47.330		134.633
N19°22'09"E	260.00	0.94340	0.33185	245.284		86.230	
S70°37'51"E	75.71	0.33185	0.94340		25.109		71.425
N19°22'09"E	190.08	0.94340	0.33185	179.303		63.034	
S70°37'51"E	129.40	0.33185	0.94340		42.916		122.076
*S20°05'21"E	30.88	0.93916	0.34348		29.001		10.607
S30°27'09"W	152.91	0.86205	0.50682		131.816		77.498
*S69°54'39"W	25.42	0.34348	0.93916		8.731		23.873
S34°02'30"W	62.02	0.82863	0.55980		51.382		34.718
*S17°20'29"E	32.07	0.95455	0.29806		30.612		
S35°56'42"W	138.28	0.80958	0.58701		111.933		9.559
S54°03'18"E	260.00	0.58701	0.80958		152.622		81.160
S35°56'42"W	150.00	0.80958	0.58701		121.437		88.051
S43°32'23"W	151.33	0.72490	0.68886		109.699		104.245
S35°56'42"W	126.14	0.80958	0.58701		102.120		74.045
S58°40'23"W	326.82	0.51992	0.85421		169.920		279.174
S84°16'04"W	170.00	0.43417	0.90083		73.808		153.142
S78°38'28"W	66.03	0.19698	0.98041		13.005		64.736
S67°45'56"W	186.86	0.37840	0.92584		70.707		172.986
S43°23'11"W	255.00	0.72674	0.68691		185.318		175.183
S49°32'47"W	255.58	0.64883	0.76093		165.816		194.484
N02°43'52"W	786.71	0.99888	0.04765				37.486

* INDICATES CHORD BEARING AND DISTANCE

VICINITY MAP
NO SCALE

WORLEY SURVEYING SERVICE, INC., P.S.
P.O. BOX 8132
KENNEWICK, WASHINGTON 98336
509-783-9576 OR 545-9839

90h-8617

HEALTH DEPARTMENT

THIS PLAT APPEARS TO HAVE SUITABLE CONDITIONS FOR THE USE OF ON-SITE DISPOSAL SYSTEMS. HOWEVER, BECAUSE OF THE NATURE OF THE TESTING METHODS USED, WE HAVE NO WAY OF DETERMINING WHETHER EACH LOT CAN COMPLY WITH BENTON-FRANKLIN DISTRICT BOARD OF HEALTH RULES AND REGULATIONS AT THE TIME OF PERMIT ISSUANCE. FURTHER, BE ADVISED THAT THIS DEPARTMENT'S APPROVAL OF ANY LOT WITHIN THIS PLAT FOR THE USE OF ON-SITE SEWAGE DISPOSAL SYSTEMS MAY BE CONTINGENT UPON THAT LOT PASSING ADDITIONAL SOIL INSPECTION, PERCOLATION TESTS, AND/OR OTHER REQUIREMENTS, AT A LATER DATE.

FINAL PLAT OF COUNTRY RIDGE PHASE FIVE

PLANNED UNIT DEVELOPMENT

PORTION E 1/2, SECTION 21, T. 9N., R. 28E., W. M.
RICHLAND, BENTON COUNTY, WASHINGTON

DESCRIPTION

THAT PORTION OF THE EAST HALF OF SECTION 21, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M., IN BENTON COUNTY, WASHINGTON, LYING SOUTHEASTERLY OF SR 1-182, SOUTHWESTERLY OF KEENE ROAD AND NORTHERLY AND NORTHWESTERLY OF COUNTRY RIDGE PLANNED UNIT DEVELOPMENT, PHASE IV, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 85, RECORDS OF BENTON COUNTY, WASHINGTON.

DEDICATION

WE, BAKER-BOYER BANK, A WASHINGTON CORPORATION, AND THE LINCOLN GROUP, A WASHINGTON CORPORATION, HEREBY CERTIFY THAT WE ARE THE OWNER'S OF THE TRACT OF LAND DESCRIBED HEREON AND THAT WE HAVE CAUSED SAID LAND TO BE SURVEYED AND PLATTED INTO LOTS AND STREETS UNDER THE NAME "COUNTRY RIDGE, PLANNED UNIT DEVELOPMENT, PHASE FIVE", AND DO HEREBY DEDICATE THE STREETS TO THE USE OF THE PUBLIC IN ACCORDANCE WITH THE STATUTES OF THE STATE OF WASHINGTON, AND DO HEREBY RESERVE THE EASEMENTS AS SHOWN FOR PUBLIC UTILITIES.

BAKER-BOYER BANK

THE LINCOLN GROUP, INC.

BY: Juliette M. Johnson
JULIETTE M. JOHNSON, VICE PRESIDENT

Thomas F. Knapp
THOMAS F. KNAPP

BY:

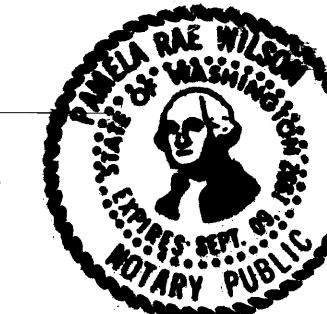
ACKNOWLEDGEMENTS

STATE OF WASHINGTON
COUNTY OF WALLA WALLA

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT JULIETTE M. JOHNSON AND Thomas F. Knapp SIGNED THIS INSTRUMENT, ON OATH STATED THAT they were AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE VICE PRESIDENT, AND RESPECTIVELY, OF BAKER-BOYER BANK TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

Samela Dale Wilson
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
MY APPOINTMENT EXPIRES 09-09-92

09-20-90
DATE

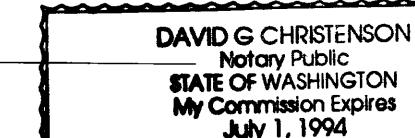


STATE OF WASHINGTON
COUNTY OF BENTON

I CERTIFY THAT I KNOW OR HAVE SATISFACTORY EVIDENCE THAT THOMAS F. KNAPP SIGNED THIS INSTRUMENT, ON OATH STATED THAT HE WAS AUTHORIZED TO EXECUTE THE INSTRUMENT AND ACKNOWLEDGED IT AS THE VICE PRESIDENT OF THE LINCOLN GROUP, INC., TO BE THE FREE AND VOLUNTARY ACT OF SUCH PARTY FOR THE USES AND PURPOSES MENTIONED IN THE INSTRUMENT.

David G. Christenson
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
MY APPOINTMENT EXPIRES 7/1/94

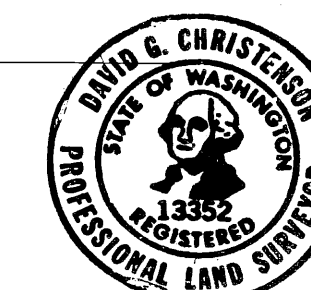
7/1/94
DATE



SURVEYOR'S CERTIFICATE

I, DAVID G. CHRISTENSON, A PROFESSIONAL LAND SURVEY IN THE STATE OF WASHINGTON, HEREBY CERTIFY THAT THE PLAT OF "COUNTRY RIDGE, PLANNED UNIT DEVELOPMENT, PHASE FIVE" AS SHOWN HEREON IS BASED ON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED AND THAT ALL ANGLES, COURSES AND DISTANCES ARE CORRECTLY SHOWN, AND THAT THE CORNERS ARE STAKED AS SHOWN HEREON.

David G. Christenson
WASHINGTON REG. NO. 13352
WORLEY SURVEYING SERVICE, INC., P.S.
P.O. BOX 6132
KENNEWICK, WASHINGTON 99336
509-783-9576 OR 545-9839



9/16/90
DATE

IRRIGATION APPROVAL

THE IRRIGATION ASSESSMENTS ON THE LAND DESCRIBED HEREON ARE PAID THROUGH THE YEAR 1991. THE IRRIGATION RIGHT OF WAY AND EASEMENTS AS SHOWN HEREON ARE HEREBY APPROVED AND THE COMPLETED IRRIGATION WATER DISTRIBUTION SYSTEM HAS BEEN INSTALLED OR PROVISIONS MADE FOR ITS INSTALLATION.

James L. Elger
KERNWICK IRRIGATION DISTRICT

Engineering Assistant
TITLE

4/19/90
DATE

APPROVALS

THE UTILITY EASEMENTS SHOWN HEREON ARE HEREBY APPROVED BY RICHLAND CITY LIGHT.

Wayne Hollop
RICHLAND CITY LIGHT

Chief Elec. Engr
TITLE

7/24/90
DATE

THIS PLAT IS HEREBY APPROVED BY AND FOR THE CITY OF RICHLAND, STATE OF WASHINGTON

James L. Elger
CHAIRMAN, CITY PLANNING COMMISSION

12/12/90
DATE

William R. Elger
RICHLAND DIRECTOR OF PUBLIC WORKS

12-14-90
DATE

James L. Elger
CITY MANAGER

12/18/90
DATE

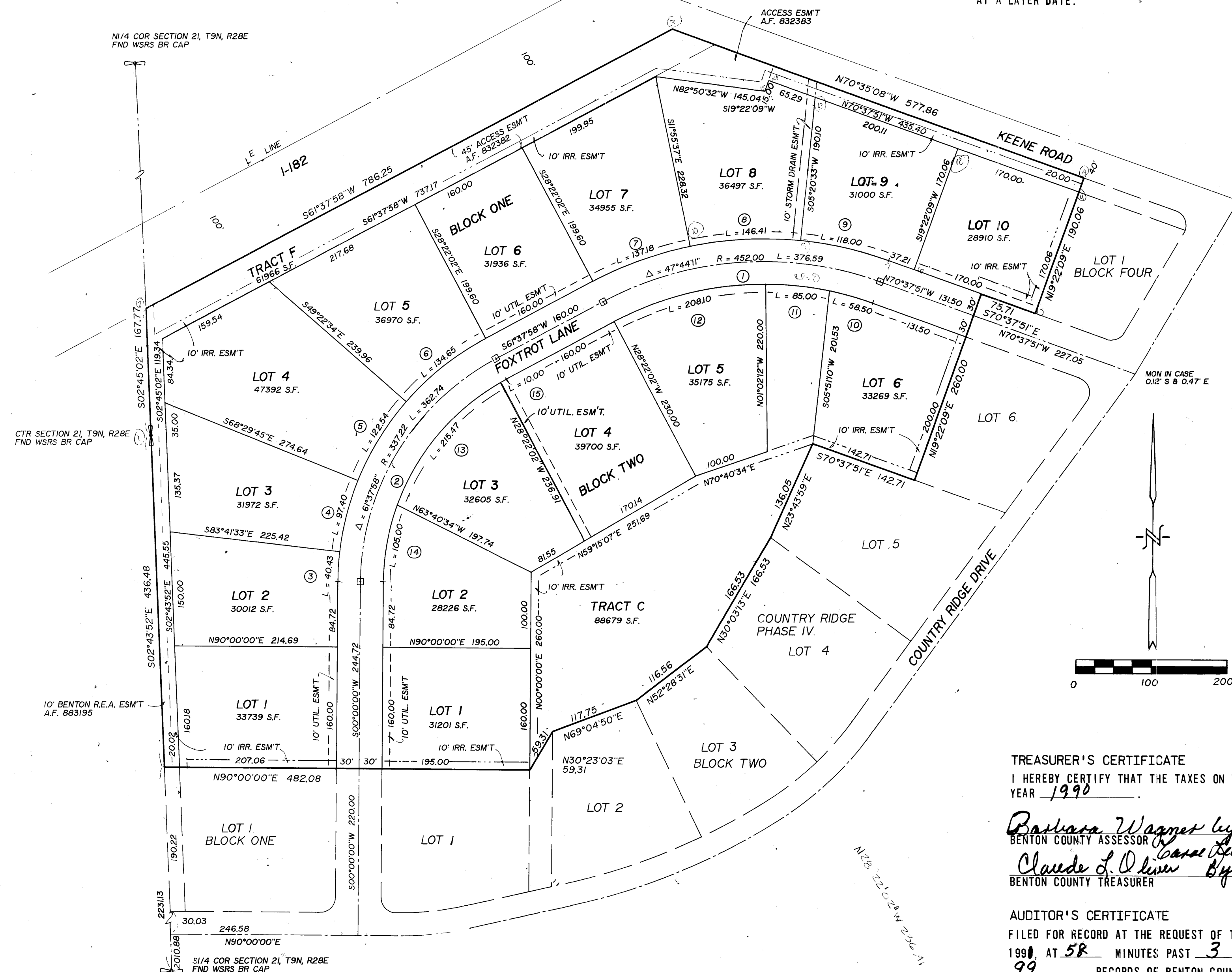
ATTEST: Jessie A. Smith
CLERK

12/18/90
DATE

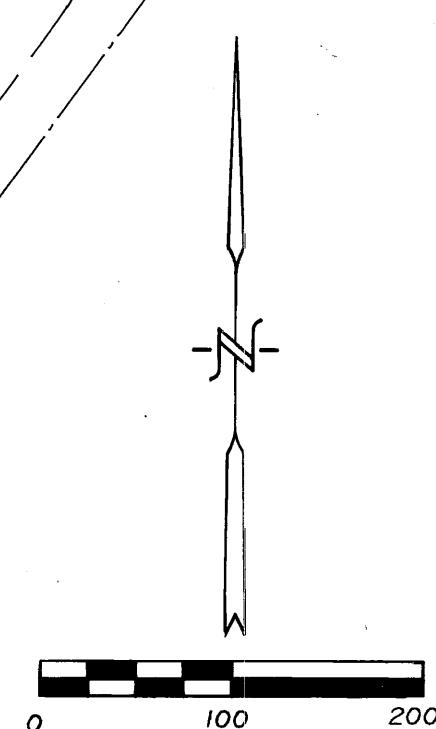
5-31-91 LLS

COUNTRY RIDGE
PHASE FIVE

B2-005



BASIS OF BEARING: COUNTRY RIDGE PHASE I
5/8" IRON PINS WITH PLASTIC CAPS MARKED "WORLEY 13352"
SET AT ALL LOT CORNERS.



TREASURER'S CERTIFICATE

I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND INCLUDING THE YEAR 1990.

Barbara Wagner by: Claude L. Oliver
BENTON COUNTY ASSESSOR
BENTON COUNTY TREASURER
January 24, 1991
1-2198-400-0001-001
January 24, 1991

AUDITOR'S CERTIFICATE

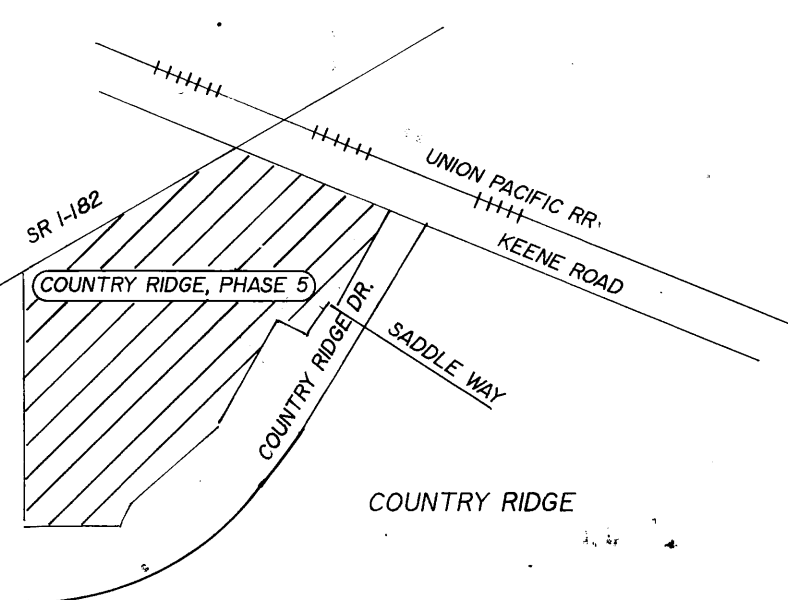
FILED FOR RECORD AT THE REQUEST OF THE LINCOLN GROUP, INC., THIS 24 DAY OF Jan. 1991 AT 58 MINUTES PAST 3 P.M., AND RECORDED IN VOLUME 14 OF PLATS, PAGE 99, RECORDS OF BENTON COUNTY, WASHINGTON. 91-1340

BENTON COUNTY AUDITOR

FEE NUMBER

PLAT CLOSURE

BEARING	DISTANCE	NORTH	SOUTH	EAST	WEST
N70°35'08"W	577.86	192.08			545.00
S61°37'58"W	786.25		373.56		691.84
S02°45'02"E	167.77		167.58	8.05	
S02°43'52"E	436.48		435.98	20.80	
N90°00'00"E	482.08	0.00		482.08	
N30°23'03"E	59.31	51.16		30.00	
N69°04'50"E	117.75	42.04		109.99	
N52°28'31"E	116.56	71.00		92.44	
N30°03'13"E	166.53	144.14		83.40	
N23°43'59"E	136.05	124.34		54.76	
S70°37'51"E	142.71		47.33	134.63	
N19°22'09"E	260.00	245.28		86.23	
S70°37'51"E	75.71		25.11	71.42	
N19°22'09"E	190.06	179.30		63.03	
		1049.54	1049.56	1236.83	1236.84



VICINITY MAP
NO SCALE

CURVE TABLE

CURVE	RADIUS	TANGENT	LENGTH	DELTA
1	452.00'	200.00'	376.59'	47°44'11"
2	337.22'	201.15'	362.74'	61°37'58"
3	367.22'	20.23'	40.43'	6°18'27"
4	367.22'	48.99'	92.40'	15°11'47"
5	367.22'	61.85'	122.54'	19°07'11"
6	367.22'	68.09'	134.65'	21°00'32"
7	482.00'	69.06'	137.18'	16°18'23"
8	482.00'	73.77'	146.41'	17°24'12"
9	482.00'	59.30'	118.00'	14°01'36"
10	422.00'	29.30'	58.50'	7°56'33"
11	422.00'	42.64'	85.00'	11°32'26"
12	422.00'	106.21'	208.10'	28°15'12"
13	307.22'	112.38'	215.47'	40°11'07"
14	307.22'	53.02'	105.00'	19°34'52"
15	307.22'	5.00'	10.00'	1°57'54"