Agenda
Hearing Examiner Meeting
Monday, June 13, 2022
Richland City Hall ~ Council Chambers
625 Swift Boulevard
Zoom – Public Telephone Access: (206) 337-9723 or (253) 215-8782
Meeting ID No. 872 2126 7401

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**Hearing Examiner:** Gary McLean

**Staff Liaison:** Planning Manager Stevens

**Public Hearing - 6:00 p.m.**

**Public Hearing Explanation:**

New Business - Public Hearing:

1. SSDP2022-101 Riverfront Apartments
   Cedar and Sage Apartments 1, LLC (c/o Knutzen Engineering)
2. M2020-101 Willowbrook Apartments
   Big Creek Land Company, LLC

**Adjournment**

**The next Hearing Examiner Meeting will be scheduled as needed.**

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

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# HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 6/13/2022

Agenda Category: New Business - Public Hearing

Prepared By: Mike Stevens, Planning Manager

Subject:
SSDP2022-101 Riverfront Apartments
Cedar and Sage Apartments 1, LLC (c/o Knutzen Engineering)

Department:
Development Services

Recommended Motion:

Summary:

Attachments:
1. SMP2022-101 - Riverfront Apts - FULL STAFF REPORT

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

GENERAL INFORMATION:

| | |
|---|---|
| PROPOSAL NAME: | Riverfront Apartments |
| LOCATION: | 470 Bradley Blvd. upon Assessor's Parcel No. 114981012801001 |
| APPLICANT: | Cedar and Sage Apartments 1, LLC (c/o Knutzen Engineering) |
| FILE NO.: | SSDP2022-101 & EA2022-105 |
| DESCRIPTION: | Construct a 31,400 ft² apartment building (32 units) with 12,204 ft² of underground parking, above-ground paved parking with drive aisles, necessary utility improvements, and a pedestrian pathway along the north property line to facilitate public access to the waterfront. The application includes a request to increase the building height from 35-feet to 55-feet, pursuant to RMC 26.30.013. |
| PROJECT TYPE: | Shoreline Master Program Type II Shoreline Substantial Development. |
| HEARING DATE: | June 13, 2022 |
| REPORT BY: | Mike Stevens, Planning Manager |
| RECOMMENDED ACTION: | Denial due to lack of compliance with SMP provisions |




**Figure 1 - Vicinity Map**

## DESCRIPTION OF PROPOSAL

Knutzen Engineering has applied for a Shoreline Management Substantial Development Permit (SSDP) together with a height increase request, on behalf of Cedar & Sage Apartments 1, LLC, to fully construct a 31,400 square-foot multi-family residential apartment building together with 12,204 square-feet of underground parking, lying partially within the jurisdiction of the Shoreline Master Program. As proposed, the apartment building includes 32 residential units. Site plans submitted with the application show a proposed pedestrian pathway connecting to the riverfront pathway together with enhanced landscaping adjacent to the riverfront pathway, as required by the underlying Waterfront (WF) zoning district.

The approximately 47,085 s.f. (1.08 acres) project site lies between the east bank of the Columbia River and Bradley Blvd. but does not directly front on any public road. Access to the site comes by way of easement(s) included in the exhibit materials (Exhibit 5).

## SITE DESCRIPTION & ADJACENT LAND USES

The project site is approximately 47,085 s.f. in size (1.08 acres) and is relatively flat. To the northwest of the project site lies the Hampton Inn Hotel, southeast of the site is a residential condominium development, while commercial/office buildings are located to the southwest. The City of Richland waterfront path is located to the northeast between the project site and the Columbia River.

Each of the developments listed above are located within the Waterfront Use Zoning District, as is the subject property. Land located to the northeast between the waterfront path and Columbia River is zoned Parks & Public Facilities (PPF).

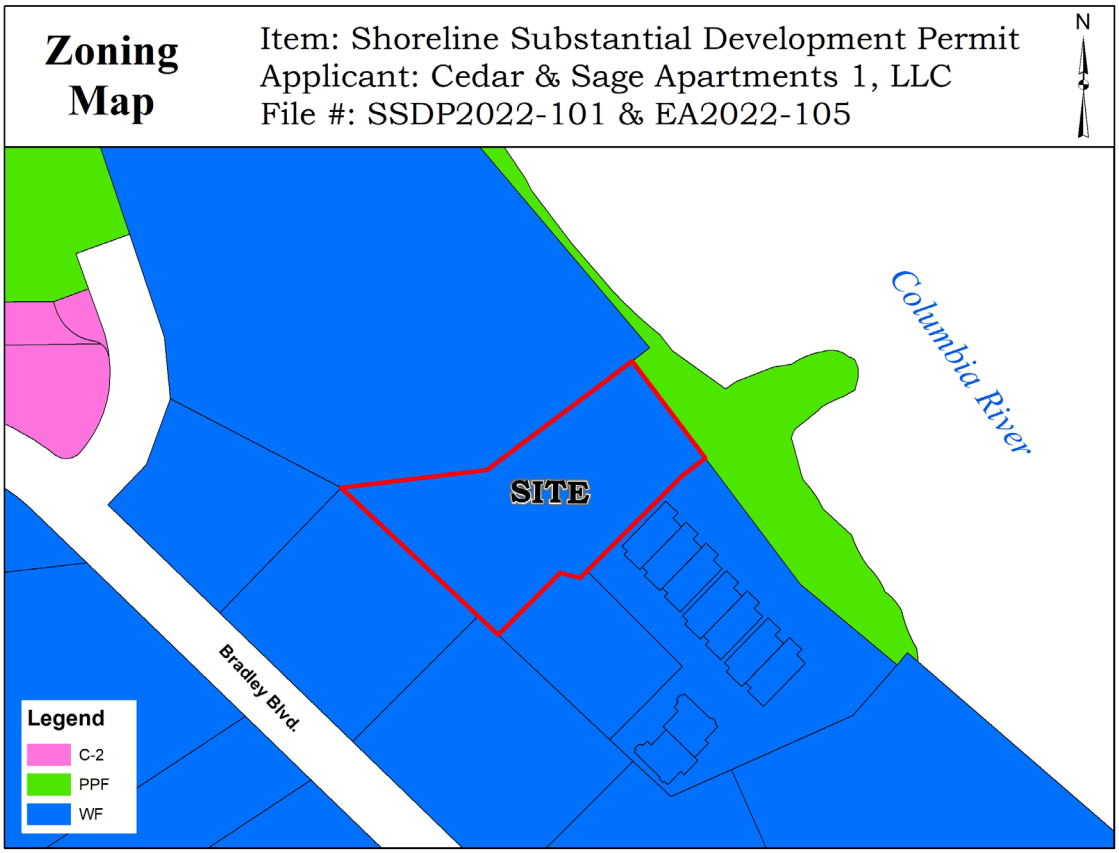



**Figure 2 – Zoning Map**

## ZONING

As indicated above, the project site is located within the Waterfront Use Zoning District.

### Zoning Purpose

The Waterfront Use district is a special commercial and residential zoning classification providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, offices, and other similar

commercial, apartment, and multifamily uses which are consistent with waterfront oriented development, and which are in conformance with RMC Title 26, Shoreline Management, and with applicable U.S. Corps of Engineers requirements. This zoning classification encourages mixed special commercial and high-density residential uses to accommodate a variety of lifestyles and housing opportunities. Any combination of listed uses may be located in one building or one development (i.e., related buildings on the same lot or site). This zoning classification is intended to be applied to those portions of the city that are designated waterfront under the city of Richland Comprehensive Plan.

RMC 23.22.040 contains the table containing the site requirements and development standards for commercial use districts (Waterfront). Pursuant to the Table 23.22.040 the following site requirements and development standards apply in the Waterfront Use zone:

- Minimum Lot Area = None
- Maximum Density = 1 unit per 1,000 s.f. of lot area (1 unit per 1,500 s.f. of lot area in the Shoreline jurisdiction)
- Minimum Lot Width = N/A for multiple family dwellings
- Minimum Front Yard Setback = N/A
- Minimum Side Yard Setback = No minimum, except parking shall be setback a minimum of 5 feet, and buildings used exclusively for residences shall maintain at least one foot of side yard for each three feet or portion thereof of building height.
- Minimum Rear Yard Setback = No minimum required, except parking shall be setback a minimum of 5 feet to accommodate required landscape screenings as required under RMC 23.54.140.
- Maximum Building Height = 35 feet, 55 feet subject to Richland Shoreline Master Program.
- Minimum Dwelling Unit Size = 500 s.f. excluding porches, decks, balconies and basements.

***STAFF RESPONSE:***

***The project is consistent with the zoning requirements indicated above, with the exception of the minimum side yard setback. A 55' tall building would require a setback of 18.33' from the side (southeast) property line. The site plan submitted indicates a setback along the southeast property line which varies from 25.7' to 10', while the setback along the northwest property line is shown as 10'. The setbacks shown would be required for a 30' tall building.***

***As proposed, the parking meets the minimum requirements of Chapter 23.54, Off-Street Parking and Landscaping.***

## COMPREHENSIVE PLAN

The Comprehensive Plan designates the site as being within the Waterfront Land Use Classification.

Land Use Goal 8, Policy 3 of the Land Use Element of the Comprehensive Plan states:
*At designated Waterfront land use locations, encourage an active mix of commercial, residential, and marine uses as allowed in the SMP (Shoreline Master Program).*

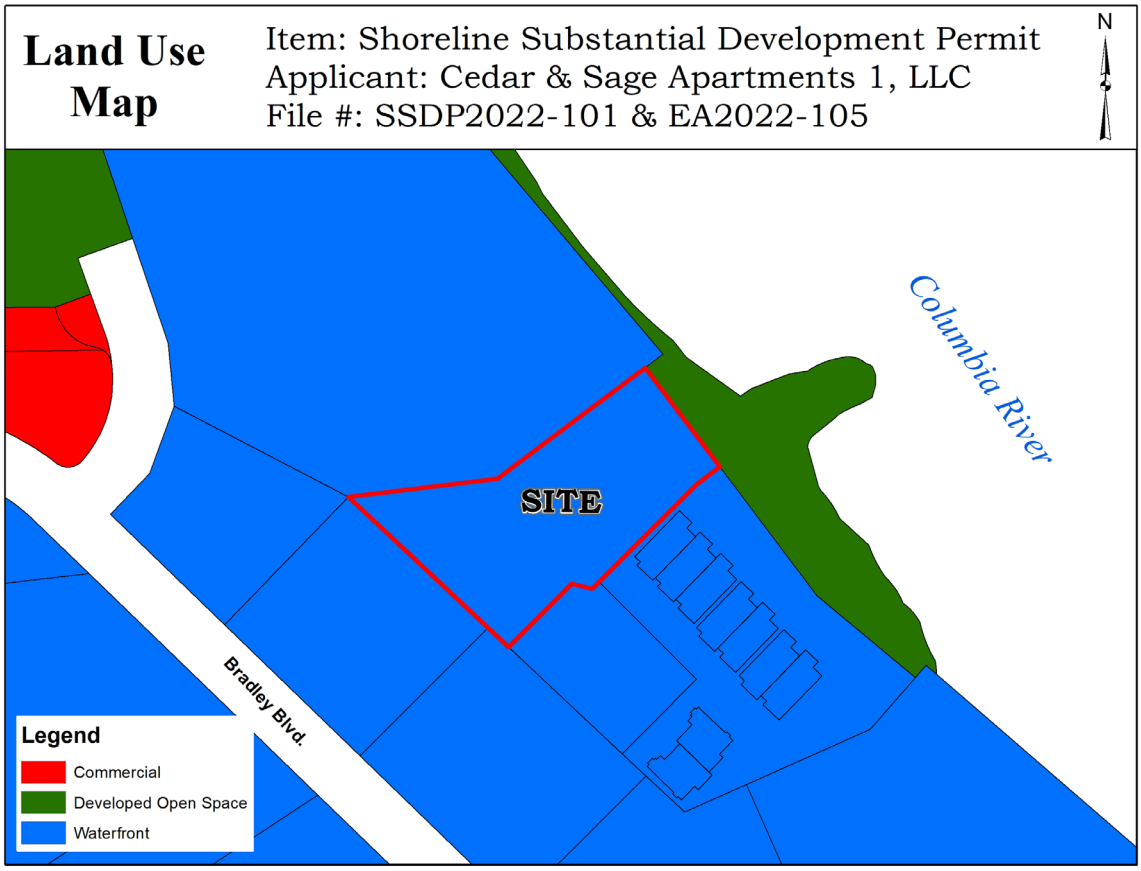



**Figure 3 – Comprehensive Plan Map**

## PUBLIC NOTIFICATION:

| | |
|---|---|
| Application Date | February 28, 2022 |
| Request for Additional Information | March 16, 2022 |
| Additional Information Submitted | April 5, 2022 |
| Combined Notice of Application & Hearing Mailed | April 25, 2022 |
| Combined Notice of Application & Hearing Posted | April 29, 2022 |
| Combined Notice of Application & Hearing Published | April 26, 2022 |
| SEPA Mitigated DNS Issued (Optional DNS Process) | May 27, 2022 |
| Public Hearing | June 13, 2022 |

The notice of application and public hearing was provided 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 6 – Public Notices and Affidavits.

Public Comments

At the time this report was finalized, Planning staff had received 13 comment letters from the public at large. The general comments in the 13 letters received from citizens pertain primarily to the following:

1. The proposal does not meet the criteria for an additional height allowance;
2. Traffic;
3. Landscaping and Open Space; and
4. SEPA concerns.

All comments received are provided herein as Exhibit 8.

Agency Comments

At the time this report was finalized, Planning staff had received six (6) comment letters from various entities; they are: Benton Clean Air Authority (BCAA), Washington State Department of Ecology (DOE), Richland Fire Department (RFD), Kennewick Irrigation District (KID), City of Richland Public Works Department (PW) and the Yakama Nation (Yakama). All comment letters are provided herein as Exhibit 8.

## UTILITY AVAILABILITY

Domestic water, sewer and electrical power lines are in place to serve the site and have adequate capacity to supply the proposed project.

## TRANSPORTATION

Access to the project site comes in the form of easements across adjoining properties. The access easement information is included as part of the application materials provided herein as Exhibit 5. The access easements extend easterly towards the project site from Bradley Boulevard. Comments received from the Richland Fire Department and Public Works Department include suggested conditions of approval should the project be approved.

## SEPA

A SEPA checklist (Exhibit 7) addressing potential impacts of the proposed development was included in the project application. On Friday, May 27, 2022 staff issued a Mitigated Determination of Non-Significance (MDNS) (Exhibit 7) after using the Optional DNS process available under the provisions of WAC 197-11-355.

## SHORELINE MASTER PROGRAM (SMP)

Richland's Shoreline Master Program (RMC Title 26) implements the Washington State Shoreline Management Act of 1971 (RCW 90.58) which requires permitting for "substantial development", a term generally including projects located within the shoreline jurisdiction valued over $7,047; among other criteria.

Similar to zoning and land use (Comprehensive Plan), the subject property is located within an area designated by the Shoreline Master Program (SMP) as a Waterfront Use Environment. As a result, the Waterfront Use Environment section of the SMP contains the purpose, designation criteria and management policies for development within this environment.

## CHAPTER 26.10 SHORELINE ENVIRONMENT DESIGNATIONS

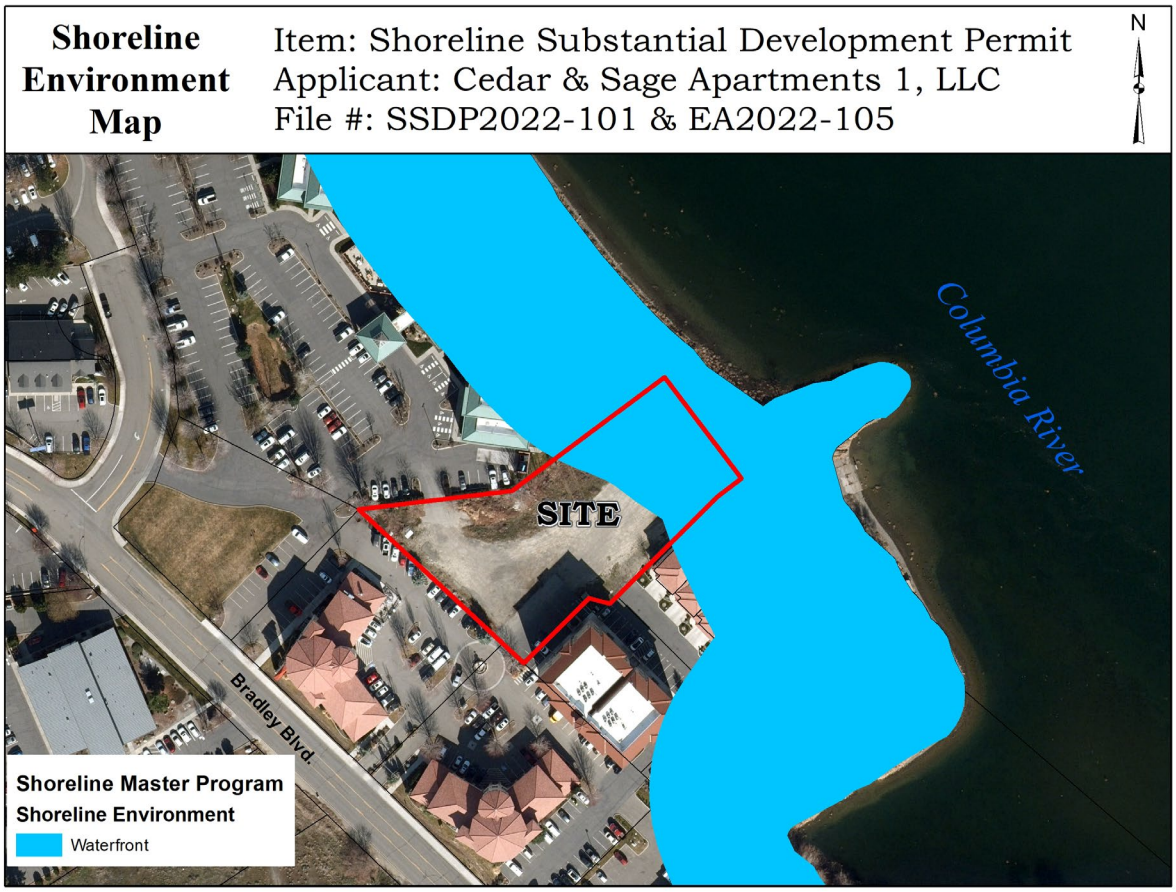



**Figure 4 – SMP Environment Map**

## 26.10.060 WATERFRONT USE ENVIRONMENT

26.10.061 Purpose

The waterfront use environment is a special commercial and residential classification providing for the establishment of such uses as marinas, boat docking facilities, resort motel and hotel facilities, offices, and other similar commercial, apartment, and multifamily uses which are consistent with waterfront-oriented development. This environment encourages mixed special commercial and high-density residential uses to accommodate a variety of lifestyles and housing opportunities and enhances and maintains existing ecological functions of the shoreline and provides for maximum public access and circulation.

26.10.062 Designation criteria
The waterfront use environment designation is applied to shoreline areas inside urban growth areas that are designated by the Comprehensive Plan for waterfront use.

26.10.063 Management Policies
In applying the use chart in the Shoreline Master Program, and the zoning allowed uses, the following shall guide the liberal interpretation of these regulations:

A. Water-oriented uses shall be given highest priority for waterfront sites.
B. Mixed use, resort motel and hotel facilities, special commercial and similar uses are encouraged to maximize public access and provide for aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use, and, through location, design, and operation, ensure the public's ability to enjoy the physical and aesthetic qualities of the shoreline.
C. Physical public access should be provided by the shoreline trail system.
D. Visual access should be provided by the shoreline trail system and by open space that provides congregating areas for people to enjoy the aesthetic qualities of the shoreline, including seating areas and compatible commercial uses.

## CHAPTER 26.20 GENERAL REGULATIONS

26.20.010 Shorelines of statewide significance

B. Decision Criteria.

Every project located on a shoreline of statewide significance shall address the following criteria in order of preference in all permit reviews, in addition to other criteria provided by this program (references to the Yakima River have been removed):

1. Recognize and protect the statewide interest over local interests by:

a. Recognizing and taking into account state agencies' policies, programs, and recommendations in developing and administering use regulations and in approving shoreline permits.

b. Recognizing the following statewide interest specific to the Columbia River:

i. Protect, preserve and restore natural resources and ecological functions, including, but not limited to, those associated with endangered species or state priority species, commercial and recreational fisheries, and tribal fishing rights;

ii. Promote recreational use and public access;

iii. Promote water-dependent port uses consistent with other goals of the program.

2. Preserve the natural character of the shoreline.

a. Designate and administer shoreline environments and use regulations to minimize damage to the ecology and environment of the shoreline as a result of manmade intrusions on shorelines.

b. Upgrade and redevelop those areas where intensive development already exists in order to reduce adverse impact on the environment, and to accommodate future growth rather than allowing high intensity uses to extend into low intensity use or underdeveloped areas.

c. Protect, preserve, and enhance diversity of vegetation and habitat values, wetlands, and riparian corridors associated with shoreline areas.

3. Result in long-term over short-term benefit.

a. Evaluate the short-term economic gain or convenience of developments relative to the long-term potential for impairment of natural shoreline functions.

b. In general, preserve resources and values of shorelines of statewide significance for future generations, and restrict or prohibit development that would irretrievably damage shoreline resources. Actions that would convert resources into irreversible uses or detrimentally alter natural conditions characteristic of shorelines of statewide significance should be severely limited. Restoration should be required where natural resources of statewide importance are diminished over time by cumulative impacts.

c. Actively promote aesthetic considerations when contemplating new development, redevelopment of existing facilities, or general enhancement of shoreline areas.

4. Protect the resources and ecology of the shoreline.

   a. Minimize development activity that will interfere with the natural functioning of the shoreline ecosystem, including, but not limited to, stability, drainage, aesthetic values, and water quality.

   b. All shoreline development should be located, designed, constructed, and managed to avoid disturbance of and minimize adverse impacts to fish and wildlife resources, including migratory routes and areas used for spawning, nesting, rearing, and habitat.

   c. Restrict or prohibit public access onto areas with high ecological value which cannot be maintained in a natural condition under intensive human use.

   d. Shoreline materials including, but not limited to, bank substrate, soils, beach sands and gravel bars should be left undisturbed by shoreline development. Gravel mining should be severely limited in shoreline areas.

   e. Preserve environmentally sensitive wetlands for use as open space or buffers and encourage restoration of currently degraded areas.

5. Increase public access to publicly owned areas of the shoreline.

   a. Retain and enhance public access to the shoreline, including passive enjoyment, recreation, fishing, and other enjoyment of the shoreline and public waters consistent with the enjoyment of property rights of adjacent lands.

   b. Give priority to developing a system of linear access consisting of paths and trails for pedestrians and nonmotorized vehicles along the shoreline areas, providing connections across current barriers such as highways and railroads, and connecting to upland parking that enhances access to the community as a whole.

   c. Provide multi-purpose nonmotorized trail facilities also serving the mobility impaired wherever feasible.

6. Increase recreational opportunities for the public on the shoreline.

   a. Plan for and encourage development of facilities for recreational use of the shoreline, including boat launches, while preserving or mitigating ecological functions.

   b. Retain and enhance public open space and parks along the shoreline to maximize public enjoyment while preserving ecological functions.

***STAFF RESPONSE:***

***While the application materials did not specifically address these issues, staff contends that the overall scope of the project complies with the general intent and purpose of RMC 26.20.010.***

26.20.020 Ecological Functions, No Net Loss

A. Shoreline land uses and activities that may have adverse impacts on the environment should be minimized during all phases of development (e.g., design, construction, management and use) to ensure no net loss of ecological functions and processes. Permitted uses are designed and conducted to minimize, insofar as feasible, any resultant damage to the ecology and environment. Shoreline ecological functions that shall be protected include, but are not limited to, fish and wildlife habitat, food chain support, and water temperature maintenance. Shoreline processes that shall be protected include, but are not limited to, water flow; erosion and accretion; infiltration; ground water recharge and discharge; sediment delivery, transport, and storage; large woody debris recruitment; organic matter input; nutrient and pathogen removal; and stream channel formation/maintenance. In recognition of the importance of shorelines in an arid environment to a wide range of bird species, new construction and major renovation projects shall incorporate bird-friendly building materials and design features, including, but not limited to, those recommended by the American Bird Conservancy Guidelines for Bird-Friendly Design.

***STAFF RESPONSE:***

***Due to the site's location landward of the existing paved pedestrian pathway as well as the existing condition of the site, which is graveled and highly disturbed, it does not appear that there will be any loss of ecological functions by development of the site.***

26.20.030 Sensitive Areas
The subject property is located within, or adjacent to, the following sensitive areas as designated by Chapter 26.60 of the Richland Municipal Code:

*Aquifer Recharge Area*
The subject property is located within an Aquifer Recharge Area. Pursuant to RMC 26.60.060, Reports and Studies, an Aquifer Recharge Area report shall be submitted to the city by the applicant for a development proposal that is not exempted as provided in RMC 26.60.059.

The Aquifer Recharge Area report should have been provided as part of the application packet for review and use as part of the SEPA review process. However, Planning staff determined that it could be provided as a condition of approval should the Shoreline Substantial Development Permit be approved

based upon the fact that other similar projects in the area have submitted Aquifer Recharge Area reports and they have all determined that no impacts to the underground aquifer will occur as a result of the similar projects. It is highly anticipated that an Aquifer Recharge Area report for this project will result in a similar conclusion. However, staff does recognize the inconsistency between this approach and code and will not make this decision in the future. Staff has required via the MDNS that an Aquifer Recharge Area report be provided and approved by the City prior to permit issuance.

*Fish and Wildlife Habitat Areas*
The subject property falls within Regulatory Reach "O" per the Regulatory Reaches Map contained within the SMP. As a result, Table 28.60.042, Riparian Buffer Width, indicates that the Riparian Buffer Width between the Ordinary High Water Mark (OHWM) or top of bank and any proposed development shall be 75 feet, except where roadway, canal, paved trail or parking area encroaches, and then waterward edge of facility maintenance area, as applicable. As a result, due to the existence of the paved pedestrian pathway adjacent to the site, the buffer for all new development associated with this proposal shall be the waterward edge of the paved pedestrian pathway. Since the proposed development will all occur landward of the existing paved pedestrian pathway, the requirements for Fish and Wildlife Areas will be met.

A copy of the Regulatory Reach map used to identify the various areas is included herein as Exhibit 10.

***STAFF RESPONSE:***

***As currently proposed and as conditioned by the MDNS, the project will be consistent with the City's Sensitive Areas requirements contained within RMC 26.60.060.***

<u>26.20.040 Shoreline Vegetation Conservation</u>
In addition to the sensitive areas standards of Chapter 26.60 RMC, the following shall apply to development on the shoreline:

A. A vegetation management plan for city parks and recreation areas, including both developed and undeveloped lands, that protects ecological functions and results in no net loss of these functions through operations, maintenance, or restoration actions in these areas shall be developed and implemented in coordination with the U.S. Army Corps of Engineers. Include integrated vegetation management for control of invasive weeds and replace existing invasive species with native or compatible species that perform ecological functions similar to native species. Native species are preferred in underdeveloped areas of the shoreline.

B. A vegetation management plan shall be required for all sensitive area buffer areas with degraded native vegetation within SMA jurisdiction and shall:

1. Maintain adequate cover of native vegetation including trees and understory. If a portion of the buffer has been cleared, or if tree cover is substantially less than a native climax community, enhancement plantings shall be installed.

2. Provide a dense screen of native trees at the perimeter of the buffer to provide and protect ecological functions and prevent viewing of adjacent development from within the buffer. If existing vegetation or topographic features are not sufficient for these purposes, planting shall be required. Fencing may be required if needed to block headlights or other sources of light or to provide an immediate effective visual screen.

3. Provide an integrated vegetation management plan for control of invasive weeds and replace existing invasive species with native or compatible species.

4. Provide a monitoring and maintenance plan. This provision may be waived for single-family residential lots.

C. In cases where approved development results in unavoidable adverse impacts to existing shoreline vegetation, mitigation shall be required to ensure that there will be no net loss of the ecological functions. Mitigation shall take place on site to the maximum extent feasible. A guarantee, in the form of a bond or other security device, shall be required to assure successful establishment, including an appropriate monitoring period.

D. Mitigation plans shall be completed before initiation of other permitted activities, unless a phased or concurrent schedule assuring completion prior to occupancy is approved.

E. Lawns and other nonnative vegetation maintained within shoreline jurisdiction shall minimize use of chemical fertilizers, pesticides, herbicides, or other similar substances. Such chemical treatments shall be applied in accordance with manufacturer’s recommendations and associated local, state, and federal laws and regulations. Applications in solid time release form shall be preferred over liquid or concentrate application. Best management practices (BMPs) shall be implemented in all chemical applications.

F. Aquatic weed management by prevention is the first priority. Where active removal or destruction is necessary, it should be the minimum required to allow water-dependent activities to continue, minimize negative impacts to native plant communities, and include appropriate handling or disposal of weed materials.

1. Aquatic weed control shall only occur when native plant communities and associated habitats are threatened, or where an existing water-dependent

use is restricted by the presence of weeds. Aquatic weed control shall occur in compliance with all other applicable laws and standards.

2. The control of aquatic weeds by de-rooting, rotovating or other method which disturbs the bottom sediment shall be considered development for which a shoreline permit is required, unless it will maintain existing water depth for navigation in an area covered by a previous permit for such activity, in which case it shall be considered normal maintenance and repair, and therefore exempt from the requirement to obtain a shoreline permit.

3. Use of herbicides to control aquatic weeds shall be prohibited except where no reasonable alternative exists and weed control is demonstrated to be in the public's interest.

***STAFF RESPONSE:***

***As indicated in the landscaping plan provided as part of the permit application the applicants are proposing to plant grass, trees and shrubs between the proposed building and the riverfront trail, between the building and the adjoining condominium development, and within the parking islands and southwestern property boundary. The project itself does not require any mitigation for impacts to existing vegetation as the edge of the required buffer area is waterward of the pathway that separates the site from the Columbia River area. However, staff suggests that if approved, a condition of approval be placed on the project reiterating the requirements of subsection 26.20.040 E, pertaining to the use of chemical fertilizers, pesticides and herbicides on lawns and other nonnative vegetation.***

<u>26.20.050 Public access</u>

A. Public access on the Columbia River is currently provided by a nearly continuous riverfront trail system developed by the city on public and private lands. Future public access on public and private lands should be consistent with the overall strategy for providing continuous trails along the shoreline. Future development may be required to reconfigure the existing trail to provide enhanced public access and fit with specific development plans, including public and private open space.

B. Public access on the Yakima River should be guided by the adopted city and regional trail plans. Future public access on public and private lands should be consistent with the overall strategy for providing continuous trails along the shoreline while taking into consideration the range of ecological functions and sensitivities of different areas. Future development shall provide public access consistent with the trail plan and may provide additional trails subsidiary to the main trail, where such opportunities are available to provide enhanced public access and fit with specific development plans, including public and private open space.

C. Physical public access is preferred to solely visual access. Where physical public access is determined not feasible, the applicant shall incorporate visual public access. Visual public access may consist of view corridors, viewpoints, or other means of visual approach to public waters. Physical public access may consist of a dedication of land or easement and a physical improvement in the form of a trail, park, or other area serving as a means of physical approach to public waters.

D. All developments requiring shoreline substantial development or special use permits, and all subdivision or development of more than four lots or residential units, shall provide public access to the shoreline unless criteria in subsections (D)(1) and (2) of this section are met:

1. The applicant demonstrates one or more of the following provisions apply:

a. Unavoidable health or safety hazards to the public would accompany public access that cannot be avoided by application of alternative design features or other solutions;

b. Inherent security requirements of the use cannot be satisfied through the application of alternative design features;

c. The cost of providing the access, easement, or an alternative amenity, or mitigating the impacts of public access, is unreasonably disproportionate to the total long-term cost of the proposed development;

d. Unacceptable environmental harm will result from the public access that cannot be mitigated;

e. Significant undue and unavoidable conflict between any access provisions and the proposed use and/or adjacent uses would occur and cannot be mitigated; or

f. Public access is provided by a public entity through implementation of a public access plan incorporated into its master plan, developed through a public participation process and incorporated into this program.

2. Based on documentation provided by the applicant, the city determines that all reasonable alternatives have been exhausted, including, but not limited to:

a. Limiting the size or placement of public access facilities;

b. Regulating access by such means as maintaining a gate and/or limiting hours of use;

c. Designing separation of uses and activities (e.g., fences, terracing, use of one-way glazing, hedges, landscaping, etc.); and

d. Providing for access at a site geographically separated from the proposal, including contribution to regional trail or public access plans.

E. The following activities generally are not required to provide public access, except as determined on a case-by-case basis as part of development review:

1. Single-family development of four or fewer units;

2. Dredging;

3. Landfill and excavation;

4. Mining;

5. Private docks serving four or fewer units;

6. Minor additions or changes to an existing use that do not change the configuration of the existing use or add substantial facilities; or

7. Ecological restoration or enhancement activities not associated with a development.

F. Specific provisions for public access shall be evaluated on a case-by-case basis to ensure that they are of the kind, quality and scope to provide a substantial public benefit with respect to the Shoreline Management Act's objectives, and do not create a disproportionate impact on landowners.

G. The amount and configuration of public access required shall depend on the proposed use(s), the range of ecological functions and sensitivities of different areas on a site, the shoreline environmental designation, and the following criteria:

1. Any development or use that creates increased demand for public access to the shoreline shall provide public access to mitigate this impact.

2. Any development or use that interferes with an existing public access shall provide public access to mitigate this impact.

3. Development within the waterfront environment is encouraged to provide public access in the form of a public plaza meeting the criteria in RMC 26.30.040(F)(2).

4. Uses and developments that utilize aquatic lands shall provide public access consistent with maintaining the use and public safety. Public access shall be provided generally equivalent to 10 to 20 percent of the public harbor land or aquatic land utilized. Where over-water access is found to be infeasible pursuant to subsection (D) of this section, upland on- and off-site facilities may be approved as an alternative. Single-family residential uses or

uses that are developed with public funding or other public resources are exempt from this criterion.

5. New or expanded dikes and levees shall provide linear public access trails along the facility.

6. Public roads or other public facilities parallel to or crossing shorelines shall provide public access trails or sidewalks within the right-of-way. Additional right-of-way acquisition may be required to provide public access.

7. Public utilities within the shoreline, other than distribution facilities, shall provide public access consistent with maintaining the use and public safety.

H. Public access shall be consistent with the shoreline environmental designation and may consist of a physical improvement in the form of a walkway, trail, bikeway, corridor, viewpoint, park, deck, observation tower, pier, boat-launching ramp, dock or pier area, or other area serving as a means of view and/or physical approach to public waters, and may include interpretive centers and displays. Public access improvements shall meet the following location and design criteria:

1. Public access shall be provided as close (horizontally and vertically) as feasible to the water's edge to provide the general public with opportunity to reach, touch, view, and enjoy the water's edge; provided, that public access does not adversely affect sensitive ecological features or lead to an unmitigated reduction in ecological functions.

2. If open space is provided along the shoreline in the form of sensitive area buffers, and public access can be provided in a manner that will not result in a loss of ecological function, a public pedestrian access walkway along and parallel to the waterfront of the property is the preferred design. The walkway shall be set back from sensitive features and may provide only limited and controlled access to the water's edge. Fencing may be provided to control damage to plants and other sensitive features and shall provide for wildlife movement. Soft surface trails of limited width should be specified, where appropriate, to reduce impacts to ecologically sensitive resources.

3. Public access shall be connected directly to the nearest public street; shall include provisions for physically impaired persons where feasible and where additional impact on ecological functions will not occur; and shall be located adjacent to and connect with other public areas, accesses, and connecting trails.

4. Where physical access to the water's edge is not present or appropriate, a public viewing area shall be provided in cases where views of the water or shoreline are available.

5. In natural open space zones, the need for trails for ADA access should be balanced with the extent of alteration of the natural environment required to accommodate such facilities.

6. Design shall minimize intrusions of privacy for both site users and public access users by avoiding locations adjacent to windows and/or outdoor private open spaces, or by screening or other separation techniques.

7. Design shall provide for the safety of users, including the control of offensive conduct through providing public visibility (not including removal of buffer vegetation), or provision of specific oversight. The administrator may authorize public access to be temporarily closed to develop a program to address offensive conduct. If offensive conduct cannot be reasonably controlled, alternative facilities may be approved as a permit revision.

8. Public amenities appropriate to the use of the public access space shall be provided. These amenities may include, but are not limited to, benches, picnic tables, public docks and sufficient public parking.

9. Public restrooms and facilities for animal waste may be required as part of public access amenities for developments by public entities or commercial developments that attract a substantial number of persons.

I. View Protection.

1. Shoreline development shall be designed to avoid blocking, reducing, or adversely interfering with the public's existing visual access to the water and shorelines.

2. Development and uses on public lands such as parks, open space, street ends, rights-of-way and utilities shall provide visual access corridors where views of water bodies are available from public roadways and public viewpoints to the extent feasible, consistent with facilities for water-dependent use or recreation use and maintenance of native vegetation buffers for sensitive areas.

J. Public access shall be maintained over the life of the use or development. Future actions by the applicant, successors in interest, or other parties shall not diminish the usefulness or value of the public access provided.

1. Required public access sites shall be fully developed and available for public use at the time of occupancy of the use or activity, or in accordance with provisions for guaranteeing installation through a performance assurance.

2. Public access provisions shall be recorded as an easement or a dedication to the public on the face of a plat or short plat. Said recording with the Benton

County auditor's office shall occur at the time of building permit approval or plat recordation, whichever comes first.

3. Maintenance of the public access shall be the responsibility of the owner unless expressly accepted by a public or nonprofit agency.

4. The minimum width of public access easements shall be 15 feet, unless the city determines that undue hardship would result. In such cases, easement width may be reduced only to the minimum extent necessary to relieve the hardship.

5. Public access shall be available to the public 24 hours per day unless specific exceptions are granted though the substantial development permit process where safety hazards to users or adjacent uses are substantiated.

6. Public access signs bearing the standard state-approved logo or other approved design shall be installed and maintained by the applicant and owner. The sign(s) must indicate the public's right of access and hours of access and shall be installed in conspicuous locations at public access sites. Signs may display restrictions of public access as approved by a specific condition of permit approval.

K. Public access afforded by shoreline street ends, public utilities and rights-of-way shall be preserved, maintained and enhanced pursuant to RCW 35.79.035 and 36.87.130.

***STAFF RESPONSE:***

***The proposed development includes the construction of an 8' wide paved public pathway to be located within an 8' wide public access easement along the northerly portion of the site. This proposed public pathway will lead to the existing paved pedestrian pathway that already exists along the northeasterly boundary of the site within a variable width public pathway easement. The proposed pathway will be ADA accessible and will provide public access across the property to the existing pedestrian facilities.***

***This site does not have physical access to the waterfront as the land located between the site and Columbia River is owned by the City of Richland. As a result, the proposal is consistent with the requirements contained within RMC 26.20.050 pertaining to public access.***

<u>26.20.060 Signs.</u>

A. All signs shall be located and designed to be compatible with the aesthetic quality of the existing shoreline and adjacent land and water uses. Signs shall minimize interference with vistas, viewpoints, and visual access to the shoreline.

B. All signs shall be permitted in accordance with the procedures of RMC Title 27 in addition to this program.

C. Freestanding commercial signs are prohibited between buildings and the shoreline, except for public information signs.

D. Except where no feasible location outside of SMA jurisdiction is available, signs placed in SMA jurisdiction should be limited to public information signs directly relating to a shoreline use or activity, water navigational signs, and legally required highway and railroad signs necessary for operation, safety and direction.

E. Over-water signs or signs on floats or pilings shall be allowed only when serving a related water-dependent use, and only when the primary users of the facility approach by water and would not be served by land-mounted signs.

F. Lighted signs shall be hooded, shaded, or aimed so that lighting will not result in glare when viewed from public access facilities or watercourses.

G. Conceptual sign plans and design guidelines shall be submitted for review and approval at the time of shoreline permit application and shall be utilized in future review of sign permits for the property.

H. Signs shall not be permitted where their location or design obstructs or otherwise interferes with traffic movement, or where the location or orientation unnecessarily interferes with upland users.

***STAFF RESPONSE:***

***The application materials submitted did not include provisions for signage. Should signage be requested in the future, the requirements herein will be referred prior to permit issuance.***

*26.20.070 Archaeological areas and historic sites.*
Included on Richland's shorelines are areas known to be of significant archaeological and historic value. The Washington State Department of Archaeology and Historic Preservation is recognized as the authority on matters concerning areas recorded as important archaeological or historic sites. In addition, memoranda of understanding with tribes should apply in accordance with the terms of such agreement(s).

A. Prior to approval of any permit requests, city of Richland staff shall consult with the Washington State Department of Archaeology and Historic Preservation for the purpose of identifying potentially valuable archaeological data, and for recommendations concerning preservation or salvage of the data identified.

B. Developers and property owners shall, in the event of discovery of archaeological resources during excavation, immediately stop work and notify the city of Richland and the Washington State Department of Archaeology and Historic Preservation. Development may resume only after approval by the

Department of Archaeology and Historic Preservation (DAHP). The city or DAHP will notify tribes if the nature of the resource so warrants.

C. Where a professional archaeologist or historian recognized by the state of Washington has identified an area or site as having significant cultural value, or where such area is listed on a national, state, or local historic register, the city may require evaluation of the resource and application of appropriate mitigation measures as a condition of permit issuance.

D. Permits for development in shoreline areas documented to contain archaeological resources shall require inspection of the site prior to and during construction by a professional archaeologist in coordination with potentially affected Indian tribes.

***STAFF RESPONSE:***

***The Yakama Nation has indicated that a previously recorded site (45BN24) lies entirely within the proposed development and has requested that no work be approved until the evaluation and project effects can be assessed by the Yakama Nation and Department of Archaeological and Historic Preservation (DAHP). Staff has issued an MDNS requiring the submittal of a detailed archaeological study and successful consultation with the Yakama Nation, Confederated Tribes of the Umatilla Indian Reservation and DAHP prior to any development permits are issued for the site.***

<u>26.20.080 Water quality, stormwater, and nonpoint pollution.</u>
A. All development activities approved under this title shall be designed and maintained in a manner consistent with the city's stormwater management plan and adopted engineering design standards. All proposed stormwater control and stormwater discharges shall be in compliance with the latest Department of Ecology Stormwater Manual for Eastern Washington.

B. Shoreline development shall be designed and maintained to minimize the need for chemical treatments, including application of fertilizers, pesticides and herbicides, in order to prevent contamination of surface and ground water resources.

C. All structures placed within water bodies or that may come in contact with water shall be constructed of materials that will not adversely affect water quality or aquatic plants and animals. Materials treated with creosote are prohibited in the shoreline environment.

***STAFF RESPONSE:***

***The City of Richland requires that all stormwater runoff that is generated by the project shall be collected and treated on-site.***

## 26.20.090 Boat and Vessel Facilities

***STAFF RESPONSE:***

***No boat or vessel facilities are proposed as part of this project.***

# CHAPTER 26.30 USE REGULATIONS

## 26.30.011 Permitted Use

Richland's Shoreline Master Program contains a table of land uses (RMC 26.30.011) which indicates that apartments/condominiums (3 or more units) are a permitted use within the waterfront use environment.

## 26.30.012 Bulk and Dimension Chart

**Bulk and dimension chart.**

| Standard | Natural | Recreation Conservancy | Recreation | Rural | Residential | Waterfront | Industrial Conservancy |
|---|---|---|---|---|---|---|---|
| Sensitive Area Buffer Water-Dependent Use | NA[1] | NA[1] | NA[1] | NA[1] | NA[1] | NA[1] | NA[1] |
| Sensitive Area Buffer Non-Water-Dependent Use | As provided by Table 26.60.024(D), Wetland Buffer Widths, Table 26.60.042, Riparian Buffer Width | | | | | | |
| Minimum Building Setback from OHWM Water-Dependent Use | NA[2] | NA[1, 2] | NA[1] | NA[1] | NA[1] | NA[1] | NA[1] |
| Minimum Building Setback Non-Water-Dependent Use | NA[2] | 15 feet (except for residential, which is 25 feet) from the edge of the applicable riparian buffer, or 15 feet (except for residential, which is 25 feet) from the landward edge of a roadway, canal, levee, paved trail or parking area, as applicable, as provided in Table 26.60.042[2] | | | | | |
| Minimum Front Yard Setback | As provided by zoning | | | | | | |
| Minimum Side Yard Setback | As provided by zoning | | | | | | |
| Minimum Rear Yard Setback | As provided by zoning | | | | | | |
| Minimum Lot Width – One-Family Attached Dwellings | As provided by zoning | | | | | | |
| Minimum Lot Area | As provided by zoning | | | | | | |
| Maximum Density – Multifamily Dwellings (units/square feet) | NA | NA | NA | NA | NA | 1:1,500 | NA |
| Maximum Lot Coverage | 0% | 5% | 10% | 10% | 40% | NA | 20% |
| Maximum Building Height | NA[2] | 16 feet | 35 feet | 25 feet | 35 feet | 35/55 feet[3] | 35 feet |
| Maximum Building Height – Detached Accessory Buildings | NA[2] | 16 feet | 16 feet | 16 feet | 16 feet | 35 feet | 35 feet |

1. No sensitive area buffer or building setback applies to water-dependent elements of a water-dependent use.
2. Buildings are not allowed in the natural open space zoning district.
3. Building height may be increased to up to 55 feet in the waterfront environment subject to the provisions of RMC 26.30.013.

[Ord. 25-14 § 1.01; Ord. 12-18 § 1 (Exh. A)].

26.30.013 Provisions for Additional Height in the Waterfront Environment
Structures in the waterfront environment may exceed a height of 35 feet based upon a review of the site plan and structure and compliance with the following criteria:

A. Additional open space or a plaza is provided on the site that earns bonus floor area in accordance with RMC 26.30.040(F)(2).
B. The hearing examiner finds that:
    1. The increased building height will not obstruct the view of a substantial number of residences on areas adjoining such shorelines;
    2. Overriding considerations of the public interest will be served by providing additional public open space and facilities that enhance public enjoyment of the shoreline;
    3. The proposed building is aesthetically pleasing in relation to buildings and other features in the vicinity; and
    4. The building is located a sufficient distance from the Columbia River to avoid creating a visual barrier.

***STAFF RESPONSE:***
***RMC 26.30.040(F)(2) indicates as follows:***

***F. Uses within the waterfront environment shall be designed to provide multiple uses that enhance cultural and related commercial facilities to enhance and diversify the public's experience of the shoreline, including tourists, by providing water-oriented and enjoyment uses and community recreational resources and providing public access and view corridors. Uses in this area must meet the following additional criteria:***

***1. Development is subject to Chapter 23.48 RMC, Site Plan Review, as adopted or subsequently amended.***

***2. Public open space for public access and to accommodate water-enjoyment uses and other uses allowing public visual access to the waterfront, such as restaurants, is a preferred use and may earn bonus floor area in buildings between 35 and 55 feet in height, subject to the following criteria:***

***a. Public open space in excess of 15 percent of the area of shoreline jurisdiction on a site may earn one square foot of building floor area for each square foot of open space, up to 20,000 square feet, provided the following criteria are met:***

***i. The open space area must abut the Riverside Trail on at least half its total width;***

***ii. The open space must be at the elevation of the Trail;***

***iii. The open space may extend no further than 50 feet from the edge of the Trail;***

***iv. The open space must be accessible to the public at all times;***

***v. The open space must consist of grass turf or other surface that will accommodate pedestrian foot traffic;***

***vi. At least one bench or table with chairs open to the public must be provided for every 2,000 square feet of open space; and***

***vii. Planting areas for ornamental vegetation not allowing foot traffic are excluded from the area qualifying for bonus floor area.***

***b. Public open space plazas may earn additional bonus floor area, of four square feet of building floor area for each square foot of open space, up to 10,000 square feet, in addition to any area earned by subsection (F)(2)(a) of this section, if the facility meets the following criteria:***

***i. The open space area must abut the Waterfront Trail on at least 20 percent of its total perimeter;***

***ii. The open space must be at the elevation of the Trail;***

***iii. The open space may extend no further than 75 feet from the edge of the Trail;***

***iv. The open space must be accessible to the public at all times;***

***v. The open space must consist of a hard surface of concrete, brick, pavers, or similar materials. Permeable surfaces are encouraged to the extent feasible;***

***vi. Shade shall be required by trees planted in grates at grade level allowing pedestrian passage over grates at a minimum ratio of one tree per 1,600 square feet of plaza area;***

***vii. At least one bench or table with chairs open to the public must be provided for every 2,000 square feet of open space;***

***viii. The open space must be abutted by building frontage at the same elevation as the plaza, and with ground floor clear vision glass and door access at a spacing of no less than 50 feet on at least 50 percent of its total perimeter;***

***ix. At least 50 percent of the building perimeter must be retail or restaurant use; and***

***x. Planting areas for ornamental vegetation at the perimeter of the plaza in areas without clear glass building frontage may be allowed on up to 10 percent of the plaza area if the beds of such landscaping are within 18 inches of the plaza elevation.***

***xi. Additional bonus area of two square feet of building floor area for each square foot of open space, up to 2,000 square feet in addition to any area earned by the provisions above, may be earned by dedication of an area of outside seating at a restaurant, coffee shop, or similar use. Up to 50 percent of the qualifying bonus area may be devoted to sale of liquor.***

***c. The administrator may allow interim use of retail or restaurant building frontage for office or other compatible use if the building owner documents a good faith effort to procure retail or restaurant tenants. Such interim use may be approved for a period of up to three years, and may be renewed upon demonstration of meeting the same criteria.***

***The proposal does not appear to be consistent with the requirements of RMC 26.30.040(F)(2) as the proposal (1) does not include open space that is accessible to the public at all times, (2) consist of grass turf or other surface that will accommodate pedestrian foot traffic and (3) exclude ornamental vegetation not allowing foot traffic from the area qualifying for bonus floor area. Specifically, the landscaping plan clearly indicates that ornamental vegetation will be planted between the grass turf adjacent to the building and the paved pedestrian pathway. The installation of landscaping in this location precludes pedestrians from utilizing the site as open space.***

***In regard to the required findings for the hearing examiner to make, many of the comments received indicate that the proposed building will obstruct views for residents in the adjacent condominium units. Also, information appears to be lacking indicating how the proposed building will be aesthetically pleasing in relation to buildings and other features in the vicinity. However, these are staff comments and the hearing examiner will need to make specific findings for each of these criteria as part of his overall permit decision.***

<u>26.30.090 Residential Development</u>
Policies and regulations for residential development are intended to promote use of the shoreline that acknowledges existing residential patterns and allows residential utilization of shoreline areas without resulting in a net loss of ecological function.

A. Single-family residential development is a priority use on the shoreline when developed in a manner consistent with control of pollution and prevention of damage to the natural environment.

B. Residential development in the shoreline shall meet the criteria of no net loss of ecological functions in RMC 26.20.020 and the preferred sequence for mitigation of impacts. The use shall be located and designed to maintain required buffers and maintain or enhance shoreline ecological functions including shoreline geomorphic processes, water quality, fish and wildlife habitat, and the aquatic food chain in general.

C. New residential development shall cluster dwelling units to provide as little alteration to the natural environment as feasible and shall utilize low impact development (LID) techniques to reduce physical and visual impacts on shorelines.

D. Multifamily residential use is not a priority for location on the shoreline under the Shoreline Management Act and is subject to the preference for water-dependent and water-oriented use. It therefore must meet requirements for providing public benefit through ecological restoration and public access. Multifamily development may not be approved if it displaces existing water-dependent uses. Multifamily development uses may be permitted only where it provides significant public benefit with respect to the objectives of the Act by:

1. Restoration of ecological functions, both in aquatic and upland environments, that shall provide native vegetation buffers according to the standards provided for sensitive areas or in accordance with the restoration element of this program; and

2. Provision of public access is required in accordance with RMC 26.20.050.

E. Over-water residences are prohibited.

F. New residential development shall assure that the development will not require shoreline stabilization. Prior to approval, geotechnical analysis of the site and shoreline characteristics shall demonstrate that shoreline stabilization is unlikely to be necessary, setbacks from steep slopes, bluffs, landslide hazard areas, seismic hazard areas, and riparian erosion areas shall be sufficient to protect structures during the life of the lots, and impacts to adjacent, downslope, or down-current properties are not likely to occur during the life of lots created.

G. New residential development shall meet all sensitive area provisions of this program. Filling of, or into, water bodies or their associated wetlands for the purpose of subdivision or multifamily construction shall not be permitted. New subdivisions, short plats, and large lots shall preserve the required buffer in a protective tract, public or private land trust dedication, or be similarly preserved through an appropriate permanent protective mechanism. Each lot owner within

the subdivision, short plat, or other land division shall have an undivided interest in the tract(s) or protective mechanism created.

H. Residential developments, including subdivisions, and planned unit developments of five or more lots/units shall provide improved public access for all residents of the development and the general public, in compliance with public access standards contained in RMC 26.20.050.

I. All new divisions of land shall record a prohibition on new private individual docks on the face of the plat. An area reserved for shared moorage may be designated if it meets all requirements of this program.

J. All development shall be in compliance with all codes and ordinances of the city of Richland, including applicable subdivision, sensitive area and zoning regulations.

***STAFF RESPONSE:***

***The proposed development is not single-family in nature and is therefore considered multifamily residential. As a result, pursuant to RMC 26.30.090(D), "multifamily residential use is not a priority for location on the shoreline under the Shoreline Management Act, and is subject to the preference for water-dependent and water-oriented use…..Multifamily development uses may be permitted only where it provides significant public benefit with respect to the objectives of the Act by:***

1. ***Restoration of ecological functions, both in aquatic and upland environments, that shall provide native vegetation buffers according to the standards for sensitive areas or in accordance with the restoration element of this program; and***

2. ***Provision of public access is required in accordance with RMC 26.20.050."***

***As indicated above under 26.20.020 Ecological Functions, No Net Loss, "Due to the site's location landward of the existing paved pedestrian pathway as well as the existing condition of the site, which is graveled and highly disturbed, it does not appear that there will be any loss of ecological functions by development of the site." While there may not be any loss of ecological functions, the project does not contain any provisions required by RMC 26.30.090(D) for the restoration of ecological functions in aquatic and/or upland environments. Without provisions for the restoration of ecological functions, both in aquatic and upland environments, multifamily residential development is not allowed on this site.***

<u>26.30.100 Transportation Facilities</u>
***STAFF RESPONSE:***

***The proposed development is consistent with the intent and requirements of RMC 26.30.100.***

26.30.110 Utilities
***STAFF RESPONSE:***

***The proposed development is consistent with the intent and requirements of RMC 26.30.110.***

## CHAPTER 26.50 PERMIT ADMINISTRATION AND ENFORCEMENT

26.50.040 Approval Criteria.
*A. Conformance with the Shoreline Management Act of 1971, as amended*
***STAFF RESPONSE:***

***Richland's Municipal Code states that the purpose of Richland's shoreline program is to implement the Shoreline Management Act of 1971. Therefore, if a project is compliant with the City's shoreline regulations, it would also be compliant with the State act.***

B. *General conformance with the goals of the shoreline program, the general development policies of the plan elements, and the applicable policy statements for the use activity and the shoreline environment*
***STAFF RESPONSE:***

***The proposal appears to be in general conformance with the goals of the SMP and the policy statement of the shoreline environment. However, the proposal is not in conformance with the policy statements for the use activity.***

C. *Compliance with the applicable environment regulations*
***STAFF RESPONSE:***

***The Waterfront Use environment does not contain any applicable regulations. Rather, the Waterfront Use environment contains a purpose statement, designation criteria, and management policies. With that being said, water-oriented uses are given highest priority for waterfront sites.***

*D. Compliance with the applicable use activity regulations*
***STAFF RESPONSE:***

***As indicated previously, the project does not contain any provisions required by RMC 26.30.090(D) for the restoration of ecological functions in aquatic and/or upland environments. Without provisions for the restoration of ecological functions, both in aquatic and upland environments, multifamily residential development is not allowed on this site.***

*E. Consideration of the recommendations and comments of the Richland parks and recreation commission as the proposed development will affect and be affected by the goals and objectives of City plans for parks, trail and open spaces*

***STAFF RESPONSE:***

***The Richland Parks and Public Facilities Department was invited to comment on this project. By the time the stated comment period expired, no response from Parks had been received. It is unlikely the Parks Department objects to this project as the site already contains a paved pedestrian pathway that is part of the overall riverfront path and impacts to said improvements have not been proposed.***

F. *General conformance with the provisions of the Richland comprehensive plan*

***STAFF RESPONSE:***

***The project does appear to be in general conformance with the provisions of the Richland Comprehensive Plan as the proposed use is allowed via zoning and the SMP provided certain specific requirements can be met. However, in this particular instance, the applicant has not demonstrated how the project complies with several of the applicable zoning and SMP requirements.***

*G. Consideration of provisions for facilities and improved designs to accommodate and encourage use by the physically handicapped*

***STAFF RESPONSE:***

***The proposed development does provide consideration for the physically handicapped as the project proposed to provide an on-grade pathway across the project site to where it intersects with the existing paved pedestrian pathway fronting the Columbia River.***

*H. Compliance with the State Environmental Policy Act (SEPA)*

***STAFF RESPONSE:***

***A mitigated determination of non-significance was issued by the City on May 27, 2022, completing the SEPA process.***

*I. Compliance with applicable provisions of the Richland Municipal Code*

***STAFF RESPONSE:***

***The proposal does not meet the side yard setback requirements of the Waterfront Use zoning district and does not comply with the required multifamily residential requirements of the SMP as they pertain to the restoration of ecological functions. As a result, the project is not in***

***complete compliance with the applicable provisions of the Richland Municipal Code.***

**SUGGESTED FINDINGS AND CONCLUSIONS**

Staff has completed its review of the request for a Shoreline Substantial Development Permit (SDDP2022-101) to construct a 31,400 square-foot multi-family residential apartment building (32-units) together with 12,204 square-feet of underground parking, lying partially within the jurisdiction of the Shoreline Master Program and recommends DENIAL of the request based on the following:

1. Knutzen Engineering has applied for a Shoreline Management Substantial Development Permit (SSDP) together with a height increase request, on behalf of Cedar & Sage Apartments 1, LLC, to fully construct a 31,400 square-foot multi-family residential apartment building together with 12,204 square-feet of underground parking, lying partially within the jurisdiction of the Shoreline Master Program.;

2. The site is located at 470 Bradley Boulevard and is approximately 47,085 s.f. (1.08 acres) in size. The site lies between the east bank of the Columbia River and Bradley Blvd. but does not directly front on any public road.

3. Access to the site comes by way of easement(s);

4. The project site is located within the Waterfront Use Zoning District.

5. RMC 23.22.040 contains the table containing the site requirements and development standards for commercial use districts (Waterfront).

6. RMC 23.22.040 does not require minimum side yard setback, except parking shall be setback a minimum of 5 feet, and buildings used exclusively for residences shall maintain at least one foot of side yard for each three feet or portion thereof of building height.

7. RMC 23.22.040 places a maximum height for structures at 35 feet, except that a height of 55 feet is allowed when approved by the hearing examiner in conjunction with a Substantial Shoreline Development Permit.

8. The site plan submitted indicates a setback along the southeast property line which varies from 25.7’ to 10’, while the setback along the northwest property line is shown as 10’. The setbacks shown would be required for a 30’ tall building.

9. The Comprehensive Plan designates the site as being within the Waterfront Land Use Classification.

10. All required public notification requirements were met.

11. After utilizing the Optional DNS Process in WAC 197-11-355, the City of Richland issued a Mitigated Determination of Non-Significance on May 27, 2022.

12. The subject property is located within an area designated by the Shoreline Master Program (SMP) as a Waterfront Use Environment.

13. The City received 13 comment letters from the public at large and six (6) comment letters from governmental entities.

14. Domestic water, sewer and electrical power lines are in place to serve the site and have adequate capacity to supply the proposed project.

15. Pursuant to RMC 26.10.063 Management Policies, in applying the use chart in the Shoreline Master Program, and the zoning allowed uses, the following shall guide the liberal interpretation of these regulations:

    - Water-oriented uses shall be given highest priority for waterfront sites.
    - Mixed use, resort motel and hotel facilities, special commercial and similar uses are encouraged to maximize public access and provide for aesthetic enjoyment of the shoreline for a substantial number of people as a general characteristic of the use, and, through location, design, and operation, ensure the public's ability to enjoy the physical and aesthetic qualities of the shoreline.
    - Physical public access should be provided by the shoreline trail system.
    - Visual access should be provided by the shoreline trail system and by open space that provides congregating areas for people to enjoy the aesthetic qualities of the shoreline, including seating areas and compatible commercial uses.

16. The overall scope of the project complies with the general intent and purpose of RMC 26.20.010.

17. In regards to RMC 26.20.020, due to the site's location landward of the existing paved pedestrian pathway as well as the existing condition of the site, which is graveled and highly disturbed, it does not appear that there will be any loss of ecological functions by development of the site.

18. As currently proposed and as conditioned by the MDNS, the project will be consistent with the City's Sensitive Areas requirements contained within RMC 26.60.060.

19. In regards to RMC 26.20.040, Shoreline Vegetation Conservation, the landscaping plan provided as part of the permit application indicates that the applicants are proposing to plant grass, trees and shrubs between the proposed building and the riverfront trail, between the building and the adjoining condominium development, and within the parking islands and along the southwestern property boundary.

20. The proposed development includes the construction of an 8' wide paved public pathway to be located within an 8' wide public access easement along the northerly portion of the site. This proposed public pathway will lead to the existing paved pedestrian pathway that already exists along the northeasterly boundary of the site within a variable width public pathway easement. The proposed pathway will be ADA accessible and will provide public access across the property to the existing pedestrian facilities.

21. The site does not have physical access to the waterfront as the land located between the site and Columbia River is owned by the City of Richland. As a result, the proposal is consistent with the requirements contained within RMC 26.20.050 pertaining to public access.

22. In regard to RMC 26.20.060, Signs, the application materials submitted did not include provisions for signage.

23. In regard to RMC 26.20.070, the Yakama Nation has indicated that a previously recorded site (45BN24) lies entirely within the proposed development and has requested that no work be approved until the evaluation and project effects can be assessed by the Yakama Nation and Department of Archaeological and Historic Preservation (DAHP).

24. The City of Richland requires that all stormwater runoff that is generated by the project collected and treated on-site.

25. No boat or vessel facilities are proposed as part of this project.

26. RMC 26.30.013 contains the requirements for additional height in the Waterfront environment.

27. The proposal is not consistent with the requirements of RMC 26.30.040(F)(2) as the proposal (1) does not include open space that is accessible to the public at all times, (2) consist of grass turf or other surface that will accommodate pedestrian foot traffic and (3) exclude ornamental vegetation not allowing foot traffic from the area qualifying for bonus floor area. The landscaping plan clearly indicates that ornamental vegetation will be planted between the grass turf adjacent to the building

and the paved pedestrian pathway. The installation of landscaping in this location precludes pedestrians from utilizing the site as open space.

28. The proposed development is not single-family in nature and is therefore considered multifamily residential.

29. RMC 26.30.090(D) states that: “multifamily residential use is not a priority for location on the shoreline under the Shoreline Management Act, and is subject to the preference for water-dependent and water-oriented use”

30. RMC 26.30.090(D) further states that “Multifamily development uses may be permitted only where it provides significant public benefit with respect to the objectives of the Act by (1) Restoration of ecological functions, both in aquatic and upland environments, that shall provide native vegetation buffers according to the standards for sensitive areas or in accordance with the restoration element of this program and (2) Provision of public access is required in accordance with RMC 26.20.050.”

31. The project does not contain any provisions required by RMC 26.30.090(D) for the restoration of ecological functions in aquatic and/or upland environments. Without provisions for the restoration of ecological functions, both in aquatic and upland environments, multifamily residential development is not allowed on this site.

32. The proposed development is consistent with the intent and requirements of RMC 26.30.100, Transportation Facilities.

33. The proposed development is consistent with the intent and requirements of RMC 26.30.110, Utilities.

34. RMC 26.50.040, Permit Administration and Enforcement contains nine (9) approval criteria that must be met prior to the issuance of a Shoreline Substantial Development Permit.

35. The project does not satisfy all of the shoreline substantial development permit review criteria contained within RMC 26.50.040.

36. The proposed use is not consistent with the policies, regulations and standards of RCW 90.58.020 and Richland’s shoreline program.

37. The proposed use of the site and design of the project is not compatible with other authorized uses within the area and with uses planned for the area under Richland’s comprehensive plan and shoreline master program.

38. The public interest will suffer substantial detrimental effect as a result of the project should it be approved as currently proposed.

39. The project is not consistent with the provisions of Richland's Shoreline Master Program or applicable zoning regulations and should be denied.

## EXHIBIT LIST

1. Application
2. Additional Height Allowance Request
3. Site Plan(s)
4. Architectural Drawings
5. Parking Access Materials
6. Public Notices and Affidavits
7. SEPA Checklist and MDNS
8. Public & Agency Comments
9. Geotechnical Report
10. SMP Regulatory Reach Map

Exhibit 1

City of Richland
Development Services

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

# Shoreline Master Program
# Substantial Development Application

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

| **PROPERTY OWNER INFORMATION** | ☐ Contact Person |
|---|---|
| Owner: Cedar and Sage Apartments 1, LLC | |
| Address: 116 N Oakes Ave, Suite B, Cle Elum, WA 98922 | |
| Phone: 509-308-8402 | Email: jed@cedarandsagehomes.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 |

| **PROPERTY INFORMATION** | | |
|---|---|---|
| Legal Description: See below. | | |
| Parcel #: 114981012801001 | | |
| Current Zoning: WF | Current Land Use Designation: WTF | Shoreline Designation: Waterfront |

**DESCRIPTION OF PROJECT (Size of structure(s), amount of grading/filling, impacts to wetlands and/or buffers, etc.)**

The project proposes a new 31,400 SF, residential apartment building with a 12, 204 SF underground parking level. A total of 32 residential units are currently proposed. Paved parking, drive aisles, and necessary utility improvements will be constructed in association with the new building. The project will also propose a new pedestrian pathway along the north property line to facilitate public access to the waterfront.

Legal Description: Lot1, Short Plat No. 2801, according to the survey thereof recorded under auditor's File No. 2004-01330, records of Benton County, Washington.

**APPLICATION MUST INCLUDE**

1. Completed application and filing fee
2. Title Insurance company certificate, issued no more than 30 days prior to application, showing ownership of the property and all lien holders
3. A site plan, drawn to scale, showing all details of the proposal – include property lines, easements, building location(s) and dimensions, parking areas, access driveways, landscaping areas, critical area features, fences, signs, storm water control features, existing wells and drainfields, fire hydrants, significant cut or fill areas, etc. See WAC 173-27-180.
4. Preliminary layout of building interior (uses and sizes of rooms)
5. SEPA Checklist
6. Any other information the Administrator deems necessary to determine compliance with applicable codes

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: Nathan Machiela

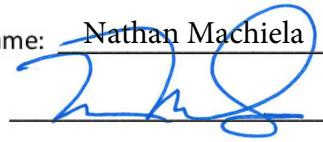
Applicant Signature:  Date 12/18/2021

EXHIBIT 2

KNUTZEN ENGINEERING

February 15, 2022

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

RE: 470 Bradley Blvd Provisional Height Allowance

Dear Mr. Stevens,

The intent of this letter is to make known our desire to be considered for a provisional height increase, in association with the substantial shoreline permit submitted for the Riverfront Apartments project, located at 470 Bradley Blvd, Richland, WA 99352. Undeveloped waterfront property is very limited in the City of Richland, to take advantage of the location the owner asks the hearing examiner to consider increasing the allowed building height up to 55-feet, in accordance with COR 26.30.013. I will also communicate the developer's intentions to comply with the provisions in COR code 26.30.013, to properly qualify for the additional building height.

Please see the following for how we intend to comply with the provisions in COR 26.30.013.

**"26.30.013 Provisions for Additional Height in the Waterfront Environment"**

"Structures in the waterfront environment may exceed a height of 35 feet based upon a review of the site plan and structure and compliance with the following criteria:"

"A. Additional open space or a plaza Is provided on the site that earns bonus floor area in accordance with RMC 26.30.040(F)(2)."

*Manner of Compliance: The proposed development will preserve the public's access to the waterfront by protecting the existing pedestrian pathway alongside the waterfront. The owner is willing to dedicate an 8-foot public pathway easement along the north side of the building if requested by the City. The area between the building and pathway will be landscaped to enhance the pathway and public benches on the property.*

"B. The hearing examiner finds that:"

1. "The increased building height will not obstruct the view of a substantial number of residences on areas adjoining such shorelines;"

   *Manner of Compliance: The significant residential development in the immediate vicinity of the proposed building location is to the south of the building along the shoreline. Because the proposed building will be located at a similar setback from the waterfront as the existing buildings, an increased building height will not hinder the residences' existing view of the waterfront.*

2. "Overriding considerations of the public interest will be served by providing additional public open space and facilities that enhance public enjoyment of the shoreline;"

   *Manner of Compliance: Public access to the waterfront will be preserved and additional pathways will be provided as needed. Landscaping and open spaced will be proposed adjacent to the waterfront trail as necessary to protect and enhance the existing pathway.*

3. "The proposed building is aesthetically pleasing in relation to building and other features in the vicinity; and"

   *Manner of Compliance: Building materials will comply with COR code requirements. The proposed apartment will provide high-end residential units and underground parking units. It is in the developer's interest to construct an aesthetically pleasing building to maintain the value of the units. The building will be similar or better quality than existing buildings in the immediate vicinity.*

4. "The building is located a sufficient distance from the Columbia River to avoid creatin a visual barrier."

   *The proposed building location complies with all COR setback requirements, as designated for the Waterfront zoning. The presence of an existing public pathway easement along the waterfront further increases the building setback from the waterfront, which will be respected.*

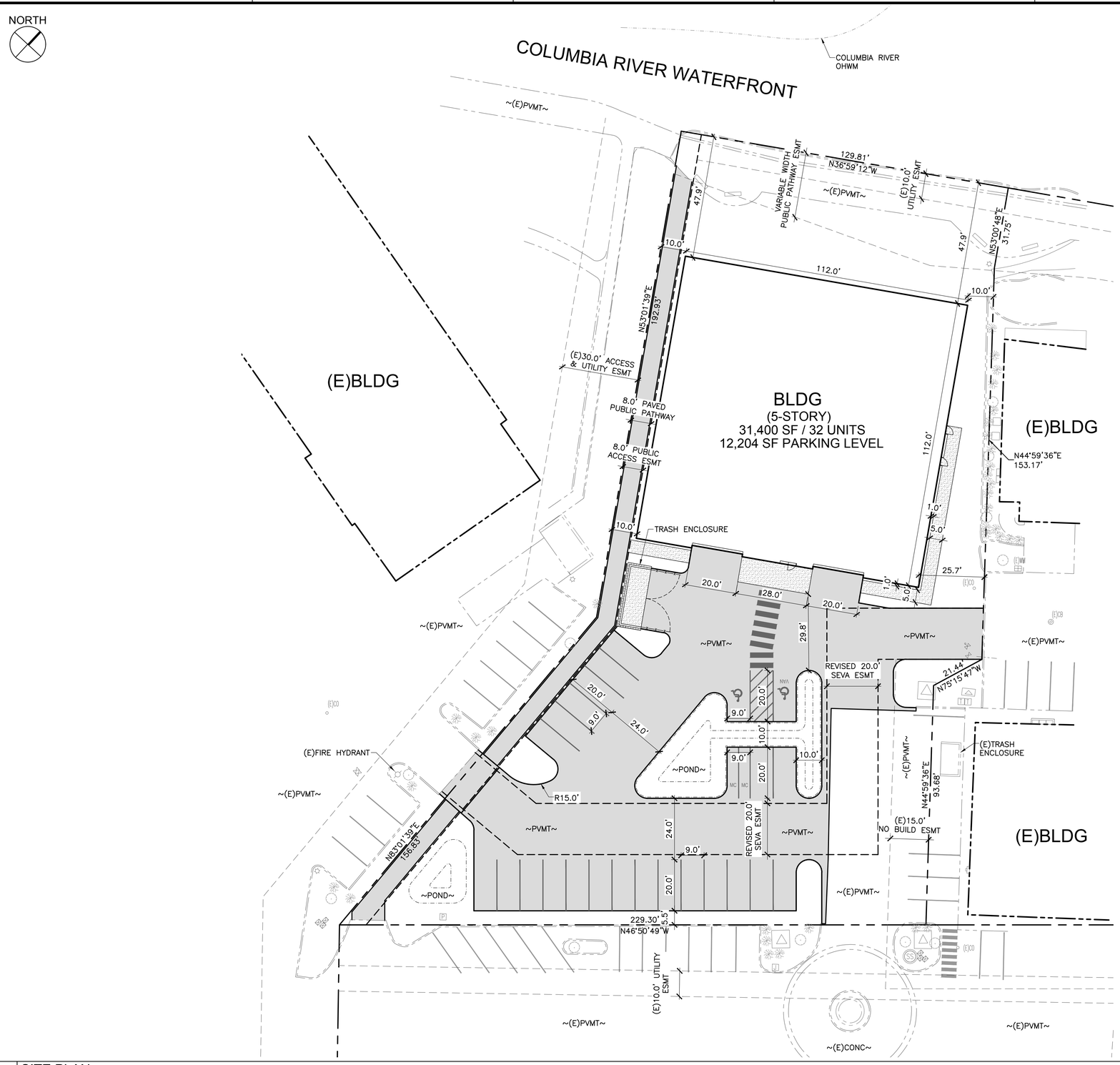
Please feel free to contact me at robert@knutzenengineering.com or 509-222-0959 with any questions you might have.

Thank you,



Robert McLeod
Junior Engineer

# EXHIBIT 3




A1 SITE PLAN
SCALE: 1" = 20'-0"

## NOTES

1. SEE SHEET C001 FOR GENERAL NOTES AND LEGEND.
2. CURB RETURN RADII ARE 5.0' RADIUS UNLESS NOTED OTHERWISE.
3. DIMENSIONS ARE TO FACE OF CURB, UNLESS NOTED OTHERWISE. FIELD VERIFY ALL MEASUREMENTS AND INVERTS PRIOR TO START OF WORK.
4. A SEALED EXPANSION JOINT MATERIAL SHALL BE USED AT JOINTS WHERE NEW CONCRETE ABUTS EXISTING CONCRETE (TYP), SEE WSDOT STD PLAN A-40.10-04 FOR REINFORCEMENT BAR SPACING AND JOINTS.
5. WHERE NEW SIDEWALK, DRIVEWAY OR ACCESSIBLE RAMP TIES INTO (E)SIDEWALK, REMOVE AND REPLACE ADDITIONAL SIDEWALK PANEL FOR ADA TRANSITION IF REQUIRED.
6. REFER TO LANDSCAPE FOR FENCING, GATES AND/OR MOW STRIP.
7. PARKING:
   28 UNDERGROUND STALLS, 22 STANDARD ABOVEGROUND STALLS, 1 ACCESSIBLE STALLS, 1 ACCESSIBLE VAN STALLS, 2 MOTORCYCLE STALLS, TOTAL 53 STALLS.
8. AREA:
   35,857 SF IMPERVIOUS AREA, 11,228 SF PERVIOUS AREA (24%), 47,085 SF TOTAL PROPERTY AREA.


KNUTZEN ENGINEERING
5401 RIDGELINE DR.
SUITE 160
KENNEWICK, WA 99338
1-509-222-0959
www.knutzenengineering.com


| No. | REVISIONS | DATE | DESIGN | CHKD | APPD |
|---|---|---|---|---|---|

12/18/21

# SITE PLAN

CEDAR & SAGE HOMES WA
RIVERFRONT APARTMENTS
470 BRADLEY BLVD, RICHLAND, WA 99352

| APPROVAL | | |
|---|---|---|
| DESIGN | RAM | 12/18/21 |
| CHECKED | NJM | 12/18/21 |
| APPROVED | NJM | 12/18/21 |
| SCALE: AS NOTED | | |
| CADFILE: 21123C01 | | |
| JOB No. 21123 | REV. 0 | |

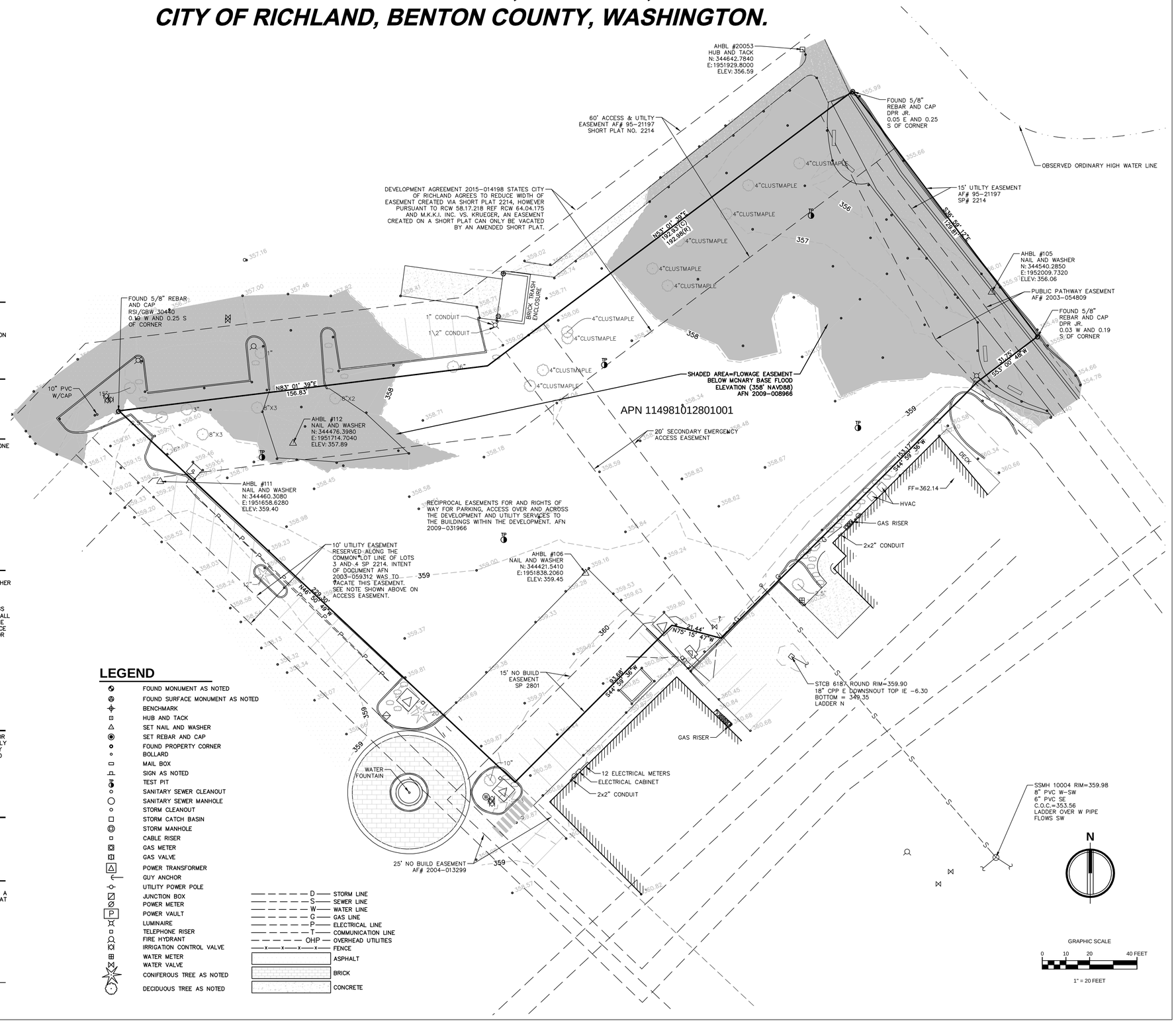
DWG. No. C101

\\2021\21123-Riverfront Apartments\DWG\21123C01.dwg - Mar 18,2022 - 10:41am - nma

# 470 BRADLEY

## *A PORTION OF THE NE 1/4 OF SEC. 14, TWN. 09 N., RGE. 18 E. W.M.*

## *CITY OF RICHLAND, BENTON COUNTY, WASHINGTON.*




## LEGAL DESCRIPTION

FIRST AMERICAN TITLE INSURANCE COMPANY COMMITMENT/FILE NO. 4381-3712802 MARCH 29, 2021

LOT 1, SHORT PLAT NO. 2801, ACCORDING TO THE SURVEY THEREOF RECORDED UNDER AUDITOR'S FILE NO. 2004-013300, RECORDS OF BENTON COUNTY, WASHINGTON.

## VERTICAL DATUM

NAVD 88
CITY OF RICHLAND VERTICAL BENCHMARK 1589
ELEV: = 360.69

## BASIS OF BEARING

WASHINGTON STATE PLANE COORDINATE SYSTEM, NAD 1983/11 SOUTH ZONE PER CITY OF RICHLAND MONUMENTS HORIZONTAL CONTROL
HOLDING CITY MONUMENT NUMBERS 1589 AND 1581.

POINT NO.1589
N=344470.9770
E=1951350.3680
AT THE INTERSECTION OF BRADLEY W/ AMON PARK DR.

POINT NO.1581
N=345748.6760
E=1951160.3510
AT THE INTERSECTION OF LEE BLVD W/ HOWARD AMON PARK.

## UTILITY NOTES

1. SURFACE UTILITY FACILITIES ARE SHOWN HEREON PER FIELD LOCATED VISIBLE EVIDENCE. THERE MAY BE UTILITIES THAT EXIST ON THIS SITE OTHER THAN THOSE GRAPHICALLY DEPICTED HEREON.

2. UNDERGROUND (BURIED) UTILITIES SHOWN HEREON ARE BASED ON COMBINATIONS OF VISIBLE SURFACE EVIDENCE, UTILITY LOCATOR MARKINGS AND RECORD DATA (SUCH AS AS-BUILT OR UTILITY DESIGN DRAWINGS). ALL UNDERGROUND UTILITIES SHOWN HEREON ARE APPROXIMATE AND, IN SOME CASES, ARE SHOWN AS STRAIGHT LINES BETWEEN FIELD LOCATED SURFACE UTILITY FACILITIES. UNDERGROUND UTILITIES MAY HAVE BENDS, CURVES OR CONNECTIONS WHICH ARE NOT SHOWN.

3. ALTHOUGH LOCATIONS OF UNDERGROUND UTILITIES BASED ON UTILITY LOCATOR MARKINGS AND RECORD DATA (SUCH AS AS-BUILT OR UTILITY DESIGN DRAWINGS) ARE DEEMED RELIABLE, AHBL, INC. ASSUMES NO LIABILITY FOR THE ACCURACY OF SAID DATA.

4. CALL 1-800-424-5555 BEFORE ANY CONSTRUCTION.

## RELIANCE NOTE

THIS SURVEY WAS PREPARED AT THE REQUEST OF NATHAN MACHIELA FOR THE SOLE AND EXCLUSIVE USE OF KNUTZEN ENGINEERING. RIGHTS TO RELY UPON AND, OR USE THIS SURVEY DO NOT EXTEND TO ANY OTHER PARTY EXCEPT THROUGH EXPRESS RECERTIFICATION BY THE PROFESSIONAL LAND SURVEYOR WHOSE STAMP AND SIGNATURE APPEAR HEREON.

## EQUIPMENT USED

3" TOTAL STATION UTILIZING STANDARD FIELD TRAVERSE METHODS FOR CONTROL AND STAKING.

## SURVEYOR'S CERTIFICATE

I, JOHN W. BECKER, A PROFESSIONAL LAND SURVEYOR IN THE STATE OF WASHINGTON, HEREBY CERTIFY THAT THIS MAP CORRECTLY REPRESENTS A SURVEY MADE BY ME OR UNDER MY DIRECT SUPERVISION IN JULY 2021 AT THE REQUEST OF KNUTZEN ENGINEERING.

JOHN W. BECKER, PLS 38480 DATE

## LEGEND

- FOUND MONUMENT AS NOTED
- FOUND SURFACE MONUMENT AS NOTED
- BENCHMARK
- HUB AND TACK
- SET NAIL AND WASHER
- SET REBAR AND CAP
- FOUND PROPERTY CORNER
- BOLLARD
- MAIL BOX
- SIGN AS NOTED
- TEST PIT
- SANITARY SEWER CLEANOUT
- SANITARY SEWER MANHOLE
- STORM CLEANOUT
- STORM CATCH BASIN
- STORM MANHOLE
- CABLE RISER
- GAS METER
- GAS VALVE
- POWER TRANSFORMER
- GUY ANCHOR
- UTILITY POWER POLE
- JUNCTION BOX
- POWER METER
- POWER VAULT
- LUMINAIRE
- TELEPHONE RISER
- FIRE HYDRANT
- IRRIGATION CONTROL VALVE
- WATER METER
- WATER VALVE
- CONIFEROUS TREE AS NOTED
- DECIDUOUS TREE AS NOTED

- D — STORM LINE
- S — SEWER LINE
- W — WATER LINE
- G — GAS LINE
- P — ELECTRICAL LINE
- T — COMMUNICATION LINE
- OHP — OVERHEAD UTILITIES
- x — x — x — x — FENCE
- ASPHALT
- BRICK
- CONCRETE


AHBL
TACOMA · SEATTLE · SPOKANE · TRI-CITIES
5804 Road 90, Suite H Pasco, WA 99301
509.380.5883 TEL 253.383.2572 FAX www.ahbl.com WEB


Project Title:

***470 BRADLEY***

Client:

KNUTZEN ENGINEERING

5401 RIDGELINE DR
SUITE 160
KENNEWICK, WA 99338

NATHAN MACHIELA
(509) 222-0959

Job No.

2160220.90

Issue Set & Date:

AUGUST 3, 2021

JOHN W. BECKER STATE OF WASHINGTON 38486 REGISTERED PROFESSIONAL LAND SURVEYOR


NOTICE
ALTERATION OF THIS DOCUMENT SHALL INVALIDATE THE PROFESSIONAL SEAL AND SIGNATURE. PUBLICATION OF THIS DOCUMENT DOES NOT DEROGATE FROM RESERVED RIGHTS OF THE PROFESSIONAL. THIS DOCUMENT IS FOR USE ONLY FOR THE PROJECT LISTED ON THIS TITLE BLOCK AND IS NOT TO BE USED FOR REPAIR, REMODEL OR ADDITION TO THAT PROJECT OR FOR ANY OTHER PROJECT.


4 _____

3 _____

2 _____

1 _____

Revisions:

Sheet Title:

***TOPOGRAPHIC SURVEY***

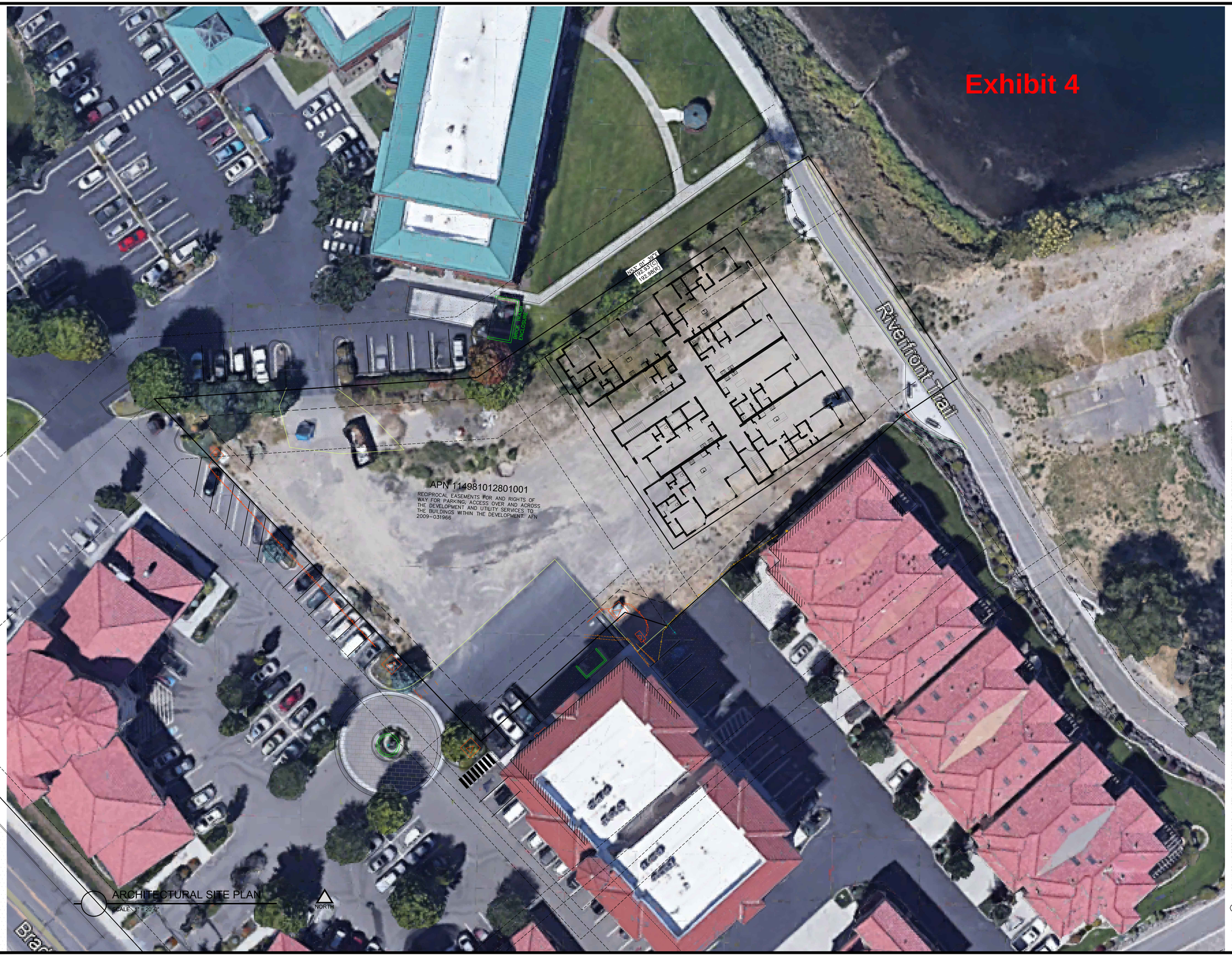
| Designed by: | Drawn by: | Checked by: |
|---|---|---|
| | TAD/EAF | JWB |

Sheet No.

**1**

1 of 1 Sheets

Exhibit 4




ARCHITECTURAL SITE PLAN
SCALE: 1" = 20'-0"

NORTH

BAKER ARCHITECTURE
Bruce Baker - Architect - AIA
509.551.7425
PO Box 189, Richland, WA 99352
bakerarchitecture@frontier.com

PRELIMINARY
NOT FOR
CONSTRUCTION

# Cedar & Sage Homes WA

RIVERFRONT APARTMENTS
470 Bradley Landing, Richland, WA 99352
ARCHITECTURAL SITE PLAN

REVISIONS:

DATE: 10/5/2021
JOB NO.: 21-0614
DRAWN BY: BB

AS1.1

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WEST ELEVATION

SCALE: 1/8" = 1'-0"



NORTH ELEVATION

SCALE: 1/8" = 1'-0"

BAKER ARCHITECTURE
Bruce Baker - Architect - AIA
509.551.7425
PO Box 189, Richland, WA 99352
bakerarchitecture@frontier.com

PRELIMINARY
NOT FOR
CONSTRUCTION

# Cedar & Sage Homes WA
RIVERFRONT APARTMENTS
470 Bradley Landing, Richland, WA 99352
EXTERIOR ELEVATIONS

REVISIONS:

DATE: 10/5/2021
JOB NO.: 21-0614
DRAWN BY: BB

A1.1

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EAST ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH ELEVATION

SCALE: 1/8" = 1'-0"


BAKER ARCHITECTURE

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509.551.7425
PO Box 189, Richland, WA 99352
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# Cedar & Sage Homes WA

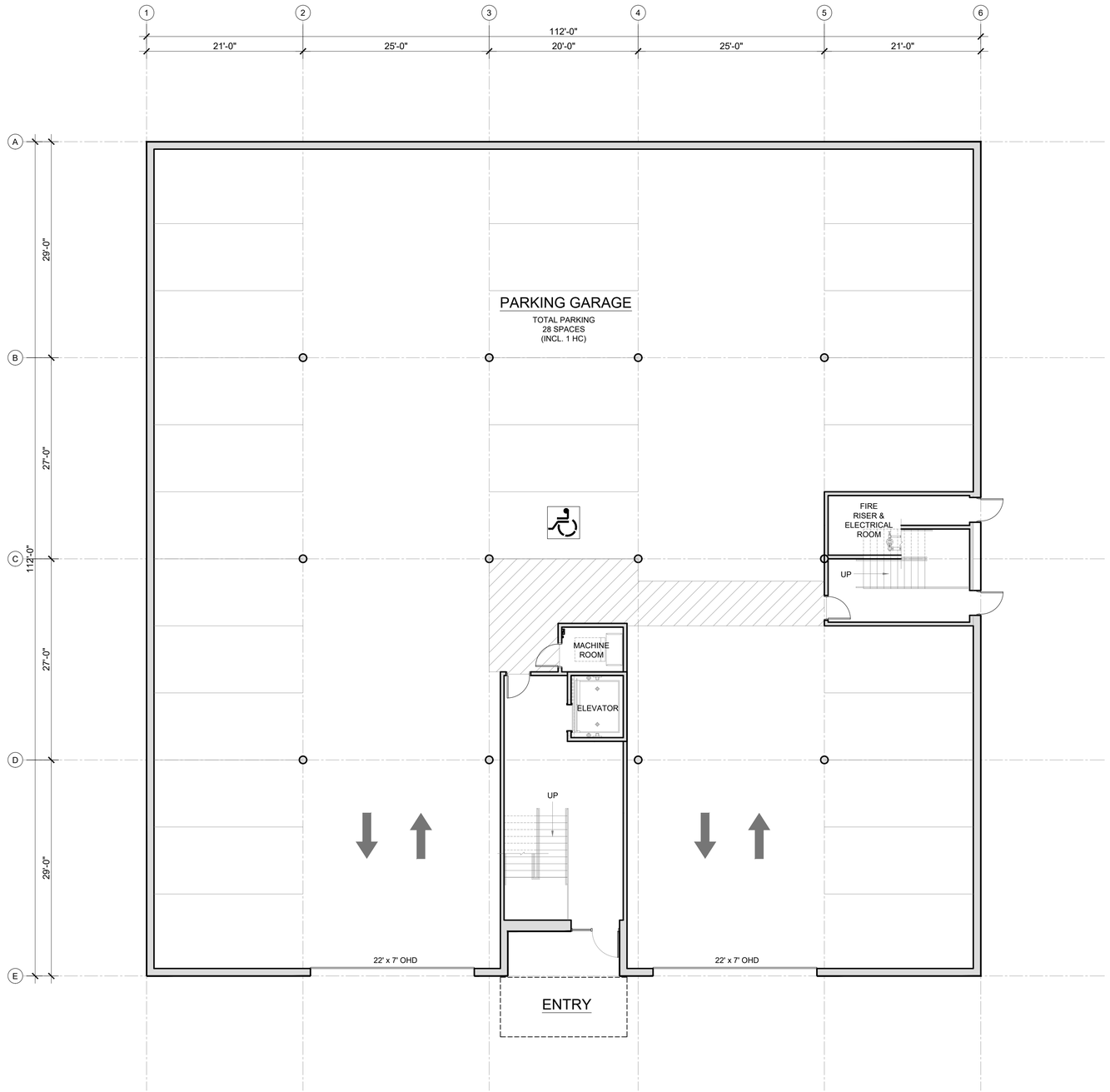
RIVERFRONT APARTMENTS
470 Bradley Landing, Richland, WA 99352
EXTERIOR ELEVATIONS

REVISIONS:

DATE: 10/5/2021
JOB NO.: 21-0614
DRAWN BY: BB

A1.2


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FIRST LEVEL FLOOR PLAN

SCALE: 1/8" = 1'-0"

NORTH


BAKER ARCHITECTURE
Bruce Baker - Architect - AIA
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# Cedar & Sage Homes WA

RIVERFRONT APARTMENTS

470 Bradley Landing, Richland, WA 99352

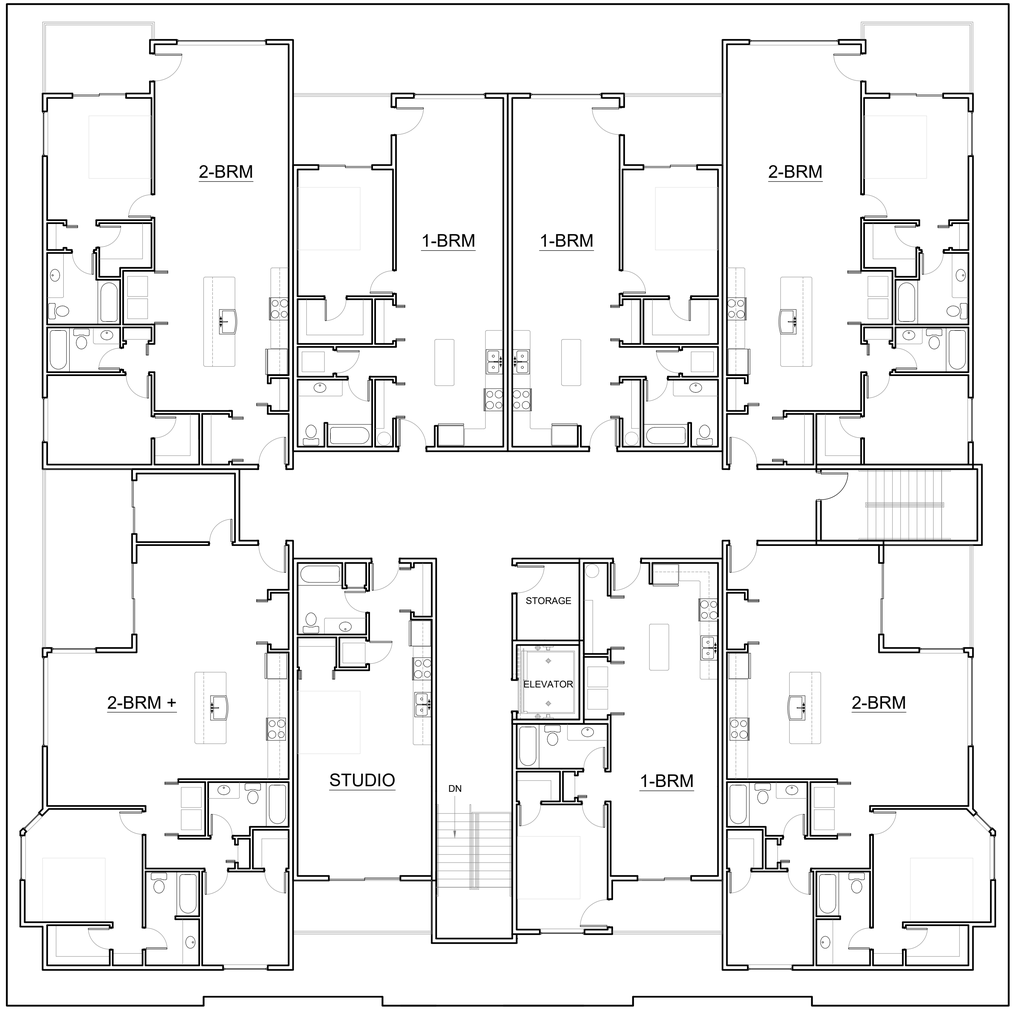
FIRST LEVEL FLOOR PLAN

REVISIONS:

DATE: 10/5/2021
JOB NO.: 21-0614
DRAWN BY: BB

A2.1


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2ND, 3RD, 4TH & 5TH LEVEL FLOOR PLAN
SCALE: 1/8" = 1'-0"

NORTH

BAKER ARCHITECTURE
Bruce Baker - Architect - AIA
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PO Box 189, Richland, WA 99352
bakerarchitecture@frontier.com

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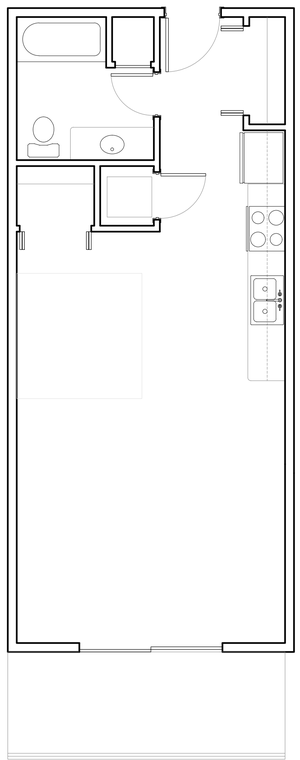
# Cedar & Sage Homes WA
RIVERFRONT APARTMENTS
470 Bradley Landing, Richland, WA 99352
2ND, 3RD, 4TH & 5TH LEVEL FLOOR PLAN

REVISIONS:

DATE: 10/5/2021
JOB NO.: 21-0614
DRAWN BY: BB

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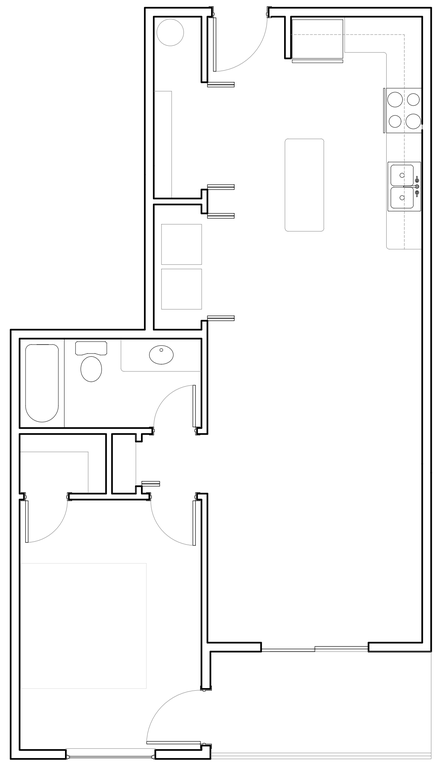
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525 SF

STUDIO

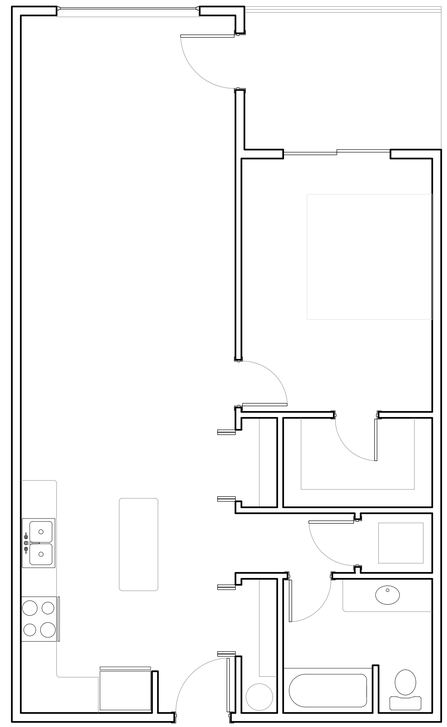
SCALE: 1/4" = 1'-0"



715 SF

1-BEDROOM OPTION B

SCALE: 1/4" = 1'-0"



815 SF

1-BEDROOM OPTION A

SCALE: 1/4" = 1'-0"


BAKER ARCHITECTURE

Bruce Baker - Architect - AIA
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bakerarchitecture@frontier.com


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# Cedar & Sage Homes WA

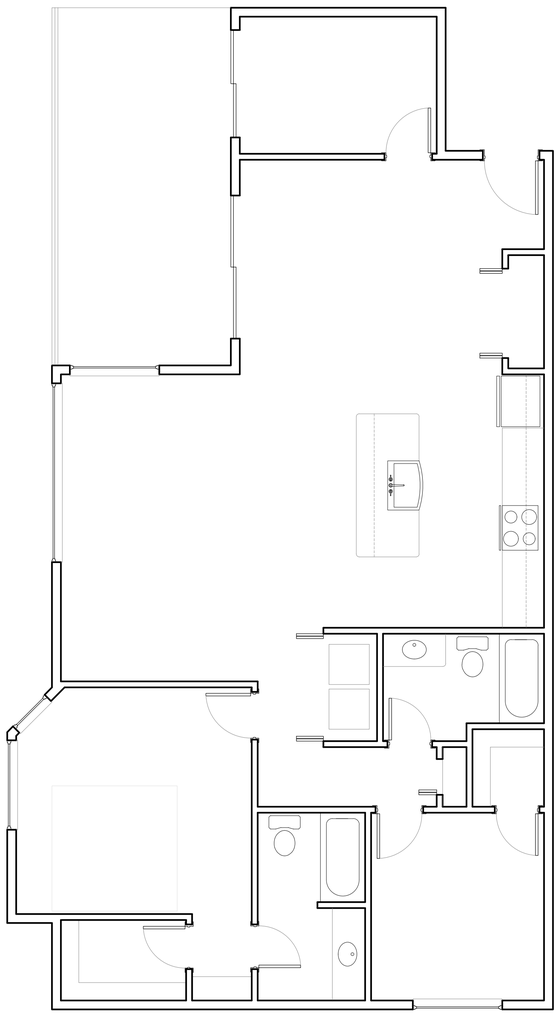
RIVERFRONT APARTMENTS
470 Bradley Landing, Richland, WA 99352
UNIT FLOOR PLANS

REVISIONS:

DATE: 10/5/2021
JOB NO.: 21-0614
DRAWN BY: BB

A2.3

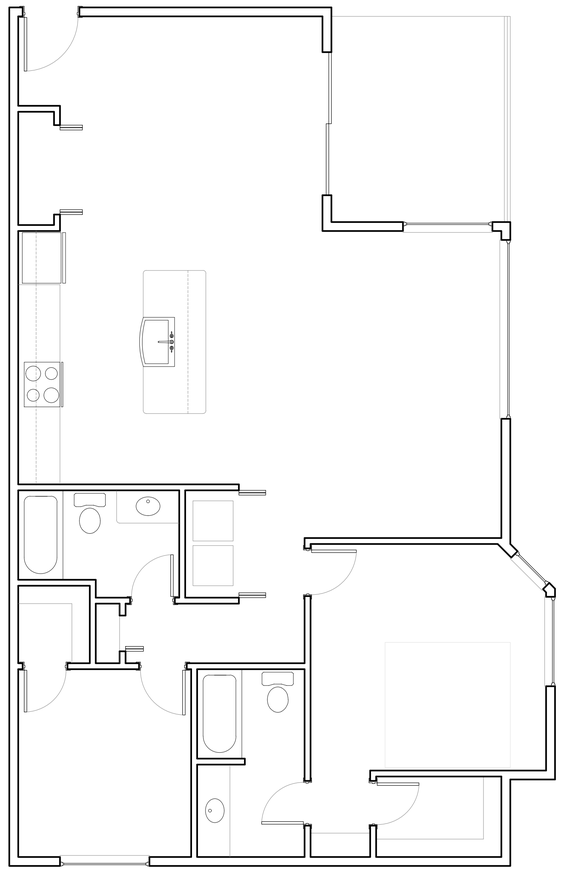

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1262 SF

2-BEDROOM OPTION C

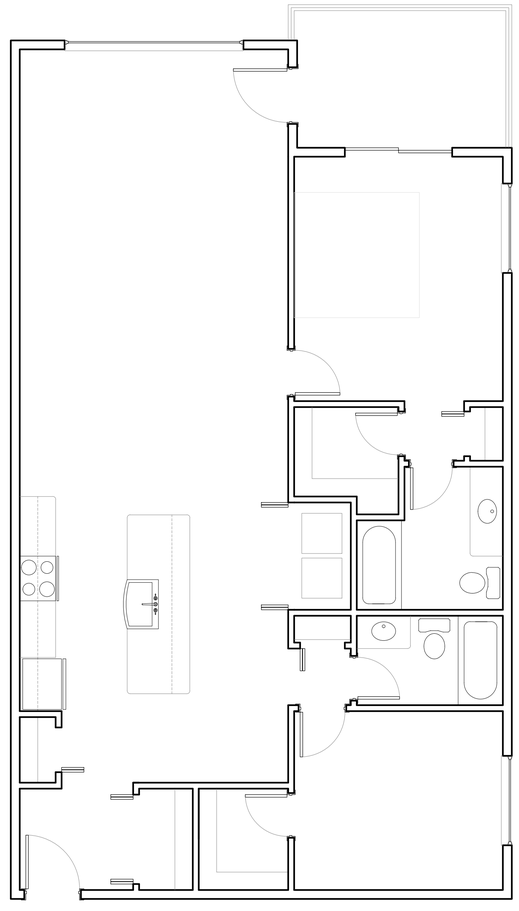
SCALE: 1/4" = 1'-0"



1176 SF

2-BEDROOM OPTION B

SCALE: 1/4" = 1'-0"



1197 SF

2-BEDROOM OPTION A

SCALE: 1/4" = 1'-0"


BAKER ARCHITECTURE
Bruce Baker - Architect - AIA
509.551.7425
PO Box 189, Richland, WA 99352
bakerarchitecture@frontier.com


PRELIMINARY
NOT FOR
CONSTRUCTION

# Cedar & Sage Homes WA

RIVERFRONT APARTMENTS

470 Bradley Landing, Richland, WA 99352

UNIT FLOOR PLANS

REVISIONS:

DATE: 10/5/2021
JOB NO.: 21-0614
DRAWN BY: BB

A2.4


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EXHIBIT 5

2009-031966 MULTI
10/27/2009 11:08:41 AM Pages: 24 Fee: $147.00
River Walk Village Investments
Benton County, Benton County Auditor's Office

Return Name and Address:
River Walk Village
Investments, LLC
12906 N. Addison St.
Spokane, WA 99218

**PLEASE PRINT OR TYPE INFORMATION:**

**Document Title**:
Reciprocal Easement and Parking Agreement

**Grantor(s)**(Last name first, first name, middle initials):

1. Oakwood Inns, LLC
2. River Walk Village Investments, LLC
3.
4.

Additional names on page_____ of document.

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION
BY Tammi Wright DEPUTY 10-26-09
easement

**Grantee(s)**(Last name first, first name, middle initials):

1. River Walk Village Investments, LLC
2. Oakwood Inns, LLC
3.
4.

Additional names on page_____ of document.

**Legal description** (abbreviated: i.e., lot, block, plat or section, township, range, qtr./qtr.)
Section 14 Township 9 Range 28 Quarter NE: SHORT PLAT #2801, LOT 1, 4/20/2004, AF#04-013300. SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND COVENANTS OF RECORD.
Additional legal is on page 22 of document.

**Reference Number(s)** of documents assigned or released:

Additional numbers on page_____ of document.

**Assessor's Property Tax Parcel/Account Number:** **(MUST HAVE 15 DIGITS)**

Property Tax Parcel ID is not yet assigned.
Additional parcel numbers 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.**

Unofficial Copy

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION
BY Tamara Wright DEPUTY 10-26-09
easement

**Filed for Record at Request of and copy returned to:**
River Walk Village Investments, LLC
12906 N. Addison St.
Spokane, WA 99218

# RECIPROCAL EASEMENT AND PARKING AGREEMENT

**THIS RECIPROCAL EASEMENT AND PARKING AGREEMENT** (hereinafter referred to as the "Agreement"), effective as of the date set forth herein below, is made and executed by and between River Walk Village Investments, LLC, a Washington limited liability company (hereinafter "River Walk") and Oakwood Inns, LLC, a Washington limited liability company (hereinafter "Oakwood") (collectively the "Parties").

## RECITALS:

**A.** **Ownership**. River Walk, its heirs, successors, and assigns, and Oakwood, its heirs, successors, and assigns, for and in consideration of the sum of One Dollar ($1.00) and other valuable consideration, the receipt and sufficiency of which is hereby acknowledged, hereby convey and grant to one another certain easements over, across and upon the real property described herein.

**B.** **Description of Subject Property**. The real property subject to this Agreement is legally described in Exhibit "A" and shown as set forth on Exhibit "B"; said Exhibits being attached hereto, and by this reference made a part hereof.

**C.** **Improvement of Subject Property**. Building structures currently exist on the Development. The Parties intend that new Buildings will be contructed within the Development. Other than as to portions of the Development which the Parties may hereafter sell, lease or otherwise transfer, the Parties shall retain the right to modify the Buildings and Building Areas in accordance herewith.

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**D.** **Easements**. The Parties intend to establish and create for the benefit of each Parcel certain reciprocal easements and rights-of-way for parking, access over and across the Development and utility services to the Buildings within the Development.

**E.** **Intent and Purpose**. The Parties intend, by recording this Agreement, to subject the Development and all Buildings and improvements now or hereafter located thereon to the provisions of this Agreement and to impose upon the Development mutually beneficial covenants, restrictions and easements for the benefit of the Owners of all current or future interests in the Development.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the Parties hereby agree as follows:

## ARTICLE I.
## DEFINITIONS

Unless the context clearly indicates otherwise, capitalized terms as used in this Agreement shall have the meanings set forth in this Article:

**1.1** **Access Area or Areas**. The term "Access Area" or "Access Areas" shall mean the area or areas on each Parcel set aside for avenues of pedestrian and vehicular ingress and egress to, over and across the Development and to the public roadways adjacent thereto, including ingress and egress between the contiguous Parcels thereof.

**1.2** **Agreement**. The term "Agreement" shall mean this Reciprocal Easement and Parking Agreement.

**1.3** **Building or Buildings**. The term "Building" or "Buildings" shall mean any structure now or hereafter situated on any portion of the Development.

**1.4** **Building Area or Areas**. The term "Building Area" or "Building Areas" shall mean the area or areas of land in the Development on which any Building is constructed.

**1.5** **Common Area or Areas**. The term "Common Area" or "Common Areas" shall mean and include all of the Access Areas (excluding drive-thru lanes), Parking Areas and Utility Easement Areas within the Development.

**1.6** **County**. The term "County" shall mean the County of Benton, Washington.

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**1.7 Development**. The term "Development" shall mean the parcels of land described in Exhibist "A" and "B" hereto. If the Development is further subdivided, said term shall include all parcels thereof.

**1.8 Floor Area**. The term "Floor Area" shall mean the area of a Building measured from exterior surface of exterior walls and from the center of common walls or interior demising partitions.

**1.9 Governing Entities**. The term "Governing Entities" means any government, authority, department, commission, court, arbitrator, board, bureau, agency, unit, or instrumentality having jurisdiction over any of the Development. The term "Governing Entities" includes, but is not limited to, the United States of America, the State, and the County.

**1.10 Landscape Area or Areas**. The term "Landscape Area" or "Landscape Areas" shall mean the area or areas within the Development on which grass, shrubs, trees, or other landscaping type items are planted.

**1.15 Owner**. The term "Owner" shall mean the person or persons who from time to time are the record owner(s) of the fee title to the Development, or of any Parcel in the event the Development is further subdivided.

**1.16 Parcel/Parcels**. The term "Parcel" shall mean any separate parcel of land as described in Exhibit "A", that may hereafter be subdivided and contained in the Development held by any record Owner(s). The term "Parcels" shall mean the all of the parcels of land as described in Exhibit "A".

**1.17 Parking Area or Areas**. The term "Parking Area" or "Parking Areas" shall mean the area or areas within the Development set aside for the parking, related maneuvering, and passage of passenger motor vehicles and for passage of pedestrians.

**1.18 Plan**. The term "Plan" or "Plans" shall mean the conceptual site plan as shown on attached Exhibit "B".

**1.19 State**. The term "State" shall mean the State of Washington.

**1.20 Utility Easement Area or Areas**. The term "Utility Easement Area" or "Utility Easement Areas" shall mean the area or areas within the Development set aside for

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the installation, maintenance, and operation of public utility services to the Buildings and/or site improvements within and specific to the Development.

## ARTICLE II.
## LAND USE AND SUBDIVISION

**2.1 Common Plan**. The Development is to be developed in accordance with general retail development practices, as conceptually depicted on the Plans. The foregoing shall not be construed to prohibit relocation or reconfiguration of the Buildings depicted thereon or changes in the Building Areas, Access Areas and Parking Areas depicted thereon, so long as such relocation or reconfiguration does not interfere with the Parcel and must be in compliance with applicable rules and regulations of Governing Entities and all other requirements of law and the provisions of this Agreement. No such relocation or reconfiguration shall be made which would obligate any tenant of an Owner to move from or alter the premises occupied by such tenant without the consent of such tenant, unless otherwise specifically provided in such tenant's lease.

## ARTICLE III.
## BUILDING AREAS

**3.1 Designation of Building Areas** Each Owner shall have the right to determine the portion(s) of its Parcel to be designated as Building Area and the right to change such designation from time to time; provided that at all times adequate Parking Areas, Access Areas, and Utility Easement Areas shall be established and maintained on each Parcel as hereinafter required.

**3.2 Building Design and Construction**. An Owner shall be entitled to a construction easement for the purpose of constructing improvements within the Development as may be allowed herein. Such construction easement shall include an easement for installation, care, maintenance, and replacement of improvements, provided that each Owner that benefits from such construction easement must abide by the provisions of this Section 3.2. All construction, alteration, and repair work relative to the Development or any Building



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or improvement thereon shall be accomplished in an expeditious manner, in compliance with all laws, rules, regulations, orders, permits, approvals, and licenses of all Governing Entities. Each Owner, and all other persons undertaking such work, shall take all necessary measures to minimize any disruption or inconvenience caused by such work. Such work shall be accomplished in such a manner as to minimize any damage or adverse effect that might be caused by such work to any other occupant of the Development. All Buildings constructed in the Development shall be built in a good workmanlike manner, of the same general quality comparable to those locations or other neighborhood shopping centers in comparable areas of the County or State, and as the Buildings theretofore constructed in the Development, and shall be designed and constructed in a manner which is generally architecturally harmonious with the Buildings theretofore built in the Development.

3.3 **Automatic Sprinklers**. Every Building in the Development shall be either equipped with automatic sprinkler systems, which meet all the standards of the Insurance Services Office (or comparable organization having jurisdiction), or shall otherwise be constructed in such a manner as not to adversely affect the fire rating of any other Building built upon any other Building Area. The purpose of this provision is to allow Buildings built on each Building Area to be fire rated as separate and distinct units without deficiency charge.

3.4 **Building Area Maintenance**. Each Owner shall maintain its Buildings (including, but not limited to, any loading docks, truck facilities, or compactor areas) and Building Areas in good, clean, attractive, safe, and sanitary condition, order, and repair, consistent in manner and appearance with other neighborhood shopping centers in comparable areas of the County or State.

3.5 **Damage or Destruction**. In the event of any damage to or destruction of any Building within the Development, the Owner of that Building shall, with all due diligence, either: (i) restore or replace such Building in a good workmanlike manner; (ii) raze and remove such Building and all debris resulting therefrom, and otherwise clear and restore the Building Area affected by such damage or destruction to a level and clean condition consistent with maintaining the Development as a shopping center of a quality comparable to that maintained and operated by other shopping centers in comparable areas of the County or State. In the event the Owner of the Parcel on which the aforementioned damage or



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destruction has occurred has, through leases, delegated its obligations to rebuild or restore, said Owner shall be given adequate time to enforce as to said tenant or tenants their obligations to repair, restore or raze the damaged or destroyed building.

## ARTICLE IV.

## EASEMENTS AND EASEMENT AREAS/COMMON AREAS

**4.1 Grant and Declaration of Reciprocal Easements**. The Parties hereby grant to any future Owners, their successors, assigns, mortgagees, lessees, sublessees, employees, agents, customers, licensees, and business invitees, and declares for the benefit of the Development, permanent, mutual, reciprocal and non-exclusive access, parking and utility easements and rights to use the Access Areas, Parking Areas and Utility Easement Areas for the purposes for which they are intended as provided in this Agreement, as all of such areas presently exist or may hereafter be established in accordance herewith.

**4.2 Use of Easements**. The easements established by this Agreement shall be for the benefit of and restricted solely to the use of the Owner, its successors, assigns, mortgagees, lessees, sublessees, employees, agents, customers, licensees and business invitees, and the same are not intended and shall not be construed as creating any right in or for the benefit of the general public.

**4.3 Management and Maintenance of Common Areas**. The Owner of each Parcel in the Development shall, subject to the rights and duties set forth in this Agreement, be responsible, at such Owner's own expense, for the exclusive management and control of such Owner's Parcel (including the Common Areas within such Parcel) and all improvements and landscaping thereon, unless Common Area maintenance duties are otherwise arranged for between the Owner's or as otherwise provided in this Agreement. Each Parcel shall be kept in good, clean, attractive, safe and sanitary condition, order, and repair consistent with a first class retail development. No wall, fence or barrier of any kind shall be constructed or maintained on any Parcel or portion thereof which would prevent or unreasonably impair the use or exercise of any of the easements granted hereunder, or the free access to and movement between Parcels, including without limitation pedestrian and vehicular traffic between



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Parcels. For the purposes of this Paragraph 4.3, a material change in the grade of the shopping center or a Parcel shall be deemed a "barrier." The Owner of each Parcel within the Development shall have the right to exercise control over such Owner's Parcel (including the Common Areas within such Parcel) to: (a) remove any person from such Parcel who is not a business invitee or customer; (b) remove from such Parcel unauthorized vehicles, vendors, salespersons, and/or any individuals who engage in advertising, solicitation, leafleting, hand billing, patrolling, boycotting, picketing (including any "informational" picketing), distributing literature or written materials of any kind, or who otherwise attempt by any means to advise customers, employees or members of the general public of any political cause or candidate, any civil or fraternal organization or cause, or any other issue or dispute; and (c) obtain assistance from any appropriate law enforcement agency and/or judicial authority in order to enforce the foregoing rights.

**4.4 Maintenance**. The Owner of each Parcel shall, at all times and at its sole expense, be responsible for all costs and expenses relating to the Common Area within that portion of such Owner's Parcel for the following: (i) all necessary snow and ice removal from the Common Areas; (ii) all necessary removal of debris from the Common Areas; (iii) all necessary maintenance, repair and resurfacing of the Common Areas, including any necessary repaving and restriping; (iv) if necessary or desired, the installation, operation, and maintenance of lighting for the Common Areas; and (v) all necessary maintenance of landscaping within the Common Areas; provided that the Owners may, by mutual agreement between them, but shall not be obligated to, appoint a third party (a "Maintenance Manager") as their agent to maintain the Common Areas of the Development. In the event a Maintenance Manager is appointed, each Owner shall reimburse the Maintenance Manager for a proportionate share for the cost of such maintenance. Each Owner's proportionate share of such maintenance expenses shall be determined by multiplying the total maintenance costs by a fraction, the numerator of which is the total square footage of the individual Parcel, and the denominator of which is the total square footage of the entire Development (the "Owner's Proportionate Share").

**4.5 Payment of Maintenance Costs**. In the event that a Maintenance Manager is appointed, if any part of any maintenance cost billed to an Owner by the Maintenance



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Manager is not paid and received by the Maintenance Manager or its designated agent within ten (10) days after the due date, an automatic late charge equal to ten percent (10%) of the charge (but not less than Ten Dollars [$10.00]) shall be added to and collected with the charge. Additionally, if any part of any maintenance cost is not paid by the Owner and received by the Maintenance Manager or its designated agent within thirty (30) days after the due date, the total unpaid amount of maintenance costs (including the late charge) shall thereafter bear interest at the rate of eighteen percent (18%) per annum until paid. Each unpaid maintenance cost billing shall constitute a lien on each respective Parcel (a "Maintenance Cost Lien"), prior and superior to all other liens recorded subsequent to the recordation of the Maintenance Cost Lien, except (1) all taxes, bonds, assessments, and other levies which, by law, would be superior thereto; and (2) labor or materialmen's liens arising under Washington law (timely and duly filed) if the legal effective date is prior to the recording of the Maintenance Cost Lien. Such lien, when delinquent, may be enforced by sale by the Maintenance Manager or its attorney, after failure of the Owner to pay such maintenance cost, in accordance with the provisions of Washington law applicable to the exercise of powers of sale in deeds of trust (with the Maintenance Manager having the right and authority to appoint an independent trustee), or by judicial foreclosure as a mortgage, or in any other manner permitted by law. The Maintenance Manager or any other Owner shall have the power to bid for the Parcel at the foreclosure sale, and to acquire and hold, lease, encumber, and convey the same. The foreclosing party shall have the right to reduce or eliminate any redemption rights of the defaulting Owner as allowed by law. Suit to recover a money judgment for unpaid maintenance costs, rent, interest, costs, penalties, and attorneys' fees shall be maintainable without foreclosing or waiving the lien securing the same.

**4.6 Liability Insurance**. Each Owner within the Development shall at all times maintain or cause to be maintained comprehensive general public liability insurance against claims for personal injury or death and property damage occasioned by accident occurring upon, in, or on any portion of the Owner's Parcel (including the Common Areas). The limits of liability of such insurance shall be not less than Two Million and No/100 Dollars ($2,000,000.00) combined single limit coverage for injury to person, loss of life, and damage to property arising out of any single occurrence. At the written request of any Owner, the



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amount of such liability insurance coverage shall be periodically reviewed and if it is reasonably determined that such amount is inadequate, based on then normally accepted industry standards, the minimum amount of such liability insurance coverage shall be increased to conform to the current industry standards. Upon request, each Owner shall provide the other Owner(s) with a copy of a certificate of insurance evidencing such insurance with each Owner naming each other Owner as an additional insured. Notwithstanding the foregoing, the Owner of each Parcel may contractually pass on to a tenant or tenants the obligations contained within this Section 4.6, provided that all Owners within the Development are additional insureds and are noted as such on the policy certificate.

**4.7 Taxes**. Each Owner shall pay or cause to be paid, prior to delinquency, all real estate taxes and other taxes and assessments which may be levied or assessed against that Owner's Parcel (including the Common Areas), subject to the right of any Owner, lessee, or sublessee to contest such taxes and assessments in the manner provided by law and/or their tenancy agreement.

## ARTICLE V.
## PARKING AREAS

**5.1 Designation of Parking Areas**. The Owner of each Parcel within the Development shall generally have the right to determine the portion(s) of such Parcel to be designated as Parking Area and the right to change such designation from time to time, provided that at all times following completion of construction or any Building on a Parcel, the Owner thereof shall maintain or cause to be maintained thereon a paved Parking Area or paved Parking Areas, which include parking spaces on each Parcel for not less than the number required under any rules of Governing Entities and other applicable law for such Parcel, it being the specific intent of the Owners that only those parking spaces available entirely within the boundary lines of such Parcel be counted towards satisfying parking requirements of any Governing Entities as to each such Parcel.

**5.2 Use of Parking Areas**. All Parking Areas shall be available for the purpose of common use thereof by the Owners and their successors, assigns, mortgagees, lessees,



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sublessees, employees, agents, customers, licensees and business invitees for parking, related maneuvering and passage of passenger motor vehicles and for passage of pedestrians; provided that the Owner(s), tenants, and employees of a Parcel shall not park their vehicles on another Parcel without the written consent of the Owner or tenant of such other parcel. Such restriction shall not apply to customers and business invitees of businesses within the Development. No portion of the Parking Areas on Parcels shall be used for storage of goods or storage of any motor vehicle left for service, repair, or sale.

**5.3 Parking Area Maintenance**. All driving aisles, parking aisles, driveways and parking spaces contained within the Parking Areas shall be properly graded, leveled and paved with concrete or asphalt and shall also be properly marked with painted lines for the orderly flow of traffic and the parking of motor vehicles, except as provided herein. All Parking Areas shall be provided with appropriate access to driving aisles, driveways of adequate width and Access Areas.

**5.4 Parking Area Lighting**. The Owner of each Parcel in the Development shall at all times cause the Parking Area(s) to be illuminated during business hours occurring during darkness, and for a reasonable period prior and subsequent thereto.

**5.5 Changes in Parking Areas**. Changes in the sizes, location and arrangement of those portions of each Parcel used for Parking Area and the traffic circulation and flow pattern thereon may be made from time to time in a reasonable manner, so long as the required number of parking spaces is at all times maintained on such Parcel and Access Areas are maintained on such Parcel, as herein required.

**5.6 Rules and Regulations**. The Owner of each Parcel may make reasonable rules and regulations governing the use of the Parking Area within such Parcel. No Owner may use any portion of the Parking Area(s) in a manner which unreasonably interferes with the use and enjoyment of any other Owner's Parcel.

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## ARTICLE VI.

## ACCESS AREAS

**6.1 Designation of Access Areas**. Subject to any required approval of Governing Entities, and any other applicable legal requirements, the Owner of each Parcel within the Development shall have the right to determine the portion(s) of such Parcel to be designated as Access Areas and the right to change such designation from time to time; provided, that there shall be maintained at all times a reasonable avenue of ingress and egress for pedestrians and motor vehicles from public roadways to each Parcel in the Development.

**6.2 Use of Access Areas**. All such Access Areas shall be available for the purpose of common use thereof by the Owners and their successors, assignees, mortgagees, lessees, sublessees, employees, agents, customers, licensees, and business invitees for ingress, egress, and passage of pedestrians and motor vehicles.

**6.3 Access Area Maintenance**. All Access Areas shall be properly graded, leveled, and paved with concrete or asphalt and shall also be properly marked with painted lines for the orderly flow of traffic.

**6.4 Access Area Lighting**. The Owner of each Parcel in the Development shall at all times after construction of any Building thereon cause the Access Area within such Owner's Parcel to be illuminated during business hours occurring during darkness, and for a reasonable period prior and subsequent thereto.

**6.5 Changes in Access Areas**. Changes in the sizes, location and arrangement of those portions of each Parcel used for Access Areas and the traffic circulation and flow pattern thereon may be made from time to time in a reasonable manner, so long as reasonable avenues of ingress and egress are at all times maintained from public roadways to the Development, across each Parcel and between contiguous Parcels; provided that no such non-emergency changes shall take place during the period of November 15 through the following January 15.

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## ARTICLE VII.

## UTILITY EASEMENT AREAS

**7.1 Designation of Utility Easement Areas**. The Utility Easement Areas shall be those areas designated as such by the Plan. A Utility Easement Area or Utility Easement Areas shall be maintained on each Parcel to the extent necessary to provide reasonable utility services to all Parcels within the Development, including area on both sides of utility lines as is the ordinary custom and practice to provide for the installation, operation and maintenance of utility lines. The Utility Easement Areas shall be further defined and placed of record in conjunction with installation of utility lines thereon.

**7.2 Use of Utility Easement Areas**. All such Utility Easement Areas shall be available for the purpose of installation, maintenance, and repair of utility lines servicing the individual Parcels within the Development. No Utility Easement Area shall be used as a Building Area and no Buildings shall be constructed thereon; however, the provisions of this Agreement shall not be construed to prohibit the use of Utility Easement Areas as Parking Areas or for other purposes so long as such use does not unreasonably restrict the availability of Utility Easement Areas for installation, maintenance and repair of utility lines. Such utility lines may, without limitation, include water lines, water sprinkler system lines, fire hydrant water lines, electrical lines, gas lines, sanitary storm and sewer lines, storm drains, telephone lines, cable television lines and lines for any other utility services from time to time available to the Development. Without limiting the generality of the foregoing, the Utility Easement Areas may be used for the installation, operation, maintenance, repair, relocation and removal of any vaults, manholes, meters, pipelines, valves, hydrants, sprinkler controls, conduits and related facilities required for the operation of such utility lines, all of which (except fire hydrants) shall, to the extent reasonably possible, be even with or below the surface of the ground.

**7.3 Utility Installation, Maintenance and Repair**. No Owner shall have any responsibility for installation, maintenance, or repair of any utility line which provides service to any Parcel owned by any other Owner. If an Owner desires to enter onto any Utility Easement Area on any Parcel for the purpose of installation, maintenance or repair of any



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utility line, such Owner shall provide at least twenty (20) days written notice to the Owner of such Parcel of the intent to do so, except in the case of an emergency, in which case as much notice as is reasonably possible shall be given. All such work shall be done at the sole expense of the Owner of such Parcel serviced by such utility line and shall be done in such a manner as to cause as little disturbance as reasonably possible in the use of the Parcel over which such utility line may run and in conformity with all applicable rules and regulations of Governing Entities. All damage caused by such installation, maintenance or repair shall be promptly repaired in a good workmanlike manner at the sole cost of the Owner of the Parcel serviced by such utility line, which repair shall include resurfacing any paved areas which may be disturbed thereby and replanting of any landscaped areas which may be disturbed thereby.

**7.4 Changes in Utility Easement Areas**. Changes in the sizes, location and arrangement of those portions of each Parcel used for Utility Easement Areas may be made from time to time in a reasonable manner; provided that such change is consistent with the Plan and all applicable laws, and further provided that if any such change requires relocation of any utility line: (i) the Owner desiring to make such change shall first provide thirty (30) days' written notice of the intent to do so to the Owner of the other Parcel; (ii) such change shall not unreasonably interfere with or diminish availability of utility services to any Parcel or the use of any Building Area or Easement Area on any Parcel; (iii) such change shall be performed at the sole cost of the Owner making the change; (iv) such change shall be made in accordance with and subject to all applicable municipal ordinances, building codes, requirements of the provider of such utility services and other applicable requirements of law; and (v) provided that no such non-emergency changes shall take place during the period of November 15 through the following January 15.

## ARTICLE VIII.

## LANDSCAPE AREAS

**8.1 Designation of Landscape Areas**. The Landscape Areas within the Development shall consist of the portions, if any, within the Development, on which grass, shrubs, trees or other landscaping type items may from time to time be planted, and as further



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designated by the Plan. All Landscape Areas shall be in substantial conformance with other landscaping in the general area, and shall not interfere with the use of Common Areas, Parking Areas, or Access Areas.

**8.2 Landscape Area Maintenance**. The Owner of each Parcel in the Development shall at all times provide or cause to be provided in a timely manner all necessary maintenance of the Landscaping Areas, if any, within such Owner's Parcel, including watering and the cutting of grass in a timely manner.

**8.3 Changes in Landscape Areas**. Changes in the sizes, location, and arrangement of those portions of each Parcel used for Landscape Areas may, from time to time, be made and no Owner of any Parcel shall be required to establish any Landscape Area thereon unless required by law.

## ARTICLE IX.
## CONDEMNATION

**9.1 Condemnation**. If at any time all or any part of the Development is taken or condemned by any public authority under power of eminent domain, the provisions of this Article shall apply. A voluntary sale or conveyance of all or any part of the Development in lieu of condemnation, but under threat of condemnation, shall be deemed to be a taking by eminent domain.

**9.2 Proceeds**. Subject to the rights of (i) mortgagees under mortgages, (ii) trustees and beneficiaries under deeds of trust covering any of the Development and (iii) a tenant pursuant to the terms and conditions of it's lease agreement, all compensation, damages, and other proceeds from any such taking by power of eminent domain (hereinafter the "Condemnation Award") attributable to the value of any land within the Development shall be payable only to the Owner(s) thereof and no claim thereon shall be made by the other Owner(s); provided, however, that all other Owner(s) may file collateral claims with the condemning authority over and above the value of the land and improvements located within the Parcel(s) or portion(s) thereof so taken to the extent of any damage suffered by their respective Building Area resulting from severance of the appurtenant portions of the Parcel(s) or Portion(s) thereof so taken. The Owner(s) of the portions of the Development so



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condemned shall promptly repair and restore the remaining portion of the Development so owned by such Owner(s) as near as practicable to the condition of the same immediately prior to the condemnation and without contribution from any other Owner(s); provided, however, that the obligations to repair or reconstruct shall be limited such that the cost thereof shall not exceed the amount of the condemnation award payable to the Owner(s) of the portion of the Development so condemned, less such Owner(s)' costs including, but not limited to, reasonable attorneys' fees and court costs arising out of the condemnation proceedings.

## ARTICLE X.
## APPROVALS

Upon receipt by an Owner(s) of a written request for any approval provided for or required by this Agreement, such Owner(s) shall, within thirty (30) days after receipt of such request for approval, notify in writing the party making such request of any objections thereto (such objections to be specifically stated and shall be reasonable and not unreasonably conditioned or delayed) and such party may within fifteen (15) days thereafter resubmit its request for approval rectifying any such objections to the appropriate Owner(s). The Owner(s) shall then have an additional fifteen (15) days after receipt of such revisions to approve or disapprove the same. Failure to give any written notice of disapproval within the periods provided for above shall constitute approval thereof by such Owner(s). If any consent or approval which is requested hereunder is withheld or denied and a dispute arises as to the reasonableness thereof, such dispute shall be resolved by binding arbitration conducted by, and in accordance with the Commercial Arbitration Rules of the American Arbitration Association. The arbitrators in any such arbitration proceeding shall not have the authority or power to amend, alter or modify any of the terms or provisions of this Agreement. The award in any such arbitration shall be final and binding upon the parties to the arbitration proceeding. The venue of any such arbitration shall be in Spokane County, Washington.

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## ARTICLE XI.
## ENFORCEMENT

**11.1 Right to Enforce**. The right to enforce the terms, covenants and easements contained herein shall belong only to the Owner(s), lessees of the Owner(s), if any, mortgagees under mortgages covering any of the Development and beneficiaries and trustees under deeds of trust covering any of the Development; provided that the lease or memorandum of lease in favor of such lessee, mortgage in favor of such mortgagee, or deed of trust in favor of such beneficiary and trustee is recorded in the office of the Assessor of Spokane County, State of Washington.

**11.2 Violation**. In the event of any violation or threatened violation of any term, covenant or provision of this Agreement, any person entitled to enforce this Agreement shall, in addition to all remedies available at law or in equity, and shall have the right to enjoin such violation or threatened violation in a court of competent jurisdiction.

**11.3 Force Majeure**. If performance of any act or obligation of any person under this Agreement is prevented or delayed by an act of God, war, labor disputes or other cause or causes beyond the reasonable control of such person, the time for the performance of the act or obligation shall be extended for a period that such act or performance is actually so delayed or prevented.

**11.4 Attorney Fees**. If any suit is brought or legal action is taken for the enforcement of any provision of this Agreement or as the result of any alleged breach thereof or for a declaration of any right or duty hereunder, the party or parties who substantially prevail in such suit or legal action shall be entitled to collect reasonable attorneys' fees from the party or parties who do not substantially prevail, and any judgment or decree rendered shall include an award thereof.

**11.5 Invalidation of Lien**. A breach or violation of any of the terms, covenants or restrictions of this Agreement will not defeat or render invalid the lien or any Mortgage or Deed of Trust, made in good faith and for value; but such terms, covenants or restrictions will be binding on and be effective against anyone whose title to any portion of the Development is acquired by foreclosure, trustee's sale or otherwise.



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**11.6 Remedies**. The specified remedies to which any person entitled to enforce this Agreement may resort, under the terms of this Agreement, are cumulative and are not intended to be exclusive of any other remedies or means of redress to which any person entitled to enforce this Agreement may be lawfully entitled in case of any breach or threatened breach of any provision of this Agreement. Failure to insist in any one or more cases upon the strict performance of any of the provisions of this Agreement, or to exercise any remedy herein contained, shall not be construed as a waiver or a relinquishment for the future of such covenant or remedy.

## ARTICLE XII.
## AMENDMENTS OR MODIFICATIONS

**12.1 Consent to Modification**. This Agreement and any provision, covenant or easement contained herein may be terminated, extended, modified or amended with the written consent of all of the then Owner(s), each mortgagee under mortgages encumbering any of the Development, and each beneficiary and trustee under deeds of trust encumbering any of the Development; provided, however, that no termination, extension, modification or amendment of this Agreement shall be effective unless a written instrument setting forth the terms thereof has been executed as herein provided, acknowledged and recorded in the offices of the Auditor of Benton County, State of Washington.

**12.2 No Consent of Other Persons**. Anything in this Article to the contrary notwithstanding, no lessee or licensee or any other person having any interest in the Development other than those persons specifically designated in the foregoing section need consent to any termination, extension, modification or amendment to this Agreement, or any part hereof.

## ARTICLE XIII.
## MISCELLANEOUS

**13.1 Not a Public Dedication**. Nothing contained in this Agreement shall be deemed to be a dedication of any portion of the Development in the general public or for the



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general public or for any public purposes whatsoever, it being the intention that this Agreement will be strictly limited to and for the purposes expressed herein.

**13.2 Severability**. If any clause, sentence, or other portion of the terms, covenants, or restrictions of this Agreement becomes illegal, null, or void for any reason, or is held by any court of competent jurisdiction to be so, the remaining portions shall remain in full force and effect.

**13.3 Dominant and Servient Estates**. Each and all of the easements and rights granted or created herein are appurtenances to the applicable portions of the Development, and none of such easements and rights may be transferred, assigned, or encumbered, except as an appurtenance to such portions. For the purposes of such easements and rights, the property benefited shall constitute the dominate estate, and the particular areas of the Development which respectively are burdened by such easements and rights shall constitute the servient estate.

**13.4 Covenants Run with Land**. Each and all of the covenants, restrictions and provisions contained in this Agreement (whether affirmative or negative in nature): (i) shall be deemed to be covenants which run with each Parcel of the Development; (ii) are made for the direct, mutual and reciprocal benefit of each such Parcel; (iii) will create mutual equitable servitude upon each Parcel in the Development; (iv) will bind every person having any fee, leasehold mortgage or deed of trust or other interest in any portion of the Development at any time or from time to time to the extent that such portion is affected or bound by the covenant, restriction or provisions to be performed on such portion; and (v) will inure to the benefit of the Parties and their respective successors and assigns as to the respective Parcels in the Development and to the benefit of mortgagees, lessees and sublessees under mortgages, leases and subleases covering the Development or any portion thereof and beneficiaries and trustees under deeds of trust covering the Development or any portion thereof.

**13.5 Compliance with Laws**. The Parties shall comply promptly with all federal, state and municipal statutes and ordinances, and with all regulations, orders and directives of appropriate governmental agencies pertaining to the use or occupancy of the Development, as such statutes, ordinances, regulations, orders and directives now exist or may hereafter provide.



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**13.6 Benefit and Burden**. The terms, covenants, and conditions contained herein shall inure to the benefit of and shall be binding upon each Owner, and any other person having any interest in the Development and their respective legal representatives, successors and assigns.

**13.7 Intent, Purpose and Waiver**. The provisions of this Agreement, and any supplemental or amended Agreement, shall be liberally construed to effectuate the purpose of creating a uniform plan for the development and operation of a neighborhood shopping center of a quality comparable to that maintained and operated in other neighborhood centers in comparable areas of the County or State. Failure to enforce any provision, restriction, covenant, or condition in this Agreement, or in any supplemental or amended Agreement, shall not operate as a waiver of any such provision, restriction, covenant, or condition or of any other provisions, restrictions, covenants, or conditions.

**13.8 Construction**. Wherever used herein, unless the context shall otherwise provide, the singular form shall include the plural, the plural shall include the singular, and the use of any gender will include all genders. The articles and section headings set forth herein are for convenience and reference only and are not intended to describe, interpret, define or otherwise affect the content, meaning or intent of this Agreement or any article, section or provision hereof. The provisions hereof shall be deemed independent and severable, and the invalidity or partial invalidity or unenforceability of any one provision or portion thereof shall not affect the validity or enforceability of any other provision hereof.

**13.9 Effective Date**. This Agreement shall take effect immediately upon recording.

**13.10 Owner(s) Obligations**. All obligations of each Owner(s) under and by virtue of the provisions contained in this Agreement shall continue, notwithstanding that such Owner may be leasing, renting, or selling such Owner's Parcel under contract. The Owner(s) shall have no obligation for expenses or other obligations accruing after such Owner conveys the fee title for such Parcel to another party unless such obligation and/or expenses remain outstanding or uncured at the time such conveyance occurs.

**13.11 Not a Partnership**. The Parties hereto do not by this Agreement, in any way or for any purpose, become partners or joint venturers of or to each other in the conduct of their respective businesses or otherwise.



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**13.12 Lender Protection**. Except as provided for in section 4.5, this Agreement and the rights, privileges, covenants, agreements and easements hereunder, with respect to each Owner and all Parcels, shall be superior and senior to any lien or encumbrance placed on any Parcel; however, no breach of this Agreement shall defeat, render invalid, diminish or impair the encumbrance of any mortgage or deed of trust made in good faith and for value. The provisions of this Agreement shall be binding upon any person or entity (including any mortgagee or beneficiary under a deed of trust) who acquires title to any Parcel or any portion thereof by foreclosure, trustee's sale, deed in lieu of foreclosure, or otherwise.

**13.13 Reciprocal Indemnity**. Each Owner ("Indemnifying Owner") shall defend, indemnify, and hold harmless each other Owner and other Owner's tenants from and against all demands, claims, causes of action, or judgments, and all reasonable expenses incurred in investigating or resisting the same, for injury to person, loss of life, or damage to property: (i) occurring on the Indemnifying Owner's Parcel, except to the extent caused by the negligence or willful act or omission in whole or in part of any other Owner or the tenants of such other Owner or the employees, contractors, or agents of such other Owner or tenants; or (ii) occurring on another Owner's Parcel if caused by the sole negligence, willful act, or omission of the Indemnifying Owner or the tenants of the Indemnifying Owner or the employees, contractors or agents of such Indemnifying Owner or its tenants.

This Agreement has been entered into by the Parties as of the date first above written.

**RIVER WALK VILLAGE INVESTMENTS, LLC**
a Washington limited liability company

By: RICHARD A. VANDERVERT
Managing Member

**OAKWOOD INNS, LLC**
a Washington limited liability company

By: RICHARD A. VANDERVERT
Managing Member

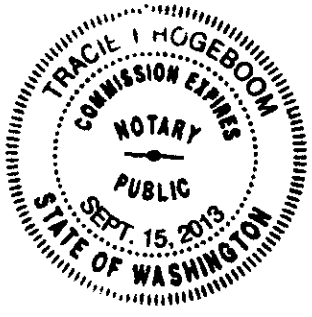


Unofficial Document

STATE OF WASHINGTON )
) ss.
County of Spokane )

On this 22nd day of October 2009, before me, a Notary Public in and for the State of Washington, personally appeared **RICHARD A. VANDERVERT,** known or identified to me to be a member of RIVER WALK VILLAGE INVESTMENTS, LLC that executed the instrument or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that such limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.




Tracie T Hogeboom
Notary Public for: Washington
Residing at: Spokane
My commission expires: 9-15-2013

STATE OF WASHINGTON )
) ss.
County of Spokane )

On this 22nd day of October 2009, before me, a Notary Public in and for the State of Washington, personally appeared **RICHARD A. VANDERVERT,** known or identified to me to be a member of OAKWOOD INNS, LLC that executed the instrument or the person who executed the instrument on behalf of said limited liability company, and acknowledged to me that such limited liability company executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year first above written.




Tracie T Hogeboom
Notary Public for: Washington
Residing at: Spokane
My commission expires: 9.15.2013

Unofficial Copy

## EXHIBIT "A"

## Legal Description of Development

### RIVER WALK PROPERTY

**PARCEL A**

Lot 1, SHORT PLAT NO. 2801, according to the Survey thereof recorded under Auditor's File No. 2004-013300, records of Benton County, Washington. All situate in the City of Richland, County of Benton, State of Washington.

**PARCEL B**

Section 14 Township 9 Range 28 Quarter NE; BINDING SITE PLAN #4009, PARCEL B, RECORDED 6/17/2009, UNDER AUDITOR'S FILE NO. 2009-017852. RECORDED IN VOLUME 1 OF SURVEYS, PAGE 4009, RECORDS OF Benton County, Washington.

**PARCEL C**

Section 14 Township 9 Range 28 Quarter NE; BINDING SITE PLAN #4009, PARCEL A, RECORDED 6/17/2009, UNDER AUDITOR'S FILE NO. 2009-017852. RECORDED IN VOLUME 1 OF SURVEYS, PAGE 4009, RECORDS OF Benton County, Washington.

**PARCEL D**

Section 14 Township 9 Range 28 Quarter NE; SHORT PLAT #2909, LOT 2, RECORDED 10/27/2005, UNDER AUDITOR'S FILE NO. 2005-037140. RECORDED IN VOLUME 1 OF SHORT PLATS, ON PAGE 2909, RECORDS OF Benton County, Washington.

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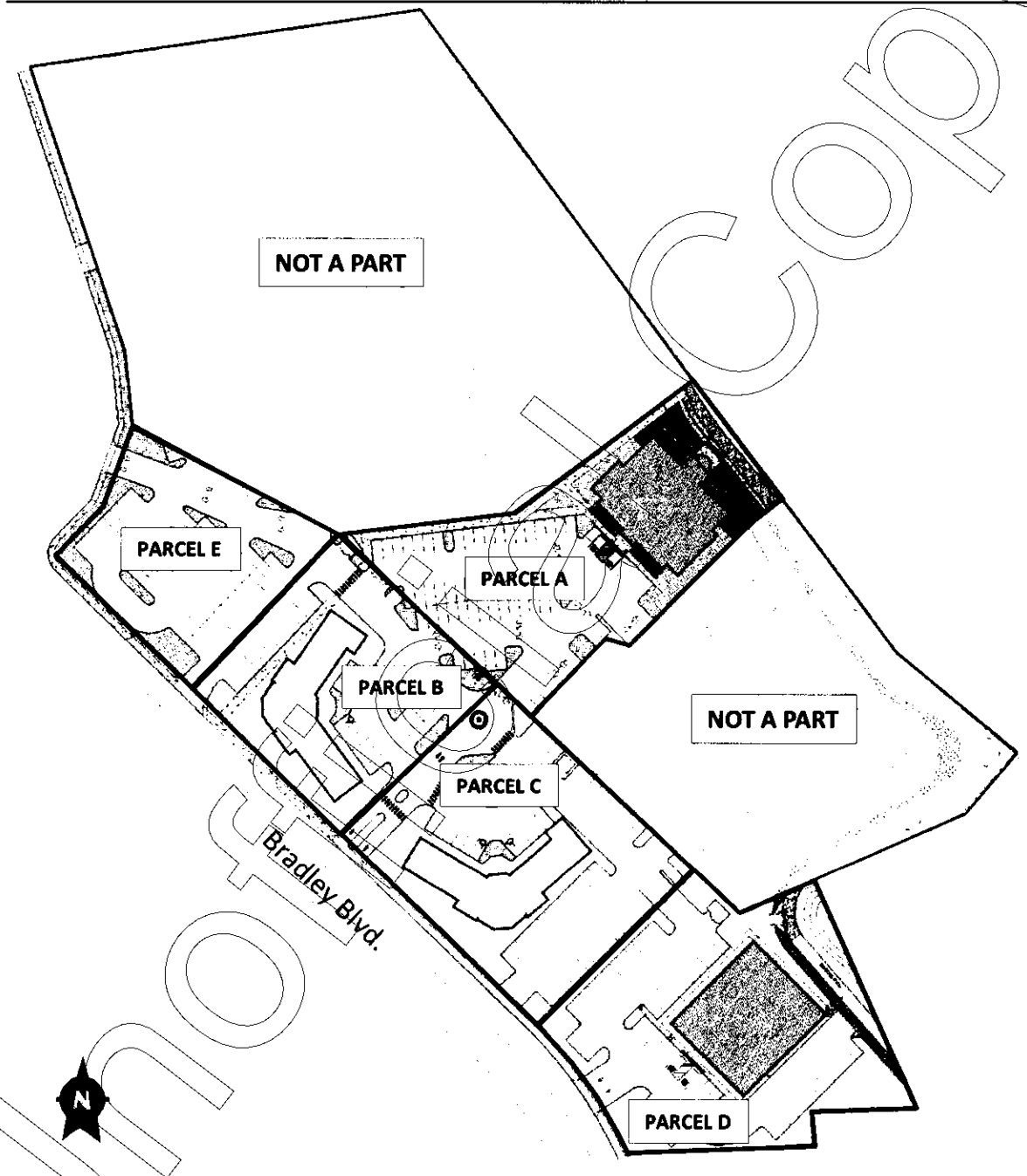
### OAKWOOD PROPERTY

**PARCEL E**

Lot 2, Short Plat No. 2214, according to Short Plat recorded under Benton County Recording No. 95-21197, records of Benton County, Washington. Situate in the City of Richland, County of Benton, State of Washington.

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**EXHIBIT "B"**
**The Plan**




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2015-013893 AGR
05/19/2015 01:40:05 PM Pages: 25 Fee: $146.00
Frontier Title & Escrow Co
Benton County, Benton County Auditor's Office

BENTON COUNTY RECORDING
COVER SHEET

**NAME AND RETURN ADDRESS:**
Frontier Title Co.

B-85262GM

**FRONTIER TITLE CO.**

FORM COMPLETED BY: Gary McGregor PHONE # 509-783-8828 Ext 230
PLEASE PRINT OR TYPE INFORMATION:

**DOCUMENT TITLE(S)** (or transaction contained therein)
1. Development Agreement (With Reciprocal Parking and Access Easements) Rerecording to add
2. Previously Omited Exhibits "A", "B", and "C"
3.

**GRANTOR(S)** (Last name, first name, middle name/initials):
1. River Walk Village, LLC, a Washington Limited Liability Company
2.
3. By: Richard A. Vandervert (initial)
4. Manager / Member Dated: May . 2015
☐ Additional names on page _____ of document

**GRANTEE(S)** (Last name, first name, middle name/initials):
1. Oakwood Inns, LLC, a Washington Limited Liability Company
2.
3. By: Richard A. Vandervert (initial)
4. Manager / Member Dated: May , 2015
☐ Additional names on page _____ of document

**LEGAL DESCRIPTION** (Abbreviated: ie lot, block, plat or section, township, range)
Ptn Lt 1 and Ptn Lt 2 Short Plat 2214; Ptn Lt 1 Short Plat 2801; Ptn Lt 1 Short Plat 2909
☐ Additional legal is on page _____ of document

**AUDITOR'S REFERENCE NUMBER(S)**
2006-024259

**ASSESSOR'S PROPERTY TAX PARCEL NUMBER**
1-1498-101-2214-001; 1-1498-101-2214-002; 1-1498-101-2801-101; 1-1498-101-2909-001
☐ Additional parcel numbers on page _____ of document

The Auditor/Recorder will rely on the information provided on this form. The staff will not read the document to verify the accuracy or completeness of the indexing information

**EMERGENCY NONSTANDARD REQUEST**
I am requesting an emergency nonstandard recording for an additional fee of $50.00 as provided in RCW 36.18.010. I understand that the recording processing requirements may cover up or otherwise obscure some part of the text of the original document.

Lisa Olivas 5-19-15
Signature Date

Unofficial Document

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07/27/2006 10:47A
Benton County
WALKER & HEYE PLLC MULTI 59.00

RETURN ADDRESS:
Walker & Heye, PLLC
P.O. Box 1386
Richland, WA 99352

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION
BY Barb Beller 07/19/06 DEPUTY
Easement

**DOCUMENT TITLE(s) (or transactions contained therein:)**

1. Development Agreement (With Reciprocal Parking and Access Easements)

**REFERENCE NUMBER(s) OF DOCUMENTS ASSIGNED OR RELEASED:**
(on page ____ of document(s))

**GRANTOR(s) (Last name first, then first name and initials)**

1. River Walk Village, LLC

**GRANTEE(s) (Last name first, then first name and initials)**

1. Oakwood Inns, LLC

**LEGAL DESCRIPTION (abbreviated: i.e. lot, block, plat or section, township, range)**

Ptn. Lt. 1 and Ptn. Lt. 2 Short Plat 2214, Ptn. Lt. 1 Short Plat 2801, Ptn. Lt. 1 Short Plat 2909

**ASSESSOR'S PROPERTY TAX PARCEL/ACCOUNT NUMBER**

1-1498-101-2214-001
1-1498-101-2214-002
1-1498-101-2801-001
1-1498-101-2909-001

Unofficial Copy

EXCISE TAX NOT REQUIRED
BENTON COUNTY EXCISE TAX DIVISION
BY Barb Belter 07/19/06 DEPUTY
Easement

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07/27/2006 10:47
WALKER & HEYE PLLC MULTI 69.00 Benton County

# Development Agreement
# (With Reciprocal Parking and Access Easements)

AGREEMENT made this _____ day of May 2005, by and between River Walk Village, LLC, a Washington Limited Liability Company, (herein River Walk) and Oakwood Inns, LLC, a Washington Limited Liability Company, (herein Oakwood) (collectively, "the Parties").

**WITNESSETH, THAT:**

**WHEREAS,** the parties are owners of adjoining properties in Richland, Washington, legally described and shown generally on Exhibit "A"; and

**WHEREAS,** there currently exists along the parties' common boundary a 60' City of Richland right of way in which there are constructed improvements as shown generally on Exhibit "B", and

**WHEREAS,** in connection with development of the River Walk properties, the City of Richland has agreed to reduce said right of way to:

16 feet, centered on the boundary between Lot 1, Short Plat 2214 and Lot 1, Short Plat 2801, and
24 feet, centered on the boundary between Lot 2, Short Plat 2214 and Lot 1, Short Plat 2909,

which reduced right of way would be as shown on Exhibit "C", and

**WHEREAS,** the City's agreement is premised upon construction of an 8 foot paved public pathway between Bradley Blvd. and the riverfront trail bordering the Columbia River, and

**WHEREAS,** the Parties desire to establish certain agreements related to their common boundary in furtherance of the City's agreement to reduce said right of way and conditions related thereto,

**NOW, THEREFORE,** for and in consideration of benefits accruing to each of the Parties and their adjoining properties,, the Parties agree as follows:

## ARTICLE I

## DEVELOPMENT ALONG COMMON BOUNDARY

1. **Construction of Public Pathway.** River Walk will construct the City required 8 foot public pathway entirely within its properties as above described, at its own expense and to City standards. The location of the pathway will be as shown on Exhibit "C".

2. **Existing Encroachments.** River Walk will remove the parking lot entrance shown on Exhibit "B", and reconstruct boundary landscaping improvements in the area adjoining the removed entrance as shown on Exhibit "C, at its expenses, and to existing standards,



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Benton County
WALKER & HEYE PLLC MULTI 69.00

3. **Maintenance.** River Walk, its successors and assigns, shall be responsible for all pathway maintenance.

## ARTICLE II

## CREATION OF EASEMENTS AND RESTRICTIONS

1. **Parking and Access Easement.** The parties each hereby declare, grant and convey to the other, for the use and benefit of such other party's employees, agents, tenants, contractors, licensees, permittees and invitees, a perpetual, nonexclusive parking and access easement in and on those portions of their respective properties as shown on Exhibit "C" (the "Parking and Access Easement Area") for the purpose of vehicular parking thereon, and a perpetual, nonexclusive easement over and across such portions of both properties as may be reasonably necessary for such vehicular and pedestrian ingress to and egress from the Parking and Access Easement Area. This parking and access easement will be subject to any City of Richland easement over and across the same area.

2. **Entry Easement.** The Parties each hereby declare, grant and convey to the other for the use and benefit of such other party's tenants, employees, agents, contractors, licensees, permittees and invitees, a perpetual access easement upon and across such parts of each others properties as may be reasonably necessary to permit said from time to time owners to perform or have performed any work or activity which may be necessary in connection with the exercise of the rights reserved under the easement granted hereunder, or which may be necessary to cure any breaches with respect to the obligations imposed under this Agreement.

3. **Parking Restrictions.** The Parties shall comply with all parking requirements of the City of Richland, and such other rules, regulations and ordinances as may then be applicable and in effect.

4. **No Structures or Barricades.** No structure, barricade, fence or other like obstruction shall be erected or maintained on either property which would have the effect of materially interfering with the easements created hereby..

5. **Perpetuity of Easements.** The permanent easement and restriction established hereby shall burden the Parties, their successor and assigns, and the properties herein described and shall be perpetual and irrevocable, and shall run with the land and continue forever.

## ARTICLE III

## COVENANTS

1. **Non-Interference.** The from time to time owners of the properties subject of this agreement shall not do anything so as to interfere with the reasonable use of the easements herein granted, and shall pay or cause to be paid, prior to delinquency, directly to the appropriate taxing authorities, all real property taxes and assessments which are levied against said from time to time owner's respective property; provided, however, that said from time to time owner shall have the right to contest the imposition of any such taxes and assessments to the full extent permitted by law for so long as said from time to time owner has taken all legal steps necessary to maintain a stay on the foreclosure of its interest in the respective property pursuant to any proceedings instituted against it or its Property for the enforcement of such claim.



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Benton County
WALKER & HEYE PLLC MULTI 60.00

Promptly upon the determination, settlement or other resolution of any such legal proceedings, said from time to time owner bound thereby shall pay any amounts due in respect of the contested taxes or assessments.

2. **Indemnification.** The from time to time owner of each property affected hereby indemnifies and saves the from time to time owner of the other property harmless for any and all liability, damage, expense, causes of action, suits, claims, or judgments arising from personal injury, death, property damage or the loss of or damage to personal property occurring on its respective property, except if cause by the negligent or intentional act or omission of said from time to time owner of the other property.

## ARTICLE IV

## ENFORCEMENT

1. **Remedies.** In the event of a default by the from time to time owner of a property hereunder, the other such owner shall be entitled to institute proceedings for full and adequate relief from the consequences of said default, and the unsuccessful owner in any such action shall pay to the prevailing owner, to the extent recoverable under applicable law, such prevailing owner's reasonable attorneys' fees and the expenses of such attorneys.

2. **No Waiver.** No failure or delay by the from time to time owner of a property hereunder to insist upon the strict performance of any of the terms, conditions of covenants set forth herein shall be deemed a waiver of any such terms, conditions or covenants and, notwithstanding any such delay or failure, such from time to time owner shall have the right to insist upon the strict performance by the from time to time owner of the other property of any and all terms, provisions and covenants which apply to the from time to time owner of the other property. Any waiver hereunder must be explicitly stated in writing, and no such waiver shall be deemed a waiver of other defaults or of the same default in the future.

3. **Excuses For Non-Performance.** Each from time to time owner of a property shall be excused from performing any covenant or obligation under this Agreement while and for so long as the performance of the obligation is prevented, delayed or otherwise hindered by acts of God, fire, earthquake, floods, explosion, actions of the elements, war, riots, mob violence, inability to procure or a general shortage of labor, equipment, materials or supplies in the open market, failure of transportation, strikes lockouts, action of labor unions, condemnation, court orders, laws, ordinances, governmental regulations or orders of governmental or military authorities or any other cause, whether similar or dissimilar to the foregoing, not within the control of the then owner which has the obligation to perform (other than lack of or inability to procure monies to fulfill its commitments and obligations under this Agreement or inability to procure and supply the evidence of insurance).

## ARTICLE V.

## MISCELLANEOUS

1. **Notices.** All notices and approvals required or permitted under this Agreement shall be served personally, by certified mail, return receipt requested, or by overnight courier to the from time to time owner(s) of record of the properties.



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07/27/2006 10:47A
WALKER & HEYE PLLC MULTI 59.00 Benton County

2. **Limitation.** Any party seeking to enforce the obligations hereunder against the from time to time owners of a property shall look solely to the estate and property of said from time to time owner in the land and buildings comprising its respective property for the collection of any judgment (or other judicial process) requiring the payment of money in the event of any default or breach with respect to any of the terms and provisions of this Agreement to be observed and/or performed by said time to time owner, and no other assets of said from time to time owner (or any partners, venturers, shareholders, officers, or directors of said from time to time owner) shall be subject to levy, execution or other judicial process for the satisfaction of any such judgment.

3. **Rights of Successors.** The easement, restrictions, benefits and obligations hereunder shall create mutual benefits and servitudes running with the land. This Agreement shall bind and inure to the benefit of the from time to time owners of the properties, and their respective successors and assigns.

IN WITNESS WHEREOF, the Parties, intending to be bound, have executed this Agreement as of the day and year first above written.

RIVER WALK VILLAGE, LLC,
a Washington Limited Liability Company

By: Timothy T. Beard
Member

OAKWOOD INNS, LLC
a Washington Limited Liability Company

By: Richard A. Vanderwarf
6-7-06
Managing Member

Unofficial Copy

WALKER & HEYE PLLC MULTI 2006-024259 Pg: 6 of 6 07/27/2006 10:47A 60.00 Benton County

STATE OF WASHINGTON )
) ss.
COUNTY OF BENTON )

On this day personally appeared before me Timothy T. Bush to me known to be the individual described herein and which executed the foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of River Walk Village, a Washington limited liability company, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument on behalf of said limited liability company.

GIVEN under my hand and official seal the 12th day of ~~October, 2005~~ June 2006.

KAROL A. KORTE NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 1-29-10

Karol A. Korte
NOTARY PUBLIC in and for the State of Washington, residing at Kennewick
My Commission Expires: 1-29-10

STATE OF WASHINGTON )
) ss.
COUNTY OF ~~BENTON~~ )

On this day personally appeared before me Ruland A Vandervort to me known to be the individual described herein and which executed the foregoing instrument and acknowledged said instrument to be the free and voluntary act and deed of Oakwood Inns, a Washington limited liability company, for the uses and purposes therein mentioned, and on oath stated that they were authorized to execute said instrument on behalf of said limited liability company.

GIVEN under my hand and official seal the 7th day of ~~October, 2005~~ June 2006.

PATTI GUY NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES AUGUST 18, 2007

NOTARY PUBLIC in and for the State of Washington, residing at Kennewick
My Commission Expires: Aug 18, 2007

State Of Washington
County of Benton } ss

I, BRENDA CHILTON, Auditor of Benton County, State of Washington, do hereby certify that the foregoing instrument is a true and correct copy of the original thereof now of record in my office.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the official seal of my office at Kennewick, Washington, this _____ day of _____, 20____.

BRENDA CHILTON, AUDITOR
BENTON COUNTY, WASHINGTON

Fee $ _____ By _____
Deputy

Unofficial Document

Unofficial Copy

State Of Washington
County of Benton } ss

I, BRENDA CHILTON, Auditor of Benton County, State of Washington, do hereby certify that the foregoing instrument is a true and correct copy of the original thereof now of record in my office.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed the official seal of my office at Kennewick, Washington, this 15th day of May, 2015.

BRENDA CHILTON, AUDITOR
BENTON COUNTY, WASHINGTON

Fee # 2006- By _____ Deputy

024259

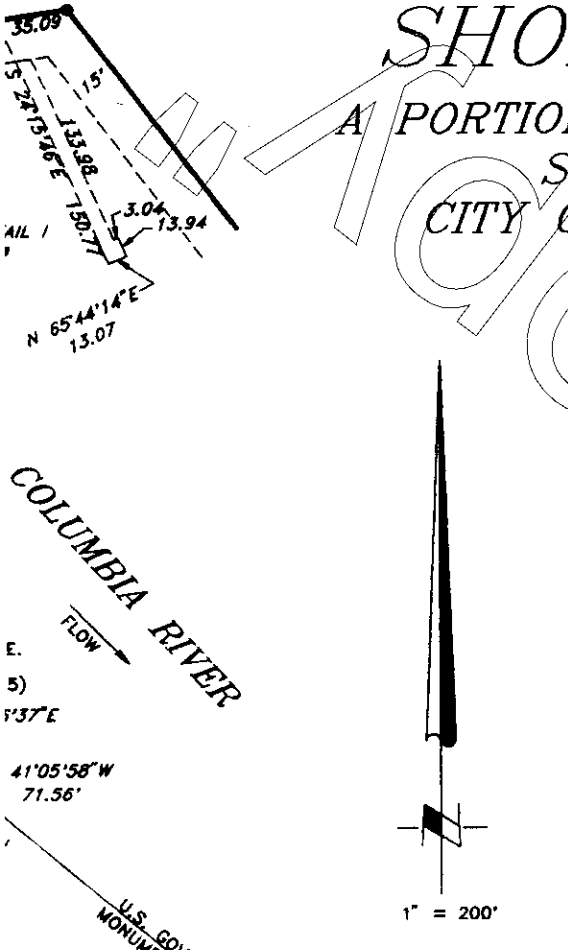
"Unofficial Copy"

# EXHIBIT "A"

11&14-9-28

# SHORT PLAT NO. 2214

## A PORTION OF BLOCKS 563 & 564 PLAT OF RICHLAND
## SECTION 11 & 14, T.9N., R.28E., W.M.
## CITY OF RICHLAND, BENTON COUNTY, WASHINGTON




### LEGAL DESCRIPTION

THAT PORTION OF BLOCKS 563 AND 564, PLAT OF RICHLAND ACCORDING TO THE PLAT THEREOF AS RECORDED IN VOLUMES 6 AND 7 OF PLATS, RECORDS OF BENTON COUNTY WASHINGTON, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE MONUMENT MARKING THE INTERSECTION OF GEORGE WASHINGTON WAY AND COMSTOCK STREET; THENCE N.64°08'14"E ALONG THE CENTERLINE OF COMSTOCK STREET A DISTANCE OF 362.07 FEET TO A POINT OF CURVE; THENCE NORTHEASTERLY ALONG THE ARC OF A 725.00 FOOT RADIUS CURVE TO THE RIGHT THROUGH A CENTRAL ANGLE OF 10°26'25" AN ARC DISTANCE OF 132.11 FEET TO A POINT OF INTERSECTION WITH BRADLEY BOULEVARD; THENCE N.20°12'28"W. ALONG THE CENTERLINE OF BRADLEY BOULEVARD A DISTANCE OF 77.59 FEET TO A POINT OF CURVE; THENCE NORTHWESTERLY, 178.35 FEET ALONG THE ARC OF A 600.00 FOOT RADIUS CURVE CONCAVE TO THE NORTHEAST THROUGH A CENTRAL ANGLE OF 17°01'52" TO A POINT OF TANGENCY; THENCE N.03°10'36"W. 160.97 FEET TO A POINT OF CURVE; THENCE NORTHWESTERLY, 156.48 FEET ALONG THE ARC OF A 400.00 FOOT RADIUS CURVE CONCAVE TO THE SOUTHWEST THROUGH A CENTRAL ANGLE OF 22°24'50"W. TO A POINT ON CURVE, THE RADIUS POINT OF WHICH BEARS S.64°24'34"W. 400.00 FEET; THENCE ON A RADIAL BEARING N.64°24'34"E. 30.00 FEET TO THE EASTERLY RIGHT OF WAY OF BRADLEY BOULEVARD AND THE TRUE POINT OF BEGINNING; THENCE NORTHWESTERLY ALONG SAID RIGHT OF WAY 152.73 FEET ON THE ARC OF A 430.00 RADIUS CURVE CONCAVE TO THE SOUTHWEST THROUGH A CENTRAL ANGLE OF 20°21'04" ON A CHORD BEARING OF N.35°45'58"W. A CHORD DISTANCE OF 151.93 FEET TO A POINT OF TANGENT; THENCE N.45°56'30"W. A DISTANCE OF 574.02 FEET; THENCE LEAVING SAID RIGHT OF WAY N.43°46'49"E. A DISTANCE OF 58.96 FEET; THENCE N.20°04'12"E. A DISTANCE OF 75.01 FEET; THENCE N.05°38'20"W. A DISTANCE OF 65.78 FEET; THENCE N.18°40'09"W. A DISTANCE OF 258.73 FEET; THENCE N.81°37'57"E A DISTANCE OF 343.76 FEET TO A POINT ON THE "U" SEGMENT OF THE U.S. GOVERNMENT TAKING LINE, McNARY LOCK AND DAM MONUMENTED PROJECT BOUNDARY; THENCE S.36°57'57"E. ALONG SAID TAKING LINE A DISTANCE OF 698.78 FEET TO U.S.C.E. MONUMENT "U-42" ON SAID BOUNDARY; THENCE CONTINUING ALONG SAID TAKING LINE S.50°16'37"E. A DISTANCE OF 134.28 FEET; THENCE LEAVING SAID BOUNDARY S.41°05'58"W. A DISTANCE OF 71.56 FEET; THENCE S.65°56'59"W. A DISTANCE OF 141.96 FEET; THENCE S.24°02'00"E. A DISTANCE OF 218.56 FEET; THENCE S.87°06'47"W. A DISTANCE OF 90.30 FEET; THENCE S.02°53'13"E. A DISTANCE OF 27.82 FEET; THENCE S.87°06'47"W. A DISTANCE OF 163.29 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY OF BRADLEY BOULEVARD AND THE TRUE POINT OF BEGINNING.

CONTAINS 456,292 SQUARE FEET OR 10.48 ACRES.
SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND COVENANTS OF RECORD.

### OWNERS CERTIFICATE

WE, THE UNDERSIGNED, HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE TRACT OF LAND DESCRIBED HEREON. THAT WE HAVE CAUSED SAID LAND TO BE SURVEYED AND SHORT PLATTED INTO LOTS AS SHOWN AND THAT THE EASEMENTS ON THE SHORT PLAT AND HEREBY GRANTED FOR THE USES SHOWN HEREON.

CITY MANAGER: JOE KING

ATTEST:

CITY CLERK

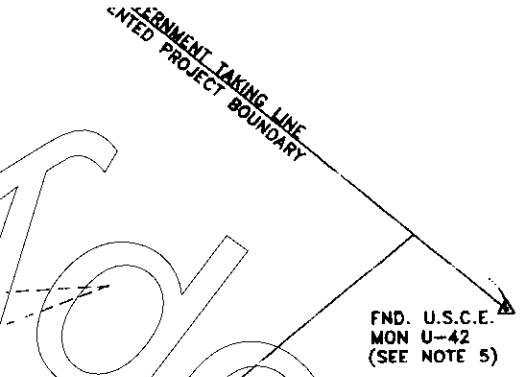
### ACKNOWLEDGEMENT

STATE OF WASHINGTON )

Agenda Attachment

2015-013893
05/19/2015 01:40:05 PM Page 10 of 25

2015-013893
05/19/2015 01:40:05 PM Page 11 of 25




OCK ST.

S.50°16'37"E. A DISTANCE OF 134.28 FEET; THENCE LEAVING SAID BOUNDARY S.41°05'58"W. A DISTANCE OF 71.56 FEET; THENCE S.65°56'59"W. A DISTANCE OF 141.96 FEET; THENCE S.24°02'00"E. A DISTANCE OF 218.56 FEET; THENCE S.87°06'47"W. A DISTANCE OF 90.30 FEET; THENCE S.02°53'13"E. A DISTANCE OF 27.82 FEET; THENCE S.87°06'47"W. A DISTANCE OF 163.29 FEET TO A POINT ON THE EASTERLY RIGHT OF WAY OF BRADLEY BOULEVARD AND THE TRUE POINT OF BEGINNING.

CONTAINS 456,292 SQUARE FEET OR 10.48 ACRES.
SUBJECT TO EASEMENTS, RESTRICTIONS, RESERVATIONS AND COVENANTS OF RECORD.

## OWNERS CERTIFICATE

WE, THE UNDERSIGNED, HEREBY CERTIFY THAT WE ARE THE OWNERS OF THE TRACT OF LAND DESCRIBED HEREON. THAT WE HAVE CAUSED SAID LAND TO BE SURVEYED AND SHORT PLATTED INTO LOTS AS SHOWN AND THAT THE EASEMENTS ON THE SHORT PLAT AND HEREBY GRANTED FOR THE USES SHOWN HEREON.

/s/ Mary Jo for
CITY MANAGER: JOE KING

ATTEST:
/s/ Kenneth R. Hays
CITY CLERK

## ACKNOWLEDGEMENT

STATE OF WASHINGTON } S.S.
COUNTY OF BENTON }

THIS IS TO CERTIFY THAT ON THIS 20th DAY OF Sept, 1995, PERSONALLY APPEARED BEFORE ME, JOE KING, CITY OF RICHLAND MAYOR, TO ME KNOWN TO BE THE INDIVIDUAL IN AND WHO EXECUTED THE FOREGOING "OWNERS CERTIFICATE", AND ACKNOWLEDGED TO ME THAT HE SIGNED THE SAME AS HIS VOLUNTARY ACT AND DEED IN WITNESS THEREOF, I HAVE SET MY HAND AND OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.

/s/ Dorothy F. Powell
NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT RICHLAND
MY COMMISSION EXPIRES: 3-19-97

## S CERTIFICATE

T THE TAXES AND ASSESSMENTS ON THE LAND
VE BEEN PAID TO AND INCLUDING THE YEAR 1995.

Oliver by Debi Jewell
SURER
9/20/95
DATE

0563-003 Ptn
0564-007 Ptn

ATION This is exempt entity Supplement may follow.

ND SURVEYOR IN THE STATE OF
FY THAT THE SHORT PLAT SHOWN
SURVEY OF THE LAND DESCRIBED
S ARE CORRECTLY SHOWN AND
HE GROUND AS INDICATED HEREON.

## APPROVALS

THE ANNEXED SHORT PLAT IS HEREBY APPROVED BY AND FOR THE CITY OF RICHLAND, STATE OF WASHINGTON.

/s/ William Gale
DEPUTY CITY MANAGER FOR COMMUNITY DEVELOPMENT

9-20-95
DATE

## AUDITOR'S CERTIFICATION

FILED FOR RECORD THIS 20 DAY OF Sep, 1995 A.D., AT 08 MINUTES PAST 3:00 P.M. AND RECORDED IN VOLUME 1 OF SHORT PLATS, PAGE 2214, RECORDS OF BENTON COUNTY, WASHINGTON.

Bobbie Gagner by Ida Marie Dep Aud.
BENTON COUNTY AUDITOR

95-21197
FEE NUMBER

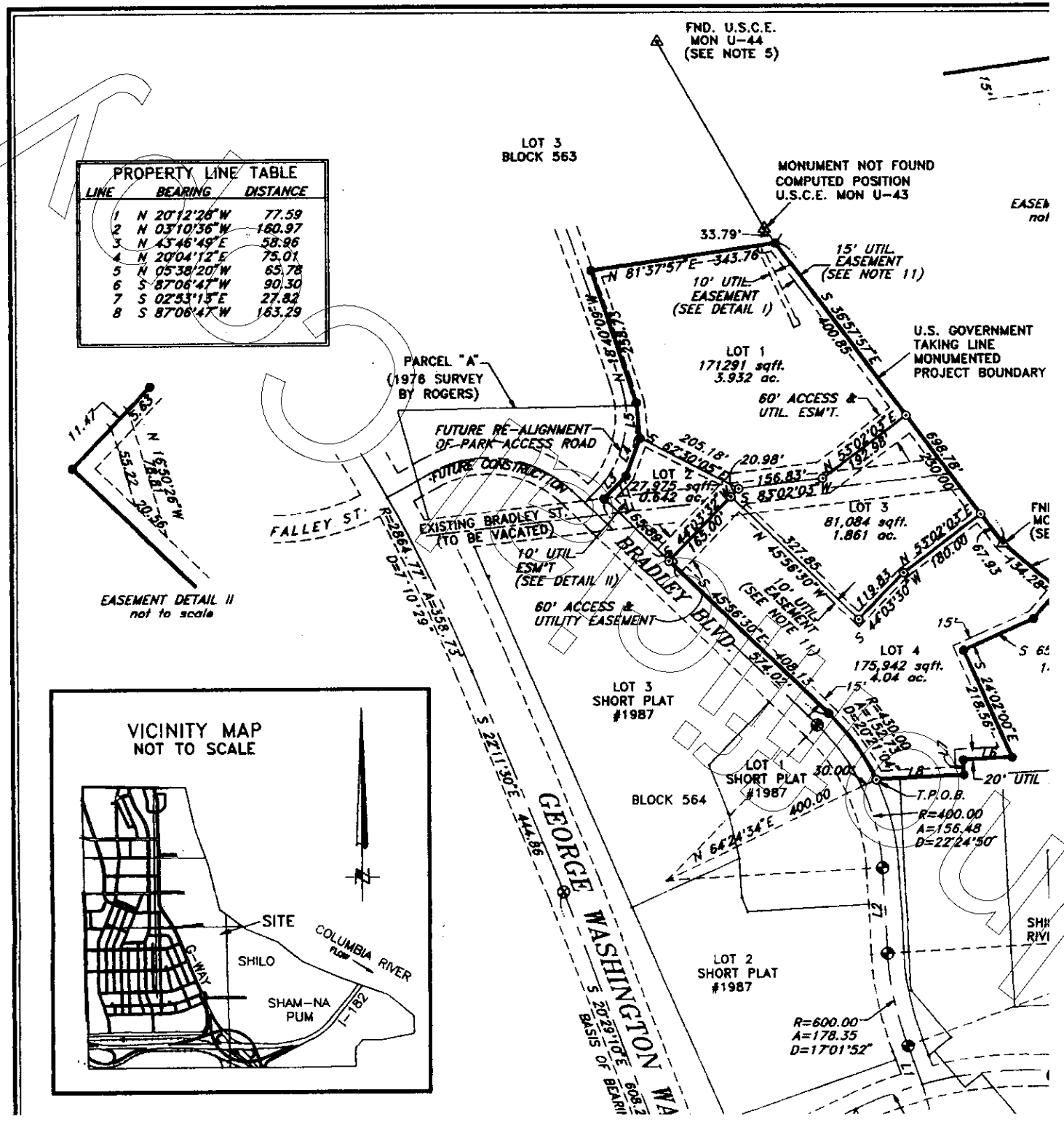
400 600
ET

ROGERS SURVEYING INC.
745 COLUMBIA DRIVE
RICHLAND, WA. 99352
PHONE (509) 627-5656

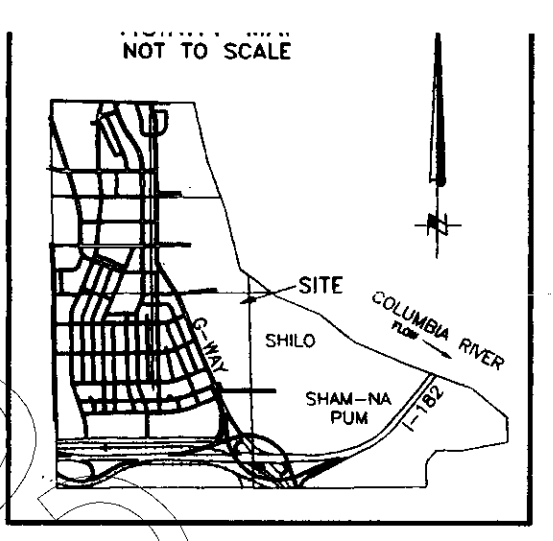
| | | | |
|---|---|---|---|
| CLIENT | BRADLEY GROUP | | JOB 12095 |
| PROJECT | SHORT PLAT, HAMPTON INN SITE<br>PORTION OF BLOCKS 563&564 PLAT OF RICHLAND | | |
| DRN. BY RPJ | SCALE 1"=200' | F. B. NO. NONE<br>VERSION - ACAD12<br>FILE: 12095.DWG | SHEET 1 OF 1 |
| APPROVED GBW | DATE 8-16-95 | | |

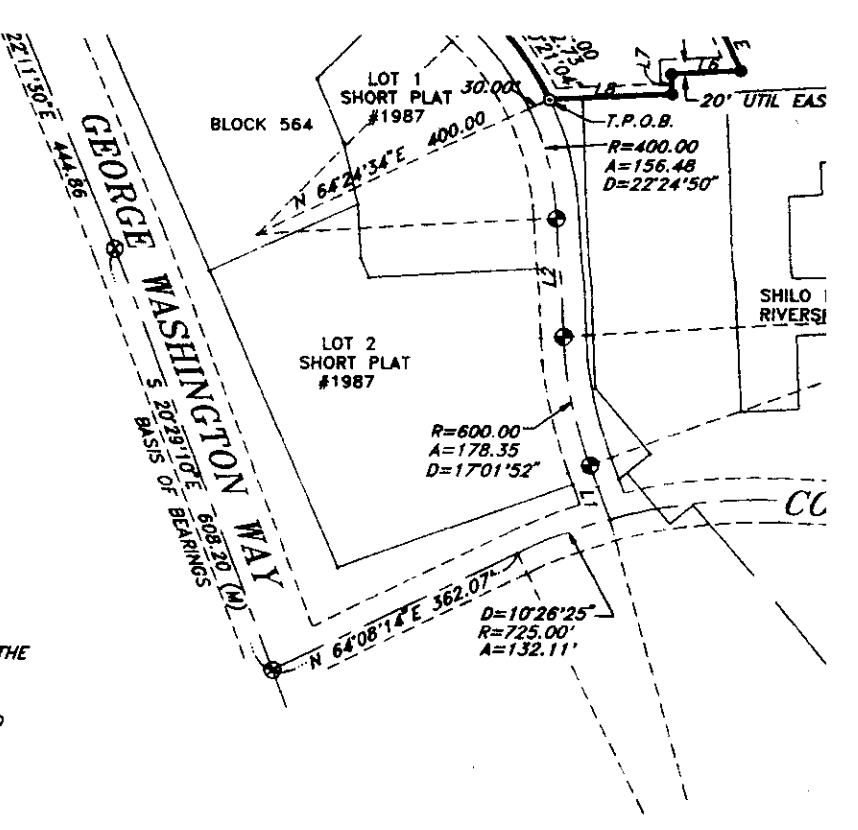
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2015-013893
05/19/2015 01:40:05 PM Page 12 of 25



2015-013893
05/19/2015 01:40:05 PM Page 13 of 25




## NOTES:

1. BASIS OF BEARINGS: THE PLAT OF RICHLAND, ACCORDING TO THE PLAT THEREOF, AS RECORDED IN VOLUME 6 AND 7 OF PLATS RECORDS OF BENTON COUNTY, STATE OF WASHINGTON.
2. ● = FND. 5/8"ø x24" REBAR W/YELLOW PLASTIC CAP STAMPED "ROGERS 12365".
3. ○ = SET 5/8"ø x24" REBAR W/YELLOW PLASTIC CAP STAMPED "RSI GBW #30440".
4. ⊗ = FOUND EXISTING CITY OF RICHLAND STREET MONUMENT.
5. △ = FOUND EXISTING U.S. CORPS OF ENGINEERS 3"ø BRASS CAP SET IN CONCRETE. SEE McNARY LOCK & DAM MONUMENTED PROJECT BOUNDARY SHEET 27 OF 51 FILE # MDG-0-0-0/38 FOR RECORD PROJECT BOUNDARY DATA.
6. ◒ = FOUND 2 1/2" BRASS CAP WITH PUNCH MARK, SET IN MON. CASE.
7. EQUIPMENT AND PROCEDURES USED: LIETZ SET 3 TOTAL STATION USING CLOSED TRAVERSE AND RADIAL SURVEY METHODS.
8. (R) = RECORD DATA ACCORDING TO McNARY LOCK & DAM MONUMENTED PROJECT BOUNDARY AS REFERENCED IN NOTE 5 ABOVE.
9. (M) = MEASURED, (C) = COMPUTED.
10. THE PROPERTY WITHIN THIS SHORT PLAT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE MEDIATION AND SETTLEMENT AGREEMENT BETWEEN BRADLEY LANDING ASSOCIATES AND THE CITY OF RICHLAND DATED MARCH 27, 1995.
11. A FIFTEEN FOOT WIDE UTILITY EASEMENT IS RESERVED ALONG THE EXTERIOR BOUNDARIES OF ALL LOTS WITHIN THIS SHORT PLAT EXCEPT WHERE NOTED. A TEN FOOT WIDE UTILITY EASEMENT IS RESERVED ALONG ALL OF THE INTERIOR LOTS SHOWN HEREON.
12. LOTS 3 AND 4 SHALL BE ENCUMBERED WITH A BLANKET EASEMENT FOR PUBLIC ACCESS TO THE RIVERFRONT AND ASSOCIATED PARKING. IT SHOULD BE UNDERSTOOD THAT THIS EASEMENT WILL BE REMOVED AT THE TIME BUILDING PERMITS ARE ISSUED FOR SAID LOTS AND WHEN THE EXACT DESIGN OF THE WATERFRONT IMPROVEMENTS AND PUBLIC ACCESS THERETO ARE EXPECTED TO BE COMPLETED.

## TREASU

I HEREBY CER
DESCRIBED HE

Claude
BENTON COUN

1-1198-
1-1498-

## SURVEYOR'S CER

I, GARY B. WAGNER, A PROFESSI
WASHINGTON, REG.#30440, HERE
HEREON IS BASED ON AN ACTUA
AND THAT ALL CORNERS AND DI
THAT SAID SHORT PLAT IS STAK

September 19, 19
DATE

GARY B. WAGNER
STATE OF WASHINGTON
30440
REGISTERED
PROFESSIONAL LAND SURVEYOR
EXPIRES 11-09-95

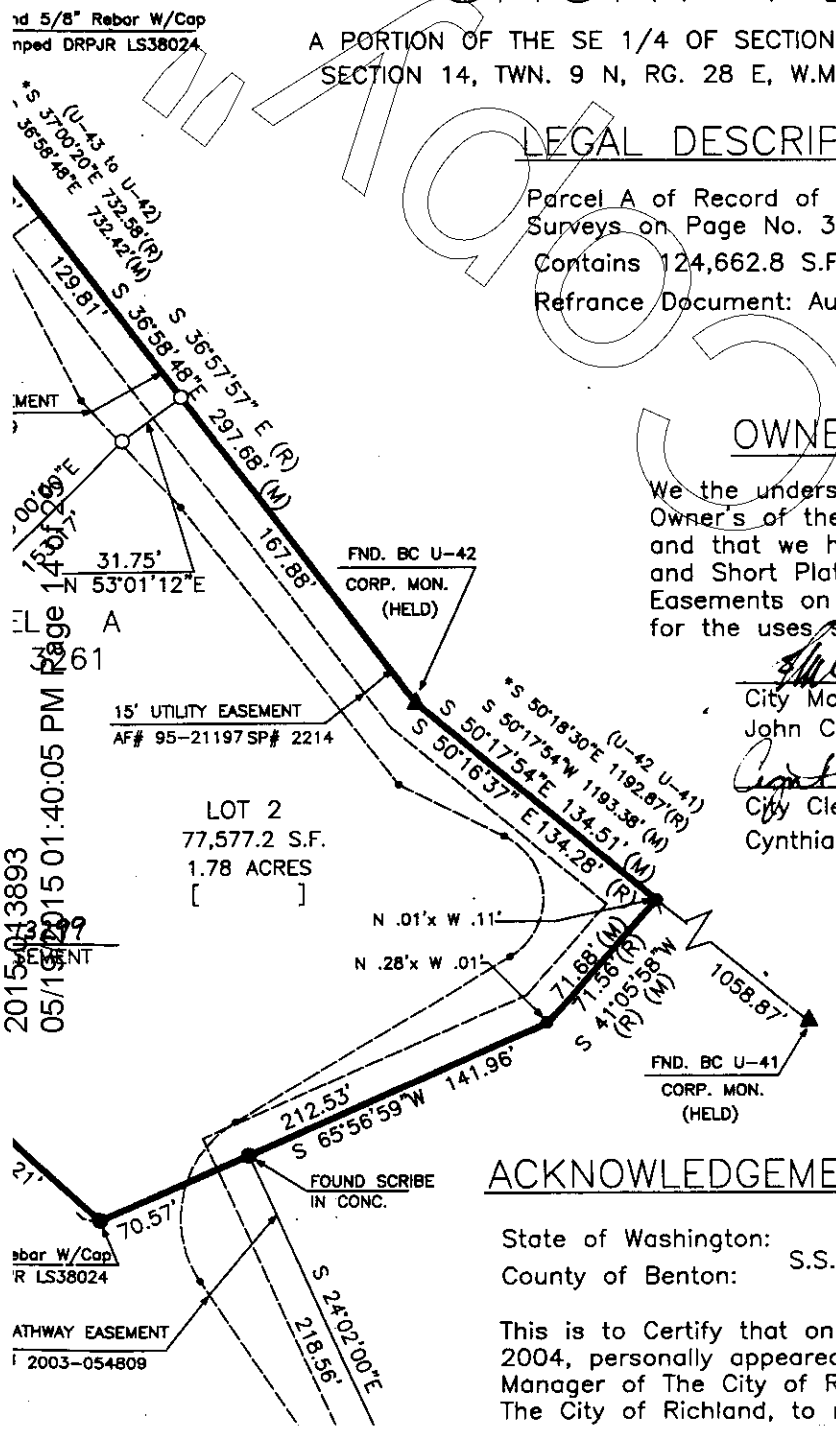
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11 & 14-9-28

# SHORT PLAT NO. 2801

A PORTION OF THE SE 1/4 OF SECTION 11, TWN. 9 N RG. 28 E & THE NE 1/4 OF SECTION 14, TWN. 9 N, RG. 28 E, W.M., CITY OF RICHLAND, BENTON COUNTY, WA




## LEGAL DESCRIPTION:

Parcel A of Record of Survey No. 3261 as recorded in Volume 1 of Surveys on Page No. 3261 Recoeds of Benton County Washington

Contains 124,662.8 S.F.

Refrance Document: Auditor file No. 2003-056216

## OWNER'S CERTIFICATE

We the undersigned, hereby certify that we are the Owner's of the Parcel of land described hereon, and that we have caused said land to be Surveyed and Short Platted into Lots as shown and that the Easements on said Short Plat are hereby Granted for the uses shown hereon.

City Manager City of Richland — Date: 4/20/04
John C. Darrington

City Clerk City of Richland — Date: 4/20/04
Cynthia D. Johnson

## ACKNOWLEDGEMENT

State of Washington:
County of Benton: S.S.

MARILYN A. COTE NOTARY PUBLIC STATE OF WASHINGTON 8-24-04

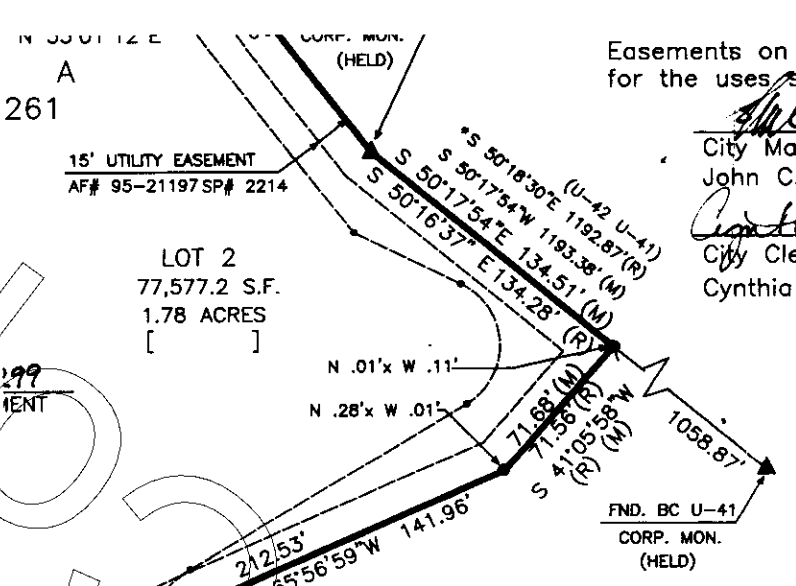
This is to Certify that on this 20th day of April, 2004, personally appeared before me John C. Darrington, City Manager of The City of Richland and Cynthia D. Johnson, City Clerk of The City of Richland, to me known to be the individuals in and who

EXHIBIT ONLY

2015-013893 05/19/2015 01:40:05 PM Page 1 of 2

2015-013893
05/19/2015 01:40:05 PM Page 15 of 25

Document Copy




Easements on said Short Plat are hereby Granted for the uses shown hereon.

City Manager City of Richland
John C. Darrington — Date: 4/20/04

City Clerk City of Richland
Cynthia D. Johnson — Date: 4/20/04

## ACKNOWLEDGEMENT

State of Washington:
County of Benton: S.S.

MARILYN A. COTE NOTARY PUBLIC 8-24-04 STATE OF WASHINGTON

This is to Certify that on this 20th day of April, 2004, personally appeared before me John C. Darrington, City Manager of The City of Richland and Cynthia D. Johnson, City Clerk of The City of Richland, to me known to be the individuals in and who executed the foregoing "Owner's Certificate", and Acknowledged to me that they have 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 20th day of April, 2004

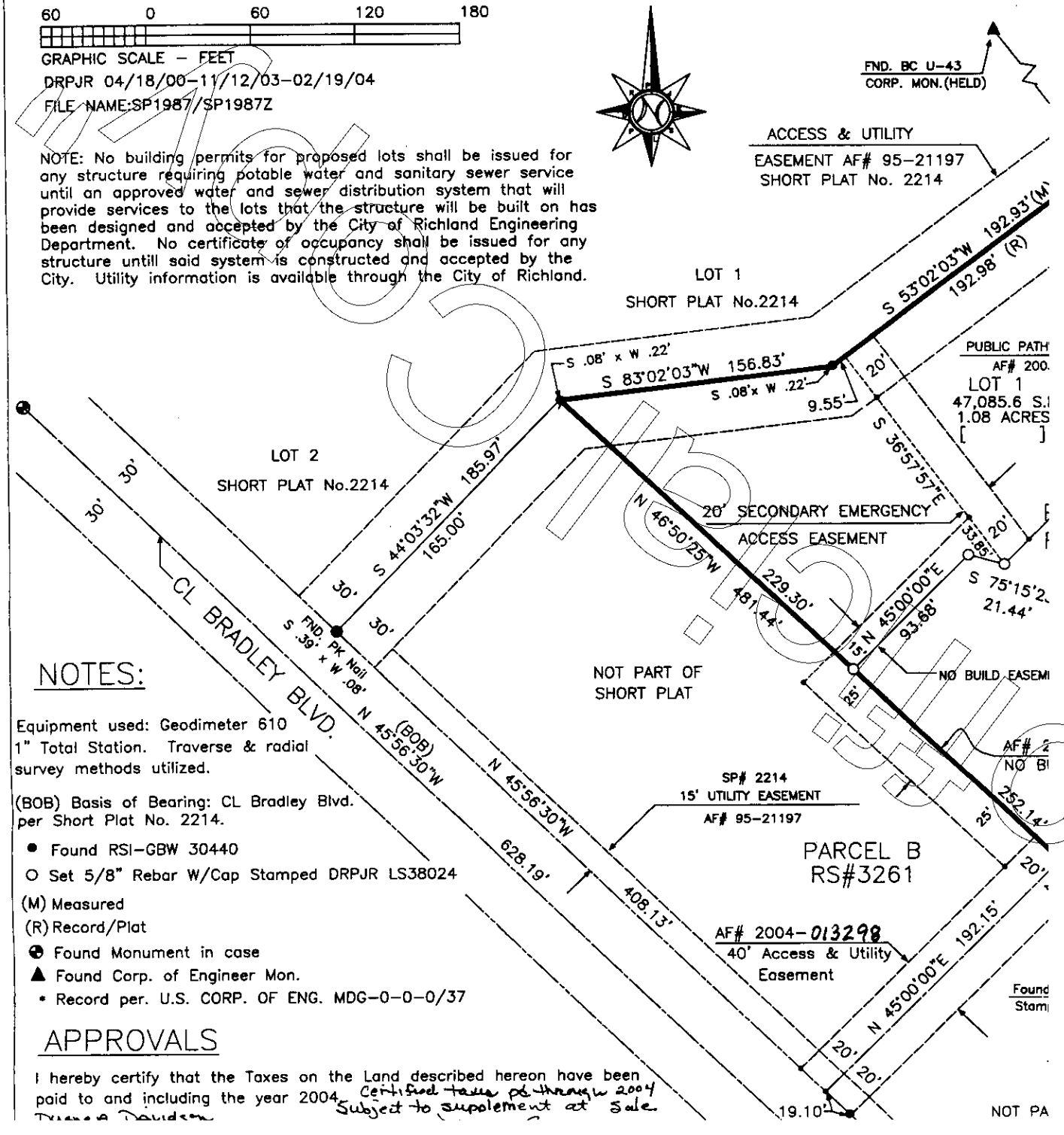
Marilyn A. Cote'
Notary Public on and for the State of Washington
Residing at Kennewick My Commission Expires: 9/24/04.

## SURVEYOR'S CERTIFICATE

DANIEL RAY PENWELL JR. STATE OF WASHINGTON 38024 REGISTERED PROFESSIONAL LAND SURVEYOR 02-20-04

I, Daniel Ray Penwell Jr., A Professional Land Surveyor in the State of Washington Reg. No. 38024, based on my knowledge, information, and belief, hereby certify that this map correctly represents an actual field survey conducted under my direct supervision in conformance with the requirements of the Survey Recording Act, Chapter 50, Laws of 1973, and that all bearings, distances and calls are correct and that all lot corners are staked on the ground as shown hereon.

2015-013893
05/19/2015 01:40:05 PM Page 16 of 25




## NOTES:

Equipment used: Geodimeter 610 1" Total Station. Traverse & radial survey methods utilized.

(BOB) Basis of Bearing: CL Bradley Blvd. per Short Plat No. 2214.

- ● Found RSI-GBW 30440
- O Set 5/8" Rebar W/Cap Stamped DRPJR LS38024
- (M) Measured
- (R) Record/Plat
- ⊕ Found Monument in case
- ▲ Found Corp. of Engineer Mon.
- • Record per. U.S. CORP. OF ENG. MDG-0-0-0/37

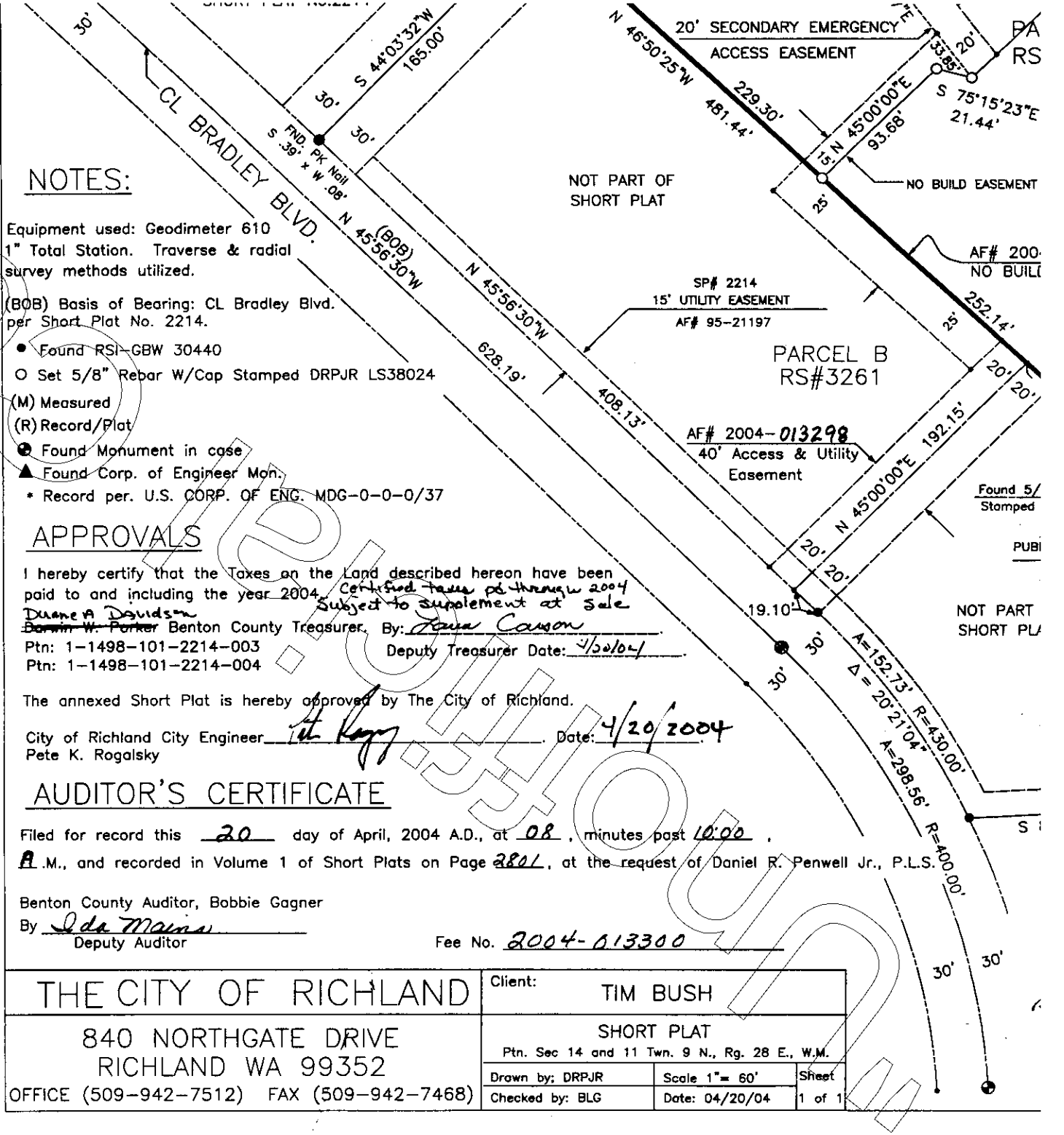
## APPROVALS

I hereby certify that the Taxes on the Land described hereon have been paid to and including the year 2004. Certified taxes paid through 2004 Subject to supplement at Sale.

Treasurer Davidson

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2015-013893
05/19/2015 01:40:05 PM Page 17 of 25




## NOTES:

Equipment used: Geodimeter 610 1" Total Station. Traverse & radial survey methods utilized.

(BOB) Basis of Bearing: CL Bradley Blvd. per Short Plat No. 2214.

● Found RSI-GBW 30440

O Set 5/8" Rebar W/Cap Stamped DRPJR LS38024

(M) Measured

(R) Record/Plat

Found Monument in case

▲ Found Corp. of Engineer Mon.

* Record per. U.S. CORP. OF ENG. MDG-0-0-0/37

## APPROVALS

I hereby certify that the Taxes on the Land described hereon have been paid to and including the year 2004. Certified taxes paid through 2004 Subject to supplement at Sale

~~Duane A Davidson~~
~~Darwin W. Parker~~ Benton County Treasurer. By: Tana Carson

Ptn: 1-1498-101-2214-003 Deputy Treasurer Date: 4/20/04

Ptn: 1-1498-101-2214-004

The annexed Short Plat is hereby approved by The City of Richland.

City of Richland City Engineer Pete K. Rogalsky. Date: 4/20/2004

## AUDITOR'S CERTIFICATE

Filed for record this 20 day of April, 2004 A.D., at 08 minutes past 10:00 A.M., and recorded in Volume 1 of Short Plats on Page 2801, at the request of Daniel R. Penwell Jr., P.L.S.

Benton County Auditor, Bobbie Gagner

By Ida Mains
Deputy Auditor

Fee No. 2004-013300

| | | |
|---|---|---|
| THE CITY OF RICHLAND | Client: TIM BUSH | |
| 840 NORTHGATE DRIVE<br>RICHLAND WA 99352<br>OFFICE (509-942-7512) FAX (509-942-7468) | SHORT PLAT<br>Ptn. Sec 14 and 11 Twn. 9 N., Rg. 28 E., W.M. | |
| | Drawn by: DRPJR | Scale 1"= 60' |
| | Checked by: BLG | Date: 04/20/04 |
| | | Sheet 1 of 1 |

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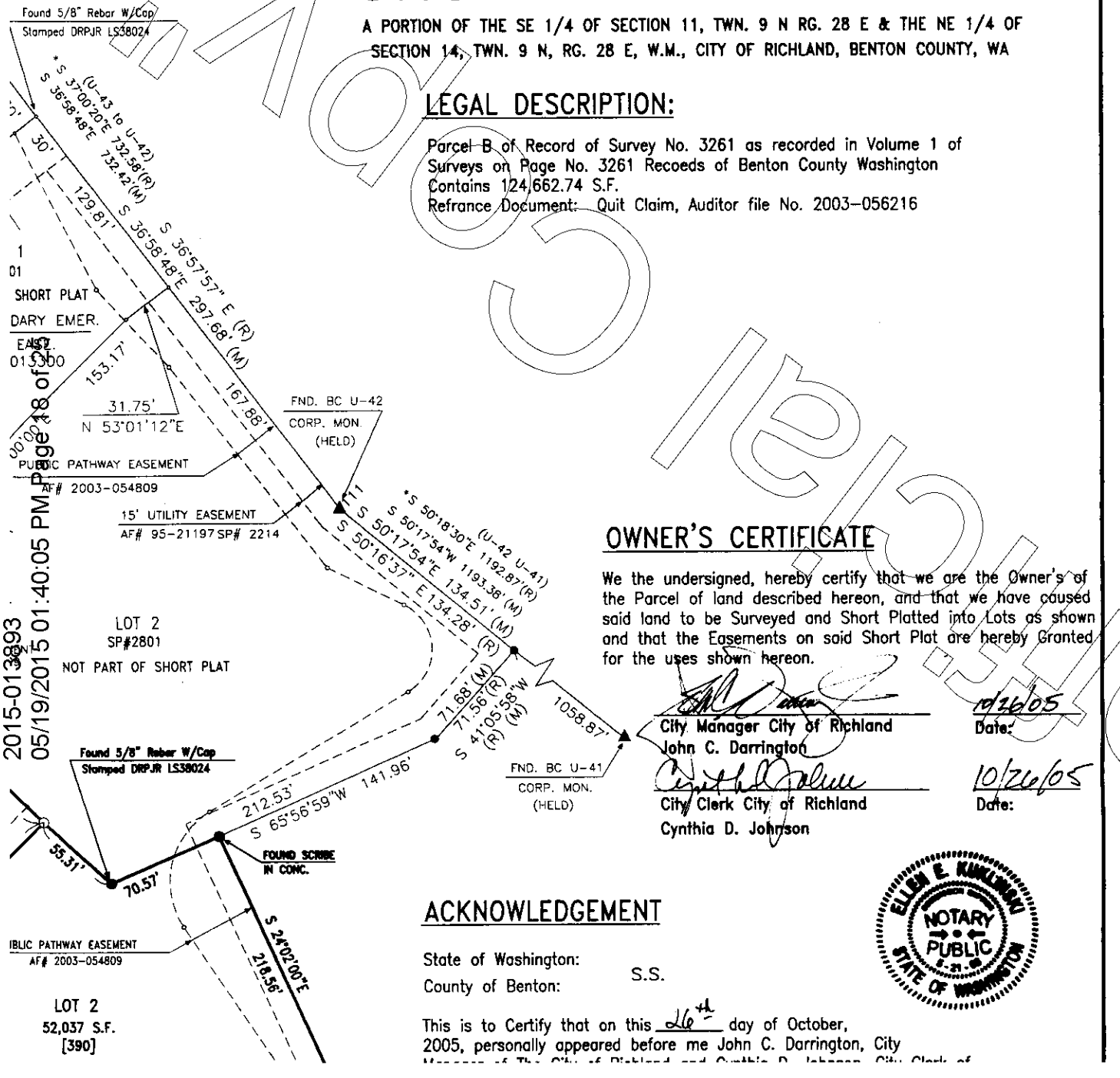
11/14-9-28

# SHORT PLAT NO. 2909

A PORTION OF THE SE 1/4 OF SECTION 11, TWN. 9 N RG. 28 E & THE NE 1/4 OF SECTION 14, TWN. 9 N, RG. 28 E, W.M., CITY OF RICHLAND, BENTON COUNTY, WA

## LEGAL DESCRIPTION:

Parcel B of Record of Survey No. 3261 as recorded in Volume 1 of Surveys on Page No. 3261 Recoeds of Benton County Washington
Contains 124,662.74 S.F.
Refrance Document: Quit Claim, Auditor file No. 2003-056216




## OWNER'S CERTIFICATE

We the undersigned, hereby certify that we are the Owner's of the Parcel of land described hereon, and that we have caused said land to be Surveyed and Short Platted into Lots as shown and that the Easements on said Short Plat are hereby Granted for the uses shown hereon.

City Manager City of Richland
John C. Darrington
Date: 10/26/05

City Clerk City of Richland
Cynthia D. Johnson
Date: 10/26/05

## ACKNOWLEDGEMENT

State of Washington:
County of Benton: S.S.

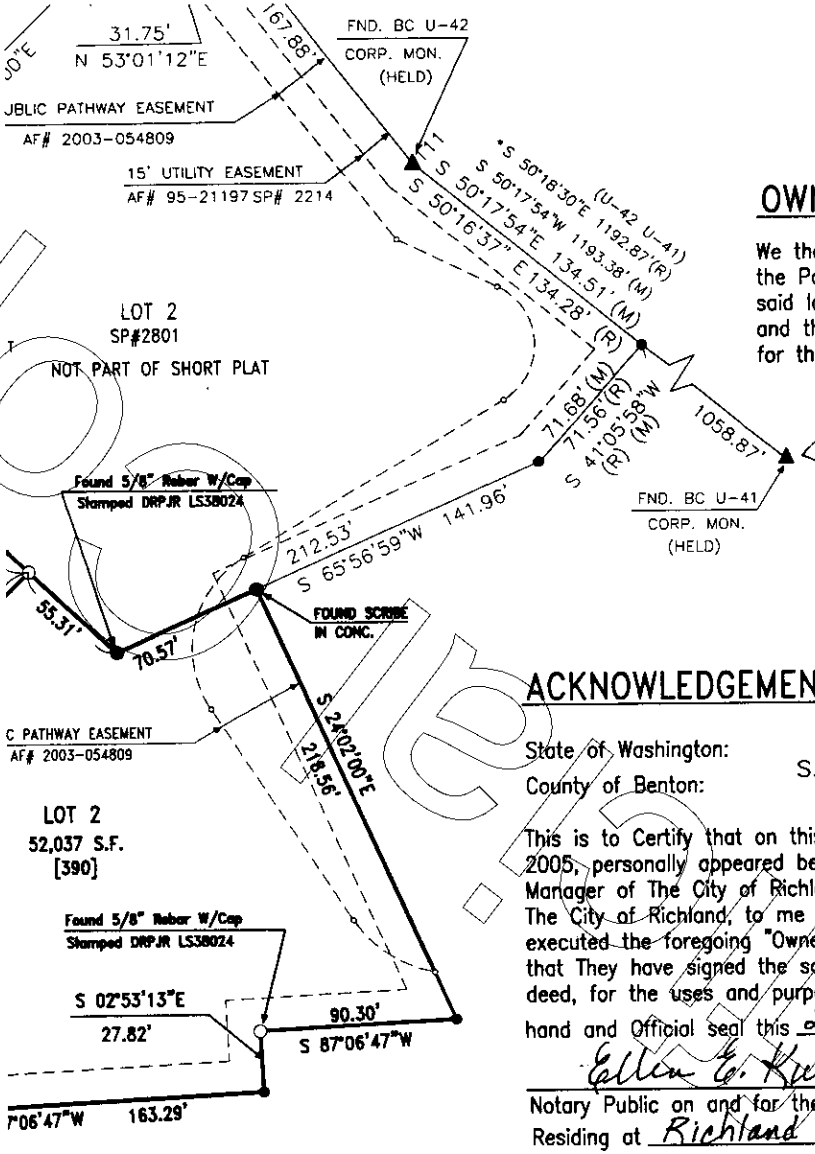
This is to Certify that on this 26th day of October, 2005, personally appeared before me John C. Darrington, City Manager of The City of Richland and Cynthia D. Johnson, City Clerk of

ELLEN E. KNICKERBOCKER NOTARY PUBLIC STATE OF WASHINGTON 5-21-

2015-013893
05/19/2015 01:40:05 PM Page 18 of 20

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2015-013893
05/19/2015 01:40:05 PM Page 19 of 25




## OWNER'S CERTIFICATE

We the undersigned, hereby certify that we are the Owner's of the Parcel of land described hereon, and that we have caused said land to be Surveyed and Short Platted into Lots as shown and that the Easements on said Short Plat are hereby Granted for the uses shown hereon.

City Manager City of Richland
John C. Darrington — Date: 10/26/05

City Clerk City of Richland
Cynthia D. Johnson — Date: 10/26/05

## ACKNOWLEDGEMENT

State of Washington:
County of Benton: S.S.

This is to Certify that on this 26th day of October, 2005, personally appeared before me John C. Darrington, City Manager of The City of Richland and Cynthia D. Johnson, City Clerk of The City of Richland, to me known to be the individuals in and who executed the foregoing "Owner's Certificate", and Acknowledged to me that They have 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 26th day of October, 2005.

Ellen E. Kuklinski
Notary Public on and for the State of Washington
Residing at Richland. My Commission Expires: 5-21-08.

ELLEN E. KUKLINSKI NOTARY PUBLIC 5-21-08 STATE OF WASHINGTON

## SURVEYOR'S CERTIFICATE

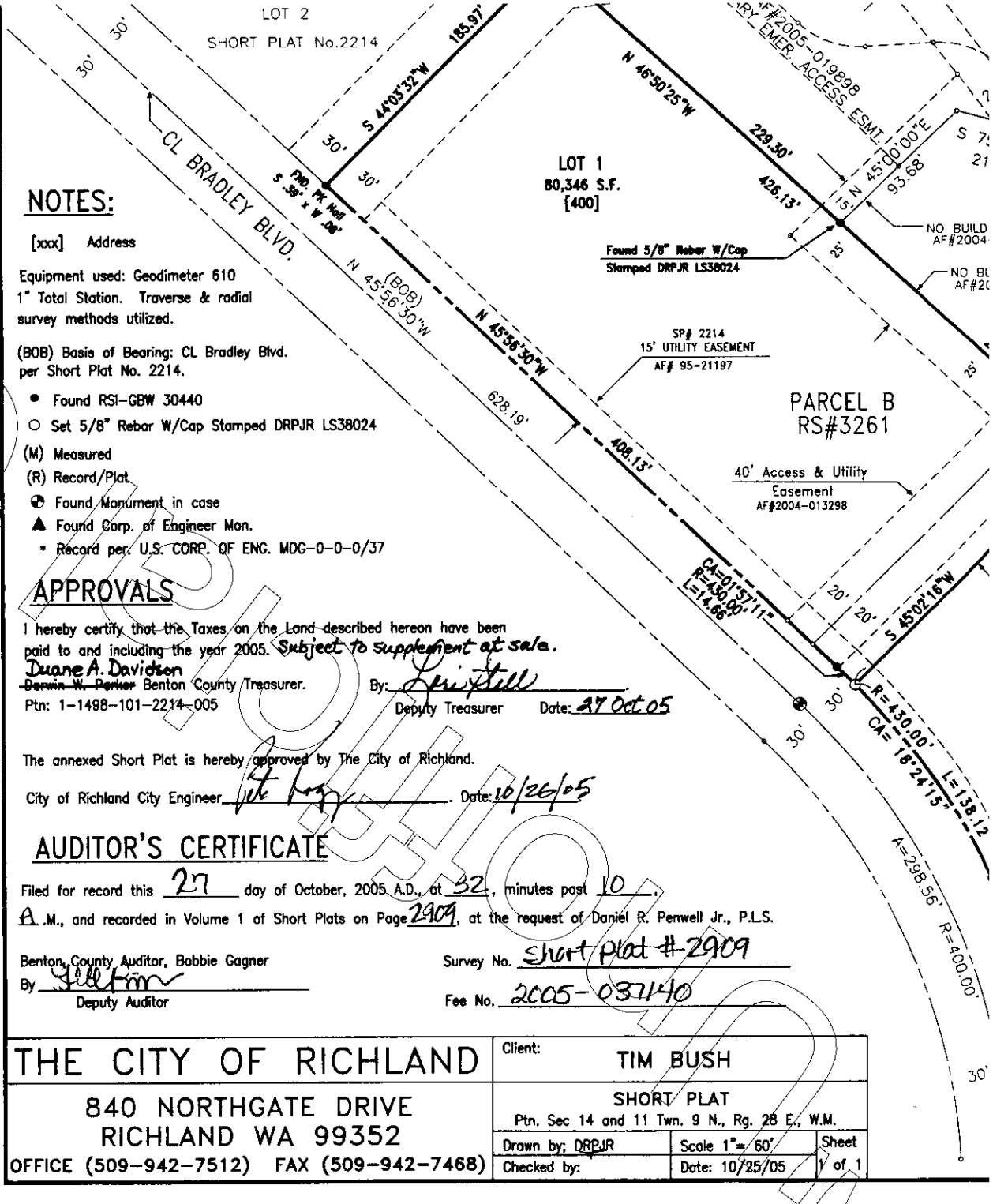
I, Daniel Ray Penwell Jr., A Professional Land Surveyor in the State of Washington Reg. No. 38024, based on my knowledge, information, and belief, hereby certify that this map correctly represents an actual field survey conducted under my direct supervision in conformance with the requirements of the Survey Recording Act, Chapter 50, Laws of 1973, and that all bearings, distances and calls are correct and that all lot corners are staked on the ground as shown hereon.

DANIEL RAY PENWELL JR. STATE OF WASHINGTON 38024 REGISTERED PROFESSIONAL LAND SURVEYOR EXPIRES: 02-20-06

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05/19/2015 01:40:05 PM Page 20 of 25




## NOTES:

[xxx] Address

Equipment used: Geodimeter 610 1" Total Station. Traverse & radial survey methods utilized.

(BOB) Basis of Bearing: CL Bradley Blvd. per Short Plat No. 2214.

- ● Found RSI-GBW 30440
- ○ Set 5/8" Rebar W/Cap Stamped DRPJR LS38024
- (M) Measured
- (R) Record/Plat
- ◔ Found Monument in case
- ▲ Found Corp. of Engineer Mon.
- * Record per: U.S. CORP. OF ENG. MDG-0-0-0/37

## APPROVALS

I hereby certify that the Taxes on the Land described hereon have been paid to and including the year 2005. Subject to supplement at sale.

Duane A. Davidson
~~Darwin W. Parker~~ Benton County Treasurer. By: Jeri Still
Ptn: 1-1498-101-2214-005 Deputy Treasurer Date: 27 Oct 05

The annexed Short Plat is hereby approved by The City of Richland.

City of Richland City Engineer _____. Date: 10/26/05

## AUDITOR'S CERTIFICATE

Filed for record this 27 day of October, 2005 A.D., at 32, minutes past 10 A.M., and recorded in Volume 1 of Short Plats on Page 2909, at the request of Daniel R. Penwell Jr., P.L.S.

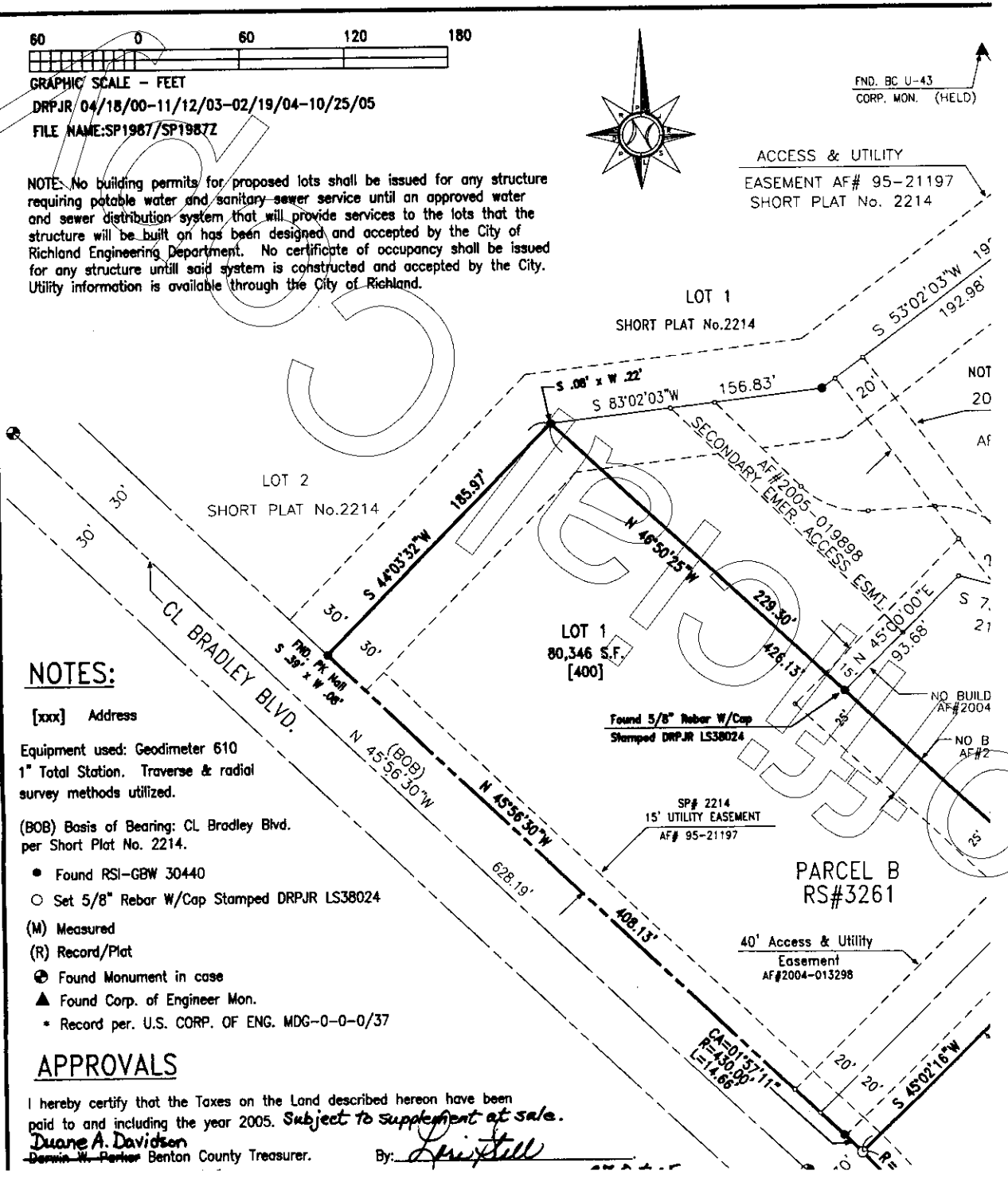
Benton County Auditor, Bobbie Gagner
By _____
Deputy Auditor

Survey No. Short Plat #2909
Fee No. 2005-037140

| | | |
|---|---|---|
| THE CITY OF RICHLAND | Client: TIM BUSH | |
| 840 NORTHGATE DRIVE<br>RICHLAND WA 99352<br>OFFICE (509-942-7512) FAX (509-942-7468) | SHORT PLAT<br>Ptn. Sec 14 and 11 Twn. 9 N., Rg. 28 E., W.M. | |
| | Drawn by: DRPJR | Scale 1"= 60' |
| | Checked by: | Date: 10/25/05 |
| | | Sheet 1 of 1 |

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2015-013893
05/19/2015 01:40:05 PM Page 21 of 25




## NOTES:

[xxx] Address

Equipment used: Geodimeter 610 1" Total Station. Traverse & radial survey methods utilized.

(BOB) Basis of Bearing: CL Bradley Blvd. per Short Plat No. 2214.

- ● Found RSI-GBW 30440
- ○ Set 5/8" Rebar W/Cap Stamped DRPJR LS38024
- (M) Measured
- (R) Record/Plat
- ◒ Found Monument in case
- ▲ Found Corp. of Engineer Mon.
- * Record per. U.S. CORP. OF ENG. MDG-0-0-0/37

## APPROVALS

I hereby certify that the Taxes on the Land described hereon have been paid to and including the year 2005. Subject to supplement at sale.

Duane A. Davidson
~~Darwin W. Parker~~ Benton County Treasurer. By: Lori Still

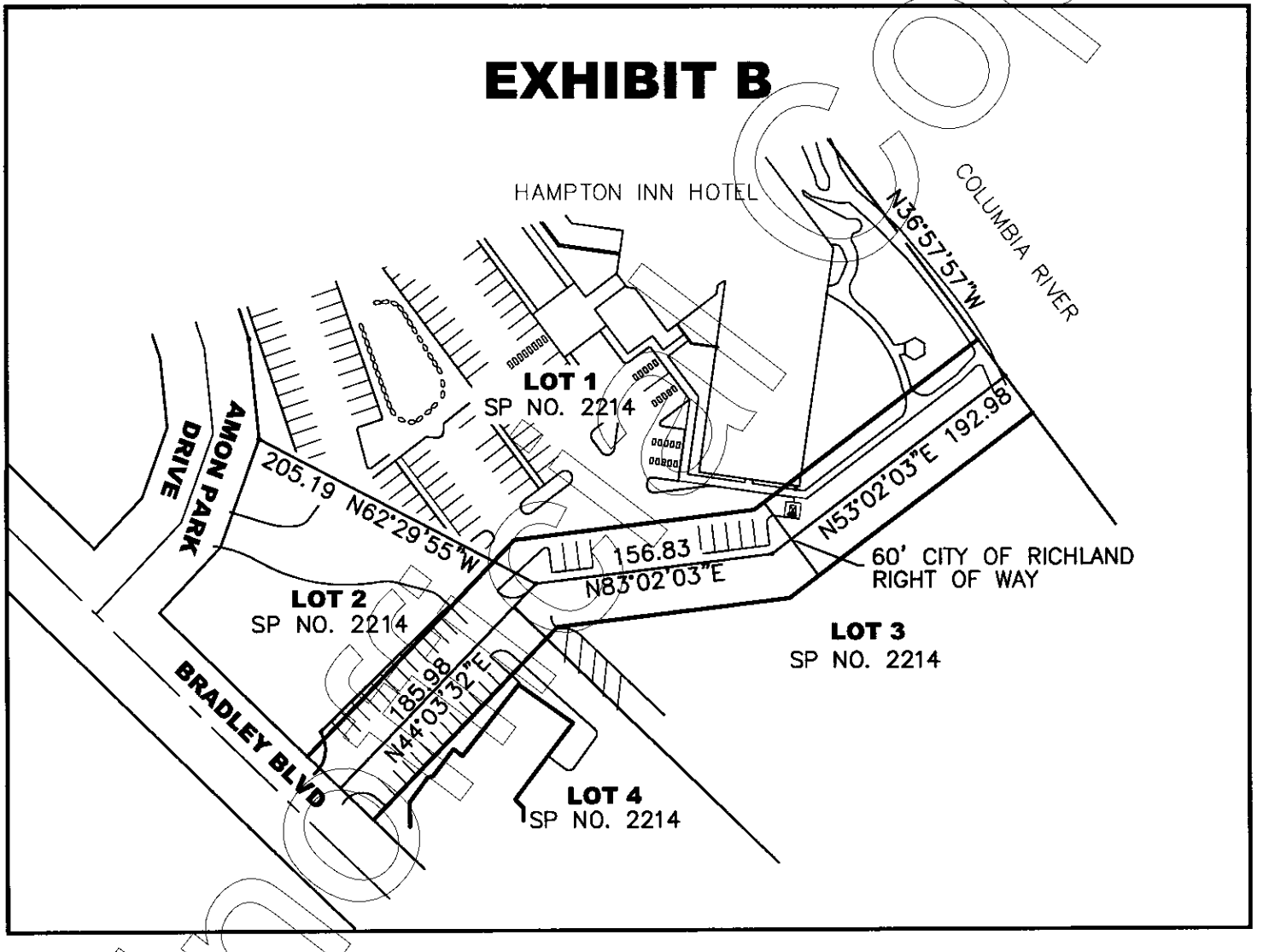
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# EXHIBIT "B"

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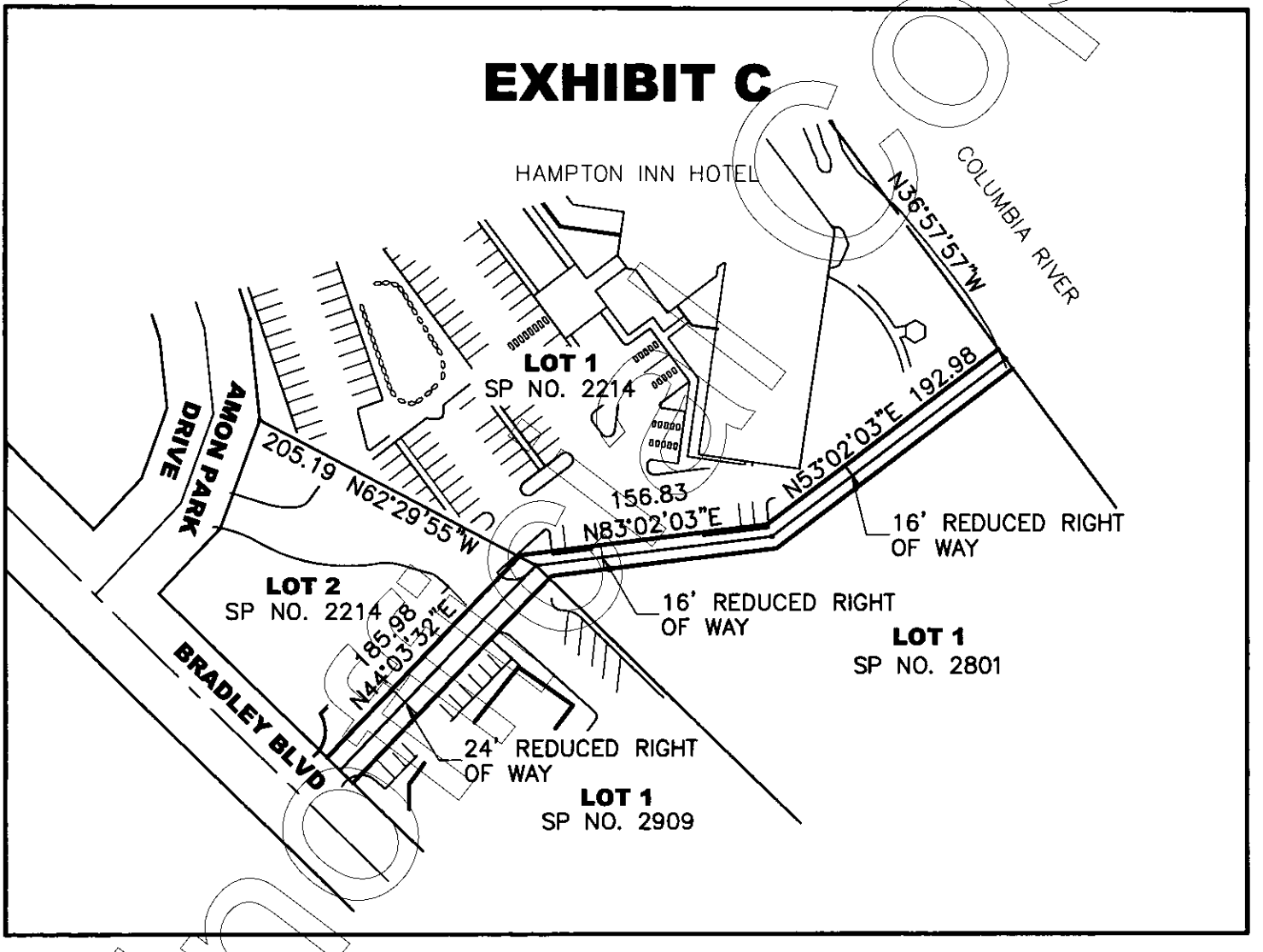
# EXHIBIT B



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# EXHIBIT "C"

# EXHIBIT C




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EXHIBIT 6

# CITY OF RICHLAND
# NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (SSDP2022-101 & EA2022-105)

**Notice** is hereby given that Knutzen Engineering has applied for a Shoreline Management Substantial Development Permit on behalf of Cedar and Sage Apartments 1, LLC, owner, to construct a 31,400 s.f. apartment building (32 units) with 12,204 s.f. of underground parking. The project will also result in above-ground paved parking with drive aisles, necessary utility improvements, and a pedestrian pathway along the north property line to facilitate public access to the waterfront. The applicants are also requesting to increase the building height pursuant to RMC 26.30.013 from 35-feet to 55-feet.

**Project Site:** 470 Bradley Blvd. upon Assessor's Parcel No. 114981012801001. The legal description of the site is Lot 1 of Short Plat No. 2801, according to the survey thereof recorded under Auditor's File No. 2004-01330, records of Benton County, Washington.

**Public Hearing:** The Richland Hearings Examiner will conduct a public hearing and review of the application at 6:00 p.m., Monday, June 13, 2022 in the Richland City Hall Council Chambers, 625 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing or by visiting the City of Richland website (www.ci.richland.wa.us) and joining via Zoom. Copies of the complete application packet, SEPA Checklist and related materials can be obtained 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.

**Public Comment:** 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 emailed to mstevens@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, May 25, 2022, to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing. Written comment will not be accepted after 6 p.m. on Sunday, June 12, 2022; however verbal comments may be presented during the public hearing.

**Appeal:** The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 26 Shoreline Master Program. 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.

# Vicinity Map

Item: Shoreline Substantial Development Permit
Applicant: Cedar & Sage Apartments 1, LLC
File #: SSDP2022-101 & EA2022-105



**AFFIDAVIT OF MAILING**

STATE OF WASHINGTON )
) ss.
COUNTY OF BENTON )

COMES NOW, Carly Kirkpatrick, 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 25th day of April, 2022, I mailed a copy of the attached NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (SSDP2022-101 & EA2022-105) to the attached list of individuals via regular USPS or email on the date indicated above. The Richland City Council will conduct a virtual public hearing at 6:00 p.m. on Tuesday, September 21, 2021.

Signed: Carly Kirkpatrick

SIGNED AND SWORN to before me this 25th day of April, 2022 by Lynne Follett.

OCTOBER L FOLLETT
NOTARY PUBLIC #188772
STATE OF WASHINGTON
COMMISSION EXPIRES
NOVEMBER 1, 2024

Notary Public in and for the State of Washington,

October L. Follett
Print Name
Residing at West Richland, WA
My appointment expires: 11-1-24


Notice of Closed Record Hearing attached.
Address list attached.

OCTOBER LOLLETT
NOTARY PUBLIC #188115
STATE OF WASHINGTON
COMMISSION EXPIRES
NOVEMBER 1, 2024

# CITY OF RICHLAND
# NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS (SSDP2022-101 & EA2022-105)

**Notice** is hereby given that Knutzen Engineering has applied for a Shoreline Management Substantial Development Permit on behalf of Cedar and Sage Apartments 1, LLC, owner, to construct a 31,400 s.f. apartment building (32 units) with 12,204 s.f. of underground parking. The project will also result in above-ground paved parking with drive aisles, necessary utility improvements, and a pedestrian pathway along the north property line to facilitate public access to the waterfront. The applicants are also requesting to increase the building height pursuant to RMC 26.30.013 from 35-feet to 55-feet.

**Project Site:** 470 Bradley Blvd. upon Assessor's Parcel No. 114981012801001. The legal description of the site is Lot 1 of Short Plat No. 2801, according to the survey thereof recorded under Auditor's File No. 2004-01330, records of Benton County, Washington.

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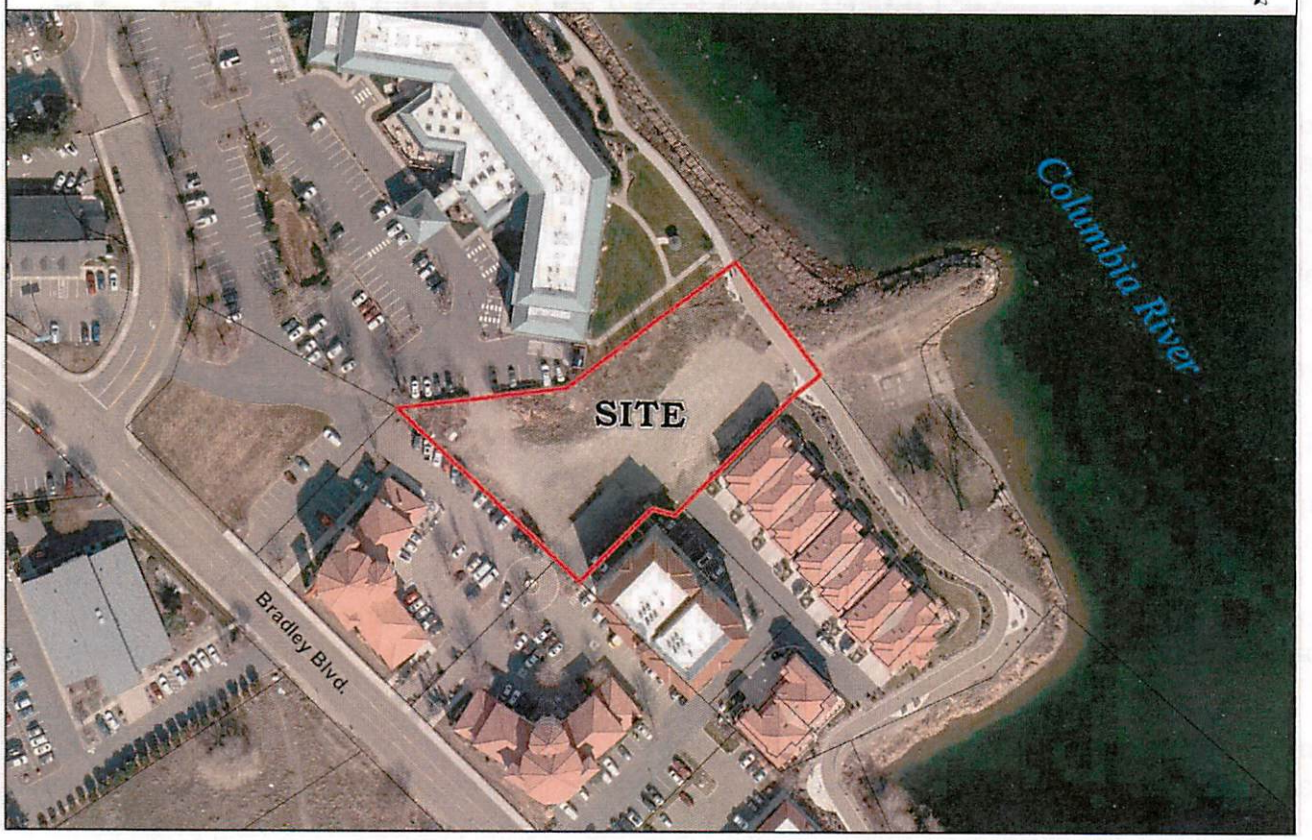
**Environmental Review:** The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (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.

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**Vicinity Map**

Item: Shoreline Substantial Development Permit
Applicant: Cedar & Sage Apartments 1, LLC
File #: SSDP2022-101 & EA2022-105



| owner | addr_line1 | addr_line2 | addr_state | addr_city | addr_zip |
|---|---|---|---|---|---|
| RIVER WALK VILLAGE INVESTMENTS LLC | 12906 N ADDISON ST | | WA | SPOKANE | 99218 |
| PSALM 121 LLC | 490 BRADLEY BLVD | | WA | RICHLAND | 99352 |
| WALKER PATRICK CRAIG | 464 BRADLEY BLVD | | WA | RICHLAND | 99352 |
| RIVER WALK VILLAGE INVESTMENTS LLC | 12906 N ADDISON ST | | WA | SPOKANE | 99218 |
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| ANCHORAGE CORPORATE AIRCRAFT CENTER LLC | PO BOX 190869 PMB 25196 | | AK | ANCHORAGE | 99519 |
| VANDERVERT DEVELOPMENTS LLC | 12906 N ADDISON ST | | WA | SPOKANE | 99218 |
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| EASTERDAY JODY & ANDREW WILLS | PO BOX 2813 | | WA | PASCO | 99303 |
| FREDERICKS JAMES & CATHERINE | 468 BRADLEY BLVD | | WA | RICHLAND | 99352 |
| DETIENNE KIM D | 440 BRADLEY BLVD UNIT 9 | | WA | RICHLAND | 99352 |
| ADKINS GARY W & JEANETTE K | 456 BRADLEY BLVD UNIT 7 | | WA | RICHLAND | 99352 |
| BETZ JANET L & ANDERSON VIOLET M | 458 BRADLEY BLVD | | WA | RICHLAND | 99352 |
| GOTTSCHALK TRUSTEES DWIGHT A & MARILYN | PO BOX 10 | | WA | RICHLAND | 99352 |
| MANOLOPOULOS PAUL T & LYNN T | 6511 108TH AVE NE | | WA | KIRKLAND | 98033 |
| STIPE EDWARD M & MARSHA M | 462 BRADLEY BLVD UNIT 4 | | WA | RICHLAND | 99352 |
| DR. EMMANUEL AMINONE EDIBIOKPO TRUST | 8656 W GAGE BLVD STE 101 | | WA | KENNEWICK | 99336 |
| SRA-CH RICHLAND I LLC | 450 BRADLEY BLVD | | WA | RICHLAND | 99352 |

**AFFIDAVIT OF POSTING**

STATE OF WASHINGTON )
) ss.
COUNTY OF BENTON )

COMES NOW, **Mike 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 April 2022, I posted the attached NOTICE OF PUBLIC HEARING, File Number SSDP2022-101 in the following location:

At the entrance to 470 Bradley Blvd, Richland WA, Benton County Tax Parcel # 1-14981012801001

Signed: Mike Stevens

SIGNED AND SWORN to before me this 13th day of May 2022, by Mike Stevens.

CARLY KIRKPATRICK
Notary Public
State of Washington
Commission # 210539
My Comm. Expires Oct 6, 2023

Signature of Notary

Carly Kirkpatrick
Printed Name

Notary Public in and for the State of Washington,
Residing in Richland, WA
My appointment expires: Oct. 6, 2023

McClatchy

Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee
The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald
el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi
Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

# AFFIDAVIT OF PUBLICATION

| Account # | Order Number | Identification | Order PO | Amount | Cols | Depth |
|---|---|---|---|---|---|---|
| 36823 | 252657 | Print Legal Ad - IPL0070295 | D2586000 4401 HE PHN | $236.49 | 2 | 49 L |

**Attention:** Jana Duncan

CITY OF RICHLAND/LEGALS
625 SWIFT BLVD. MS-05
RICHLAND, WA 99352

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**CITY OF RICHLAND**
**NOTICE OF PUBLIC HEARING & OPTIONAL DNS**
**(SSDP2022-101 & EA2022-105)**

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**Appeal:** The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 26 Shoreline Master Program. 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.

Published: Tuesday, April 26, 2022
IPL0070295
May 26 2022

COUNTY OF BENTON)
SS
STATE OF WASHINGTON)

Keriann Leenerts, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, ran 1 time(s) commencing on 05/26/2022, and ending on 05/26/2022 and that said newspaper was regularly distributed to its subscribers during all of this period.

(Signature of Legals Clerk)

Sworn to and subscribed before me this 26th day of April in the year of 2022

Stefani Beard

Notary Public in and for the state of Texas, residing in Dallas County

STEFANI SCOTT BEARD
My Notary ID # 131768951
Expires October 23, 2022

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

| owner | addr_line1 | addr_line2 | addr_state | addr_city | addr_zip |
|---|---|---|---|---|---|
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EXHIBIT 7

# 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:

   *Riverfront Apartments*

2. Name of applicant:

   *Knutzen Engineering*

3. Address and phone number of applicant and contact person:

   *5401 Ridgeline Dr, Suite 160, Kennewick, WA 99338*

4. Date checklist prepared:

*12/17/2021*

5. Agency requesting checklist:

*City of Richland*

6. Proposed timing or schedule (including phasing, if applicable):

*Construction is expected to begin by 04/01/2022 and will completed in a single phase.*

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

*There are no plans for future additions or expansion. The project will fully develop the property.*

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

*A geotechnical report was prepared for the property by GN Northern, Inc. in July 2021. GNN Project No.221-1411. A cultural resources survey will be performed if required by the City of Richland.*

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.

*Shoreline Management Substantial Development Permit, Grading Permit, Commercial Construction Permit, and a Building Height Variance. The permits will be obtained through 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.)

*The project proposes a new 31,400 SF residential apartment building with a 12,204 SF underground parking level. A total of 32 residential units are currently proposed. Paved parking, drive aisles, and necessary utility improvements are proposed in association with the new building. The project will also propose a new pedestrian pathway along the north property line to facilitate public access to the waterfront.*

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 at 470 Bradley Blvd, Richland, WA 99352, and encompasses a single parcel. Benton County parcel #114981012801001. Legal Description: Lot1, Short Plat No. 2801, according to the survey thereof recorded under auditor's File No. 2004-01330, records of Benton County, Washington.*

## *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 10%. The majority of the site is under 5% slopes.*

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.
*GN Northern identified the subsurface soil conditions as uniform across the site. Site soils typically consist of Silty Sand with Gravel (SM), Sandy Silty (ML), and Silt with Sand (ML).*

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.
*None known.*

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 appears to have been previously graded flat in association with previous development of adjacent properties. Footings will be excavated for the proposed building and the site will be graded to ensure proper stormwater drainage. The site is expected to balance on-site without the import or export of materials.*

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
*Erosion could occur on-site but will be minimized through implementation of BMP's during construction, including silt fencing, a construction entrance, ground cover, waddles, site watering for dust control, and catch basin inserts. All stormwater runoff 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 75% of the site will be covered with impervious surfaces after project construction.*

h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:
*Standard erosion control measures will be used, such as catch basin protection, silt fencing, and a stabilized construction entrance. 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 not affect air quality.*

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 Clean Air Authority. Measures include, but are not limited to; watering, lowering speed, limiting construction vehicles, and reducing the number 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.

*The property borders the Columbia River waterfront. The closest property line is approximately 40' from the existing shoreline. There is an existing public pathway along the property line bordering the shoreline.*

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 proposed building would be approximately 90 feet from the shoreline.*

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.

*No fill or dredge material will be placed in or removed from surface water or wetlands.*

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.

*The site is not designated within a floodplain per the COR Critical Areas Map.*

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 waste materials will be discharged to surface waters.*

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 groundwater will be withdrawn from a well.*

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.

*No waste materials will be discharged into the ground.*

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 building and impervious surfaces will produce stormwater runoff. The runoff will sheet flow to stormwater ponds and infiltrated on-site. Underground infiltration trenches will be used as necessary to supplement the ponds.*

2) Could waste materials enter ground or surface waters? If so, generally describe.
*Waste materials will not enter groundwater. Bio-swales provide pretreatment through surface infiltration. Pre-treatment will be installed on any underground facilities in agreement with the Stormwater Management Manual for Eastern Washington.*

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

*No, all run-off will be retained and infiltrated on-site.*

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

*Stormwater generated from impervious surfaces will infiltrate into underlying soils primarily via surface infiltration in ponds. Underground infiltration structures will be proposed as necessary to supplement the ponds.*

## 4. *Plants* [help]

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

_X_ deciduous tree: alder, maple, aspen, other
____ evergreen tree: fir, cedar, pine, other
_X_ 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?
*Existing trees and shrubs will be removed as necessary for the proposed construction.*

c. List threatened and endangered species known to be on or near the site.
*None known per the Washington Department of Fish and Wildlife.*

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
*Landscaping will be proposed for the new building and parking lot improvements in compliance with City of Richland code requirements.*

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

*None known per the Washington State Noxious Weed Data Viewer.*

## 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 _____

*Songbirds and waterfowl, such as ducks, herons, and white egrets are common to the Columbia River. The river is also habitat for a numerous fish species.*

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

*None per the Washington Department of Fish and Wildlife.*

c. Is the site part of a migration route? If so, explain.
*Yes, the City of Richland is part of the Pacific Flyway.*

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

*The proposed building location will comply with standard building setbacks per City of Richland code. The existing public pathway and associated easement along the Columbia River provides separation from the Shoreline, which will continue to be maintained.*

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

*The Columbia River is host to a variety of invasive fish species, including Carp.*

## 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.

*The new building will use electricity for lighting and appliances. Natural gas is available at the site and will likely be used for heating and appliances.*

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:

*The new building will comply with all energy efficient codes as designated by the City of Richland and the IBC.*

## 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.

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.

*There are natural gas lines in the vicinity of the project, which will be extended to service the new building. The lines are maintained by Cascade Natural Gas Company and are not expected to present a hazard to the project or vicinity.*

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.

*None known.*

4) Describe special emergency services that might be required.

*The project will utilize typical emergency service provided by the City of Richland.*

5) Proposed measures to reduce or control environmental health hazards, if any:

*None currently.*

*b. Noise*

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

*Normal traffic noise from nearby streets and boats on the Columbia River. The noise is not expected to affect the project.*

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 Noise*
*Long Term: Automobile noise from the building's residents.*

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

*Construction activities will be limited to the working hours of the day in compliance with Benton County and City of Richland noise standards.*

## 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.

*The site is currently an undeveloped lot. Adjacent properties include a Hampton Inn, commercial buildings, and residential townhomes.*

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 are no existing structures on-site.*

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

*No.*

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

*WF – Waterfront*

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

*WTF - Waterfront*

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

h. Has any part of the site been classified as a critical area by the city or county? If so, specify.
*The City of Richland locates the site within a 10 – Year Aquifer Recharge critical area.*

i. Approximately how many people would reside or work in the completed project?
*Approximately 55 people would reside in the completed project.*

j. Approximately how many people would the completed project displace?
*None.*

k. Proposed measures to avoid or reduce displacement impacts, if any:
*Not applicable.*

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 City of Richland, in accordance with all applicable zoning ordinances.*

l. Proposed measures to reduce or control impacts to agricultural and forest lands of long-term commercial significance, if any:
*Not applicable.*

## 9. *Housing* [help]

a. Approximately how many units would be provided, if any? Indicate whether high, middle, or low-income housing.
*32 high-end residential units 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:
*A housing impact fee will be paid to the City of Richland in compliance with City code.*

## 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?
*The building will be 55' tall maximum, per the maximum height variance allowed by the City of Richland for the Waterfront zoning. Building materials will comply with City of Richland building code and will be harmonious with nearby developments.*

b. What views in the immediate vicinity would be altered or obstructed?
*The view of the Columbia River from the southern-end rooms at the adjacent Hampton Inn will be altered, but not completely blocked.*

c. Proposed measures to reduce or control aesthetic impacts, if any:
*Landscaping will be installed in agreement with City of Richland code.*

## 11. *Light and Glare* [help]

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

*Parking lot and building exterior building lights will be proposed for the dark times 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.*

d. Proposed measures to reduce or control light and glare impacts, if any:
*All outdoor lighting will be shielded downward to prevent glare.*

## 12. *Recreation* [help]

a. What designated and informal recreational opportunities are in the immediate vicinity?
*The Columbia River provides numerous recreational opportunities, including fishing, boating, and kayaking. The site is approximately 450 feet from Howard Amen Park, which provides numerous recreational opportunities.*

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:
*Public access to the shoreline through the property will be provided by a paved 8' public pathway, protected by a public pathway easement dedicated to the City of Richland.*

## 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.

*None known.*

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.
*None known. It's likely the site was examined for architectural resources at a previous time due to the appearance of being previously graded in association with adjacent development. The site is listed as Survey Highly Advised: Very High Risk by the Department of Historical Preservation's WISAARD predictive model.*

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.

*Internet search for the project site. Washington State Department of Archeology and Historic Preservation and the National Register of Historic Places in Benton County.*

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 discover of potential or known archeological resources at the project site prior to or during construction, the contractor and/or any other parties involved in construction shall immediately cease all on-site construction, shall act to protect the known historical and cultural resources area from outside intrusion, and shall notify, within a maximum period of twenty-four hours from time of discovery, City of Kennewick officials 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 project site will be accessed off Bradley Blvd and Amon Park Dr, which connect to George Washington Way.*

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 nearest Ben Franklin Transit bus stop is located on Bradley Blvd, approximately 190 feet from the site. Stop ID: RC098*

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

*The completed project will provide 53 additional parking spaces, including 28 covered parking stalls on the first floor on the building.*

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).

*The project will propose an 8' pedestrian pathway from the western property line to the existing pedestrian pathway along the shoreline.*

e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe.

*The project is adjacent to the Columbia River, which is used by barges for the transportation of goods.*

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?

*The project is expected to generate approximately 163 vehicular trips on a typical weekday with peak traffic volumes occurring in the evening hours. (Per land use code 220 of the Trip Generation Manual of the ITE.)*

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:

*A Traffic Impact Fee will be payed per City of Richland code.*

### 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, the completed project's residents will utilize public services provided by the City of Richland.*

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

*The project will pay impact fees as determined by the City of Richland. The completed project will also generate additional tax revenue for the City.*

### 16. *Utilities* [help]

a. Circle utilities currently available at the site:
**electricity**, **natural gas**, **water**, **refuse service**, **telephone**, **sanitary sewer**, septic system, other _____

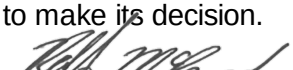
c. Describe the utilities that are proposed for the project, the utility providing the service, and the general construction activities on the site or in the immediate vicinity which might be needed.

*Potable Water – City of Richland, Electricity – City of Richland Energy Services,*

*Sewer – City of Richland, Telephone/Internet – Charter, Natural Gas – CNGC*

## *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 Robert McLeod

Position and Agency/Organization Junior Engineer / Knutzen Engineering

Date Submitted: 12/20/2021

**File No**. EA2022-105

# CITY OF RICHLAND
## Mitigated Determination of Non-Significance

**Description of Proposal:** Construction of a 31,400 s.f. apartment building (32 units) with 12,204 s.f. of underground parking. The project will also result in above-ground paved parking with drive aisles, necessary utility improvements, and a pedestrian pathway along the north property line to facilitate public access to the waterfront. The applicants are also requesting to increase the building height pursuant to RMC 26.30.013 from 35-feet to 55-feet.

**Proponent:** Knutzen Engineering on behalf of Cedar and Sage Apartments 1, LLC
5401 Ridgeline Dr., Suite 160
Kennewick, WA 99338

**Location of Proposal:** 470 Bradley Blvd. upon Assessor's Parcel No. 114981012801001. The legal description of the site is Lot 1 of Short Plat No. 2801, according to the survey thereof recorded under Auditor's File No. 2004-01330, records of Benton County, Washington.

**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 MDNS 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:** May 27, 2022

**Signature**

## CONDITIONS FOR MITIGATING ENVIRONMENTAL IMPACTS

1. An Aquifer Recharge Area Report shall be prepared pursuant to RMC 26.60.060, Reports and Studies and submitted to the City of Richland prior to the issuance of any development permits for the subject property.

2. A detailed Archaeological Survey shall be performed by a licensed archaeologist and submitted to the City of Richland, Yakama Nation, Confederated Tribes of the Umatilla Indian Reservation and Department of Archaeological and Historic Preservation prior to issuance of any development permits for the subject property.

EXHIBIT 8

RECEIVED
MAY 25 2022
Planning &
Development Services

May 25, 2022

Mr. Michael Stevens, Planning Manager
625 Swift Blvd. MS #35
Richland, WA 99352

RE: SSDP 2022-101, APN #114981012801001: 470 Bradley Blvd. Project Site

Dear Mr. Stevens,

I am writing to express my view that the application by Knutzen Engineering for Cedar & Sage Apartments 1, LLC does not meet the criteria to receive a height variance to build an apartment building at 470 Bradley Blvd. I own and live in the condominium at 468 Bradley Blvd. which is adjacent on the south side of the proposed 32 unit apartment building.

1.RE: Height variance & views. Page 9 of the SPA checklist asks "What views in the immediate vicinity would be altered or obstructed?" The answer "The view of the Columbia River from the southern-end rooms at the adjacent Hampton will be altered, but not completely blocked." There is no mention of damaging the view from my condo or neighbors. The answer is incomplete and misleading. The additional apartment building height would not be in line with the roof line of the Hampton Inn and River Walk Village condominiums. Additional height throws more shadows along the riverfront trail especially in the afternoon. From my condo with a 55 foot tall building as close as 10 feet from the property line, I will loose not only some river view but that of the sky. My condo has 5 large windows and 5 small windows on the north side which the proposed building will block the river view in the many of them. Furthermore, the windows and decks on the apartment building would be quite close to my condominium creating noise and vision disturbance.

2 RE:Public open space and facilities that enhance the enjoyment of the shoreline. Much of the open space planned is a paved parking lot. The building should be situated further from the Riverfront trail to provide more open space along the river to enjoy. Just because a building can be built within so many feet of the river does not mean that is the ideal distance. Both the Hampton Inn and River Walk condos are set back further from the river than this proposed building. Fisherman, Search & Rescue, Scuba divers and kayakers may use the proposed trail on the north to reach the river where they fish or embark but parking for their vehicles would not be available.

3. RE: Building features. The proposed building is lacking in style and architectural features that would blend in with the River Walk Village condominiums and surrounding buildings. It looks ordinary and plain. It is stated the building will provide "high-end residential units and underground parking units." There are parking spaces in the building but not garages. Parking is not adequate for a building with so many units. Parking in the surrounding business area is already in short supply as vehicles park in the proposed building site regularly especially in evenings. The nine units of the River Walk Condominiums are home to fewer than 15 people. To have about 55 people living in a much smaller area adjacent will change the ambience of the area regarding noise, congestion, parking and traffic.

4.RE: Distance from the Columbia River. Knutzen Engineering state "the proposed building will be located at a similar setback from the waterfront as the existing buildings ." The setback on the drawing C101 shows the southeast corner of the building substantially in front of the corner of my unit. That will block the view from the windows in the northeast corner of my unit (2 floors) which have an exceptional view up the river. Also, the material submitted fails to

recognize the river view from apartments located at 434 Bradley Blvd. which will be blocked by the proposed apartment building. Leaving more open space between my condo at 468 Bradley Blvd. and the proposed apartments at 470 Bradley Blvd. along with increased set back from the river would allow north view of the river. The proposed building location definitely creates a visual barrier and appears to be too large for the small lot.

In summary, it does not appear that the plans meet the criteria for allowing additional height to the building. The building is too large for the lot and is not situated to preserve river views from the nearby residences.

I appreciate your consideration of my comments.

Sincerely,

Catherine Fredericks

Catherine Fredericks
468 Bradley Blvd.
Richland, WA 99352

## Stevens, Mike

**From:** edward stipe <emstipe@gmail.com>
**Sent:** Tuesday, May 24, 2022 3:13 PM
**To:** Stevens, Mike
**Subject:** Proposed riverfront development by Knudsen at 474 Bradley BLVD

We've lived in the condos at 462 Bradley since they were built 17 years ago. Our 9 units are perhaps the nicest place to live in the Tri-Cities. Our units are very high end 3000+ square foot three bedroom luxury, as evidenced by a recent sale by one of our neighbor's condo for $1300000.

We always knew that the empty lot next to us would be developed. We had hoped for a project of similar quality to our condos, perhaps retail on a bottom floor and condos for sale above. I'm NOT against eventual development, but I was alarmed to learn that a five story apartment building with 32 units as small at 500 square feet was being planned! There doesn't appear to be any greenspace to warrant an exception to the height restrictions enacted by our city. Since many residents would have two cars, the parking is inadequate for 64 vehicles as well as guest parking. The drive into the development on the Hampton Inn side would not be adequate for this much traffic. The parking for the existing businesses nearby are often overflowing now, with no room for the apartment parking overflow

The public access to the riverfront on the plan appears to compete with the narrow driveway to the development, making it difficult for the many fishermen, walkers, and bikers to have access to the riverfront path. The very narrow set back from our condos would result in loss of river views for our homes and surrounding businesses. Light pollution along the river path would increase as well.

I don't see any evidence that an Environmental Impact Statement has been prepared, nor does it appear that plans have been reviewed with https://dahp.wa.gov/archaeology/tribal-consultation-information as this site may have significant ancient Native American artifacts in the ground being considered. There doesn't appear to be any plans for a very large garbage enclosure that could handle 36 households. The SEPA statement from the developers seems very inadequate as well.

The cities have recently rejected plans to convert the old Shilo Inn and the Clover Island Hotel to micro apartments, since there appear to be enough tiny apartments being planned for our communities. Why would Richland want this choice parcel be developed into more economy housing? Wouldn't this spot be perfect for small shops, kayak/bike rentals, perhaps a coffee shop or restaurant with a patio on the river, as well as luxury condos above? Such a project would be in harmony with our surrounding existing neighborhood.

Thank you for this opportunity to share my thoughts.

Mike Stipe
462 Bradley Blvd
Richland, WA 99352

Sent from Mail for Windows

## Stevens, Mike

**From:** Gary Adkins <garyadkins.properties@gmail.com>
**Sent:** Wednesday, May 25, 2022 3:43 PM
**To:** Stevens, Mike
**Subject:** 470 Bradley Blvd

Dear Mr Stevens:

My name is Gary Adkins and I live at 456 Bradley Blvd. I am one of many people who live in the area that have great concerns about the proposed construction at 470 Bradley Blvd.

1 - The 55' height would block alot of the river view for the people that live in the area.

2 - Parking, congestion, and overall safety for everyone.

3 - Green space and close boundary lines seem to be an issue.

4 - Concerns that an environmental impact study needs to be done.

5 - The proposed structure does not seem to conform to the neighboring buildings.

Thank you for your time and I hope that you will take this into consideration.

Gary Adkins
Cell #: (509) 901-3880

## Stevens, Mike

**From:** James Smith <jimbobfreemont4765@gmail.com>
**Sent:** Tuesday, May 24, 2022 10:37 AM
**To:** Stevens, Mike
**Subject:** Proposed Development by Knutson Engineering at 474 Bradley

As a resident of the River Walk Village Condo's I am writing to express my concerns for the proposed development.
1. The request for a height variance from the current limit of 35 feet to 50 feet or higher will obstruct River views for residents of our condo's and the existing Buisness venue's ; Longship Winery and The Bradley Restaurant.
2. Traffic Impact. In consideration of the proposed 32 unit complex each with two parking spaces in addition to the current traffic from our Village Condo's ,the Hampton Inn and local buisnesses I think a traffic study should be required.
3. At present I understand that the Shoreline Waterfront Plan was opposed to high occupancy multi family developments
4. As proposed there will be significant noise and lighting affecting adjacent condo's and townhomes.
5. I think an Environmental Impact Study be required.
6. Has the site been evaluated by the Native American Archeology Program?

Regards,
James Smith

## Stevens, Mike

**From:** Jan Betz <jbetz65@hotmail.com>
**Sent:** Wednesday, May 25, 2022 9:11 AM
**To:** Stevens, Mike
**Subject:** Fwd: 470 Bradley Blvd, Richland, WA 99352

Sent from my iPhone

Begin forwarded message:

> **From:** Jan Betz <jbetz65@hotmail.com>
> **Date:** May 25, 2022 at 9:00:39 AM PDT
> **To:** mstevens@ci.richland.wa.us
> **Subject: 470 Bradley Blvd, Richland, WA 99352**
>
> Dear Mr Stevens,
>
> Thank you for allowing us, as condo owners of the River Walk Village Association, to give you our thoughts on the proposed High Rise that could be next to our beautiful condos.
>
> 1. All Riverfront condos each have a minimum of 600 sq.ft. of lawn & shrubs for outdoor use by their owner, which is typical for all riverfront occupancies from the Hampton to Columbia Point.
>
> 2. There are NO multi-family dwellings or apartments.
>
> 3. All existing structures have met the current height requirements. This proposal would be the only one that doesn't.
>
> 4. ALL dwellings are OWNER occupied which ensures a minimum level of pride and upkeep guaranteeing esthetic appeal. This doesn't work with apartments! The existing density is one occupancy for each 40 ft. of riverfront with virtually No noise or intrusion into neighboring dwellings.
>
> 5. Condo associations for the entire Riverwalk from the Hampton to Columbia Point have maintained an appealing visual portrait as witnessed by the number of public passerby's that enjoy the access and use…this structure will certainly NOT add to what the city has envisioned for this area.
>
> I moved into the beautiful River Walk Village Association in 2018 for All of the reasons listed above and cannot see how this project could possibly maintain the wonderful piece of Heaven we currently enjoy, let alone add to it!? None of the nine occupants of this development are in favor of having too small condos/apartments stacked 55' high for neighbors.
>
> We would hope that city of Richland would continue with the "Good Faith" of the existing vision of development, not this one….it does NOT FIT!

Respectfully,

Jan Betz
458 Bradley Blvd
Richland, WA 99352
541-571-6596

From: Kathy Nuckolls knuckolls49@gmail.com
Subject: Fwd: I'm writing this letter to give you my concerns with the proposed Shoreline Management Substantial Development Permit SSD P 2022-101 and all associated documents.
Date: May 25, 2022 at 2:08:11 PM
To: stevens@ci.richland.wa.us

Sent from my iPhone

Begin forwarded message:

**From:** Kathy Nuckolls <knuckolls49@gmail.com>
**Date:** May 25, 2022 at 11:04:21 AM PDT
**To:** mstevens@cirichard.wa.us
**Subject: I'm writing this letter to give you my concerns with the proposed Shoreline Management Substantial Development Permit SSD P 2022-101 and all associated documents.**

I live at 466 Bradley Blvd River Walk Condo number 466. After After reading the the proposal development plan submitted by Cedar and Sage Apartment 1 LLC, I have issues with the following.
Having 32 Appartments for multi party residential use. The River front housing units along with River walking path are

all Condo,single family's owner.
The height of the units are 35' or less not the proposed 55'
I live in the 2nd Condo on the North end of the the Riverwalk Condo ass.
The apartments planned will obscure my view of the park and boat docs I now have. The large Rivers Boats docking there and their travel down the River is one of many sights I love to watch from my Patio and Deck on the second floor.
32 apartments will cause congestion of people and cars for the small area involved. This is a quiet serene place to live and I would hate to loose that. Having neighbors on the lot will be a pleasant addition if planning is done appropriately.
Kathy Nuckolls

May 23, 2022

Mr. Michael Stevens, Planning Manager
City of Richland Washington
635 Swift Blvd, MS # 35
Richland, WA 99352

Dear Mr. Stevens,
I am writing in regards to the 470 Bradley Blvd development plan submitted to the city. I have several concerns and feel this project should not go on without additional study.

Our Columbia River shoreline is a valuable asset to our Richland community. The city has done a wonderful job with the parks and shoreline preservation. The proposal at 470 Bradley does not seem to meet the intent or the integrity of other projects along the shoreline. The 470 property is one of the last pieces to fill in. It should enhance, not distract, from what has already been developed. The continuation of development with beautiful landscaping, green space, river access and sensitivity to the cultural history and ecology is essential. A high occupancy 30 unit complex with the potential of 60 + renters in that small space doesn't seem compatible with good Columbia shoreline management. This could mean an additional 60 cars feeding into a small area already busy with traffic from the Hampton Inn, The Bradley, Longship's tasting room, Riverwalk Village Town homes, (where I live), Riverwalk three story luxury apartments and the other various offices, hair dressers, etc. Has a traffic study been done? Do we want to have less green space and more parking lots? Has the congestion of pedestrian and car traffic intercepting been studied? Does this exceed the density criteria for river front property?

There is absolutely no reason to allow a height variance for this small piece of property on the shore of the beautiful Columbia River. Whatever is built in this space should be an aesthetically pleasing quality structure which this project does not seem to be. We want to see something built on this lot. My preference would be privately owned quality condos, not small boxy rental apartments. If it is apartments, they should be larger and higher quality than those in this plan. Pride of ownership makes a difference in how people maintain and care for their property. Renters come and go especially of small apartments. We have many small apartment projects going on in Richland currently and I question whether we need another one. The economy is back and it is appropriate to have quality units built on this piece of property that enhance the beauty of the shoreline, not detract. The heart of Richland, especially on the Columbia river needs additional quality projects. A 55 foot structure would disrupt the views along the river and definitely distract from the shoreline experience. This plan should not justify a height variance.

My concerns are represented by these many unanswered questions regarding, density for the size and location of the project, height variance, set back, landscaping, traffic flow, parking for

residence and guests, appropriate public access to the river, density impact on the shoreline and sensitivity to the beauty of the Richland Columbia waterfront.

Thank you for your consideration of my concerns. I look forward to having resolution to these issues.

Marsha Stipe
462 Bradley Blvd
Richland, WA 99352
509-946-6168

## Stevens, Mike

**From:** Michael Johnson <mdjohnson1492@gmail.com>
**Sent:** Monday, May 23, 2022 8:06 PM
**To:** Stevens, Mike
**Cc:** jimbobfreemont4765@gmail.com
**Subject:** Knutzen Engineering project at 470 Bradley

Hello,

I am writing to express my opposition to the project's height. I strongly believe that the height of the proposal will have a very negative impact, significantly obstructing my view. Our city is crowded enough as it is. There is plenty of room on the other side of the river or upstream.

Regards,

Michael David Johnson
Age 52
Resident
434 Bradley Blvd
Suite 303
Richland, WA 99352
509-440-0823

Mr. Mike Stevens-Planning Manager May 25, 2022
City of Richland
625 Swift Blvd, MS #35
Richland, WA. 99352

RE: SSDP 2022-101.
Applicant: Knutzen Engineering on behalf of Cedar & Sage Apartments 1, LLC

Dear Mr. Stevens,

I am a property owner at 464 Bradley Blvd, immediately to the south of the proposed development by Cedar and Sage Apartments 1, LLC. at 470 Bradley Blvd. Upon review of the application, I am very concerned about the Applicants request for additional height, proposed setbacks and lack of properly following SEPA guidelines:

**Height**

The criteria for additional height allowance in the Waterfront Environment, RMC 26.30.013, are not met in any instance:

**Sec. A.** No additional open space has been provided for in accordance with RMC 26.30.040(F)(2a):

(ii) Proposed open space does not appear to be at the elevation of the Riverside Trail

(iv) Proposed open space is not accessible to the public as it is surrounded by ornamental vegetation. Further, does the developer and future tenants really want the public picnicking on their lawn? Who cleans up after them?

(vi) The benches shown in the exhibits are existing and do not represent additional features to satisfy this requirement.

(vii) As shown on Exhibit L-2, a significant area is indicated to include ornamental vegetation, which does not allow foot traffic and as such "is excluded from the area qualifying for bonus floor area."

**Sec B.** None of the four criterions of this section have been met:

1. Views will be obstructed from adjacent residences, apartments and the hotel.

2. No additional public open space and facilities that enhance public enjoyment of the shoreline are provided;

3. The design as presented is not on par with the surrounding development of the River Walk Condos, the Riverwalk Commercial Village, the River Walk Apartments and/or the Hampton Inn. No design criteria or renderings have not been offered in the application indicating how this proposed project will meet the requirement to be *"aesthetically*

*pleasing in relation to buildings and other features in the vicinity"*. RCM 23.22.040 (Note 12)

4. The proposed structure is 112 feet wide at the waterfront on a lot that is 129.81 feet wide. This represents a greater than 86% visual barrier to the waterfront and the above grade parking garage is massive, "boxy" and generally unsightly. The east facing side of the structure, along the riverfront trail is a 112-foot ling by ~10 foot high nearly solid wall that cannot be consider aesthetically pleasing by any definition.

**Setbacks**

RNC 23.22.040(Note 9) explains that setbacks "shall maintain at least one foot of side yard for each three feet or portion thereof of building height". A 55-foot structure would therefore require a ~18 setback on each side and a 35-foot structure would require a ~11.66 side yard setback. More importantly is the east facing set back. As shown on Exhibit C101, a 47.9" set back is proposed from the property line along the river side of the public trail. This puts the southeast corner of the structure nearly 10 feet proud of the adjacent condos to the south and greatly impacts their northern views. Maintaining a setback consistent with that of the condos solves this issue.

**SEPA**

It is not clear if a Phase 1 has been completed and it appears the Applicant has failed to properly investigate and determine several SEPA Checklist items. A superficial internet search is by no means adequate. Areas of concern are:

**Item 7a1**: Lack of proper studies with regard to environmental health as this site was formally an access point to a boat launch and this suggest the possibility of contaminated soils.

**Item 10b**: Views are greatly altered and impacted by proposed development.

**Item 11:** Light and glare: What studies and criteria have been completed to assure that lighting from the apartments and parking lot do not present a safety hazard or interfere with views or the wonderful dark sky nature of the area currently.

**Item 13b:** No apparent study has been commissioned to determine possible cultural resources at this site despite the applicant indicating that site is currently listed as, "**Survey Highly Advised: Very High Risk** by the Department of Historical Preservation's WISAARD predictive model. Has the DAHP been directly advised of this proposed project?

In addition to the above there is an entire host of other concerns that must be addressed prior to approval of the project:

- Parking adequacy: No provision for guests, boats, trailers, RV's or the public who desire to access the waterfront
- Greenscape: Too much hard scape will create a horrible heat island in the summer months. More landscaping and trees very important

- Noise: A high density/high occupancy building risks upsetting the peaceful enjoyment of this neighborhood others have come to appreciate.
- Pedestrian safety: Proposed 8’ path intersects the site driveway
- Inadequate garbage facilities: small garbage enclosure is not adequate for 32 households.

In short, as presented, this project does not meet the standards and regulations for approval to increase overall building height and proposed setbacks significantly impede views. The proposed building is simply too large for this location. Further, incomplete SEPA analysis supports rejection of a DNS approval for this project.

Thank you for considering my comments,



Michael Walker
464 Bradley Blvd
Richland, WA. 99352
mlww9@msn.com

RECEIVED
MAY 25 2022
Planning &
Development Services

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

May 25, 2022

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Thank you for considering my comments,



Michael Walker
464 Bradley Blvd
Richland, WA. 99352
mlww9@msn.com

## Stevens, Mike

**From:** Manolopoulos, Lynn <lynnmanolopoulos@DWT.com>
**Sent:** Monday, May 23, 2022 10:15 AM
**To:** Stevens, Mike
**Cc:** Manolopoulos, Paul
**Subject:** 470 Bradley Blvd. Shoreline Substantial Development Permit SSDP2022-101/EA2022-105

We are writing to provide comments on the Knutzen Engineering project at 470 Bradley. We do not believe the City should issue a DNS for this project. Given its magnitude and potential impacts on the surrounding community, an EIS should be required.

The responses in the SEPA checklist are inadequate to address the various environmental impacts, including:

- Height variance and views: We do not believe this development meets the criteria required to receive a variance. The project will impact views and there is no overriding public interest served by any portion of the project. Rather, it will have a negative impact on the public enjoyment of the shoreline. The checklist claims the only impact to views is to the Hampton but this 5 story building will impact other views, including those of the neighboring condos.
- Possible contamination: The checklist response concerning possible contamination is "None known". Did the applicant do any studies to evaluate potential impacts? It is unwise to build a building without investigating impacts from historical uses such as the boat launch and other past uses that could have caused adverse environmental impacts to the soil or groundwater. These issues should be investigated before a building is built on top of them. This is also the time to require removal of the dock pilings that remain from prior uses.
- Light and glare: This large building is likely to cause light and glare to the surrounding area and to homes across the river. It may also cause impacts to fish, waterfowl and other wildlife that rely on the river habitat.
- Cultural resources: Will the contractor develop a plan and train all workers so that cultural resources are properly identified? This is clearly a sensitive area from a cultural resources perspective.
- Parking: The amount of parking planned is insufficient for the number of units. Boats, trailers and other similar items should be prohibited from parking on the property.
- Quality of units: These are not high end units. These units are much smaller than what has been allowed in other areas of Columbia Point. The high-occupancy nature of the development is likely to attract more transient occupants with less regard for the impact to the community that results when the units deteriorate over time.
- Traffic impacts, flow and ingress/egress to/from the proposed river front apartments: The July 2021 GN Northern Geotechnical Report states "The development will be accessed via the Hampton Inn parking lot to the northwest" and the Shoreline Master Program Substantial Development Application states "The project will also propose a new pedestrian pathway along the north property line to facilitate public access to the waterfront". If the pedestrian and vehicle pathways are to intersect, this intersection will create significant safety impacts for pedestrians, cyclists, etc. who use the pathway to access the waterfront. In addition, it is unclear what the traffic impacts will be on the existing vehicle routes/capacities of the adjacent residential and commercial developments if those routes are used for ingress/egress by the residents of the river front apartments. At a minimum, the City should require a traffic study to evaluate these impacts.

Thank you for the opportunity to submit these comments.

Paul & Lynn Manolopoulos
444 Bradley Blvd.
Richland, WA 99352
(425) 503-1697

## Stevens, Mike

**From:** richy rich <richarr1@outlook.com>
**Sent:** Tuesday, May 24, 2022 3:46 PM
**To:** Stevens, Mike
**Subject:** Proposed Development by Knutson Engineering at 474 Bradley

As a resident of the River Walk Village Condo's I am writing to express my concerns for the proposed development.
1. The request for a height variance from the current limit of 35 feet to 50 feet or higher will obstruct River views for residents of our condo's and the existing Buisness venue's ; Longship Winery and The Bradley Restaurant.
2. Traffic Impact. In consideration of the proposed 32 unit complex each with two parking spaces in addition to the current traffic from our Village Condo's ,the Hampton Inn and local buisnesses I think a traffic study should be required.
3. At present I understand that the Shoreline Waterfront Plan was opposed to high occupancy multi family developments 4. As proposed there will be significant noise and lighting affecting adjacent condo's and townhomes.
5. I think an Environmental Impact Study be required.
6. Has the site been evaluated by the Native American Archeology Program?

Regards,
Rich Richardson

Sent from my iPhone

**River Walk Village Homeowners Association**
**464 Bradley Blvd**
**Richland WA 99352**

May 24, 2022

Mr. Michael Stevens, Planning Manager
625 Swift Blvd, MS #35
Richland, WA 99352

Delivered via email

Commenting Party: River Walk Village Homeowners Association
RE: SSDP 2022-101, APN # 114981012801001

Dear Mr. Stevens,

On behalf of the River Walk Village Homeowners Association, we respectfully submit the following comments regarding the proposed Shoreline Management Substantial Development Permit SSDP2022-101 and all associated documents. Our association owns/operates the condominium development immediately south of the site. All units are privately owned ~3000 sf condos with attached 2-car garages. Much time, effort and expense has been incurred since this development was completed in 2005 to assure that the units, the grounds and the surrounding areas are maintained to provide a positive and top-notch image to the area and those who enjoy the riverfront trail daily. While we recognize that development of this lot may be permitted, the development plan as submitted by Cedar and Sage Apartments 1, LLC does not meet the requirements of the City's Waterfront Development Guidelines as discussed below, specifically:

This applicant has requested an exception to the 35' height limit to 55', a 57% increase, by means of earning "bonus floor area" by providing additional open space or a plaza in accordance with RMC 26.30.013. The site is simply too small for the proposed development. The Applicant should not be allowed to build upward, adversely impacting legally protected waterfront views simply to add more units. This criterion below has not been met:

A. Additional open space or a plaza is provided on the site that earns bonus floor area in accordance with RMC 26.30.040(F)(2a i-vii,).

   *No "additional open space" has been provided. The existing waterfront pedestrian pathway by no means represents "additional" open space given that it is already there. The proposed 8' pathway also does not provide additional "open space" as it is simply a circulation corridor within the setback requirements for the structure and furthermore is redundant to a parallel pathway along the Southside of the Hampton Inn. The public benches described in the application are also existing, providing no net increase in public use.*

B. To approve a height increase, the hearing examiner must also find that the following conditions are satisfied:

1. The increased building height **will not obstruct the view of a substantial number of residences on areas adjoining such shorelines**;
*The proposed building height certainly impacts the views from the Hampton Inn and Riverwalk Apartments, the City and the Examiner must also recognize that the proposed structure is positioned such that it extremely limits the northern views from the northern most adjacent condos. As presented, the structure appears to encroach this sightline by ~10 feet and the south facing wall of the structure appears to be a homogeneous massing of an undefined masonry with no interesting fenestration or architectural features. The private decks above further encroach the privacy of the adjacent condo patios and add a concerning noise issue as well. Finally, the extraordinary height is inconsistent with roof lines of the adjacent Hampton Inn to the north and the River Walk condos to the south. The additional height will also cast afternoon shadows on the riverfront trail and riparian zone of the rivershore, adversely impacting the riparian environment.*

2. Overriding considerations of the public interest will be served by providing **additional public open space and facilities that enhance public enjoyment** of the shoreline;
*Without question, no additional public open space is provided that enhances public enjoyment of the shore line. No public amenities are proposed and in fact, the plan includes a highly landscaped buffer zone between the structure and the existing pathway that would prohibit public access in this zone completely. The minimal improvements are clearly designed to serve the apartment tenants and NOT the public. The landscaping plan as presented does not meet the requirements of RMC 26.30.040 (F)(2a v, vii) specifically.*

3. The proposed building is **aesthetically pleasing in relation to buildings and other features in the vicinity**; and
*The application misrepresents the ground level parking garage, characterizing it as "underground". The above grade nature of this parking garage provides no detail of how the proposed structure meets the requirement to be "aesthetically pleasing…" or on par with surrounding buildings and development. The approximately **120 foot long, 10-foot-high** solid masonry(?) wall parallel to the exiting river front pedestrian walkway could not be starker and more unaesthetically pleasing. We believe it is imperative that the application provide additional detail of the architectural features and fenestration design of the completed building prior to approval. As presented, this high-density design is better suited for urban core development, not premier Waterfront development.*

4. The building is **located a sufficient distance from the Columbia River to avoid creating a visual barrier**. [Ord. 25-14 § 1.01; Ord. 12-18 § 1 (Exh. A)].
*The lot in question is 129.81 wide along the east property line adjacent to the river. The width of the proposed building is 112 feet resulting in a visual blockade over 82% with just a very small 10' setback from the north and south property lines, both highly landscaped, further reducing the sight and view lines to the river. Together with the extraordinary mass and building height*

*this presents a significant visual barrier to the river. Two additional zoning notes not to be ignored as follows:*

- *RMC 23.22.040 (Note 9) explains that setbacks must be:* Side Yard. No minimum, except parking shall be set back a minimum of five feet, and buildings used exclusively for residences shall maintain at least one foot of side yard for each three feet or portion thereof of building height. Side yards adjoining a residential district shall maintain setbacks equivalent to the adjacent residential district. ***This requirement is not met at 35 or 55 ft.***
- *RMC 23.22.040 (Note 12) goes on to explain that,* "…a finding that the proposed building is aesthetically pleasing in relation to buildings and other features in the vicinity and that the building is located…". *Little to no documentation in the application packet details the aesthetic features short of explaining it will be "harmonious" with surrounding buildings.*

***It is our conclusion that the applicants request to allow for an exception to the 35' height limitation does not meet all or any of the four conditions required to allow for such a building height variance, and should be denied. Under the City's shoreline development regulations, such a tall structure on a small lot simply to increase the number of apartments units should not be allowed.***

The above notwithstanding, the SEPA Environmental Checklist included with the Application fails to adequately address many other concerns:

#7(a)(1) Environmental Health: *Given that this site was at one time a boat launch, a more comprehensive EIS must be performed to assure contaminated soils are properly mitigated and not simply buried under the proposed structure.*

#11 Light & Glare: *A photometric lighting study must be performed to assure that nighttime lighting is both adequate as well as non-intrusive to surrounding businesses and homes. The "dark sky" nature of the current evenings is a very desirable attribute of the surrounding area. This important element was completely missed with the updated exterior lights at the Riverfront Hotel to the south of the development and has resulted in significant light pollution to adjacent homes.*

#13(b) Historic and Cultural Preservation: *As indicated on the Applicants SEPA Checklist, this site has been listed as, "Survey Highly Advised: Very High Risk by the Department of Historical Preservation's WISAARD predictive model". It appears only a very cursory internet review was performed whereas a focused EIS would be the correct way to make this determination. Historically, we understand that previous development inquires conditioned development approvals subject to a comprehensive cultural resources survey.*

#14(a)(c) Transportation: *Access to the proposed development site is via a Development Agreement (w/ Reciprocal Parking and Access Easements) (2006-024259 & 2009-031966. Ingress & egress is not directly appurtenant to Bradley Blvd or Amon Drive. Access also intersects the proposed 8' pedestrian pathway and likely creates a safety concern for cyclist and pedestrians. Additionally, riverfront access is nearly eliminated for fisherman, Search & Recuse, scuba divers, kayakers, cyclists, pedestrians and others who might choose to use the 8-foot path as there would be no place to park short of adjacent private parking lots, already*

*inadequate, setting up a potential conflict with the Hampton Inn, The River Walk Village LLC and the River Walk HOA developments.*

In conclusion, Cedar and Sage LLC has simply proposed a much too large development on a much too small of a lot. 32 very small apartments jam-packed on this lot with limited parking and complete lack of green space for families, children, dogs, etc. should not be allowed and the project redesigned accordingly. Nothing in the application design documents indicate how these units qualify as "high-end" apartments, nor do they detail how these unit intend to meet the aesthetic and harmonious design criteria explicitly referenced in both the Comprehensive Plan and the Zoning Requirements

We request that the City staff recommend to the Examiner that the City uphold the 35-foot height limitations of the Waterfront Zoning Code as conditions to consider "bonus area" have clearly not been met. Setbacks must be adjusted as needed to preserve northern river views from the adjacent hotel, condos and apartments. Please reject the DNS request along with all exceptions to RMC 26.30.013.

Respectfully,



Dwight Gottschalk-President
River Walk Village Homeowners Association

## Stevens, Mike

**From:** Corrine Camuso <Corrine_Camuso@Yakama.com>
**Sent:** Friday, April 22, 2022 11:49 AM
**To:** Stevens, Mike
**Cc:** Casey Barney; Jessica Lally; Noah Oliver; sepa@dahp.wa.gov
**Subject:** Re: SSDP2022-101 Riverfront Apartments

Good morning Mike,

Thank you for contacting the Yakama Nation Cultural Resources Program. The project lies within the ancestral lands of the Yakama, signatory to the Yakama Treaty of 1855 and represented by the Confederated Tribes and Bands of the Yakama Nation.

The application states there are no known sites within the project area. However, previously recorded site 45BN24 lies entirely within the proposed development. Consultation will be required with the Yakama Nation and the Department of Archaeological and Historic Preservation regarding any work within this parcel. The project should not be approved until the evaluation and project effects can be assessed.

Regards,

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

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**From:** Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
**Sent:** Friday, April 22, 2022 9:53 AM
**To:** Anthony Muai; Anthony Von Moos; Ashley Morton; Badger Mountain Irrigation District; Benton County - Segregations; Benton PUD, Broadband; Benton PUD, Electrical; Bill Barlow; Buechler, Ken; Carrie Thompson; Casey Barney; Catherine Dickson; Clark Posey; Corrine Camuso; Hamilton, Craig; DAHP SEPA Reviews; DAlessandro, Carlo; Darrick Dietrich; Davis, Deanna; Deborah Rodgers; Deskins, John; Eric Mendenhall; FormerOrchards@ecy.wa.gov; Greg Wendt; Gwen Clear; Hill, Kelly; Jason McShane; Jennings, Tyler; Jerrod Macpherson; Jessica Lally; John Lyle; Jordon, Joshua; Joseph Cichy, Ziply; Joseph Cottrell; Junior Campos; Katherine Cichy; Kelly Cooper; Kevin Knodel; Kevin Sliger; KID Development; KID Webmaster; M. Deklyne; Map BCES; Mattheus, Pamela; Michael Tovey; Noah Lee; Noah Oliver; Paul Gonseth; Reathaford, Jason; Review Team; Richard Krasner; USPS Richland Postmaster; Rick Dawson; Robin Priddy; Sarah Gates; Schiessl, Joe; SEPA Center; SEPA Register; SEPA Unit; Seth DeFoe; South Central Region Planning; T.S. "Max"

Platts; Tyutyunnik, Ruvim; WA Dept of Fish & Wildlife; WA Dept of Fish & Wildlife; Westphal, Nichole; William Simpson
**Cc:** White, Lori (ECY)
**Subject:** SSDP2022-101 Riverfront Apartments

Attention:

Attached to this email you will find a copy of the application materials for a proposed 5-story apartment building near the waterfront (470 Bradley Blvd.) within the City of Richland. A Shoreline Substantial Development Permit and request for height allowance are required for this project. Please review the attached materials and submit any comments back to me by 5:00 PM, Wednesday, May 25, 2022.

Thank you,

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

*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.*

**CITY OF RICHLAND**
**PUBLIC WORKS ENGINEERING**
**DEVELOPMENT COMMENTS**

DATE: May 25, 2022

TO: MIKE STEVENS, PLANNING MANAGER

REVIEW BY: JASON REATHAFORD, ENGINEERING TECH 4
PETE ROGALSKY, PUBLIC WORKS DIRECTOR

PROJECT NAME: RIVERFRONT APARTMENTS (SSDP2022-101)

PROJECT LOCATION: 470 BRADLEY BLVD.

The Public Works Engineering Division has reviewed the site plan received in this office on April 22nd for the above referenced property and has the following conditions.

## General Conditions:

1. 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 final acceptance.

2. 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. 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.

3. 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.

4. 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 certificate of occupancy. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final occupancy. 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.

5. 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.

6. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.

**Design Standards:**

7. 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. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
   C. All utilities shall be extended to the adjacent property (properties) at the time of construction.
   D. 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.
   E. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
   F. 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.

8. If the City Fire Marshal requires a secondary emergency vehicle access (SEVA), 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.

**Traffic & Streets:**

9. The developer shall determine that adequate access easements exist for this project to utilize the entrances as proposed. If not it shall be the developer's responsibility to obtain access easements.

10. The developer and his engineer shall demonstrate on the construction plans that all driveway entrances, sidewalks and pedestrian ramps will meet City and ADA requirements.

11. Any access roads narrower than 34-feet shall have parking restricted on one side, and any roads narrower than 27-feet shall have parking restricted on both sides. Signs indicating restricted

parking shall be installed at the developer's expense. The restricted parking areas shall be indicated on the construction plans. All signage will be installed by the developer prior to final acceptance.

12. All access roadways shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements. See comment below pertaining to dumpster enclosure access.

**Domestic Water:**

13. 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 project construction. This water main shall be sized to adequately supply domestic water and fire flows to the proposed development.

14. Looping of the water system provides redundancy and helps to eliminate stagnant water. The developer shall connect to the two existing water mains on either side of the property.

15. A 10-foot wide exclusive water easement shall be provided for any City water main.

16. 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.

17. The fire hydrant layout shall be approved by the City Fire Marshal.

18. In accordance with RMC Chapter 18.13 and WAC 246-290 regarding Cross Connections, premise isolation backflow assemblies are required to be installed on the domestic water services of all new commercial/industrial buildings, immediately downstream of the City's water meter. This will be a requirement on the construction plans. Please note this on the plans, and indicate where the backflow device is to be installed. Yearly test reports shall be provided to the City's Water Quality Inspector. The backflow device shall be on the state approved list, available through the Washington State Dept. of Health.

**Sanitary Sewer:**

19. It shall be the responsibility of the developer to extend a sewer main to this property to serve sanitary sewer at the time of project construction.

20. A 10-foot wide exclusive sanitary sewer easement shall be provided for any sewer main. If any manholes are located outside of the public Right-of-Way, maintenance truck access to these structures is required.

**Storm Water:**

21. 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.

22. The proposed storm drainage and grading of all areas within the proposed development shall be shown on the plans (most grading and drainage plans must be prepared by a licensed civil engineer). If site contains at least 1,000 sq.ft. of new asphalt, and/or contains 30% or more impervious surfaces, storm drainage calculations from a licensed civil engineer are required. Stormwater shall be kept on-site (on the developing property that generated it). Stormwater shall not be flowed onto adjacent properties, or to the public Right-of-Way, without first obtaining written permission.

23. The private on-site storm drainage system shall be designed 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". Calculations shall be stamped by a registered professional Civil Engineer. Prior to discharging any storm drainage waters from paved surfaces into drainage ditches, groundwater or a public system, an oil/water separator must be installed. The applicant's design shall provide runoff protection to downstream property owners.

24. 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.

25. The amount of post-development storm runoff from the proposed site shall be in compliance with RMC Chapter 16.06.

**Solid Waste:**

26. The proposed parking lot arrangement is creating an obstruction in front of an existing solid waste enclosure. This enclosure belongs to the adjacent property to the east, and it needs to be accessible by city collection vehicles. The developer of this project shall either relocate the existing dumpster enclosure, or redesign his parking lot so as not to block access to this enclosure.

27. Any solid waste enclosures installed as part of this project shall be constructed to City standard details.

**Final Project Acceptance Requirements:**

28. 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 final acceptance of the project.

29. 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.

30. 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 project construction and prior to final acceptance by the City.

31. Any roadways narrower than 34-feet shall have parking restricted on one side, and any roads narrower than 27-feet shall have parking restricted on both sides. Street signs indicating restricted parking shall be installed prior to final acceptance at the developers expense.

32. Property with an unpaid L.I.D. assessment towards it must be paid in full or segregated per Richland Municipal Code 3.12.095.

33. Any restricted parking areas shall be signed prior to final acceptance.

## Stevens, Mike

**From:** Chris Sittman <CSittman@kid.org>
**Sent:** Monday, April 25, 2022 8:39 AM
**To:** Stevens, Mike
**Subject:** RE: SSDP2022-101 Riverfront Apartments

KID has no comments, this is outside of our District boundaries.

Sincerely,

**Chris D. Sittman**
Engineering Dept./CAD Specialist
Kennewick Irrigation District
2015 S. Ely St.
Kennewick, WA 99337
Desk: 509-460-5435
Cell: 509-873-1123

---

**From:** Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
**Sent:** Friday, April 22, 2022 9:53 AM
**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>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey <clark.posey@co.benton.wa.us>; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; FormerOrchards@ecy.wa.gov; Greg Wendt <greg.wendt@co.benton.wa.us>; Gwen Clear <gcle461@ecy.wa.gov>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <JMcShane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod Macpherson <Jerrod.Macpherson@co.benton.wa.us>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; John Lyle <john.lyle@bentoncleanair.org>; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; Joseph Cichy, Ziply <joseph.cichy@ziply.com>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.com>; Kelly Cooper <kelly.cooper@doh.wa.gov>; Kevin Knodel <kevin.knodel@rsd.edu>; Kevin Sliger <KSliger@bft.org>; Development <development@kid.org>; Matthew Berglund <MBerglund@kid.org>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Noah Lee <noah.lee@bentoncleanair.org>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; 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>; 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>; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; WA Dept of Fish & Wildlife <lopezlal@dfw.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; William Simpson <william.simpson@commerce.wa.gov>
**Cc:** White, Lori (ECY) <lowh461@ECY.WA.GOV>
**Subject:** SSDP2022-101 Riverfront Apartments

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

Attention:

Attached to this email you will find a copy of the application materials for a proposed 5-story apartment building near the waterfront (470 Bradley Blvd.) within the City of Richland. A Shoreline Substantial Development Permit and request for height allowance are required for this project. Please review the attached materials and submit any comments back to me by 5:00 PM, Wednesday, May 25, 2022.

Thank you,

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

*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:** Buechler, Ken
**Sent:** Wednesday, April 27, 2022 7:04 PM
**To:** Stevens, Mike
**Cc:** VanBeek, Michael; Jordon, Joshua
**Subject:** RE: SSDP2022-101 Riverfront Apartments

Mike,
I don't understand the due date being the day after you sent it out. I hope I'm getting back to you in time.

This project will have access issues through the adjoining property.
The divided Bradley entrance with below standard double arch over it will not meet standards. I don't know how it got through the FM in the first place. Secondly the fountain in the drive lane will have to go or be adjusted for.

You may not need this information for this part, but you could let them know again that it is coming. I shared this with them in the Pre-App Meeting as well.




**Kenneth L Buechler**
Fire Marshal 172
625 Swift Blvd., MS-16 | Richland, WA 99352
(509) 942-7556
(509) 578-9321

**From:** Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
**Sent:** Friday, April 22, 2022 9:53 AM
**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>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey <clark.posey@co.benton.wa.us>; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; FormerOrchards@ecy.wa.gov; Greg Wendt <greg.wendt@co.benton.wa.us>; Gwen Clear <gcle461@ecy.wa.gov>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <jmcshane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod Macpherson <Jerrod.Macpherson@co.benton.wa.us>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; John Lyle <john.lyle@bentoncleanair.org>; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; Joseph Cichy, Ziply <joseph.cichy@ziply.com>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.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>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Noah Lee <noah.lee@bentoncleanair.org>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; 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>; 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>; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; WA Dept of Fish & Wildlife <lopezlal@dfw.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; William Simpson <william.simpson@commerce.wa.gov>
**Cc:** White, Lori (ECY) <lowh461@ECY.WA.GOV>
**Subject:** SSDP2022-101 Riverfront Apartments

Attention:

Attached to this email you will find a copy of the application materials for a proposed 5-story apartment building near the waterfront (470 Bradley Blvd.) within the City of Richland. A Shoreline Substantial Development Permit and request for height allowance are required for this project. Please review the attached materials and submit any comments back to me by 5:00 PM, Wednesday, May 25, 2022.

Thank you,

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

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# BENTON CLEAN AIR AGENCY

April 22, 2022

Re: SSDP2022-101

Planning Manager
Mike Stevens
625 Swift Blvd., MS-35
Richland, WA 99352

**Applicant/Proponent:** Knutzen Engineering
Attn: Nathan Machiela
5401 Ridgeline Dr, Suite 160
Kennewick, WA 99338

Dear Mr. Stevens:

It has come to our attention that you are reviewing a proposal for the above named applicant in which a parcel or parcels will be disturbed for development. Because these activities may cause possible fugitive dust emissions, we would like to take this opportunity to provide information to ensure that the applicant takes reasonable steps to control the dust from his/her project.

The Benton Clean Air Agency (BCAA) requires the applicant submit a Proof of Contact: Soil Destabilization Notification for this project prior to any excavation/construction taking place. This will insure that the proponent has the ability and resources to control fugitive dust emissions that may be created as a result of construction activities. This will also inform them of the regulations and requirements of the BCAA. Additionally, a written dust control plan must be developed and maintained for all soil destabilization projects, and must be readily available upon request by the BCAA. Part of this plan is submitting the name of at least one person for the project so that the BCAA has a point of contact should we receive any dust complaints from the project. The Soil Destabilization Notification form can be found and submitted on our website, www.bentoncleanair.org.

Thank you for the opportunity to comment on this proposal. If you have any questions, or would like further information on this subject, please contact us at (509) 783-1304.

Sincerely,

Noah Lee

Noah Lee
Inspector

STATE OF WASHINGTON
**DEPARTMENT OF ECOLOGY**
**Central Region Office**
1250 West Alder St., Union Gap, WA 98903-0009 • 509-575-2490

May 23, 2022

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

Re: SEPA Register 202201904, EA2022-105, SSDP2022-101

Dear Mike Stevens:

Thank you for the opportunity to comment during the Optional Determination of Non Significance process for the Riverfront Apartments building of 32 units and underground parking, proposed by Cedar and Sage Apartments 1, LLC. 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) 571-3866 or email lloyd.stevensjr@ecy.wa.gov , with questions about this permit.

**WATER RESOURCES**

If the plan to use water for dust suppression at the project site, be sure that they have a legal right. In Washington State, prospective water users must obtain authorization from the Department of Ecology before diverting surface water or withdrawing ground water, with one exception. Ground water withdrawals of up to 5,000 gallons per day used for single or group domestic supply, up to 5,000 gallons per day used for industrial purposes, stock watering, and for the irrigation of up to one-half acre of non-commercial lawn and garden are exempt from the permitting process. Water use under the RCW 90.44.050 exemption establishes a water right that is subject to the same privileges, restrictions, laws and regulations as a water right permit or certificate obtained directly from Ecology.

Temporary permits may be obtainable in a short time-period. The concern of Water Resources is for existing water rights. In some instances water may need to be obtained from a different area and hauled in or from an existing water right holder.

If you have any questions or would like to respond to these Water Resources comments, please contact **Christopher Kossik** at (509) 454-7872 or email at christopher.kossik@ecy.wa.gov .

Sincerely,

Gwen Clear

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

Exhibit 9

Northern, Inc.

Consulting Engineers Environmental Scientists Geologists
Construction Materials Testing Geophysical Services

# GEOTECHNICAL SITE INVESTIGATION REPORT

## PROPOSED RIVER FRONT APARTMENTS
## 470 BRADLEY BOULEVARD
## RICHLAND, WASHINGTON

## GNN PROJECT NO. 221-1411

**JULY 2021**

*Prepared for*

**KNUTZEN ENGINEERING**
**5401 RIDGELINE DRIVE, SUITE 160**
**KENNEWICK, WASHINGTON 99338**

*Prepared by*

**GN NORTHERN, INC.**
**CONSULTING GEOTECHNICAL ENGINEERS**
**KENNEWICK, WASHINGTON**
**(509) 893-9400**

Northern, Inc.

*At GN Northern our mission is to serve our clients in the most efficient, cost effective way using the best resources and tools available while maintaining professionalism on every level. Our philosophy is to satisfy our clients through hard work, dedication, and extraordinary efforts from all of our valued employees working as an extension of the design and construction team.*

July 20, 2021

Knutzen Engineering
5401 Ridgeline Drive, Suite 160
Kennewick, WA 99336

Attn: Nathan Machiela, PE, Principal Engineer

**Subject: Geotechnical Site Investigation Report**
**Proposed River Front Apartments**
**470 Bradley Boulevard**
**Richland, Washington**

**GNN Project No. 221-1411**

Dear Mr. Machiela,

As requested, GN Northern (GNN) has completed a geotechnical site investigation for the proposed River Front Apartments project to be constructed at 470 Bradley Boulevard in the City of Richland, Washington.

Based on the findings of our subsurface study, we conclude that the site is suitable for the proposed development provided that our geotechnical recommendations presented in this report are followed during the design and construction phases of the project.

This report describes in detail the results of our investigation, summarizes our findings, and presents our recommendations regarding remedial earthwork, and the design and construction of foundations on the proposed building lots. It is important that GNN be retained to provide engineering consultation during the design, and field geotechnical monitoring and compaction testing services during remedial earthwork to ensure proper implementation of the geotechnical recommendations.

If you have any questions regarding this report, please contact us at 509-734-9320.

Respectfully submitted,

**GN Northern, Inc.**

Brian W. Binsfield, PE
Geotechnical Engineer

Karl A. Harmon, LEG, PE
Senior Geologist/Engineer



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Appendix III – Laboratory Testing Results
Appendix IV – Site & Exploration Photographs
Appendix V – NRCS Soil Survey
Appendix VI – Washington Department of Ecology Well Logs

## 1.0 PURPOSE AND SCOPE OF SERVICES

This report has been prepared for the proposed River Front Apartments project to be constructed in the City of Richland, Washington; site location is shown on the *Vicinity Map* (Figure 1, Appendix I). Our investigation was conducted to collect information regarding subsurface soil/groundwater conditions, present our professional opinion regarding the suitability of the subsurface materials to support the planned development and provide recommendations for geotechnical considerations and bearing capacity for the proposed construction.

GN Northern, Inc. has prepared this report for use by the client and their design consultants in the design of the proposed development. Do not use or rely upon this report for other locations or purposes without the written consent of GNN.

Our study was conducted in general accordance with our *Proposal for Geotechnical Site Investigation Report and Infiltration Testing* dated June 21, 2021; notice to proceed was provided in the form of a signed proposal by Mr. Machiela via email on June 23, 2021.

You provided a *Preliminary Layout* (dated 4/21/2021) showing the proposed development via email on June 17th. Field exploration, consisting of five (5) exploratory test-pits and two (2) infiltration tests, was completed on July 14, 2021. The test-pit locations are shown on the *Site Exploration Map* (Figure 2, Appendix I). Detailed test-pit logs are presented in Appendix II, and results of our laboratory testing are presented in Appendix III.

This report has been prepared to summarize the data obtained during this study and to present our recommendations based on the proposed construction and the subsurface conditions encountered. Results of the field exploration and laboratory testing were analyzed to develop recommendations for site development, earthwork, and foundation bearing capacity. Design parameters and a discussion of the geotechnical engineering considerations related to construction are included.

## 2.0 PROPOSED SITE DEVELOPMENT

Based on the information provided, we understand that the proposed River Front Apartment development is planned on a 47,061 SF parcel and will consist of a square-shaped 12,550 SF building located on the eastern/northeastern side and a parking lot with 42 parking stalls to the

southwest of the proposed building. The development will be accessed via the Hampton Inn parking lot to the northwest.

The new apartment structure will be four-stories tall and will include 31 units. We anticipate the building to be constructed using wood-frame construction with slab-on-grade. Structural loading information was not available at the time of this report. We estimate wall loads of 3.5 klf and column loads on the order of 50 kips. Settlement tolerances for the structures are assumed to be limited to 1 inch, with differential settlement limited to ½ inch.

## 3.0 FIELD EXPLORATION

Our field exploration, consisting of five (5) exploratory test-pits and two (2) infiltration tests, was completed on July 14, 2021. The test-pit locations are shown on the *Site Exploration Map* (Figure 2, Appendix I). A local public utility clearance was obtained prior to the field exploration. Test-pits were excavated by DDB, LLC using a Case CX55B excavator to depths of approximately 9.5 and 10 feet below ground surface (BGS). The test-pits were logged by a GNN geotechnical engineer. Upon completion, the test-pits were loosely backfilled with excavated soils. Detailed boring and test-pit logs are presented in Appendix II.

The soils observed during our field exploration were classified according to the Unified Soil Classification System (USCS), utilizing the field classification procedures as outlined in ASTM D2488. A copy of the USCS Classification Chart is included in Appendix II. Photographs of the site and exploration are presented in Appendix IV. Depths referred to in this report are relative to the existing ground surface elevation at the time of our investigation. The surface and subsurface conditions described in this report are as observed at the time of our field investigation.

## 4.0 LABORATORY TESTING

Representative samples of the subsurface soils obtained from our field exploration were selected for testing to determine the index properties of the soils in general accordance with ASTM procedures. The following laboratory tests were performed:

**Table 1: Laboratory Tests Performed**

| Test | To determine |
|---|---|
| Particle Size Distribution (ASTM D6913) | Soil classification based on proportion of sand, silt, and clay-sized particles |
| Natural Moisture Content (ASTM D2216) | Soil moisture content indicative of in-situ condition at the time samples were taken |

Results of the laboratory tests are included on the test-pit logs and are also presented in graphic form in Appendix III attached to the end of the report.

## 5.0 SITE CONDITIONS

The proposed River Front Apartment development consists of an approximate 1.08-acre site located in the City of Richland, Washington. The project site is bounded by Hampton Inn and the associated parking lot to the northwest, a shopping mall titled River Walk Village to the southwest and southeast, and Riverfront Trail to the northeast. The site is situated in the SW ¼ of the SE ¼ of Section 1, Township 8 North and Range 28 East, Willamette Meridian.

### *5.1 Regional Geology*

The site is located in the Tri-Cities area of the Yakima Fold Belt region of the Columbia Basin Plateau. The subsurface stratigraphy of the region is comprised of a thick series of folded, Miocene-age flood basalt lava flows and interbedded sediments (collectively known as the Columbia River Basalt Group [CRBG]) overlain by unconsolidated deposits of late Miocene to recent age. In the Tri-Cities area, the uppermost layers of the CRBG are fractured basalt bedrock. Regionally, the top surface of the local basalt is known to slope to the east toward the Columbia River, although local variations exist in the area. Overlying sediments in the project area include surficial deposits of Quaternary alluvium and Pleistocene-age outburst flood deposits, commonly identified as the Missoula Flood Deposits.

### *5.2 Seismic Considerations*

The Washington Geologic Information Portal identifies the site as having a National Earthquake Hazards Reduction Program (NEHRP) Site Class D designation. The "Site Class" is a classification based on the properties of the upper 100 feet of the soil and bedrock materials at a site. Based on the assumption that subsurface materials underlying those observed during our field exploration have similar qualities, a Site Class D appears appropriate for the site. Therefore, as per

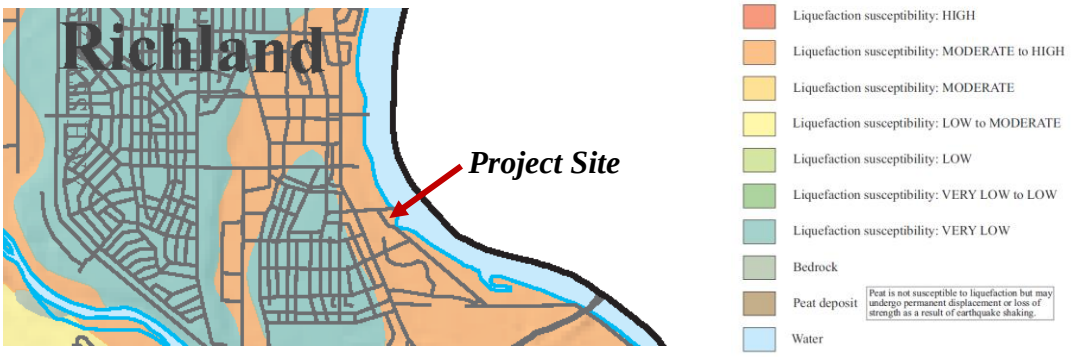
the *2018 International Building Code* (IBC), a Site Class 'D' may be used for seismic design purposes. Site Class 'D' corresponds to 'stiff soil'. Table 2 below presents the recommended seismic design parameters in accordance with ASCE 7-16 for a code-based response spectrum with a return period of 2,475 years.

**Table 2: Code-Based Seismic Design Parameters**

| Seismic Design Parameter | Value (unit) | Definition |
|---|---|---|
| $S_S$ | 0.414 (g) | MCE spectral response acceleration at short periods |
| $S_1$ | 0.158 (g) | MCE spectral response acceleration at 1-second period |
| $F_a$ | 1.469 (unitless) | Site coefficient for short periods |
| $F_v$ | 2.283 (unitless) | Site coefficient for 1-second period |
| $S_{MS}$ | 0.608 (g) | MCE spectral response acceleration at short periods as adjusted for site effects |
| $S_{M1}$ | 0.362 (g) | MCE spectral response acceleration at 1-second period as adjusted for site effects |
| $S_{DS}$ | 0.405 (g) | Design spectral response acceleration at short periods |
| $S_{D1}$ | 0.241 (g) | Design spectral response acceleration at 1-second period |
| PGA | 0.184 (g) | $MCE_G$ peak ground acceleration |
| $F_{PGA}$ | 1.432 | Site amplification factor at PGA |
| $PGA_M$ | 0.263 (g) | Site modified peak ground acceleration |
| $PGA_D$ | 0.5 | Factored deterministic acceleration value |

### *5.3 Evaluation of Seismic Induced Soil Liquefaction*

The site is currently mapped as having a "Moderate to High" liquefaction susceptibility, identified by the Washington State DNR's *Liquefaction Susceptibility Map of Benton County, Washington (2004),* as shown below. Due to potential risk of liquefaction at the site, to better define the depth of liquefiable soils, a detailed liquefaction analysis should be performed. We recommend conducting one exploratory boring to a depth of 50 feet BGS with continuous STP sampling or advancing a cone penetration test (CPT) probe to a depth of 50 feet BGS to evaluate liquefaction potential at the site.



We assume that the proposed apartment building structure will have fundamental periods of vibration less than 0.5 seconds. If this is not the case we should be notified for reevaluation of Site Class. Per ASCE 7-16, for design of structures having fundamental periods of vibration less than 0.5 seconds on potentially liquefiable sites, site specific response analysis is not required. A detailed liquefaction analysis is beyond the scope of our current services for this project.

## 6.0 SUBSURFACE CONDITIONS

Based on the findings of our field exploration, subsurface soil conditions across the site are relatively uniform. Site soils typically consist of approximately two feet of undocumented fill soils identified in the field as fine-grained Silty Sand with Gravel (SM) atop Sandy Silt (ML) and Silt with Sand (ML). The soils were observed to have a relative in-place density of 'medium dense' and were typically observed to be 'damp' to 'moist'. Test-pit logs in Appendix II show detailed descriptions and stratification of the soils encountered.

### *6.1 NRCS Soil Survey*

The soil survey map of the site prepared by the Natural Resources Conservation Service (NRCS) identifies the near surface site soils as *Pasco fine sandy loam, 0 to 2 percent slopes,* The parent material for these soils are described as *alluvium.* According to the NRCS map (Soil Survey, Appendix V), the typical soil profile for these soils is described as *fine sandy loam* over *silt loam.* NRCS data indicates that these units generally consist of *poorly drained* materials.

### *6.2 Groundwater*

Groundwater was not encountered within any of the test pits to a maximum depth of approximately 10 feet BGS. To further assist in our evaluation, we reviewed the Washington Department of Ecology Well Log database of nearby well logs (see Appendix VI) to estimate groundwater levels in the vicinity. Based on our review of nearby well logs, groundwater is believed to be in the range of 9 to 12 feet BGS in the site vicinity. Groundwater levels primarily will be controlled by the adjacent Columbia River water level stage. Ground water levels indicated are for the specific locations at the time of explorations and may not be indicative of other times and/or locations.

## 7.0 SOIL INFILTRATION TESTING

Soil infiltration testing was performed at two (2) locations as shown on the *Site Exploration Map* (Figure 2, Appendix I) attached to this report. The infiltration tests were conducted using a single ring infiltrometer consisting of a 10-inch diameter steel pipe driven into the ground at the test depth. After an initial pre-soak period, a constant water level was maintained in the ring with the use of a float valve and timed intervals of the water demand volumes were recorded. Continuous readings of the water volumes required to maintain the constant head were recorded until a relatively constant rate was achieved, and the average infiltration rate was recorded. The test results are indicative of the infiltration characteristics of the subsurface soils encountered at the test location and depth. The following table presents the results of the infiltration tests performed at the site:

**Table 3: Infiltration Test Results**

| Test ID | Test Depth | Soil Type | Percent Fines | Field Infiltration Rate |
|---|---|---|---|---|
| TP-4 | 5 feet BGS | Sandy Silt (ML) | 57.1 | **3.3 inches/hour** |
| TP-5 | 4.5 feet BGS | Silt with Sand (ML) | 73.2 | **3.1 inches/hour** |

The infiltration rates presented herein represents the un-factored field soil infiltration rate. An appropriate factor of safety should be applied to the field infiltration rate to determine long-term design infiltration rate. Determination of safety factors for long-term design infiltration should consider the following: pretreatment, potential for bio-fouling, system maintainability, horizontal and vertical variability of soils, and type of infiltration testing. Typical factors of safety for these soils generally range from 2 to 3.

## 8.0 GEOTECHNICAL RECOMMENDATIONS

The following geotechnical recommendations are based on our current understanding of the proposed project as described in Section 2.0 of this report. The report is prepared to comply with the 2018 International Building Code Section 1803, Geotechnical Investigations, and as required by Subsection 1803.2, Investigations Required. Please note that Soil Design Parameters and Recommendations presented in this report are predicated upon appropriate geotechnical monitoring and testing of the site preparation and foundation and building pad construction by a representative of GNN's Geotechnical-Engineer-of-Record (GER). Any deviation and

nonconformity from this requirement may invalidate, partially or in whole, the following recommendations. We recommend that we be engaged to review grading plans in order to provide revised, augmented, and/or additional geotechnical recommendations as required.

### *8.1 Site Development – Grading*

Site grading shall incorporate the requirements of IBC 2018 Appendix J. The project GER or a representative of the GER should observe site clearing, grading, and the bottoms of excavations before placing fills. Local variations in soil conditions may warrant increasing the depth of over-excavation and recompaction. Seasonal weather conditions may adversely affect grading operations. To improve compaction efforts and prevent potential pumping and unstable ground conditions, we suggest performing site grading during dryer periods of the year.

Soil conditions shall be evaluated by in-place density testing, visual evaluation, probing, and proof-rolling of the imported fill and re-compacted on-site soil as it is prepared to check for compliance with recommendations of this report. A moisture-density curve shall be established in accordance with the ASTM D1557 method for all onsite soils and imported fill materials used as structural fill. Existing onsite gravelly soils include oversize material that may limits the ability to perform compaction testing and will require proof compaction inspections to confirm a dense and non-yielding condition.

Clearing and Grubbing: At the start of site grading, the construction areas should be cleared and stripped of all vegetation, topsoil, any encountered undocumented fills or trash/debris, and abandoned underground utilities. All topsoil and fine-grained soils with organic material (vegetation and roots) shall be completely removed from the proposed construction areas. Monitoring by a representative of the GER at the time of the site clearing activities may allow reduction in the required quantity of stripping depending upon the encountered depth of organic material (roots) and the organic content of the soils. A representative of the GER should observe site clearing, grading, and the bottoms of excavations before placing fill.

Re-Use of Onsite Soils as Engineered Fill: The onsite silty & sandy native soils and upper gravelly fill soils, free of significant organics, deleterious materials including construction debris and oversize rocks greater than 4-inches in nominal diameter, are generally suitable for use as general

and engineered fill and backfill. Engineered fill should be placed in maximum 8-inch lifts (loose) and compacted to at least 95% relative compaction (ASTM D1557) near its optimum moisture content. The fine-grained silty soils are considered highly moisture-sensitive, and will therefore require compaction to be performed within a strict range of ±1% of optimum moisture to achieve the proper degree of compaction. Compaction should be verified by testing.

Use of Imported Soils as Engineered Fill: If needed, imported fill soils should be non-expansive, granular soils meeting the USCS classifications of SM, SP-SM, or SW-SM with a maximum rock size of 4 inches, minimum 70% passing the No. 4 sieve, and 5 to 20% passing the No. 200 sieve. The GER should evaluate the import fill soils before hauling to the site. The imported fill should be placed in lifts no greater than 8 inches in loose thickness and compacted to at least 95% of the maximum dry density (ASTM D1557) near optimum moisture content.

### *8.2 Temporary Excavations*

It shall be the responsibility of the contractor to maintain safe temporary slope configurations since the contractor is at the job site, able to observe the nature and conditions of the slopes and be able to monitor the subsurface conditions encountered. Unsupported vertical cuts deeper than 4 feet are not recommended if worker access is necessary. The cuts shall be adequately sloped, shored, or supported to prevent injury to personnel from caving and sloughing. The contractor and subcontractors shall be aware of and familiar with applicable local, state, and federal safety regulation including the current OSHA Excavation and Trench Safety Standards, and OSHA Health and Safety Standards for Excavations, 29 CFR Part 1929, or successor regulations.

According to chapter 296-155 of the Washington Administrative Code (WAC), it is our opinion that the near-surface soil encountered at the site is classified as Type C soils. We recommend that temporary, unsupported, open cut slopes shall be no steeper than 1.5 feet horizontal to 1.0 feet vertical (1.5H:1V) in Type C soils. No heavy equipment should be allowed near the top of temporary cut slopes unless the cut slopes are adequately braced. Where unstable soils are encountered, flatter slopes may be required.

### *8.3 Utility Excavation, Pipe Bedding and Trench Backfill*

To provide suitable support and bedding for the pipe, we recommend the utilities be founded on suitable bedding material consisting of clean sand and/or sand & gravel mixture. Pipe bedding and

pipe zone materials shall conform to Section 9-03.12(3) of the Washington State Department of Transportation (WSDOT) 2018 Standard Specifications. Pipe bedding should provide a firm uniform cradle for support of the pipes. A minimum 4-inch thickness of bedding material beneath the pipe should be provided. Prior to installation of the pipe, the pipe bedding should be shaped to fit the lower part of the pipe exterior with reasonable closeness to provide uniform support along the pipe. Pipe bedding material should be used as pipe zone backfill and placed in layers and tamped around the pipes to obtain complete contact. To protect the pipe, bedding material should extend at least 6 inches above the top of the pipe.

Placement of bedding material is particularly critical where maintenance of precise grades is essential. Backfill placed within the first 12 inches above utility lines should be compacted to at least 90% of the maximum dry density (ASTM D1557), such that the utility lines are not damaged during backfill placement and compaction. In addition, rock fragments greater than 1 inch in maximum dimension should be excluded from this first lift. The remainder of the utility excavations should be backfilled and compacted to 95% of the maximum dry density as determined by ASTM D1557.

### *8.4 Imported Crushed Rock Structural Fill*

Imported structural fill shall consist of well-graded, crushed aggregate material meeting the grading requirements of 2018 WSDOT Standard Spec. Section 9-03.9(3) (1¼-inch minus Base Course Material) presented here:

**Table 4: WSDOT Standard Spec. 9-03.9(3)**

| Sieve Size | Percent Passing (by Weight) |
|---|---|
| 1¼ Inch Square | 99 - 100 |
| 1 Inch Square | 80 - 100 |
| 5/8 Inch Square | 50 – 80 |
| U.S. No. 4 | 25 - 45 |
| U.S. No. 40 | 3 – 18 |
| U.S. No. 200 | Less than 7.5 |

A fifty (50) pound sample of each imported fill material shall be collected by GNN personnel prior to placement to ensure proper gradation and establish the moisture-density relationship (proctor curve).

### *8.5 Compaction Requirements for Structural/ Engineered Fill*

All fill or backfill shall be approved by a representative of the GER, placed in uniform lifts, and compacted to a minimum 95% of the maximum dry density as determined by ASTM D1557. The compaction effort must be verified by a representative of the GER in the field using a nuclear density gauge in accordance with ASTM D6938. The thickness of the loose, non-compacted, lift of structural fill shall not exceed 8 inches for heavy-duty compactors or 4 inches for hand operated compactors.

### *8.6 Building Pad Preparation*

We recommended full removal of surficial undocumented fill soils across the building pad. After excavation and removal of the existing undocumented artificial fill from the building area, the excavation shall be backfilled with imported granular structural fill material to achieve the design grade. Allowance shall be made for placement of a minimum 12-inches of imported crushed rock structural fill beneath all foundations and 9-inches beneath concrete floor slab. Crushed rock structural fill shall be placed in lifts and each lift shall be compacted to a minimum 95% of the maximum dry density as determined by ASTM D1557 method and to a dense and non-yielding surface.

Prior to placement of the crushed rock layer, the exposed subgrade shall be scarified to a minimum depth of 12 inches, then moisture conditioned to near-optimum and re-compacted to at least 95% relative compaction (ASTM D1557) and to a dense and non-yielding surface. Foundation subgrade preparations and crushed rock structural fill should extend laterally a minimum distance of two (2) feet beyond the outer edges of the footings on all sides. Building pad excavations shall expose the native undisturbed Silt with Sand (ML) subgrade. A representative of our geotechnical engineer shall confirm the suitability of the exposed subgrade.

### *8.7 Foundations Design Parameters and Allowable Bearing Capacity*

In our opinion, the proposed apartment building structure may be supported on conventional shallow foundations bearing on a layer of imported crushed rock placed atop recompacted dense subgrade. The minimum footing depth shall be 24 inches below adjacent exterior finished grades for frost protection and bearing capacity considerations.

To provide a uniform bearing support and minimize the risk of differential settlement, all foundations shall bear on a minimum of 12 inches of imported 1¼" minus crushed rock structural fill extending to a re-compacted subgrade.

Footings constructed in accordance with the above recommendations may be designed for an allowable **2,000 pounds per square foot (psf)** bearing pressure. The allowable bearing pressure presented above may be increased by 1/3 for short-term, transient loading conditions. Based on assumed structural loading, we estimate total settlement for footings constructed in accordance with this recommendation to be less than 1-inch. We anticipate differential settlement will be about half of total settlements between adjacent columns and along approximately 20 feet of continuous footings. We assume there is no stress overlap from adjacent footings. Footings located less than two times the footing width (2B) from each other will increase stresses beneath the adjacent footing, resulting in increased settlement. We expect elastic settlements to generally occur as loads are applied.

Lateral forces on foundations from short term wind and seismic loading would be resisted by friction at the base of foundations and passive earth pressure against the buried portions. We recommend an allowable passive earth pressure for compacted onsite fill of **200 pcf**. This lateral foundation resistance value includes a factor of safety of 1.5. We recommend a coefficient of friction of **0.45** be used between cast-in-place concrete and imported crushed rock. An appropriate factor of safety should be used to calculate sliding resistance at the base of footings.

### *8.8 Slab-on-Grade Floors*

Concrete slabs-on-grade shall be supported on 9 inches of imported crushed rock structural fill placed atop a recompacted subgrade in accordance with the grading recommendations of this report. The crushed rock material shall be ¾-inch minus aggregate meeting *WSDOT Specification* section 9-03.9 (3), "Crushed Surfacing Top Course". Prior to placing any slabs, the top 12 inches of the exposed subgrade shall be compacted to a minimum in-place dry density of 95% of the maximum laboratory dry density determined by ASTM D1557. We recommend a modulus of subgrade reaction equal to **120 pounds per cubic inch (pci)** based on a value for gravel presented in the Portland Cement Association publication No. EB075.01D. Slab thickness, reinforcement and joint spacing shall be determined by a licensed engineer based on the intended use and loading.

An appropriate vapor retarder (10-mil polyethylene liner) shall be used (ASTM E1745/E1643) beneath areas receiving moisture sensitive resilient flooring/VCT where prevention of moisture migration through slab is essential. The slab designer should refer to ACI 302 and/or ACI 360 for procedures and cautions regarding the use and placement of a vapor retarder. The architect shall determine the need and use of a vapor retarder.

### *8.9 Lateral Earth Pressure*

We recommend the following lateral earth pressures, in terms of equivalent fluid pressure, for design of retaining walls or below-grade structures, these pressure values assume drained condition:

At-Rest = 60 psf/ft of embedment

Active = 40 psf/ft of embedment

We assume that the structural wall backfill is adequately drained to avoid saturation and introduction of hydrostatic pressures. For calculation of active pressures, we assume that the wall can deflect in order to develop an active condition. Use at-rest pressures for restrained or braced walls. The horizontal resultant force (pressure x H/2 where H is height of buried wall) should be applied at an H/3 distance from the base of the wall.

If any surface, surcharge loads are closer than one-half of the wall height (horizontal distance) to the edge of the below-grade and/or retaining wall, increase the design wall pressure by $q/2$ over the whole area of the retaining wall. In this expression, $q$ is the surface surcharge load in psf. GNN should review anticipated surcharge loading to confirm that the appropriate design values are considered. The horizontal surcharge resultant force (pressure x H where H is height of buried wall) should be applied at an H/2 distance from the base of the wall.

### *8.10 Flexible Pavement*

Based on the findings of our site investigation, we anticipate that the pavement subgrade will consist of gravelly artificial fill soils and native silty soils. After stripping to remove vegetation and roots, the surficial gravelly artificial fill soils may be left in place as a subbase layer. We recommend the exposed subgrade shall be compacted/densified to a dense and non-yielding surface and shall be proof-rolled with a tandem-axle loaded dump truck or a water truck with a minimum 30-ton static weight and minimum 100 psi tire pressure and observe deflections,

pumping and rutting for indications of inadequate subgrade performance. Any soft spots, pumping or yielding areas observed during proof-rolling shall be over-excavated a minimum 12 inches and shall be backfilled with compacted granular structural fill.

Acceptance criteria for proof-rolling shall include no rutting greater than 3/4-inch and no "pumping" of the soil behind the wheels. Permanent rutting in excess of 1-inch shall be considered failure (unsatisfactory compaction). In addition, elastic (rebound) movement or rutting in excess of 1-inch with substantial cracking or substantial lateral movement shall also be considered failure. Adjust the lift thickness, as directed by the geotechnical engineer, until the subgrade exhibits firm unyielding conditions under a loaded dump truck or a water truck. Proof-rolling shall be performed in the presence of a representative of the GNN's geotechnical engineer.

The finished surface shall be smooth, uniform and free of localized weak and soft spots. The subgrade must be graded to the required contours and grade in a manner as will insure a hard, uniform, well compacted surface. All subgrade deficiency corrections and drainage provisions shall be made prior to constructing the aggregate base course. All underground utilities shall be protected prior to grading. The following table presents recommended light duty and heavy-duty pavement sections for this project:

**Table 5: Recommended Asphalt Concrete Paving Sections**

| Traffic | Asphalt Thickness (inches) | Crushed Aggregate Base Course (inches) | Subgrade |
|---|---|---|---|
| Heavy Duty† | 3.5 | 12* | Scarify, moisture conditioned and recompacted to a dense and non-yielding surface |
| Standard Duty†† | 2.5 | 8* | |

†Heavy duty applies to pavements section for entrance drives, fire truck lane, and trash enclosure drive lanes.
††Standard duty applies to general parking areas, *The upper 2" of crushed rock should be top course rock placed over the base course layer.

Pavement design recommendations assume proper and positive drainage and construction monitoring and are based on AASHTO Design parameters for a 20-year design period. Asphalt pavements tend to develop thermal and fatigue cracking over time from environmental factors and traffic loads. Asphalt, being a viscoelastic material, weakens from temperature influx. Timely preventative measures for continual flexible maintenance such as crack filling and seal coating at 8-10 year intervals to control the progression of surface cracking and distress to prevent water

from infiltrating into the base course and subgrade shall be considered. Performing this intermediate level of maintenance will net at least a 20-year service life/performance.

All fills used to raise low areas shall be approved onsite soils or imported granular fill and shall be placed under engineering control conditions. The finished surface shall be smooth, uniform and free of localized weak/soft spots. All subgrade deficiency corrections and drainage provisions shall be made prior to placing the aggregate base course. All underground utilities shall be protected prior to grading.

The HMAC utilized for the project should be designed and produced in accordance with Section 5-04 Hot Mix Asphalt of the WSDOT 2018 Standards Specifications. Aggregate Base material shall comply with Section 9-03.9(3) Crushed Surfacing of the *WSDOT 2018 Standards Specification*s. Aggregate base or pavement materials should not be placed when the surface is wet.

### *8.11 Subgrade Protection*

The degree to which construction grading problems develop is expected to be dependent, in part, on the time of year that construction proceeds and the precautions which are taken by the contractor to protect the subgrade. The near-surface fine-grained soils currently present on site may be moisture and disturbance sensitive due to their fines content and may become unstable (pumping) if allowed to increase in moisture content and are disturbed (rutted) by construction traffic if wet. If necessary, the construction access road shall be covered with a layer of ballast or quarry spalls. The soils are also susceptible to erosion in the presence of moving water. The soils shall be stabilized to minimize the potential of erosion into the foundation excavation. The site shall be graded to prevent water from ponding within construction areas and/or flowing into excavations. Accumulated water must be removed immediately along with any unstable soil. Foundation concrete shall be placed and excavations backfilled as soon as possible to protect the bearing grade. We further recommend that soils that become unstable are to be either removed and replaced with structural compacted gravel fill, or mechanically stabilized with a coarse crushed aggregate and compacted into the subgrade.

### *8.12 Surface Drainage*

With respect to surface water drainage, we recommend that the ground surface be sloped to drain away from future structures. Final exterior site grades shall promote free and positive drainage from the building areas. Water shall not be allowed to pond or to collect adjacent to foundations or within the immediate building area. We recommend that a gradient of at least 5% for a minimum distance of 10 feet from the building perimeter be provided, except in paved locations. In paved areas, a minimum gradient of 1% should be provided unless provisions are included for collection/disposal of surface water adjacent to the structure. Catch basins, drainage swales, or other drainage facilities should be aptly located. All surface water such as that coming from roof downspouts and catch basins be collected in tight drain lines and carried to a suitable discharge point, such as a storm drain system. Surface water and downspout water should not discharge into a perforated or slotted subdrain, nor should such water discharge onto the ground surface adjacent to the building. Cleanouts should be provided at convenient locations along all drain lines.

## 9.0 ADDITIONAL SERVICES

The Client should maintain an adequate program of geotechnical consultation, construction monitoring, and soils testing during the final design and construction phases to ensure compliance with GNN's geotechnical recommendations. For this purpose, GNN, the Geotechnical Engineer-of-Record, shall be retained as the geotechnical consultant from beginning to end of the project to maintain continuity of services.

GNN can provide construction monitoring and testing as additional services. The costs of these services are not included in our present fee arrangement, but can be obtained from our office. The recommended construction monitoring and testing includes, but is not necessarily limited to, the following:

- Consultation during the design stages of the project.
- Review of the grading and drainage plans to monitor compliance and proper implementation of the recommendations in GNN's Report.
- Observation and quality control testing during site preparation, grading, and placement of engineered fill as required by the local building ordinances.
- Geotechnical engineering consultation as needed during construction.

## 10.0 LIMITATIONS OF THE GEOTECHNICAL SITE INVESTIGATION REPORT

This GEOTECHNICAL SITE INVESTIGATION REPORT ("Report") was prepared for the exclusive use of the Client. GN Northern, Inc.'s (GNN) findings, conclusions and recommendations in this Report are based on selected points of field exploration, laboratory testing, and GNN's understanding of the proposed project at the time the Report is prepared. Furthermore, GNN's findings and recommendations are based on the assumption that soil, rock and/or groundwater conditions do not vary significantly from those found at specific exploratory locations. Variations in soil, bedrock and/or groundwater conditions could exist between and beyond the exploration points. The nature and extent of these variations may not become evident until during or after construction. Variations in soil, bedrock and groundwater may require additional studies, consultation, and revisions to GNN's recommendations in the Report.

In many cases the scope of geotechnical exploration and the test locations are selected by others without consultation from the geotechnical engineer/consultant. GNN assumes no responsibility and, by preparing this Report, does not impliedly or expressly validate the scope of exploration and the test locations selected by others.

This Report's findings are valid as of the issued date of this Report. However, changes in conditions of the subject property or adjoining properties can occur due to passage of time, natural processes, or works of man. In addition, applicable building standards/codes may change over time. Accordingly, findings, conclusions, and recommendations of this Report may be invalidated, wholly or partially, by changes outside of GNN's control. Therefore, this Report is subject to review and shall not be relied upon after a period of **five (5) years** from the issued date of the Report.

In the event that any changes in the nature, design, or location of structures are planned, the findings, conclusions and recommendations contained in this Report shall not be considered valid unless the changes are reviewed by GNN and the findings, conclusions, and recommendations of this Report are modified or verified in writing.

This Report is issued with the understanding that the owner or the owner's representative has the responsibility to bring the findings, conclusions, and recommendations contained herein to the

attention of the architect and design professional(s) for the project so that they are incorporated into the plans and construction specifications, and any follow-up addendum for the project. The owner or the owner's representative also has the responsibility to verify that the general contractor and all subcontractors follow such recommendations during construction. It is further understood that the owner or the owner's representative is responsible for submittal of this Report to the appropriate governing agencies. The foregoing notwithstanding, no party other than the Client shall have any right to rely on this Report and GNN shall have no liability to any third party who claims injury due to reliance upon this Report, which is prepared exclusively for Client's use and reliance.

GNN has provided geotechnical services in accordance with generally accepted geotechnical engineering practices in this locality at this time. GNN expressly disclaims all warranties and guarantees, express or implied.

Client shall provide GNN an opportunity to review the final design and specifications so that earthwork, drainage, and foundation recommendations may be properly interpreted and implemented in the design and specifications. If GNN is not accorded the review opportunity, GNN shall have no responsibility for misinterpretation of GNN's recommendations.

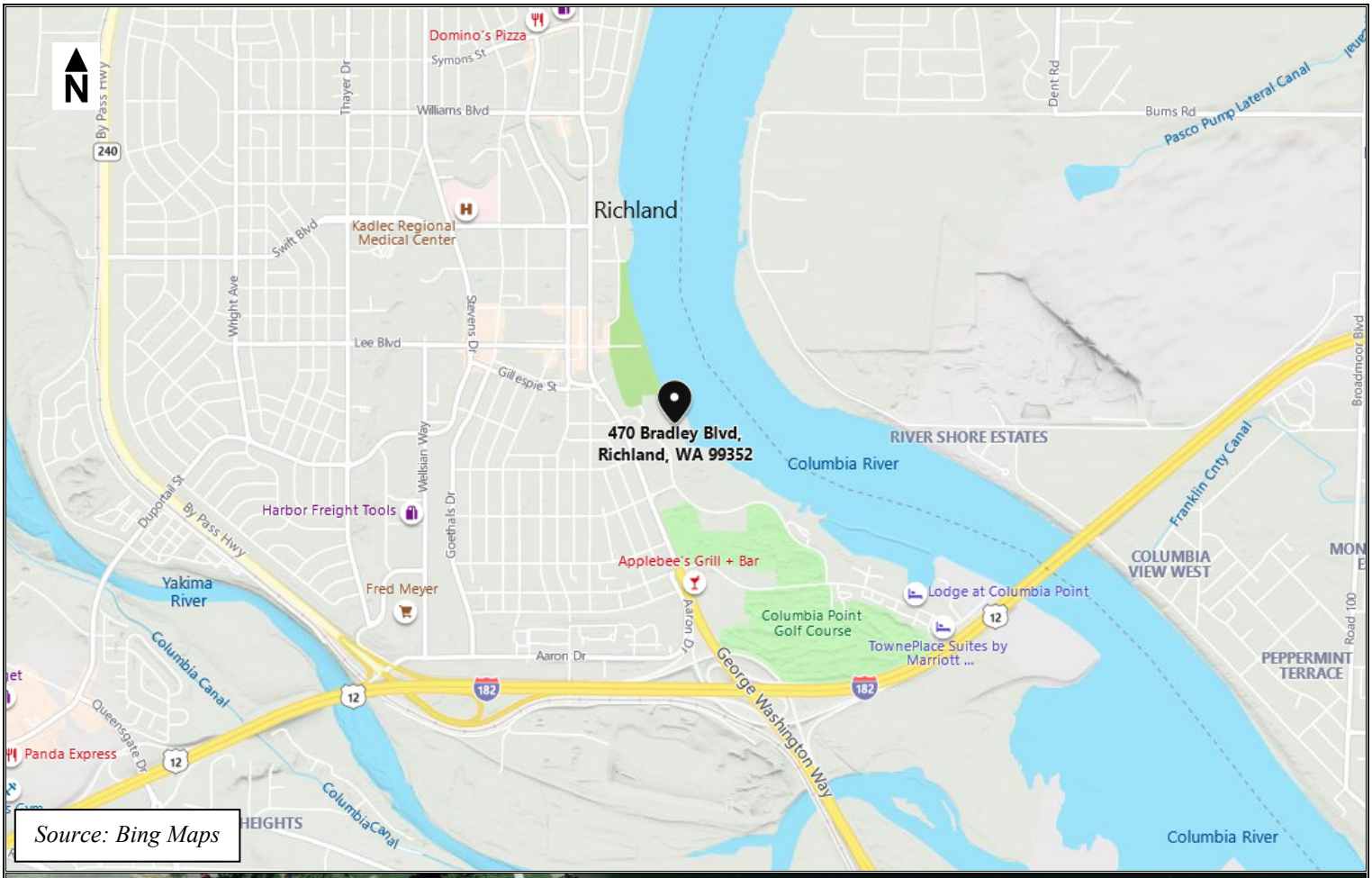
Although GNN can provide environmental assessment and investigation services for an additional cost, the current scope of GNN's services does not include an environmental assessment or an investigation for the presence or absence of wetlands, hazardous or toxic materials in the soil, surface water, groundwater, or air on, below, or adjacent to the subject property.

# APPENDICES

# Appendix I

## Vicinity Map (Figure 1)

## Site Exploration Map (Figure 2)

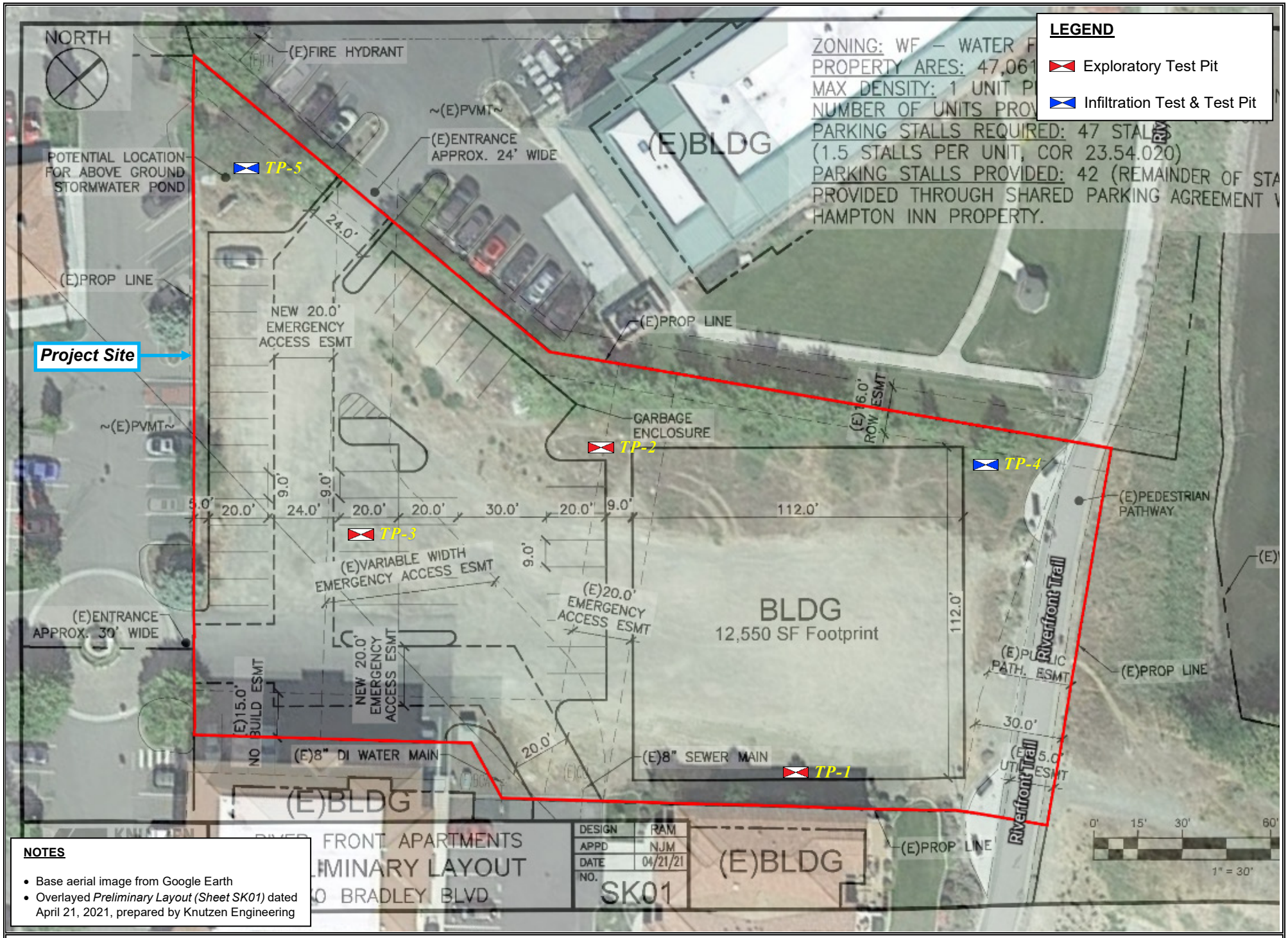



*Source: Bing Maps*




*Source: Google Earth*

**FIGURE 1: VICINITY MAP** **PROJECT NO. 221-1411**




**NOTES**

- Base aerial image from Google Earth
- Overlayed *Preliminary Layout (Sheet SK01)* dated April 21, 2021, prepared by Knutzen Engineering

**FIGURE 2: SITE EXPLORATION MAP** **PROJECT NO. 221-1411**

# Appendix II
# Exploratory Test-Pit Logs
# Key Chart (for Soil Classification)

GN Northern, Inc.
722 N. 16th Avenue Suite 31
Yakima, Washington 98902
Telephone: (509) 248-9798
Fax: (509) 248-4220

# TEST PIT NUMBER TP-1



**CLIENT** Knutzen Engineering
**PROJECT NAME** New Apartment Development
**PROJECT NUMBER** 221-1411
**PROJECT LOCATION** 470 Bradley Blvd, Richland, WA
**DATE STARTED** 7/14/21 **COMPLETED** 7/14/21
**GROUND ELEVATION** 360 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** DDB, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Case CX55B
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.271308, -119.268012
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|
| 0.0 | | SM | | FILL: SILTY SAND WITH GRAVEL, (SM) light brown, fine grained, damp to moist, appears medium dense |
| 2.0 | | | | 358.0 |
| 2.5 | | ML | | SANDY SILT, (ML) light brown, moist, appears medium dense, (APPARENT NATIVE SOIL) |
| 5.0 | | | | - appears medium dense |
| 7.5 | | | | |
| 10.0 | | | | 10.0 350.0 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Google Earth topography

Bottom of test pit at 10.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 7/19/21 16:15 - C:\USERS\YONG LEE\DROPBOX\5-ACTIVE PROJECTS\221-1411 RIVER FRONT APTS - 470 BRADLEY BLVD, RICHLAND WA\221-1411 LOGS.GPJ

GN Northern, Inc.
722 N. 16th Avenue Suite 31
Yakima, Washington 98902
Telephone: (509) 248-9798
Fax: (509) 248-4220

# TEST PIT NUMBER TP-2



**CLIENT** Knutzen Engineering
**PROJECT NAME** New Apartment Development
**PROJECT NUMBER** 221-1411
**PROJECT LOCATION** 470 Bradley Blvd, Richland, WA
**DATE STARTED** 7/14/21 **COMPLETED** 7/14/21
**GROUND ELEVATION** 359 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** DDB, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Case CX55B
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.271388, -119.268467
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|
| 0.0 | | SM | | FILL: SILTY SAND WITH GRAVEL, (SM) light brown, fine grained, damp to moist, appears medium dense |
| 2.0 | | | | 357.0 |
| 2.5 | | ML | | SANDY SILT, (ML) light brown, moist, appears medium dense, (APPARENT NATIVE SOIL) |
| 5.0 | | | | |
| 7.5 | | | | |
| 10.0 | | | | 10.0 349.0 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Google Earth topography

Bottom of test pit at 10.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 7/19/21 16:15 - C:\USERS\YONG LEE\DROPBOX\5-ACTIVE PROJECTS\221-1411 RIVER FRONT APTS - 470 BRADLEY BLVD, RICHLAND WA\221-1411 LOGS.GPJ

GN Northern, Inc.
722 N. 16th Avenue Suite 31
Yakima, Washington 98902
Telephone: (509) 248-9798
Fax: (509) 248-4220

# TEST PIT NUMBER TP-3



**CLIENT** Knutzen Engineering
**PROJECT NAME** New Apartment Development
**PROJECT NUMBER** 221-1411
**PROJECT LOCATION** 470 Bradley Blvd, Richland, WA
**DATE STARTED** 7/14/21 **COMPLETED** 7/14/21
**GROUND ELEVATION** 360 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** DDB, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Case CX55B
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.271165, -119.268627
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|
| 0.0 | | SM | | FILL: SILTY SAND WITH GRAVEL, (SM) light brown, fine grained, damp to moist, appears medium dense, with asphalt debris |
| 2.0 | | | | 358.0 |
| 2.5 | | ML | | SANDY SILT, (ML) light brown, moist, appears medium dense, (APPARENT NATIVE SOIL) |
| 5.0 | | | | |
| 7.5 | | | | |
| 10.0 | | | | 10.0 350.0 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Google Earth topography

Bottom of test pit at 10.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 7/19/21 16:15 - C:\USERS\YONG LEE\DROPBOX\5-ACTIVE PROJECTS\221-1411 RIVER FRONT APTS - 470 BRADLEY BLVD, RICHLAND WA\221-1411 LOGS.GPJ

GN Northern, Inc.
722 N. 16th Avenue Suite 31
Yakima, Washington 98902
Telephone: (509) 248-9798
Fax: (509) 248-4220

# TEST PIT NUMBER TP-4



**CLIENT** Knutzen Engineering
**PROJECT NAME** New Apartment Development
**PROJECT NUMBER** 221-1411
**PROJECT LOCATION** 470 Bradley Blvd, Richland, WA
**DATE STARTED** 7/14/21 **COMPLETED** 7/14/21
**GROUND ELEVATION** 357 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** DDB, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Case CX55B
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.271593, -119.268110
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|---|
| 0.0 | | | SM | | FILL: SILTY SAND WITH GRAVEL, (SM) light brown, fine grained, damp to moist, appears medium dense — 356.5 |
| 0.5 | | | | | SANDY SILT, (ML) light brown, moist, appears medium dense, (APPARENT NATIVE SOIL) |
| 2.5 | | | | | |
| 5.0 | GB | MC = 15%<br>Fines = 57% | ML | | - infiltration test performed at ~5' BGS |
| 7.5 | | | | | |
| 10.0 | | | | | 347.0 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Google Earth topography

Bottom of test pit at 10.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 7/19/21 16:15 - C:\USERS\YONG LEE\DROPBOX\5-ACTIVE PROJECTS\221-1411 RIVER FRONT APTS - 470 BRADLEY BLVD, RICHLAND WA\221-1411 LOGS.GPJ

GN Northern, Inc.
722 N. 16th Avenue Suite 31
Yakima, Washington 98902
Telephone: (509) 248-9798
Fax: (509) 248-4220

# TEST PIT NUMBER TP-5



**CLIENT** Knutzen Engineering
**PROJECT NAME** New Apartment Development
**PROJECT NUMBER** 221-1411
**PROJECT LOCATION** 470 Bradley Blvd, Richland, WA
**DATE STARTED** 7/14/21 **COMPLETED** 7/14/21
**GROUND ELEVATION** 359 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** DDB, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Case CX55B
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.271320, -119.269064
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|---|
| 0.0 | | | | | SILT WITH SAND, (ML) light brown, moist, appears medium dense, (APPARENT NATIVE SOIL) |
| 2.5 | | | | | |
| 5.0 | GB | MC = 15%<br>Fines = 73% | ML | | - infiltration test performed at ~4.5' BGS |
| 7.5 | | | | | |
| 9.5 | | | | | 349.5 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Google Earth topography

Bottom of test pit at 9.5 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 7/19/21 16:15 - C:\USERS\YONG LEE\DROPBOX\5-ACTIVE PROJECTS\221-1411 RIVER FRONT APTS - 470 BRADLEY BLVD, RICHLAND WA\221-1411 LOGS.GPJ

Northern, Inc.
*Kennewick, Yakima, Spokane, Hermiston (OR)*

# KEY CHART

## RELATIVE DENSITY OR CONSISTENCY VERSUS SPT N-VALUE

| COARSE-GRAINED SOILS | | | FINE-GRAINED SOILS | | |
|---|---|---|---|---|---|
| **DENSITY** | **N (BLOWS/FT)** | **FIELD TEST** | **CONSISTENCY** | **N (BLOWS/FT)** | **FIELD TEST** |
| Very Loose | 0 – 4 | Easily penetrated with ½-inch reinforcing rod pushed by hand | Very Soft | 0 – 2 | Easily penetrated several inches by thumb |
| Loose | 4 – 10 | Difficult to penetrate with ½-inch reinforcing rod pushed by hand | Soft | 2 – 4 | Easily penetrated one inch by thumb |
| Medium -Dense | 10 – 30 | Easily penetrated with ½-inch rod driven with a 5-lb hammer | Medium-Stiff | 4 – 8 | Penetrated over ½-inch by thumb with moderate effort |
| Dense | 30 – 50 | Difficult to penetrate with ½-inch rod driven with a 5-lb hammer | Stiff | 8 – 15 | Indented about ½-inch by thumb but penetrated with great effort |
| Very Dense | > 50 | penetrated only a few inches with ½-inch rod driven with a 5-lb hammer | Very Stiff | 15 – 30 | Readily indented by thumb |
| | | | Hard | > 30 | Indented with difficulty by thumbnail |

## USCS SOIL CLASSIFICATION

| MAJOR DIVISIONS | | | | GROUP DESCRIPTION |
|---|---|---|---|---|
| **Coarse-Grained Soils** <50% passes #200 sieve | **Gravel** and **Gravelly Soils** <50% coarse fraction passes #4 sieve | **Gravel** (with little or no fines) | GW | Well-graded **Gravel** |
| | | | GP | Poorly Graded **Gravel** |
| | | **Gravel** (with >12% fines) | GM | Silty **Gravel** |
| | | | GC | Clayey **Gravel** |
| | **Sand** and **Sandy Soils** >50% coarse fraction passes #4 sieve | **Sand** (with little or no fines) | SW | Well-graded **Sand** |
| | | | SP | Poorly graded **Sand** |
| | | **Sand** (with >12% fines) | SM | Silty **Sand** |
| | | | SC | Clayey **Sand** |
| **Fine-Grained Soils** >50% passes #200 sieve | **Silt** and **Clay** Liquid Limit < 50 | | ML | **Silt** |
| | | | CL | Lean **Clay** |
| | | | OL | Organic **Silt** and C**lay** (low plasticity) |
| | **Silt** and **Clay** Liquid Limit > 50 | | MH | Inorganic **Silt** |
| | | | CH | Inorganic **Clay** |
| | | | OH | Organic **Clay** and **Silt** (med. to high plasticity) |
| **Highly Organic Soils** | | | PT | **Peat** |
| | | | | **Top Soil** |

## LOG SYMBOLS

| | | |
|---|---|---|
| | 2S | 2" OD Split Spoon (SPT) |
| | 3S | 3" OD Split Spoon |
| | NS | Non-Standard Split Spoon |
| | ST | Shelby Tube |
| | CR | Core Run |
| | BG | Bag Sample |
| | TV | Torvane Reading |
| | PP | Penetrometer Reading |
| | NR | No Recovery |
| | GW | Groundwater Table |

## MODIFIERS

| DESCRIPTION | RANGE |
|---|---|
| Trace | <5% |
| Little | 5% – 12% |
| Some | >12% |

## MOISTURE CONTENT

| DESCRIPTION | FIELD OBSERVATION |
|---|---|
| Dry | Absence of moisture, dusty, dry to the touch |
| Moist | Damp but not visible water |
| Wet | Visible free water |

## SOIL CLASSIFICATION INCLUDES

1. Group Name
2. Group Symbol
3. Color
4. Moisture content
5. Density / consistency
6. Cementation
7. Particle size (if applicable)
8. Odor (if present)
9. Comments

## MAJOR DIVISIONS WITH GRAIN SIZE

| SIEVE SIZE | | | | | | |
|---|---|---|---|---|---|---|
| 12" | 3" | 3/4" | 4 | 10 | 40 | 200 |
| **GRAIN SIZE (INCHES)** | | | | | | |
| 12 | 3 | 0.75 | 0.19 | 0.079 | 0.0171 | 0.0029 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Boulders | Cobbles | Gravel | | Sand | | | Silt and Clay |
| | | Coarse | Fine | Coarse | Medium | Fine | |

Conditions shown on boring and testpit logs represent our observations at the time and location of the fieldwork, modifications based on lab test, analysis, and geological and engineering judgment. These conditions may not exist at other times and locations, even in close proximity thereof. This information was gathered as part of our investigation, and we are not responsible for any use or interpretation of the information by others.

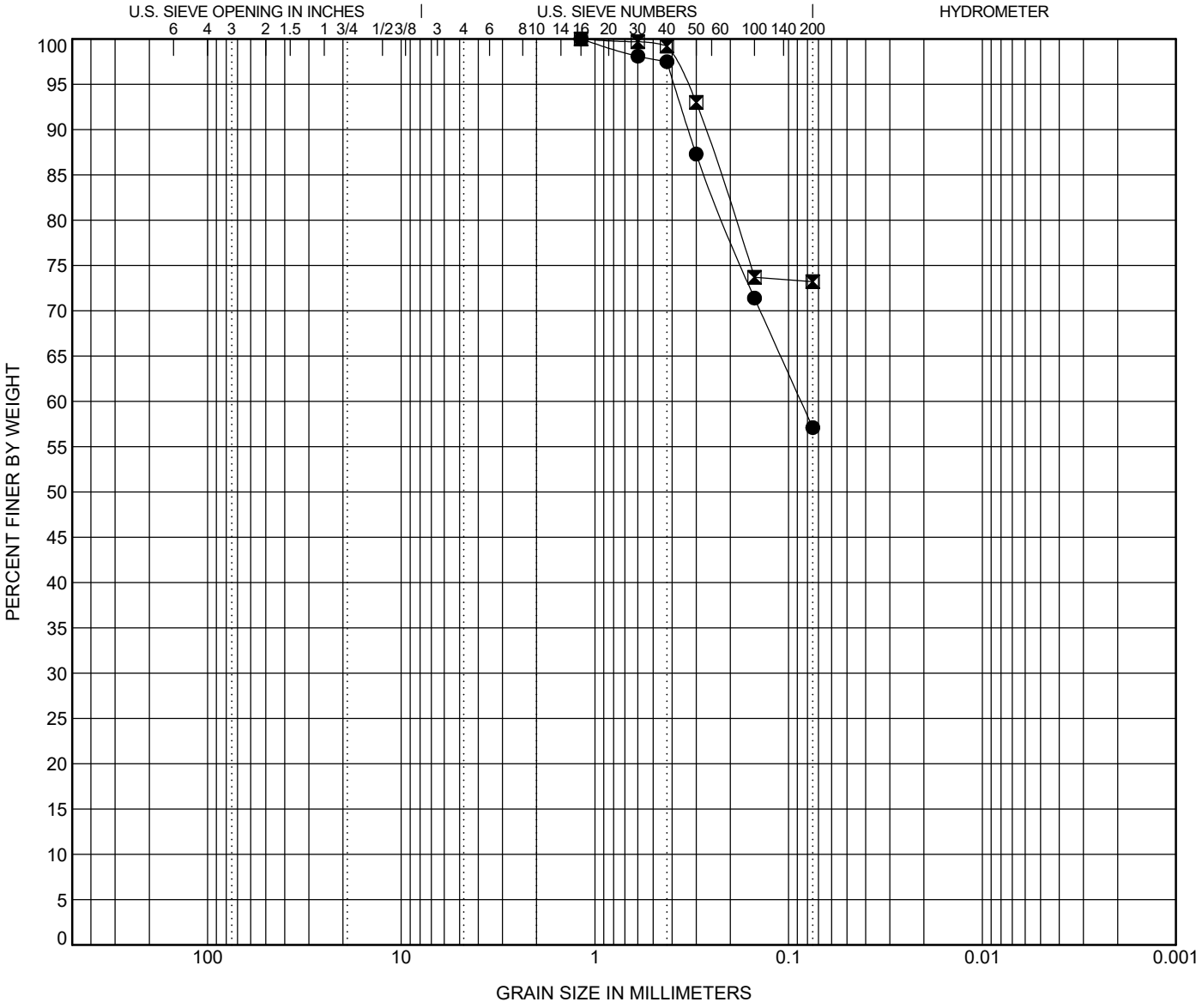
# *Appendix III*
# *Laboratory Testing Results*

GN Northern, Inc.
722 N. 16th Avenue Suite 31
Yakima, Washington 98902
Telephone: (509) 248-9798
Fax: (509) 248-4220

# GRAIN SIZE DISTRIBUTION

**CLIENT** Knutzen Engineering **PROJECT NAME** New Apartment Development

**PROJECT NUMBER** 221-1411 **PROJECT LOCATION** 470 Bradley Blvd, Richland, WA




| COBBLES | GRAVEL | | SAND | | | SILT OR CLAY |
|---|---|---|---|---|---|---|
| | coarse | fine | coarse | medium | fine | |

| | TEST PIT | DEPTH | Classification | LL | PL | PI | Cc | Cu |
|---|---|---|---|---|---|---|---|---|
| ● | **TP-4** | **5.0** | **SANDY SILT (ML)** | | | | | |
| ⊠ | **TP-5** | **4.5** | **SILT WITH SAND (ML)** | | | | | |

| | TEST PIT | DEPTH | D100 | D60 | D30 | D10 | %Gravel | %Sand | %Silt | %Clay |
|---|---|---|---|---|---|---|---|---|---|---|
| ● | **TP-4** | **5.0** | **1.18** | **0.086** | | | **0.0** | **42.9** | **57.1** | |
| ⊠ | **TP-5** | **4.5** | **1.18** | | | | **0.0** | **26.8** | **73.2** | |

GRAIN SIZE - TEMPLATE_JESSE.GDT - 7/19/21 16:07 - C:\USERS\YONG LEE\DROPBOX\5-ACTIVE PROJECTS\221-1411 RIVER FRONT APTS - 470 BRADLEY BLVD, RICHLAND WA\221-1411 LOGS.GPJ

# Appendix IV
# Site & Exploration Photographs



*Excavation of TP-1, view looking east*



*Exposed subsurface soil profile within test pit TP-1*



*Exposed subsurface soil profile within test pit TP-2*



*Exposed subsurface soil profile within test pit TP-3*



*Infiltration test setup within test pit TP-4*



*Infiltration test setup within test pit TP-5*

**PLATE 1: SITE & EXPLORATION PHOTOGRAPHS** **PROJECT NO. 221-1411**

# Appendix V
# NRCS Soil Survey

United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

# Custom Soil Resource Report for Benton County Area, Washington

## 470 Bradley Boulevard, Richland, WA




July 19, 2021

# Custom Soil Resource Report
## Soil Map




Map Scale: 1:747 if printed on A landscape (11" x 8.5") sheet.

N

Meters: 0 10 20 40 60

Feet: 0 35 70 140 210

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

# Benton County Area, Washington

## PaA—Pasco fine sandy loam, 0 to 2 percent slopes

### Map Unit Setting

*National map unit symbol:* 2bcw
*Elevation:* 250 to 700 feet
*Mean annual precipitation:* 6 to 10 inches
*Mean annual air temperature:* 52 to 55 degrees F
*Frost-free period:* 136 to 190 days
*Farmland classification:* Farmland of statewide importance

### Map Unit Composition

*Pasco and similar soils:* 90 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

### Description of Pasco

#### Setting

*Landform:* Flood plains
*Parent material:* Alluvium

#### Typical profile

*H1 - 0 to 6 inches:* fine sandy loam
*H2 - 6 to 60 inches:* silt loam

#### Properties and qualities

*Slope:* 0 to 2 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Poorly drained
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)
*Depth to water table:* About 24 to 36 inches
*Frequency of flooding:* NoneOccasional
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 5 percent
*Maximum salinity:* Slightly saline to moderately saline (4.0 to 8.0 mmhos/cm)
*Sodium adsorption ratio, maximum:* 10.0
*Available water capacity:* High (about 9.9 inches)

#### Interpretive groups

*Land capability classification (irrigated):* 3w
*Land capability classification (nonirrigated):* 6e
*Hydrologic Soil Group:* C
*Hydric soil rating:* No

# Appendix VI
# Washington Department of Ecology Well Logs

6076

# Time Oil Co.

PROJECT: Property No. 01-356 W.O. 12-01238-03 WELL NO. MW-14

Elevation reference: City of Richland Datum Well completed: 15 November 1995
Ground surface elevation: 355.05 feet Casing elevation: 354.84 feet

AS-BUILT DESIGN

Page 1 of 1

| DEPTH (feet) | SOIL DESCRIPTION | SAMPLE TYPE | SAMPLE NUMBER | BLOW COUNTS | OVM READING | GROUND WATER | TESTING |
|---|---|---|---|---|---|---|---|
| 0 | Grass over damp, silty, fine SAND | | | | | | |
| 5 | Loose, damp, brown, silty, fine SAND | | A | 6 | - | | |
| 10 | Very loose, wet, brown, silty, fine SAND | | B | 2 | 0.0 | ATD | |
| 15 | Very loose, wet, brown, silty, fine SAND | | C | 4 | 0.0 | | |
| 20 | Very dense, wet, gray-brown, gravelly SAND | | D | 62 | 0.0 | | |
| | (no odor) | | | | | | |
| | Medium dense, wet, black, fine to medium SAND | | E | 17 | - | | |
| 25 | Bottom of boring at 24.5 feet. | | | | | | |
| 30 | | | | | | | |

Top of screen at 7'

Flush-mounted steel monument
Ground surface
Top of casing
Cement
Bentonite
Casing (Schedule-40 2-inch I.D. PVC)
10-20 sand filter pack
Screen (2-inch I.D. PVC with 0.02-inch slots)
Threaded end cap

extend sand pack to 24.5'

RECEIVED
MAR 26 1996
DEPARTMENT OF ECOLOGY
CENTRAL REGION OFFICE

RUEN DRILLING, INC.
BOX 267
CLARK FORK, ID 83811
(208) 266-1151 TIME OIL CO.
START CARD # R 02520
SE¼ SE¼ SEC 11 T9N R28E
WELL TAG # ABZ139

LEGEND

I 2-inch O.D. split-spoon sample

X Sample not recovered

ATD Observed groundwater level
ATD = at time of drilling

AGRA Earth and Environmental, Inc.

JIM ERDMAN # 1724

AGRA Earth & Environmental
E. 520 North Foothills Drive, Suite 600
Spokane, Washington 99207

Drilling started: 14 November 1995 Drilling completed: 15 November 1995 Logged by: DCJ

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.

82451

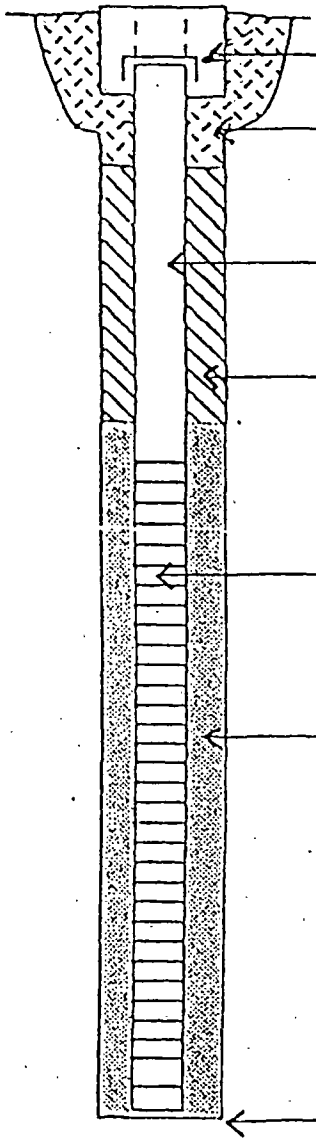
# RESOURCE PROTECTION WELL REPORT

START CARD NO. R49607

PROJECT NAME: Jackpot Foods
WELL IDENTIFICATION NO. AFT 738
DRILLING METHOD: HSA
DRILLER: Brian G. Gose
FIRM: Cascade Drilling, Inc.
SIGNATURE: [signature]
CONSULTING FIRM: GeoEngineers - Spokane
REPRESENTATIVE: Bruce Williams

COUNTY: BENTON
LOCATION: SE¼ SE ¼ Sec 11 Twn 9N R 28E R
STREET ADDRESS OF WELL: 500 George Washington Way, Richland
WATER LEVEL ELEVATION: 10'
GROUND SURFACE ELEVATION: N/A
INSTALLED: 10/25/00
DEVELOPED: Yes

0643

| AS-BUILT | WELL DATA | FORMATION DESCRIPTION |
|---|---|---|
|  | WELL COVER<br>CONCRETE SURFACE SEAL<br>DEPTH = 3/ft<br>PVC BLANK 2 "x 22'<br>BACKFILL 17 ft.<br>TYPE: bent. Chips<br>PVC SCREEN 2"x 5'<br>SLOT SIZE: .020<br>GRAVEL PACK 7 ft.<br>MATERIAL: 3/17 sand<br>WELL DEPTH 27 ' " | 0 - 15 ft.<br>Brown sand + silt.<br>15 - 27 ft.<br>Brown sand + gravels w/ some silt.<br>- ft. |

DEPT. OF ECOLOGY CENTRAL REGION OFFICE Approved NOV 27 2000

SCALE: 1" = _____ PAGE _____ OF _____

ECY 050-12 (Rev. 11/99) 82451

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.

Please print, sign and return to the Department of Ecology

# RESOURCE PROTECTION WELL REPORT

**CURRENT Notice of Intent No. E008007**

**(SUBMIT ONE WELL REPORT PER WELL INSTALLED)**

**Construction/Decommission** *("x" in box)*

☒ Construction 276339

☐ Decommission

*ORIGINAL INSTALLATION Notice of Intent Number*:

**Type of Well** *("x in box)*

☒ Resource Protection

☐ Geotech Soil Boring A

Property Owner City of Richland

Site Address Comstock Street & Bradley Blvd

City Richland County Benton

Location NE1/4-1/4 NE1/4 Sec 14 Twn 9N R 28

EWM ☒ or WWM ☐

Lat/Long (s, t, r still REQUIRED) Lat Deg _____ Min _____ Sec _____

Long Deg _____ Min _____ Sec _____

Tax Parcel No. 114981020564009

Cased or Uncased Diameter 2" Static Level 12'

Work/Decommission Start Date 9/26/07

Work/Decommission Completed Date 9/26/07

Consulting Firm Shannon & Wilson

Unique Ecology Well IDTag No. N/A

WELL CONSTRUCTION CERTIFICATION: I constructed and/or accept responsibility for construction of this well, and its compliance with all Washington well construction standards. Materials used and the information reported above are true to my best knowledge and belief.

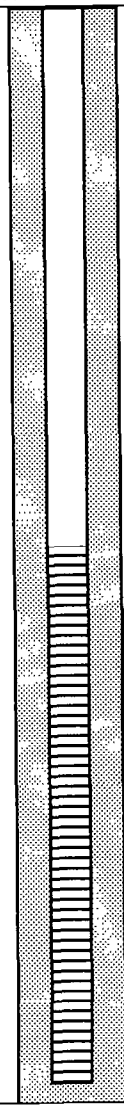
☒ Driller ☐ Engineer ☐ Trainee

Name (Print Last, First Name) Harnden, Anisa

Driller/Engineer /Trainee Signature Anisa Harnden

Driller or Trainee License No. 2508

**If trainee, licensed driller's Signature and License Number:**

| Construction Design | Well Data | Formation Description |
|---|---|---|
|  | Drove a retractable ***stainless steel / PVC*** screen down to depth and collected a water sample.<br><br>Boring Depth: 17'<br><br>Screen: 13-16<br><br>Slot Size: .010<br><br>Type: Stainless Steel, Temporary<br><br>Removed all rods and casing from boring and backfilled with bentonite. | 0-8 Sand & gravel<br>8-16 Silty Sand |

DEPT OF ECOLOGY Received OCT 11 2007 CENTRAL REGION OFFICE

SCALE: 1"= N/A PAGE 2 OF 5



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# EXHIBIT 10

**LEGEND**

- Interstates
- Highways
- Other Roads
- Incorporated City
- Unincorporated Urban Growth Boundary
- County Boundary
- OHWM and Floodway
- Extent of Shoreline Jurisdiction
- Parcels
- Regulatory Reach

**Environment Designation**

- Industrial Conservancy
- Natural
- Recreation
- Recreation Conservancy
- Residential
- Rural
- Waterfront




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**NOTES:**
1. This information is to be used for planning purposes only. Data is displayed as is and without any guarantee of accuracy or completeness.
2. Split environment designations are not accurately depicted.
3. Aerial image courtesy of ESRI and Bing Maps.

Q:\Jobs\120935-01.01_BentonCity_Prosser_Richland_SMP\Richland\MapsFolio\Rich_Mapfolio_RegulatoryReaches.mxd lhudson 9/10/2013 3:07:06 PM

ANCHOR QEA

Miles
0 1 2

Regulatory Reaches
Richland Shoreline Master Program
Richland, WA

# HEARING EXAMINER AGENDA ITEM COVERSHEET

Meeting Date: 6/13/2022

Agenda Category: New Business - Public Hearing

Prepared By: Mike Stevens, Planning Manager

Subject:
M2020-101 Willowbrook Apartments
Big Creek Land Company, LLC

Department:
Development Services

Recommended Motion:

Summary:

Attachments:
1. FULL STAFF REPORT - Willowbrook APTS
2. FULL STAFF REPORT - Willowbrook APTS pt 2

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

GENERAL INFORMATION:

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|---|---|
| PROPOSAL NAME: | Willowbrook Apartments |
| REQUEST: | Approval of a Site Plan Review application for the development of an approximately 14.36-acre site, with four (4) multi-family residential buildings containing up to 108 dwelling units, a clubhouse and covered parking structures together with associated parking, stormwater runoff and landscaping areas within the R-3 (Multiple Family Residential) Zone. |
| LOCATION: | The project site is located east of the terminus of John Court, south of Broadmoor Street and is primarily zoned R-3 (Multiple-Family Residential) with the proposed secondary driveway access being partially located upon land zoned R-1-10. The overall project will occur upon Tracts A, B & F, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864), Tract B, Willowbrook No. 2, Phase 4A, and Lot 1 of Willowbrook No. 2, Phase 2, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA. The Assessor's Parcel Nos. for the project site are: 136983050007002, 136983050008001, 136983050012000, 136983060000001 and 101882040002000. |
| APPLICANT: | Big Creek Land Company, LLC |
| FILE NO.: | M2020-101 |
| PROJECT TYPE: | Type II Site Plan Approval |
| HEARING DATE: | June 13, 2022 |
| REPORT BY: | Mike Stevens, Planning Manager |
| RECOMMENDED ACTION: | Approval subject to conditions |

## DESCRIPTION OF PROPOSAL

Big Creek Land Company, LLC wishes to develop an approximately 14.36-acre site, with four (4) multi-family residential buildings containing up to 108 dwelling units, a clubhouse and covered parking structures together with associated parking, stormwater runoff and landscaping areas. *Exhibit 2* illustrates the proposed site layout.

## PROJECT HISTORY

**2014 (M2014-103):** Duane Smith. Application to develop 112 apartment units on a 14-acre site including associated parking, landscaping, recreational areas and access road and utility line extensions. Due to inadequate environmental information provided as part of the application the City required an Environmental Impact Statement (EIS). Applicant did not complete the EIS process.

**2018 (M2018-100 & EA2018-110):** Big Creek Land Company, LLC. Application to construct 6 multi-family residential buildings containing up to 96 dwelling units, a clubhouse and covered parking structures together with associated parking and landscaping. Application withdrawn by applicant on March 12, 2020.

**2020 (M2020-101 & EA2020-114)**: Big Creek Land Company, LLC. Application to construct 6 multi-family residential buildings containing up to 96 dwelling units, a clubhouse and covered parking structures together with associated parking and landscaping. Proposal requested use of buffer width averaging, SEPA analysis determined that additional information was required, and the public hearing was postponed from December 14, 2020 to a date and time to be determined.

**2022 (M2020-101 & EA2020-114 – Continued from 2020)**: Big Creek Land Company, LLC. Revised application and updated studies to construct 4 multi-family residential buildings containing up to 108 dwelling units, a clubhouse and covered parking structures together with associated parking, stormwater runoff and landscaping areas. Public hearing scheduled for June 13, 2022.

## REASON FOR REQUEST

Richland Municipal Code (RMC) Chapter 23.48 requires site plan approval by the Hearing Examiner prior to issuance of any building permit for construction of any multi-family development containing twenty (20) or more dwelling units in the R-3 (Multiple Family Residential) zone.

Considering that multi-family residential development is a permitted use in the R-3 zone, RMC 23.48.010 precludes the site plan review process from resulting in denial of a development proposal unless such uses cannot meet the development and/or performance standards required for the use. Zoning Code Section 23.48.040 outlines some aspects of a development which are subject to alteration/conditioning through the site plan review process. Language in RMC 23.48.040 provides clarity for those items potentially subject to modification as a result of this review:

*23.48.040 Site plan – Conditions of approval*
*Site plan approvals may be made subject to any condition(s) which the hearing examiner determines to be necessary to protect the public health, safety and welfare or otherwise bring a proposed development into compliance with the purpose and intent of this title. Such conditions may include but are not limited to increased setbacks, and buffers, including landscaping, fences and walls; restrictions on the type and location of outdoor lighting; surfacing of parking areas and driveways; the installation of stormwater drainage facilities; the construction and location of service roads and alleys; the points of vehicular ingress or egress; the regulation of the time and type of various activities; vibration, noise, odors or similar nuisances, and the type, size and location of signs.*

**SITE DESCRIPTION & ADJACENT LAND USES**

The specific project site consists of five (5) parcels (Tracts A, B & F) Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864), Tract B, Willowbrook No. 2, Phase 4) and Lot 1 of Willowbrook No. 2, Phase 2. Vicinity, land use and zoning maps included herein illustrate the site's boundary configuration. The site is located east of the terminus of John Court.

Access to the site will be via John Court and via a private driveway extending north from the project site and connecting to Broadmoor Blvd. The private driveway crosses over portions of two (2) private lots after exiting the specific project site. It has been indicated by the applicant that access easements have, or will, be obtained. Further discussion regarding the access, specifically as it relates to the private driveway and access to Broadmoor Blvd. will occur later in this report.

SURROUNDING LAND USES:

North – Single-Family residences
East – Amon Preserve
South – Vacant/Amon Preserve
West – Single-Family Residences




**Figure 1 - Vicinity Map**

## COMPREHENSIVE PLAN

As illustrated in Figure 2 (below), Richland's Comprehensive Plan designates the site primarily for Medium Density Residential land uses. The R-3 (Multiple Family Residential) zone is considered High-Density Residential and is not consistent with the with the intent of the Medium Density Residential designation (RMC 23.18.010(E)).

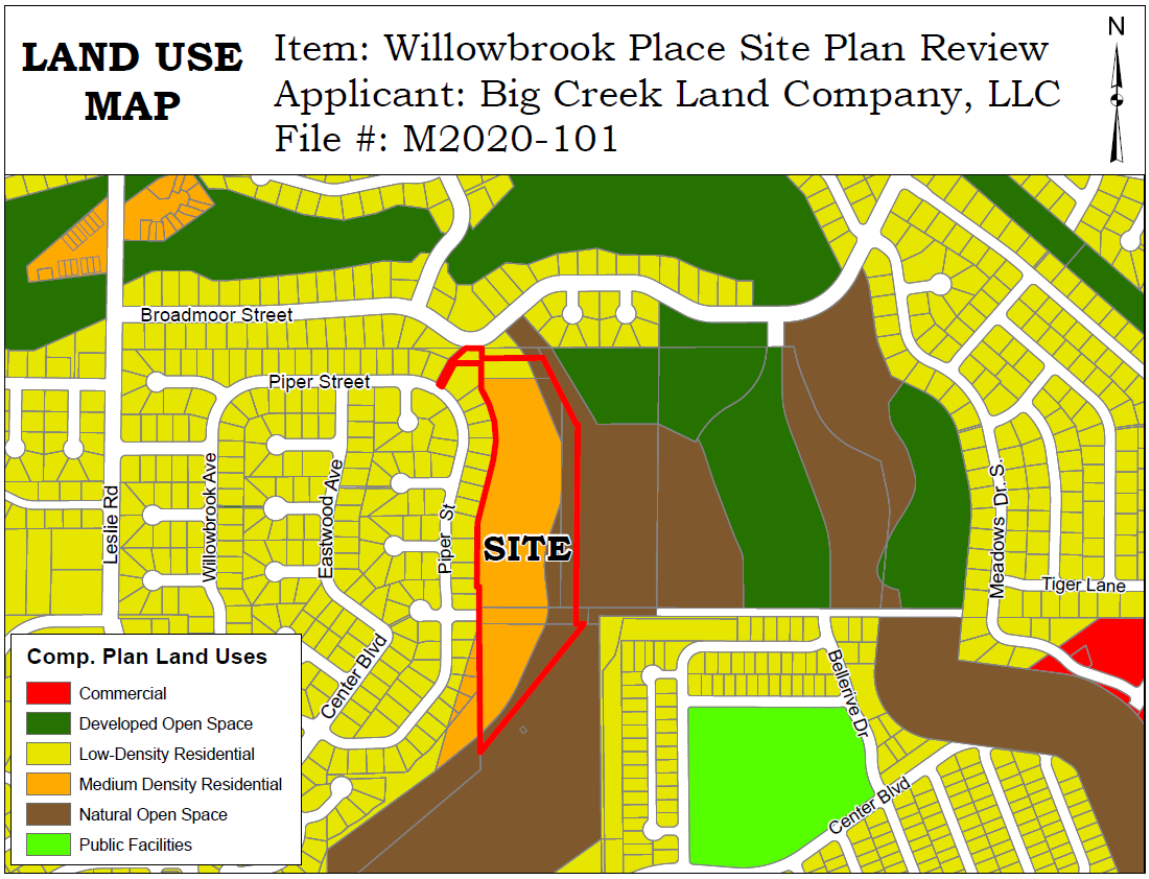



**Figure 2 – Comprehensive Plan**

Numerous comments received indicate that because the site is located primarily within the Medium-Density Residential Comprehensive Plan Land Use designation the site cannot be developed with apartments as allowed by the R-3 (Multiple Family Residential) zoning regulations. Claims of this manner are incorrect. Since a comprehensive plan is a policy guide and not a document designed for making specific land use decisions, conflicts surrounding the appropriate use are resolved in favor of the more specific regulations such as zoning. A specific zoning ordinance will prevail over an inconsistent comprehensive plan (Cougar Mountain Assocs. V. King County, 111 Wash.2d 742, 757, 765 P.2d 264 (1988)). Therefore, if a comprehensive plan prohibits a particular use but the zoning code permits it, the use would be permitted (Weyerhaeuser v. Pierce County, 124 Wash.2d 26, 43, 873 P.2d 498 (1994)). These case decisions conclude that conflicts between a general comprehensive plan and a specific zoning code be resolved in the zoning code's favor.

**ZONING**

The subject site is zoned R-3 (Multiple Family Residential). Surrounding lands are zoned as follows:

NORTH – R-1-10 (Low-Density Residential)
EAST – NOS (Natural Open Space)
SOUTH – NOS (Natural Open Space)
WEST – R-1-10 (Low-Density Residential)

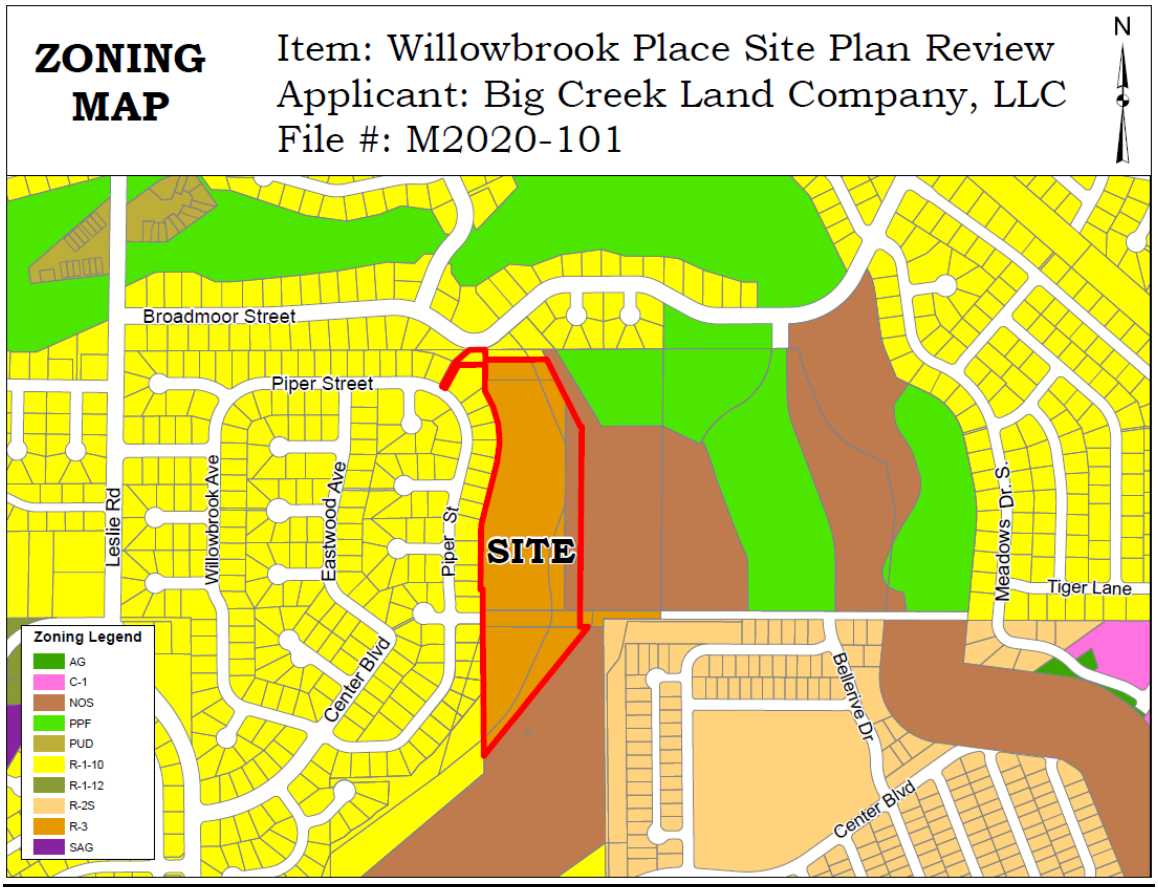



**Figure 3 – Zoning Map**

The Multiple Family Residential (R-3) use district is a residential zone classification allowing for the location of multiple-family dwellings, duplexes and attached and detached one-family dwellings and providing a high degree of protection for such uses and adjacent low-density residential development. This classification shall be designed to give protection from hazards, objectionable influences, building congestion, and lack of light, air, and privacy. Certain essential and compatible public service facilities and installations are permitted in this district [RMC 23.18.010(E)].

The residential land use table (RMC 23.18.030) indicates the R-3 zone permits "apartment, condominium (3 or more units)". Likewise, RMC 23.18.040 provides a maximum residential density of 1 dwelling unit for every 3,000 square feet of land.

As a result, given the project site's gross land area of approximately 625,522 square feet (approximately 14.36 acres), the maximum density allowed by the current zoning regulations would be 203 residential units (625,522 divided by 3,000 = 208).

Ordinance No. 41-78, which is attached as *Exhibit 10*, is the ordinance that was adopted by City Council rezoning the subject property from Agricultural (AG) to Multiple Family Residential (R-3) in 1978. The rezone was approved contingent upon the recording of a Property Use and Development Agreement (PUDA). The PUDA required that the owners of the property subject to the rezone participate in and pay a proportionate share of the cost of the Badger Mountain Development Package for Richland South and indicated that no hook-ups to City utilities or building permits for construction would be allowed until the Badger Mountain Development Package or a viable alternative was completed. The PUDA also outlined the following:

- A 150' setback from the northerly boundary of the subject site shall be observed for future multi-family dwelling units.
- Prior to any development occurring in the area proposed for rezone to (R-3) a site plan shall have been approved by the Physical Planning Commission which site plan shall reflect buildable areas, special treatment of the creek area, i.e., setbacks and pedestrian access, peripheral landscape treatment and vehicular circulation.
- The density in that portion of the site rezoned to Multiple Family Residential (R-3) shall be limited to not more than eight (8) dwelling units per acre.
- A four and one-half (4-1/2) acre parcel in the northeast portion of the site and matching the boundaries of the park area located immediately east of the site shall be dedicated to the City for park purposes within ninety (90) days of zone change approval by the City Council.

It is obvious, based on the amount of development which has happened in the South Richland area, that the owners of the property subject to the rezone participated in and paid their proportionate share of the cost of the Badger Mountain Development Package as required by the PUDA. In regard to the remaining four (4) bullet points above staff offers the following:

- As depicted on the site plan, the proposed multi-family apartment project will be located at least 150' from the northerly boundary of the R-3 zone, thus satisfying the 150' setback requirement.

- The project will be reviewed as a Site Plan Review pursuant to RMC 23.48. Ordinance No. 28-05 transferred the review authority from the Physical Planning Commission to the Hearing Examiner.

- The unit count for the proposed apartment complex is 108 units. This amount is consistent with the restriction that the site be limited to not more than eight (8) dwelling units per acre. Given the size of the subject property being

slightly more than 14 acres, the overall density allowed by the PUDA would be 112 units, which is 4 units more than what is currently proposed.

- Finally, the 4-1/2 acre parcel was dedicated to the City for park purposes as it is now the location of Claybell Park.

**23.18.020 Residential performance standards and special requirements.**
B. Multiple-Family Residential Use District Special Requirements. In any multifamily residential (R-3) zoning district that directly abuts a single-family zoning district, the following buffer, setback and building height regulations shall apply to all multifamily residential structures:

1. Buildings shall maintain at least a 35-foot setback from any property that is zoned for single-family residential use. Single-family residential zones include R-1-12 – single-family residential, R-1-10 – single-family residential, R-2 – medium-density residential, R-2S – medium-density residential small lot or any residential planned unit development that is comprised of single-family detached dwellings.

2. Buildings that are within 50 feet of any property that is zoned for single-family residential use (as defined in subsection (B)(1) of this section) shall not exceed 30 feet in height. Beyond the area 50 feet from any property that is zoned for single-family use, building height may be increased at the rate of one foot in building height for each additional one foot of setback from property that is zoned for single-family residential use to the maximum building height allowed in the multifamily zoning district.

3. A six-foot-high fence that provides a visual screen shall be constructed adjacent to any property line that adjoins property that is zoned for single-family residential use. Additionally, a 10-foot landscape strip shall be provided adjacent to the fence. This landscape strip may be used to satisfy the landscaping requirements established for the landscaping of parking facilities as identified in RMC 23.54.140.

4. Recreational vehicle parks are permitted in the multifamily residential district (R-3) subject to the issuance of a special use permit meeting the requirements of RMC 23.42.220 and 23.42.240. Further, applicants must demonstrate that their proposed recreational vehicle parks are immediately adjacent to a state highway and that appropriate provisions are put in place to protect adjacent land uses.

**R-3 DIMENSIONAL & PARKING STANDARDS**
The following standards apply in the R-3 zone as set forth in RMC 23.18.040:

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|---|---|
| Front yard setback: | 20 feet (*compliance verified*) |
| Side yard setback: | One (1) foot of side yard for each three feet or portion thereof of building height; (*compliance verified*) |

| | |
|---|---|
| Rear yard setback: | 25 feet, except as required by RMC 23.18.020(B) when multifamily development is located adjacent to a single-family residential zoning district or development (*compliance verified*) |
| Maximum Lot Coverage: | Multi-family buildings in an R-3 district shall not cover more than 33 percent of the area of the lot *(Compliance verified)* |
| Maximum building height: | 40 feet (*compliance verified-based on setbacks*) |
| Off Street Parking: | 1.5 spaces/dwelling unit; 1 space/studio dwelling (*compliance verified*) |

Building Height

The R-3 zone allows buildings up to 40-feet in height (RMC 23.18.040). Building height is the vertical distance from grade plane to the average height of the highest roof surface (RMC 23.06.455). The height of the proposed buildings has not specifically been identified by the applicant as part of the Site Plan submittal. As a result, staff is unable to verify that the height of the proposed buildings will comply with the 40' height restriction with the exception that the setbacks provided would easily accommodate a maximum building multi-family building height of 40'. If the Hearing Examiner decides to approve the Site Plan Review application, staff suggests that a condition of approval be placed which requires that the buildings fall within the allowable height limit and that verification of the height restriction be confirmed during the building permit review process.

Parking

The minimum parking rate applied to multi-family developments is 1.5 stalls per dwelling unit (RMC 23.54.020(A)) and 1 stall/unit in the case of studio apartments. Minimum parking requirements for the site is calculated as follows:

108 standard units x 1.5 stalls = 162 stalls required

1 motorcycle space for every 25 required automobile spaces = 7 spaces required

**Total = 162 automobile stalls and 7 motorcycle spaces required**

The proposed site plan (*Exhibit 2)* indicates 239 parking stalls will be provided; thereby exceeding the minimum requirement for automobiles by 77 stalls. Parking stalls are proposed to be provided as follows:

Attached Garage Spaces: 18
Detached Garage Spaces: 52
Open Stalls: 156
Guest Stalls at Club House: 6
ADA Accessible Spaces: 7

Staff recommends that if approved, a condition of approval be included requiring the applicant to convert some of the excess automobile parking stalls to motorcycle spaces.

Landscaping
Sheet L1 (*Exhibit 3)* contains the proposed landscaping plan. The proposed landscaping plan has been reviewed by staff and appears to meet or exceed the minimum requirements for landscaping as provided in RMC 23.54.140, Landscaping of Parking Facilities.

## ZONING REVIEW AUTHORITY

RMC Section 19.20.030 designates the Hearing Examiner as the hearing body responsible for conducting the review of site plan approval applications and RMC 23.48.020 triggers the need for site plan approval for multi-family residential developments containing 20 or more units in the R-3 zone.

## CRITICAL AREAS

The following critical areas are located on, or adjacent to, the site:

Wetlands:
According to the Critical Areas Report prepared by Wetland Resources, Inc. (*Exhibit 7*), the project site contains a portion of the Category II wetland system referred to as Amon Creek. The wetland system was rated as a Category II system with a moderate level of function for habitat. Pursuant to RMC Table 22.10.110(D) a buffer area of 150' is required between the wetland and any new development. The previous Critical Areas report requested the use of buffer width averaging in order to reduce the required buffer area in certain locations in order to accommodate the proposed development. However, the proposed buffer width averaging plan did not meet the requirements contained in RMC 22.10.115 and the applicant was required to reconfigure the development in a manner which accomplished the requirement for avoidance of buffer impacts. As a result, the new site plan proposal shows that all of the proposed development associated with the apartment complex will be located outside of the required 150' buffer area. In doing so, the applicant's have demonstrated compliance with the wetland and wetland buffer requirements as no impacts will occur within the wetland or wetland buffer area.

RMC 22.10.110, Wetland Buffer Areas.
RMC 22.10.110 indicates that "The establishment of wetland buffer areas shall be required for all development proposals and activities adjacent to wetlands to protect the integrity, function and value of the wetland. Buffers shall consist of an undisturbed area of vegetation established to protect the functions and values of the wetland. The standard buffer widths assume that the buffer is vegetated with a native plant community appropriate for the ecoregion. If the existing buffer is unvegetated, sparsely vegetated, or vegetated with invasive species that do not perform needed functions, the buffer should either be planted to create the appropriate plant community or the buffer should be widened to ensure that adequate functions of the buffer are provided. Buffers shall be determined in conjunction with considerations of wetland type and quality, approved wetland alterations, and required mitigation measures. Buffers are not intended to be established or to function independently of the wetland they are established to

protect; the establishment of a buffer shall not operate to prevent a use or activity that would otherwise be permitted in the wetland subject to mitigation."

According to the information contained in the Critical Areas Report the non-wetland areas of the subject property are consistent with an altered shrub-steppe ecosystem and vegetation within the on-site portion of the non-wetland area generally consists of Russian Olive, sagebrush, common rabbitbrush, Russian Thistle and cheatgrass. Staff recommends that if approved, a condition of approval be placed on the project requiring that a buffer enhancement plan be prepared by a professional wetland consultant and required plantings and associated improvements for the enhancement of the 150' buffer area be completed prior to a certificate of occupancy being issued for any of the proposed buildings. Enhancement of the buffer area will ensure consistency with RMC 22.10.110.

RMC 22.10.125, Stormwater Runoff.
New development within 150 feet of a wetland buffer shall contain stormwater runoff within the developed portions of the site. No stormwater runoff shall drain into the wetland. Deviations from this standard may be approved by the administrator; provided, that a study undertaken by a qualified professional in accordance with the provisions of RMC 22.10.140 indicates that the potential discharge of stormwater runoff from a development site into a wetland is adequately mitigated to protect the functions and values of the wetland. In the case of a Category III or Category IV wetland, stormwater management facilities may be located within the outer 25 percent of the required wetland buffer; provided, that a determination is made that no other location is feasible and the location of such facilities will not have an adverse impact on the function and values of the wetland.

The site plan indicates that two (2) stormwater retention swales will be constructed in order to retain and treat stormwater runoff from the proposed development. As per the requirements of the City's Public Works Department, the private on-site storm drainage system will need to be designed 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." Calculations shall be stamped by a registered professional Civil Engineer and prior to discharging any storm drainage waters from paved surfaces into drainage ditches, groundwater or a public system, an oil/water separator must be installed

Several comments received indicate that the location of the proposed stormwater runoff swales will result in stormwater runoff ***draining into the wetland.*** Staff disagrees and contends that while the stormwater that is contained in the swales will ultimately percolate into the soil and make its way to the wetland via the underground water table it will not "drain into the wetland". The act of stormwater flowing into a stormwater retention swale and/or underground percolation trenches before percolating into the soil and making its way into the ground water is the form of stormwater treatment that is allowed and ultimately preferred because it treats the

runoff and doesn't result in stormwaters draining directly into a wetland. Stormwater runoff draining directly into a wetland can, and does, occur as it is an alternative method of stormwater runoff treatment that can be permitted in certain instances and under specific conditions.

Fish and Wildlife Habitat Conservation Areas:
Wetland Resources Environmental Consulting prepared a Wildlife Habitat Assessment Report for the site (*Exhibit 8*). The report indicates that pursuant to RMC 22.10.185 (A), Fish and wildlife habitat conservation areas (HCA) include the following:

1. Areas where state or federal designated endangered, threatened, and sensitive species have a primary association.

    a. Federal designated endangered and threatened species are those fish, wildlife and plant species identified by the U.S. Fish and Wildlife Service and the National Marine Fisheries Service that are in danger of extinction or threatened to become endangered. The U.S. Fish and Wildlife Service and the National Marine Fisheries Service should be consulted as necessary for current listing status.

    b. State designated endangered, threatened and sensitive species are those fish, wildlife and plant species native to the state of Washington identified by the State Department of Fish and Wildlife and/or State of Washington Natural Heritage Program that are in danger of extinction, threatened to become endangered, vulnerable, or declining and are likely to become endangered or threatened in a significant portion of their range within the state without cooperative management or removal of threats. The state of Washington's Department of Fish and Wildlife and/or Natural Heritage Program maintains the most current listings and should be consulted as necessary for current state listing status;

2. State priority habitats and areas associated with state priority species.

    a. State of Washington priority habitats and species are considered priorities for conservation and management. The state of Washington's Department of Fish and Wildlife should be consulted for current listing of priority habitats and species;

3. Habitats and species of local importance. The city of Richland hereby adopts by reference those priority habitats and species considered priorities for conservation and management identified by the State Department of Fish and Wildlife and State of Washington Natural Heritage Program as now exist or as may be amended;

4. In addition to the priority habitats and species recognized by WDFW and/or State of Washington Natural Heritage Program, a process is provided for listing other habitats and species that are important locally to the people of Richland.

This action may be initiated at the request of the Washington State Department of Fish and Wildlife, other government agency, city staff, nonprofit organization or interested citizen. Any such request shall be in writing and shall include:

a. The common and scientific name for a species under consideration;

b. Habitat location on a map (scale 1:24,000);

c. Demonstrate a need for special consideration based upon best available science and considering:

i. Declining or increasing population;

ii. Sensitivity to habitat manipulation; or

iii. Commercial or game value or other special value, such as public appeal;

d. Habitat management recommendations, including potential uses and restrictions of the habitat areas, seasonally sensitive areas and other guidelines necessary for the protection of the species;

e. Reasons for the species/habitat to be designated;

f. Name and address of the nominator, along with a list of property owners and mailing addresses for each property mapped as containing habitat and/or species;

g. Other supporting documentation (as determined by the administrator);

h. SEPA checklist;

i. Fee as established by the city of Richland fee schedule.

Submitted proposals shall be reviewed by city staff as a Type IV legislative action pursuant to RMC 19.20.010(D)(2) and Chapter 19.90 RMC. Suggested amendments to this section of the critical areas regulations shall result in amendment no more often than once each calendar year with the deadline for submittal being January 31st. Copies of the proposal shall be submitted to WDFW and/or other local, state or federal agencies or experts for comments and recommendations regarding accuracy of the data and effectiveness of proposed management strategies as part of the public comment period. Approved nominations will be designated priority habitats/species as appropriate and will be given all protection under this chapter afforded other priority habitats and species;

5. The areas listed as a national wildlife refuge, national park, natural area preserve or any preserve or reserve 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 report further indicates that the regulated species and habitats identified on or within 300 feet of the site includes: (1) Amon Creek Natural Preserve (off site); (2) PHS mapped Priority Habitat – wetland (partially on site); and (3) PHS mapped fall chinook located within West Fork Amon Creek (partially on site). Conclusion of the report's analysis is that the proposed development plan has been specifically designed in consideration of on-site HCAs, as required by the City of Richland. The proposed development has been placed in the best possible location to avoid impacting on-site HCAs and that no impacts to on-site HCAs will occur as a result of the proposed development plan.

Michael Ritter, Habitat Biologist with the Washington State Department of Fish & Wildlife (WDFW) submitted comments indicating that based on the information presented in the Wildlife Habitat Assessment Report and WDFW's knowledge of the project site (and adjacent Amon Nature Preserve), WDFW believes that Priority Habitats and Species (PHS) such as shrub steppe habitat, Sagebrush sparrow and Black-tailed jackrabbit will be permanently impacted by the proposed development. WDFW also expressed concerns that the project may impact the adjacent Amon Creek/wasteway, which is a central feature of the immediately adjacent WDFW Priority Amon Creek Biodiversity Area and Corridor. As a result, WDFW reiterated

concerns and recommendations from their October 2020 comment letter, which were:

- An erosion control plan should not only be maintained throughout the construction of the project but until suitable vegetation is established on the site (1-3 years) to prevent sediment or sediment laden water from entering the riparian buffer or the Amon Watercourse.
- All storm water from the site during and post construction should not be allowed to enter the adjacent buffer and wetland. Stormwater treatment facilities must not be located within the buffer.

Based on the discrepancy between the consultant's professional opinion and that of Michael Ritter, WDFW, staff recommends that, if approved, a condition of approval be placed which requires the creation and implementation of a mitigation plan that satisfactorily addresses the impacts to the habitat and species listed by WDFW. The mitigation plan shall be prepared pursuant to RMC 22.10.220, Fish and wildlife habitat conservation area alteration and RMC 22.10.210 Fish and wildlife habitat conservation area – Performance standards, particularly RMC 22.10.210 (K).

Geologically Hazardous Areas:
A Geotechnical & Hydrogeologic Site Evaluation Report has been prepared for the site and proposed development by GN Northern, Inc. (*Exhibit 5*). Ultimately, the report indicates that the primary geologic hazards and site constraints include the potential for surface erosion and slope instability. The risk from other common geologic hazards, including fault rupture, liquefaction, and seismic shaking are considered low or negligible on the site. The potential hazards of slope instability and soil erosion are considered low for the site and engineered design and appropriate remedial grading and construction as recommended within the report will readily mitigate potential geologic hazards at the site. The conclusion of the report indicates that it is GN Northern's opinion that the site is suitable for the proposed construction, provided the soil design parameters and site-specific recommendations within the report are followed in the design and construction of the project.

Aquifer Recharge Area:
The project site is located within an Aquifer Recharge Area as determined by the City of Richland Critical Areas regulations and associated mapping. Information contained within the Geotechnical & Hydrogeologic Site Evaluation Report (*Exhibit 5*) indicates that the site is not located within an Aquifer Recharge Area. However, a second report, prepared by Canyon Environmental Group *(Exhibit 6*) indicates that the project site is located within an Aquifer Recharge Area and assesses the potential impacts of the proposed development upon the City's nearby Willowbrook well. The overall conclusion of this report is that the primarily source of pollutants from the apartment development will primarily be stormwater runoff. Canyon Environmental Group anticipates that the treated stormwater from the apartment complex will be cleaner than the seepage from the irrigation canals which feed Amon Creek and the nearby wetland system and that provided certain recommended protections are implemented the apartment complex should be safe to build within

the subject property, with no anticipated impacts to the water quality of the City's Willowbrook well. If the project is approved, the recommended protections listed within Section 2.6 of the report should be included as conditions of approval. For ease of review, the recommended protections are:

1. The properties should not be utilized for industrial or commercial purposes that produce potentially hazardous waste. This includes but is not limited to, underground storage tanks, above ground storage tanks, hazardous waste, dry-cleaners, solvents, paints, etc.
2. Implementation of a stormwater plan that meets Washington State Department of Ecology's 2019 Stormwater Management Manual for Eastern Washington.
3. Regular inspection and maintenance of any stormwater facilities.

## SHORELINE MASTER PROGRAM

The subject site is not located within the jurisdiction of the City's Shoreline Master Program. Shoreline permitting requirements are not applicable to this project.

## UTILITY AVAILABILITY

The City has domestic water, sewer and electrical power lines in place within reasonable proximity to serve the site and have adequate capacity to supply the proposed project.

## TRANSPORTATION & ACCESS

As shown on the proposed site plan (*Exhibit 9*) the development will have access from John Court, which extends east from Piper Street and via a private driveway extending south from Broadmoor Street.

The proposed access to the site is the subject of a majority of the comments received from the public. As currently proposed, the private driveway extending south from Broadmoor Street is at the apex of a curve and located at the bottom of a rather steep section of roadway (west towards Leslie Road). The majority of public comments received indicate that the proposed driveway location is not a safe location and could result in vehicular and vehicular/pedestrian accidents due to the speed in which people drive on Broadmoor Street and due to the proposed accesses location on a curve at the bottom of a steep section of roadway. Furthermore, many comments received question the validity of the traffic data that was used by the applicant's traffic consultant to create the Traffic Impact Analysis. The Public Works Department has indicated that the proposed access points onto Broadmoor Street and John Court are acceptable for this project, but that any proposed changes to the driveways would be subject to approval by the City Engineer. In addition, the City's Traffic Engineer has reviewed the traffic analysis report and finds that the Trip Generation and Distribution is in concurrence with past recommendations. Count volumes have been updated during days that are more representative of normal traffic. Section 6.1 of the report suggests that an annual growth rate of 1.8% was applied to the 2022 Existing Counts to obtain the 2032 Baseline. Checks on the numbers suggest that the actual growth rates applied between Figures 3 & 4 of the

TIA are higher than the 1.8% suggested. Therefore, the estimated Level of Service (LOS) and delay are likely overestimated and conservative. The Public Works Department believes that the project satisfies concurrency requirements.

**ARCHAEOLOGICAL RESOURCES**

A cultural resources assessment for the project site was prepared on October 25, 2021 by WestLand Engineering & Environmental Services, Inc. The cultural resources assessment was provided to the Washington State Department of Archaeology and Historic Preservation (DAHP), Confederated Tribes of the Umatilla Indian Reservation (CTUIR) and Yakama Nation. The cultural resources assessment was not included in the referral packet sent out to other city departments and governmental agencies during the SEPA and public hearing review process as the contents of such documents are exempt from public disclosure for the protection of historic resources. However, as indicated above the, the report was provided to DAHP, CTUIR and Yakama Nation. DAHP responded with a letter and concurred with the results and recommendations made in the survey report. As no cultural resources were found during the survey, DAHP does not recommend direct archaeological supervision of the project. However, they did request than an Inadvertent Discovery Plan (IDP) be included as part of the construction permit. As a result, staff recommends that if approved, a condition of approval be included requiring submittal and approval of an Inadvertent Discovery Plan (IDP) prior to permit issuance.

**PUBLIC NOTICE - 2020**

| | |
|---|---|
| Application Date: | September 11, 2020 |
| Combined Notice of Application & Hearing Mailed: | October 1, 2020 |
| Combined Notice of Application & Hearing Posted: | October 2, 2020 |
| Combined Notice of Application & Hearing Published: | October 11, 2020 |
| Notice of Postponement | November 20, 2020 |
| Public Hearing: | Postponed |

**PUBLIC NOTICE - 2022**

| | |
|---|---|
| Application Date: | April 1, 2022 |
| Combined Notice of Application & Hearing Mailed: | April 28, 2022 |
| Combined Notice of Application & Hearing Posted: | April 29, 2022 |
| Combined Notice of Application & Hearing Published: | May 1, 2022 |
| Public Hearing: | June 13, 2022 |

A combined notice of application, SEPA determination (optional DNS process) and notice of hearing was provided 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 *Exhibits 11 & 12.*

**SEPA**

The project requires compliance with the provisions of the State Environmental Policy Act. The applicants filed an environmental checklist. (*Exhibit 4*). City staff reviewed the checklist, plans and application materials and subsequently utilized the

optional DNS process in WAC 197-11-355. After review of the agency and public comments received, the City entered a Determination of Non-Significance (DNS) into the record on June 3, 2022 (*Exhibit 4*).

## COMMENTS RECEIVED

Public notice and associated request for comments has been distributed to various local and stated agencies as well as the general public on three (3) occasions for this proposal (original – 2018 & 2020 and revised - 2022). Although the overall development proposal has slightly changed between 2018, 2020 and 2022 staff has included all written comments from 2020 and 2022 as part of this report as many of the same concerns have been expressed on both occasions. Comments from 2018 have not been included as the 2018 proposal was determined to lack information necessary and was ultimately withdrawn by the applicant. All comments received in 2020 are provided as Exhibit 15, while all comments received in 2022 are provided in Exhibit 13.

Public comments pertaining to the application can generally be classified under the following topics:

1. Traffic & Safety
2. Environment
3. Zoning & Land Use

## RECOMMENDATION

Staff recommends that the Hearing Examiner approve the proposed Site Plan Review for the Willowbrook Apartments subject to the following suggested findings of facts, conclusions of law and recommended conditions of approval.

## SUGGESTED FINDINGS OF FACT

1. The City of Richland's Comprehensive Plan designates the site for High Density Residential land uses;

2. The subject site is located within the R-3 (Multiple Family Residential) zone;

3. R-3 zoning permits multi-family residential development at a maximum density of one (1) dwelling unit for every 3,000 square feet of respective land area;

4. The subject parcel is approximately 14.36-acres in area which would allow for development of up to 208 dwelling units;

5. Ordinance No. 41-78 limited the maximum density of the site to 8 units per acre.

6. The Site Plan Review (M2020-101) application proposes four (4) multi-family residential buildings containing 108 dwelling units, a clubhouse and several covered parking structures;

7. All multi-family developments containing 20 or more dwelling units in the R-3 zone require Site Plan Approval by the Hearing Examiner [RMC 23.48.020(B)];

8. Big Creek Land Company, LLC has filed a site plan approval application to develop a 14.36-acre site with four (4) multi-family apartment buildings containing 108 dwelling units, a clubhouse, several covered parking structures associated landscaping and parking improvements. The proposal is a use that is permitted outright in the R-3 zone;

9. All uses within the R-3 (Multiple Family Residential) zone are subject to the performance standards contained in RMC 23.18.020, RMC 23.18.040 and RMC 23.18.050;

10. The review of site plan approval applications may not result in denial of permitted uses unless such uses cannot meet the development and/or performance standards required for the use;

11. The Hearing Examiner is granted the authority to conduct the review of site plans for multi-family developments containing twenty (20) or more dwelling units in the R-3 zone per RMC 23.48.020(B);

12. Site Plan Review approvals are classified as a Type II application under RMC 19.20.010(B) and specifies that the Hearing Examiner shall make a final decision on an application unless appealed to Superior Court;

13. Public notice of the application and hearing was provided via mail to surrounding land owners within 300 feet of the site; through the posting of a sign on-site and through a legal advertisement in the *Tri-City Herald*, all in accordance with the notice provisions contained in RMC 19.40.010;

14. The applicant filed an environmental checklist with their application, which was reviewed by City staff who entered a Determination on Non-Significance into the record on June 3, 2022 after using the optional DNS process pursuant to WAC 197-11-355;

15. The proposed development is consistent with the setback and building height requirements established for the R-3 (Multiple Family Residential) zone;

16. The proposed development would provide approximately 239 off-street parking spaces. Staff has recommended that a condition of approval be placed on the project requiring the conversion of off-street automobile parking

spaces to motorcycle spaces. As conditioned, the proposal meets the parking standards identified in RMC 23.54.020;

17. The size of the property is adequate to support the proposed uses, as evidenced by the project's conformity to building setbacks and off-street parking requirements;

18. The physical conditions of the site are suitable for the proposed development;

19. Public facilities, consisting of sewer, water and street access are in place and available to serve the proposed development. All utility systems have adequate capacity to serve the proposed development;

20. The proposal, as conditioned, is consistent with the City's comprehensive plan and the provisions of the R-3 (Multiple Family Residential) zoning performance standards;

21. The proposal, as conditions, is consistent with the City's Critical Areas regulations contained within RMC 22.10;

22. Several hundred pages of public and governmental agency comment have been received.

**SUGGESTED CONCLUSIONS OF LAW**

**RECOMMENDED CONDITIONS OF APPROVAL**

1. The site shall be developed in substantial conformance with the site plan, and landscaping plan submitted with the site plan review application, included in this staff report as *Exhibit 2* and as modified by the following conditions of approval;

2. The site plan submitted with subsequent building permit application(s) shall specify precise setbacks for each building respective to distances from the nearest property line(s) and be in substantial conformance with the site plan approved by the Hearing Examiner;

3. A single freestanding sign is available to the property. Sign placement shall be reviewed via a separate sign permit;

4. An appropriate number of excess automobile parking stalls shall be converted to motorcycle spaces and meet the requirements of RMC 23.54.040, Motorcycles.

5. A mitigation plan that enhances the wetland buffer area and satisfies WDFW's concerns regarding the permanent impacts to WDFW habitats and species shall be prepared by a professional critical areas consultant. The

mitigation plan shall be prepared pursuant to RMC 22.10.110, Wetland buffer areas, RMC 22.10.220, Fish and wildlife habitat conservation area alteration and RMC 22.10.210 Fish and wildlife habitat conservation area – Performance standards, particularly RMC 22.10.210 (K). The mitigation plan shall be reviewed and agreed upon by the applicant, City of Richland, WDFW and Washington State Dept. of Ecology (Wetlands Division). All required plantings and associated improvements associated with the approved mitigation plan shall be completed prior to a certificate of occupancy being issued for any of the proposed buildings.

6. An Inadvertent Discovery Plan (IDP) shall be submitted to the Planning Manager prior to the issuance of any development permits for the subject property.

7. 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 punch list inspection will be performed. All final punch list items shall be completed or financially guaranteed prior to final acceptance of the project.

8. 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. 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.

9. 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.

10. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and final acceptance of the project. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final occupancy. 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.

11. 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.

12. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.

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. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
    C. All utilities shall be extended to the adjacent property (properties) at the time of construction.
    D. 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.
    E. The minimum centerline radius for local streets shall be 100-feet.
    F. 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.
    G. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
    H. 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.

16. 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 the 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.

17. The City's Traffic Engineer has reviewed the traffic analysis report and finds that the Trip Generation and Distribution is in concurrence with past recommendations. Count volumes have been updated during days that are more representative of normal traffic. Section 6.1 of the report suggests that an annual growth rate of 1.8% was applied to the 2022 Existing Counts to obtain the 2032 Baseline. Checks on the numbers suggest that the actual growth rates applied between Figures 3 & 4 are higher than the 1.8% suggested. Therefore, the estimated LOS and delay are likely overestimated and conservative. We believe the project satisfies concurrency.

18. The proposed project is subject to Richland Municipal Code Section 12.03, requiring the payment of traffic impact fees. These fees will be due at the time of building permit issuance.

19. The entrance to the development off of the east end of John Court (a public right-of-way) shall be delineated with a standard commercial driveway. This proposed entrance and access road is on property that is owned by a separate owner than the project applicant. Permission to construct these improvements (and any necessary easements) shall be obtained by the applicant from the property owner prior to construction.

20. The private driveway onto Broadmoor Street shall be constructed per City of Richland commercial driveway standard details. The vision-clearance triangle at the Broadmoor Street driveway needs to be shown on the construction plans and be designed in accordance with RMC Chapter 12.11.020. Since the intersection is in a curve it will have to be evaluated per AASHTO guidelines.

21. "No Parking" signs shall be posted along the drive aisles and parking areas as required. Sufficient travel width needs to be maintained for larger vehicles and Fire Dept. apparatus.

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, and also provide at least 5-feet of separation between driveway and/or pedestrian ramp transitions.

23. The proposed access points onto Broadmoor Street and John Court are acceptable for this project, but any proposed changes to said driveways will be subject to approval by the City Engineer.

24. The on-site drive aisles shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.

25. If the project is to be constructed in phases the private driveway out to Broadmoor Street shall be constructed with the first phase. This roadway shall be designed to be passable by fire apparatus and solid waste collection vehicles.

26. Any dead-end drive aisles or parking areas longer than 150-feet (that will be continued later) need to have temporary turnarounds built at the end of them. The temporary turnaround will need to have a 50-foot radius and will require an easement over it.

27. There is a sewer maintenance & trail easement over the existing sewer maintenance access road that bisects the southern half of this property. Access over this roadway / trail shall be maintained during construction. The roadway / trail shall be restored to original condition after construction.

28. The closest domestic water mains to this project are located in Broadmoor Street to the north and John Court to the west. It shall be the responsibility of the developer to loop a water main through this property to serve domestic water at the time of project construction. Easements will be needed for this water main where it is outside of the public right-of-way. This water main shall be sized to adequately supply domestic water and fire flows to the proposed development. Looping of the water system provides redundancy and helps to eliminate stagnant water.

29. 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.

30. The fire hydrant layout shall be approved by the City Fire Marshal.

31. In accordance with RMC Chapter 18.13 and WAC 246-290 regarding Cross Connections, premise isolation backflow assemblies are required to be installed on the domestic water services of all new commercial/industrial buildings immediately downstream of the City's water meter. This will be a requirement on the construction plans. Please note this on the plans, and indicate where the backflow device is to be installed.

32. The closest sanitary sewer available for the northern half of this development is located to the north in Broadmoor Street, and to the south of it in the adjacent property that is under separate ownership. The southern half of this property has an existing city sewer main running through it already. It shall be the responsibility of the developer to extend a sewer main to this property at the time of project construction.

33. 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.

34. 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.

35. The proposed storm drainage and grading of all areas within the proposed development shall be shown on the plans (most grading and drainage plans must be prepared by a licensed civil engineer). If site contains at least 1,000 sq.ft. of new asphalt, and/or contains 30% or more impervious surfaces, storm drainage calculations from a licensed civil engineer are required. Stormwater shall be kept on-site (on the developing property that generated it). Stormwater shall not be flowed onto adjacent properties, or to the public Right-of-Way, without first obtaining written permission.

36. The private on-site storm drainage system shall be designed 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". Calculations shall be stamped by a registered professional Civil Engineer. Prior to discharging any storm drainage waters from paved surfaces into drainage ditches, groundwater or a public system, an oil/water separator must be installed. The applicant's design shall provide runoff protection to downstream property owners.

37. 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.

38. If there are any natural drainage ways across the proposed project, the engineered construction plans shall address it in accordance with Richland Municipal code 24.16.170 (“Easements-watercourses”).

39. Any proposed storm drainage retention facilities within the boundary of the proposed project shall not adversely affect neighboring properties.

40. 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.

41. The amount of post-development storm runoff from the proposed site shall not exceed the amount of pre-development runoff.

42. Any solid waste enclosures installed as part of this project shall be constructed to City standard details.

43. The solid waste enclosure must be shown on the construction plans and will have to be placed so that it is accessible by City solid waste collection vehicles.

44. 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 punch list items shall be completed or financially guaranteed prior to final acceptance of the project.

45. 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 occupancy. Off-site (“third party”) easements or rights-of-way 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.

46. 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 project construction and prior to final acceptance by the City.

## EXHIBIT LIST

1. Application
2. Site Plan Submittals
3. Landscaping Plan
4. SEPA Documents
5. Geotechnical & Hydrogeological Report
6. Hydrogeological Assessment of Critical Aquifer Recharge Area
7. Critical Areas Report
8. FWHCA Report
9. Traffic Impact Analysis
10. Ordinance 41-78
11. Public Hearing Notice (6/13/2022)
12. Public Hearing Notice & Posting Affidavits (6/13/2022)
13. Government Agency & Public Comments (6/13/2022)
14. Public Hearing Notice & Related Affidavits (12/14/2020)
15. Government Agency & Public Comments (12/14/2020)
16. Public Hearing Postponement Notice & Affidavits (12/14/2020)
17. SEPA Threshold Determination & Site Plan Review Letter (12/14/2020)

Exhibit 1

City of Richland
Development Services

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

# SITE PLAN REVIEW APPLICATION

☒ Multi-Family ☐ Commercial

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

| APPLICANT INFORMATION | | | |
|---|---|---|---|
| Applicant Name: Big Creek Land Company, LLC | | | |
| Address: 1950 W. Bellerive Lane, #107 | City: Coeur d'Alene | State: Idaho | Zip: 83814 |
| Phone Number: (208) 930-4697 | Email: cliff@buildmort.com | | |

| PROPERTY INFORMATION | |
|---|---|
| Legal Description:<br>See attached Site Plan | Size of Area (sq. ft.):<br>± 14 acres |
| Comprehensive Plan Designation: Medium Density Residential | Zoning Classification: R-3 |
| General Description of Property Location:<br>Lying East of the Willowbrook Subdivision at the intersection of Piper Street and John Court. | |

| DESCRIPTION OF PROPOSAL | |
|---|---|
| 108-unit multi-family apartment project See attached Site Plan. | |
| Gross Floor Area of Building: varies per building | Approximate Time Table of Construction (start – end):<br>Summer 2021 - Summer 2022 |
| Total Dwelling Units: 108 units | Number of Required Parking Spaces:<br>108 units x 1.5 = 162 req'd |
| Comments or Additional Information:<br>See attached submittals for additional information. | |

**APPLICATION MUST INCLUDE**

1. Completed Application and Filing Fee
2. 2 – Full Size Copies of proposed Site Plan
3. 1 – 11 x 17 reduction of Site Plan
4. Other information as determined by 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.

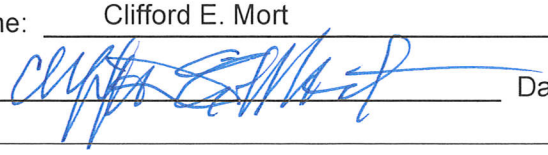
I also acknowledge that if a permit is issued for land development activities, no terms of the permit can be violated without further approval by the permitting entity. I understand that the granting of a permit does not authorize anyone to violate in any way any federal, state, or local law/regulation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

Applicant Signature:  Date 7/13/21

City of Richland
Development Services Department
625 Swift Boulevard
Richland, WA 99352

April 1, 2022

ATTN: Mr. Mike Stevens
*Planning Manager*

**RE: Willowbrook Apartments**
**SEPA Threshold Determination and Site Plan Review**

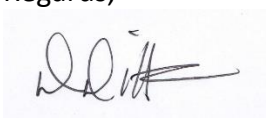
Dear Mike:

Reference is made to your comment letter dated December 8, 2021 for the above referenced project. The requested information is submitted herewith, and your comments have been addressed as follows:

1. An updated Traffic Impact Analysis has been prepared by Kimley Horn (formerly Gibson Traffic Consultants). Brad Lincoln, PE at Kimley Horn has had lengthy discussions with John Deskins, Traffic Engineer at the City of Richland, in regard to the requirements of the TIA and we believe that all of John's concerns have been addressed in the revised TIA.
2. Also included is a 3rd party CARA Review Memo prepared by Canyon Environmental Group, LLC in regard to the previously submitted *Geotechnical and Hydrogeologic Site Evaluation Report*. The Review Memo is intended to satisfy the City of Richland's requirements pursuant to RMC 22.10.330.

The above documents are hereby submitted as a supplement to the original Application and submittal package, and we request they be entered into the Record for the above referenced project. We respectfully request that based on the above noted submissions, the City proceed with the SEPA Threshold Determination and move this project forward to a public hearing as required by Richland Municipal Code. Thank you for your time and consideration in this matter. If you have questions regarding any of the above, please feel free to contact me at your convenience.

Regards,



Drew C. Dittman, PE
*Principal*

cc: Mr. Cliff Mort – Big Creek Land Company, LLC

City of Richland
Development Services Department
625 Swift Boulevard
Richland, WA 99352

November 18, 2021

ATTN: Mr. Mike Stevens
*Planning Manager*

**RE: Willowbrook Apartments**
**SEPA Threshold Determination and Site Plan Review**

Dear Mike:

Reference is made to your comment letter dated November 30, 2021 for the above referenced project. In particular, items 3, 5, 6 & 7. These items have been addressed as follows:

3. A stormwater management plan shall be submitted clearly indicating how stormwater runoff from the project will be managed on the project site.

   *A Conceptual Stormwater Management and Utility Plan prepared by Lake City Engineering, Inc. is submitted herewith.*

5. The site is located within a Geologically Hazardous Area as mapped by Benton County and the City of Richland. A geologic report, prepared by a qualified professional shall be submitted pursuant to RMC 22.10 Article V – Geologically Hazardous Areas.

   *A Geotechnical & Hydrogeological Site Evaluation Report prepared by GN Northern, Inc. is submitted herewith.*

6. The site is located within a designated critical aquifer recharge area (CARA). A hydrogeologic assessment shall be submitted pursuant to RMC 22.10.330.

   *A Geotechnical & Hydrogeological Site Evaluation Report prepared by GN Northern is submitted herewith.*

7. An archaeological cultural resources survey with subsurface shall be performed and the results thereof submitted to the City of Richland.

   *A Cultural Resource Assessment for the Willowbrook Project prepared by WestLand Engineering and Environmental is submitted herewith.*

The above documents are hereby submitted along with a revised SEPA Application, and we request they be entered into the Record for the above referenced project. We

respectfully request that based on the above noted submissions, the City proceed with the SEPA Threshold Determination. Thank you for your time and consideration in this matter. If you have questions regarding any of the above, please feel free to contact me at your convenience.

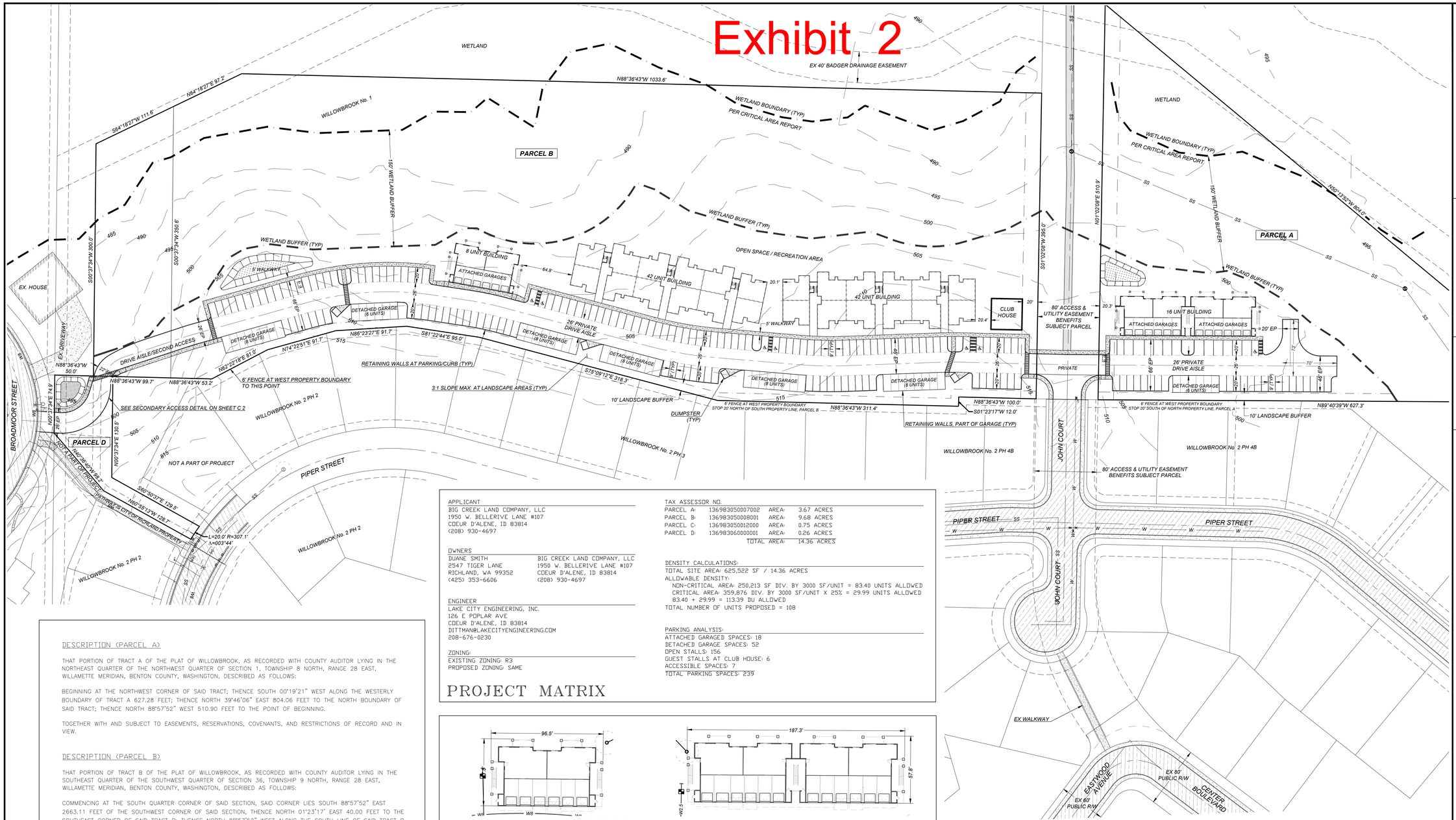
Regards,



Drew C. Dittman, PE
*Principal*

cc: Mr. Cliff Mort – Big Creek Land Company, LLC

# Exhibit 2




APPLICANT
BIG CREEK LAND COMPANY, LLC
1950 W. BELLERIVE LANE #107
COEUR D'ALENE, ID 83814
(208) 930-4697

OWNERS

| | |
|---|---|
| DUANE SMITH | BIG CREEK LAND COMPANY, LLC |
| 2547 TIGER LANE | 1950 W. BELLERIVE LANE #107 |
| RICHLAND, WA 99352 | COEUR D'ALENE, ID 83814 |
| (425) 353-6606 | (208) 930-4697 |

ENGINEER
LAKE CITY ENGINEERING, INC.
126 E POPLAR AVE
COEUR D'ALENE, ID 83814
DITTMAN@LAKECITYENGINEERING.COM
208-676-0230

ZONING:
EXISTING ZONING: R3
PROPOSED ZONING: SAME

TAX ASSESSOR NO.

| | | | |
|---|---|---|---|
| PARCEL A: | 136983050007002 | AREA: | 3.67 ACRES |
| PARCEL B: | 136983050008001 | AREA: | 9.68 ACRES |
| PARCEL C: | 136983050012000 | AREA: | 0.75 ACRES |
| PARCEL D: | 136983060000001 | AREA: | 0.26 ACRES |
| | | TOTAL AREA: | 14.36 ACRES |

DENSITY CALCULATIONS:
TOTAL SITE AREA: 625,522 SF / 14.36 ACRES
ALLOWABLE DENSITY:
NON-CRITICAL AREA: 250,213 SF DIV. BY 3000 SF/UNIT = 83.40 UNITS ALLOWED
CRITICAL AREA: 359,876 DIV. BY 3000 SF/UNIT X 25% = 29.99 UNITS ALLOWED
83.40 + 29.99 = 113.39 DU ALLOWED
TOTAL NUMBER OF UNITS PROPOSED = 108

PARKING ANALYSIS:
ATTACHED GARAGED SPACES: 18
DETACHED GARAGE SPACES: 52
OPEN STALLS: 156
GUEST STALLS AT CLUB HOUSE: 6
ACCESSIBLE SPACES: 7
TOTAL PARKING SPACES: 239

## PROJECT MATRIX

DESCRIPTION (PARCEL A)

THAT PORTION OF TRACT A OF THE PLAT OF WILLOWBROOK, AS RECORDED WITH COUNTY AUDITOR LYING IN THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 8 NORTH, RANGE 28 EAST, WILLAMETTE MERIDIAN, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID TRACT; THENCE SOUTH 00°19'21" WEST ALONG THE WESTERLY BOUNDARY OF TRACT A 627.28 FEET; THENCE NORTH 39°46'06" EAST 804.06 FEET TO THE NORTH BOUNDARY OF SAID TRACT; THENCE NORTH 88°57'52" WEST 510.90 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS, AND RESTRICTIONS OF RECORD AND IN VIEW.

DESCRIPTION (PARCEL B)

THAT PORTION OF TRACT B OF THE PLAT OF WILLOWBROOK, AS RECORDED WITH COUNTY AUDITOR LYING IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 9 NORTH, RANGE 28 EAST, WILLAMETTE MERIDIAN, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION, SAID CORNER LIES SOUTH 88°57'52" EAST 2663.11 FEET OF THE SOUTHWEST CORNER OF SAID SECTION, THENCE NORTH 01°23'17" EAST 40.00 FEET TO THE SOUTHEAST CORNER OF SAID TRACT B; THENCE NORTH 88°57'52" WEST ALONG THE SOUTH LINE OF SAID TRACT B 470.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 1°23'17" EAST 1033.66 FEET; THENCE NORTH 25°41'33" WEST 97.16 FEET; THENCE NORTH 89°22'26" WEST 350.80 FEET; THENCE SOUTH 1°23'17" WEST 52.92 FEET; THENCE SOUTH 27°37'42" EAST 80.95 FEET; THENCE SOUTH 15°37'09" EAST 91.66 FEET; THENCE SOUTH 3°36'33" EAST 91.66 FEET; THENCE SOUTH 8°37'16" WEST 95.02 FEET; THENCE SOUTH 14°50'48" WEST 318.33 FEET; SOUTH 1°23'17" WEST 311.41 FEET; THENCE SOUTH 88°36'43" EAST 12.00 FEET; THENCE SOUTH 1°23'17" WEST 100.00 FEET; THENCE SOUTH 88°57'52" EAST 395.00 FEET TO THE SAID TRUE POINT OF BEGINNING.

TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS, AND RESTRICTIONS OF RECORD AND IN VIEW.

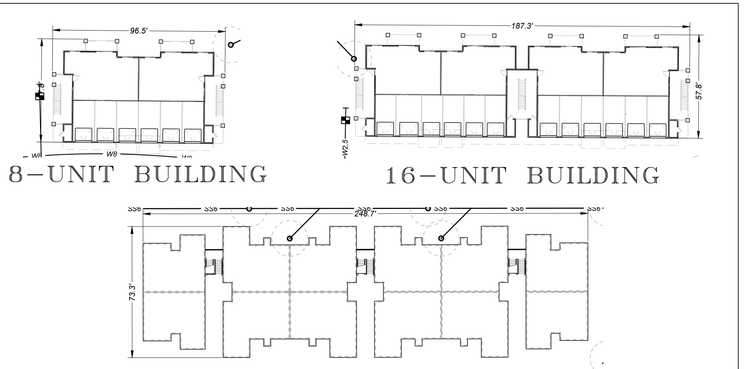
DESCRIPTION (PARCEL C)

TRACT F OF THE PLAT OF WILLOWBROOK NO. 1, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 13, RECORDS OF BENTON COUNTY, WASHINGTON.

DESCRIPTION (PARCEL D)

LOT 1 OF THE PLAT OF WILLOWBROOK NO. 2 PHASE NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 271, RECORDS OF BENTON COUNTY, WASHINGTON.

## LEGAL DESCRIPTIONS




*MAX BUILDING HEIGHT = 40' AS DEFINED BY RMC 23.18.040

## BUILDING FOOTPRINTS

SCALE: 1"= 40'

## SHEET INDEX


C1 CONCEPTUAL SITE PLAN
C2 SECONDARY ACCESS DETAIL
C3 SITE OVERVIEW
C4 CONCEPTUAL STORMWATER AND UTILITY PLAN


REVISION BLOCK

| NO. | DESCRIPTION | INITIAL | DATE |
|---|---|---|---|
| | | | |


LAKE CITY ENGINEERING
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PHONE: 208.676.0230


PRELIMINARY
NOT FOR CONSTRUCTION

# WILLOWBROOK PLACE

CONCEPTUAL SITE PLAN
RICHLAND, WASHINGTON

ONE INCH
AT FULL SIZE IF NOT ONE INCH SCALE ACCORDINGLY

| | |
|---|---|
| DESIGNED BY: | LT/DCD |
| DRAFTED BY: | SMA |
| DATE: | 11/18/2021 |
| JOB NO: | LCE 18-023 |

C 1


plotted: Plotted: Nov 18, 2021 - 10:05pm - L:\2018\18-023\ACAD\18-023-City Plan.dwg

EX. HOUSE

MEADOW SPRINGS SECOND NINE PH 1

WILLOWBROOK No. 1

LOT 12, BLOCK 2
RICHARD & MARGARET SHALLMAN
NOT A PART OF PROJECT

EX 15' PUBLIC EASEMENT PER PLAT OF MEADOW SPRINGS SECOND NINE PHASE ONE

TRACT D
RICHARD & MARGARET SHALLMAN
NOT A PART OF PROJECT

EX. DRIVEWAY

EX 15' DRAINAGE, UTILITIES & IRRIGATION EASEMENT (BK 14, PG 13)

PARCEL B

PARCEL C

WETLAND BUFFER (TYP)

PC: 12+15.98

PT: 12+41.31

26' EP
27' TBC

/ 1.5%

/ 9.4%

PT: 11+82.81

24' EP
25' TBC

5' WALK

PROPERTY BOUNDARY (TYPICAL)

EX 40' R/W (± WIDTH)

EX ±21' TBC (± WIDTH)

EX 4' SIDEWALK

EX ±19' EP (± WIDTH)

BROADMOOR ST.

ACCESS EASEMENT TO BE OBTAINED BY PARKS PRIOR TO CONSTRUCTION IF REQUIRED (IF REQUIRED)

25' TBC
24' EP

PRC: 11+07.60

11+00

10+00

PC: 10+30.12

27' TBC

26' EP

/ 2.5%

NON-RESIDENTIAL DRIVEWAY PER ST2A (MODIFIED) (CITY APPROVAL REQUIRED)

RELOCATE EXISTING WALKWAY AS SHOWN

EX 10' STORM DRAINAGE EASEMENT

PARCEL D

NOT A PART OF PROJECT

PATHWAY (CITY OF RICHLAND PROPERTY)

TRACT Z

MEADOW SPRINGS SECOND NINE PH 1

LOT 16, BLOCK 1
COLUMBIA VILLAS, LLC
NOT A PART OF PROJECT

TRACT Y
BIG CREEK LAND COMPANY, LLC

EX 5' SIDEWALK

EX 15' DRAINAGE & IRRIGATION EASEMENT

WILLOWBROOK No. 2 PH 2

LOT 4
KYLE BAILEY
NOT A PART OF PROJECT

LOT 2
JACOB & JENNIE STANFIELD
NOT A PART OF PROJECT

LOT 3
JACOB & JENNIE STANFIELD
NOT A PART OF PROJECT

NORTH

0 5 10 20

SCALE: 1" = 10'

## REVISION BLOCK

| NO. | DESCRIPTION | INITIAL | DATE |
|---|---|---|---|
| | | | |

LAKE CITY ENGINEERING
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PHONE: 208.676.0230

PRELIMINARY
NOT FOR CONSTRUCTION

# WILLOWBROOK PLACE

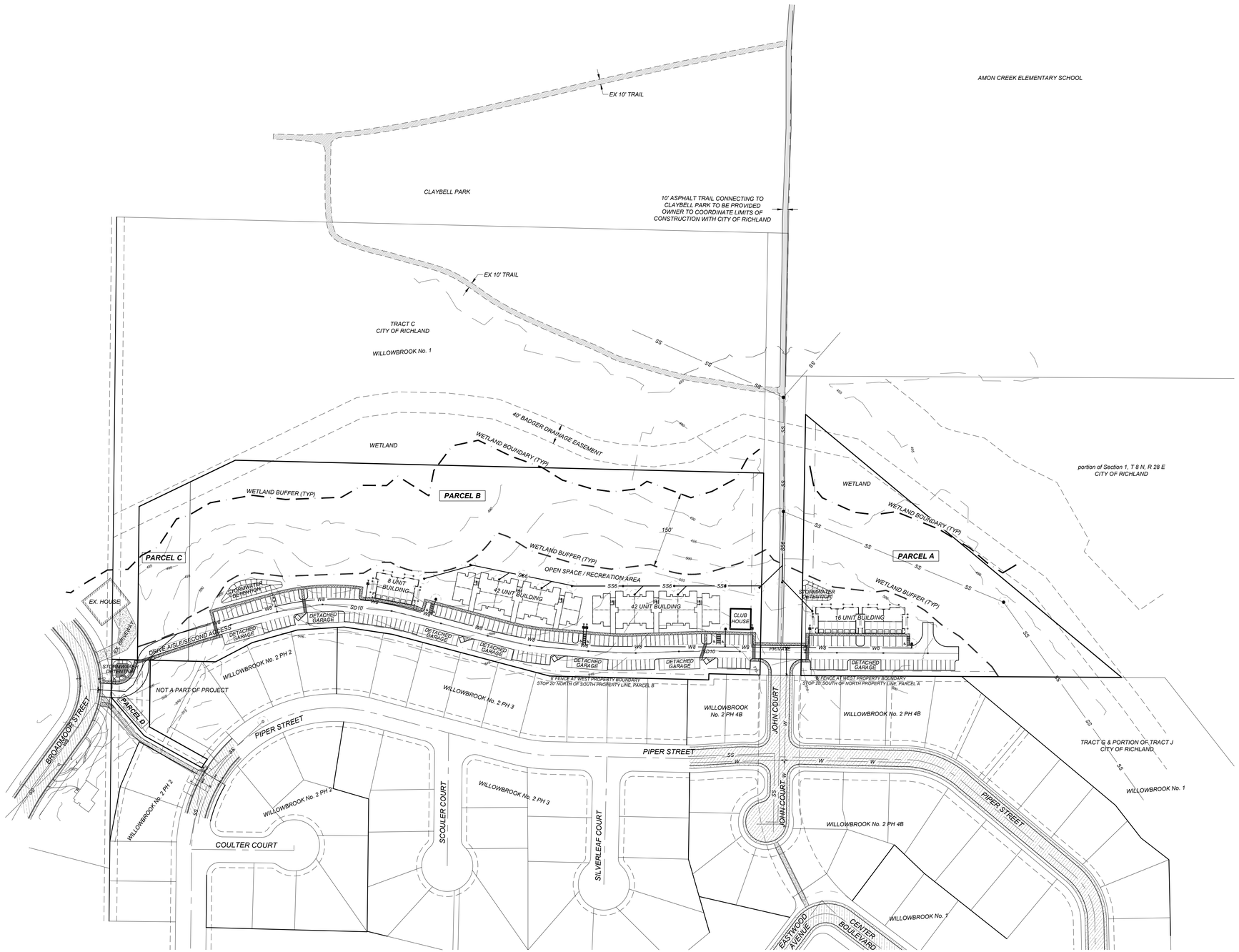
SECONDARY ACCESS DETAIL
RICHLAND, WASHINGTON

ONE INCH
AT FULL SIZE IF NOT ONE INCH SCALE ACCORDINGLY

| | |
|---|---|
| DESIGNED BY: | LT/DCD |
| DRAFTED BY: | SMA |
| DATE: | 11/18/2021 |
| JOB NO: | LCE 18-023 |

C 2

Plotted: Nov 18, 2021 - 10:00am, J:\2018\18-023\CAD\18-023 City Plat.dwg




NORTH

0 50 100 200

SCALE: 1" = 100'

## REVISION BLOCK

| NO. | DESCRIPTION | INITIAL | DATE |
|---|---|---|---|
| | | | |

LAKE CITY ENGINEERING
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PHONE: 208.676.0230

PRELIMINARY
NOT FOR CONSTRUCTION

# WILLOWBROOK PLACE

SITE OVERVIEW
RICHLAND, WASHINGTON

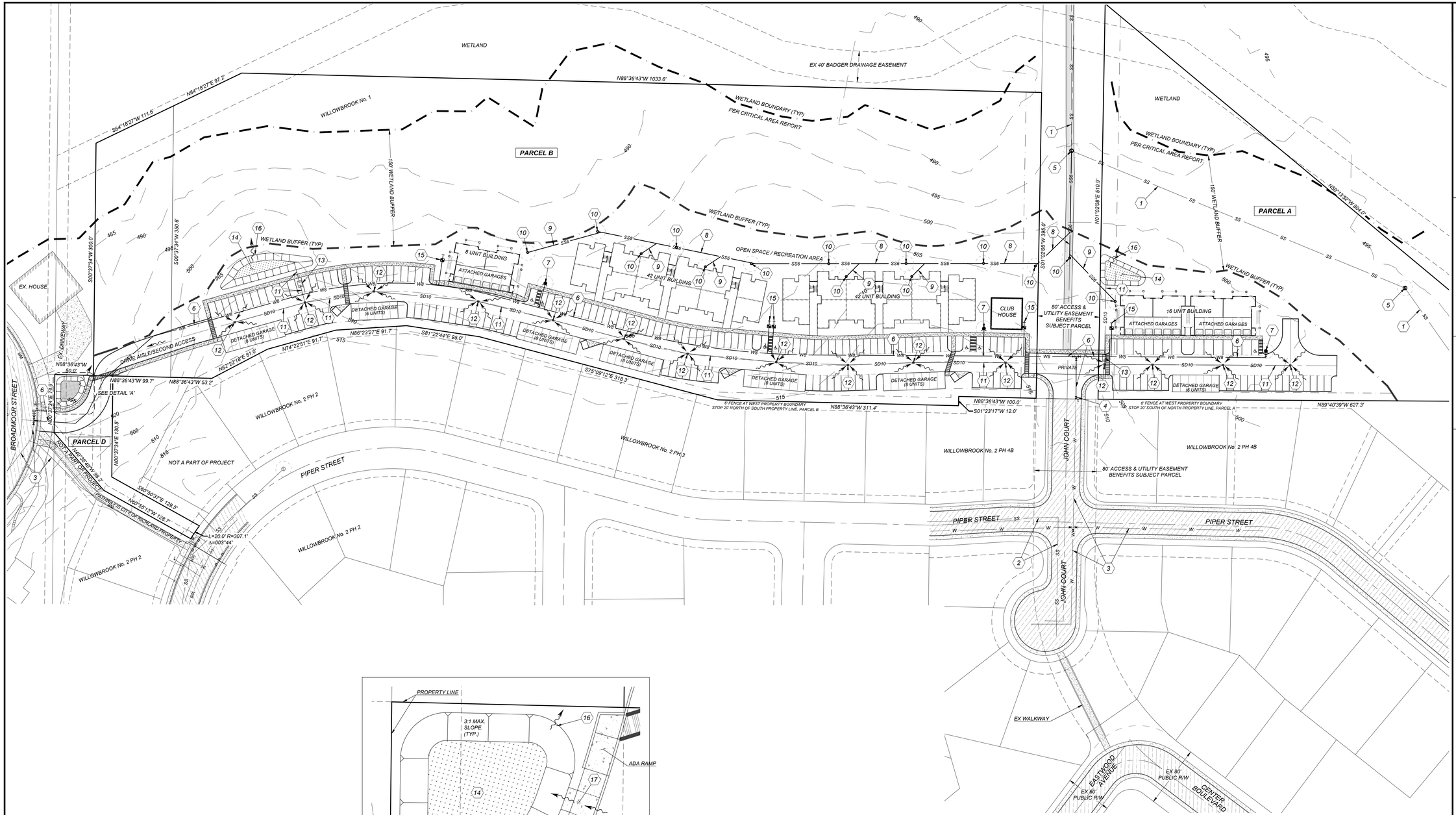
ONE INCH

AT FULL SIZE IF NOT ONE INCH SCALE ACCORDINGLY

| | |
|---|---|
| DESIGNED BY: | LT/DCD |
| DRAFTED BY: | SMA |
| DATE: | 11/18/2021 |
| JOB NO: | LCE 18-023 |

C 3

plotted: Nov 18, 2021 - 10:09pm L:\2018\18-023\ACAD\18-023-Civ Plot.dwg







## DETAIL "A"

1" = 10'

## KEY NOTES:

1. EXISTING 18" SANITARY SEWER MAIN
2. EXISTING 8" SANITARY SEWER MAIN
3. EXISTING 8" C900 WATER MAIN
4. EXISTING BLOW OFF
5. EXISTING SANITARY SEWER MANHOLE
6. 8" C900 WATER MAIN
7. FIRE HYDRANT
8. 6" SDR 35 GRAVITY SEWER MAIN
9. 6" SANITARY SEWER SERVICE
10. 6" SANITARY SEWER CLEANOUT
11. 10" STORM DRAIN
12. TYPE 1 CATCH BASIN
13. 1,000 GALLON OIL/WATER SEPARATOR
14. STORM DRAIN RETENTION AREA
15. DOMESTIC WATER SERVICE
16. STORMWATER OVERFLOW / SPILLWAY
17. SIDEWALK UNDERDRAIN

NORTH

0 30 60 120

SCALE: 1" = 60'

REVISION BLOCK

| NO. | DESCRIPTION | INITIAL | DATE |
|---|---|---|---|
| | | | |

LAKE CITY ENGINEERING

126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PHONE: 208.676.0230

PRELIMINARY
NOT FOR CONSTRUCTION

# WILLOWBROOK PLACE

CONCEPTUAL STORMWATER AND UTILITY PLAN
RICHLAND, WASHINGTON

ONE INCH
AT FULL SIZE IF NOT ONE INCH SCALE ACCORDINGLY

| | |
|---|---|
| DESIGNED BY: | LT/DCD |
| DRAFTED BY: | SEG |
| DATE: | 11/18/2021 |
| JOB NO: | LCE 18-023 |

C 4

dwng, Plotted: Nov 18, 2021 - 10:07am L:\2018\18-023\CAD\18-023 Civ Plot.dwg

## PLANTING LEGEND

| TREES | CODE | QTY | BOTANICAL / COMMON NAME | SIZE |
|---|---|---|---|---|
| | AP | 14 | ACER PLATANOIDES 'PRINCETON GOLD' / PRINCETON GOLD NORWAY MAPLE | 2" CAL. |
| | AE | 9 | ACER PSEUDOPLATANUS 'ESK SUNSET' / ESKIMO SUNSET SYCAMORE MAPLE | 2" CAL. |
| | AA | 30 | ACER RUBRUM 'ARMSTRONG' / ARMSTRONG RED MAPLE | 2" CAL. |
| | PF | 10 | PINUS FLEXILIS 'VANDERWOLF'S PYRAMID' / VANDERWOLF'S PYRAMID LIMBER PINE | 7` HIGH |
| | PN | 7 | PINUS NIGRA / AUSTRIAN PINE | 7` HIGH |
| | PS | 24 | PINUS STROBUS 'FASTIGIATA' / PYRAMIDAL WHITE PINE | 7` HIGH |
| | PC | 24 | PRUNUS SARGENTII 'COLUMNARIS' / COLUMNAR SARGENT CHERRY | 2" CAL. |

| SHRUBS | CODE | QTY | BOTANICAL / COMMON NAME | SIZE |
|---|---|---|---|---|
| | IP | 53 | ILEX X MESERVEAE 'BLUE PRINCE' TM / BLUE PRINCE HOLLY | 5 GAL. |
| | PE | 45 | PINUS STROBUS 'NANA' / DWARF WHITE PINE | 5 GAL. |
| | SF | 35 | SALIX INTEGRA 'FLAMINGO' / FLAMINGO WILLOW | 5 GAL. |
| | SC | 9 | SALIX PURPUREA 'CANYON BLUE' / ARCTIC BLUE PURPLE OSIER WILLOW | 5 GAL. |

TURF AREA - PROVIDE AUTOMATIC IRRIGATION

SHRUB AREAS - PARKING ISLANDS AND ADJACENT APARTMENT BUILDINGS COMBINATION OF PLANTINGS INCLUDING BUT NOT LIMITED TO
- FLAMINGO WILLOW, ARCTIC BLUE WILLOW, BLUE FESCUE, KARL FORESTER FEATHER REED GRASS, BLUE PRINCE HOLLY, GOLDFLAME SPIREA, BLUE MIST BLUEBEARD, BOXWOOD AND KNOCK OUT ROSE
- PROVIDE AUTOMATIC IRRIGATION SYSTEM FOR ALL LANDSCAPED AREAS.

LIMIT OF WORK AREA

## REFERENCE NOTES SCHEDULE

| SYMBOL | DESCRIPTION |
|---|---|
| 1 | CONCRETE MOW CURB. |

## PLANTING NOTES

** SEE GENERAL NOTES FOR ADDITIONAL CONTRACTOR RESPONSIBILITIES **

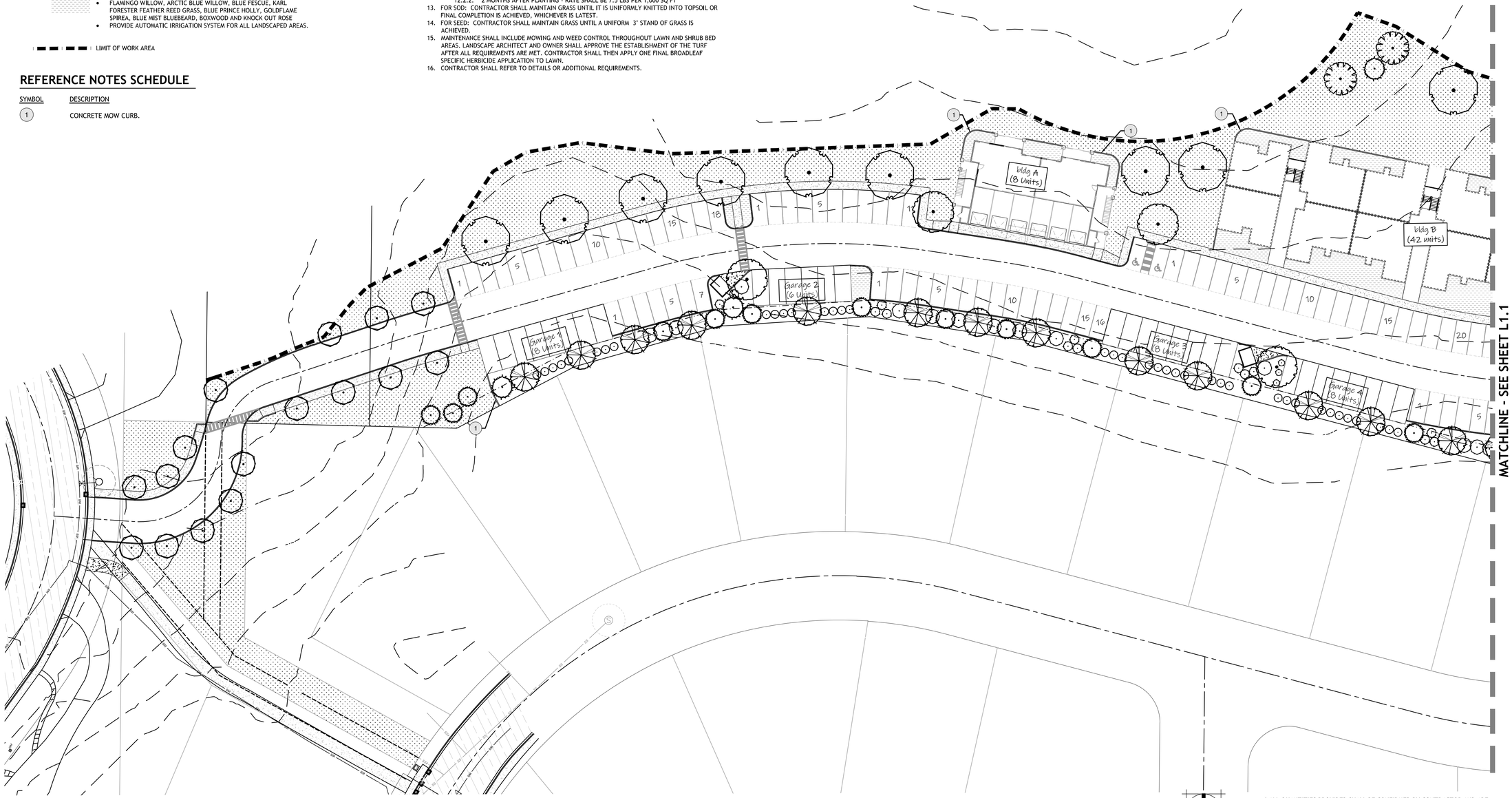
1. ALL PLANT MATERIAL SHALL CONFORM TO THE LATEST EDITION OF AMERICAN ASSOCIATION OF NURSERYMAN'S; AMERICAN STANDARD FOR NURSERY STOCK, ANSI Z60.1-1990.
2. NO SUBSTITUTIONS WILL BE ALLOWED WITHOUT THE WRITTEN CONSENT OF THE OWNER/LANDSCAPE ARCHITECT
3. NO BARE ROOT STOCK SHALL BE USED UNLESS OTHERWISE NOTED IN CONTRACT DOCUMENTS.
4. ALL PLANT MATERIAL SHALL BE INSTALLED AS PER DETAILS AND CONTRACT SPECIFICATIONS.
5. ALL PLANTS AND PLANT STAKES SHALL BE SET PLUMB UNLESS OTHERWISE NOTED.
6. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS SHALL BE REMOVED AT THE TIME OF PLANTING.
7. CONTRACTOR SHALL VERIFY ALL QUANTITIES. IN THE CASE OF A DISCREPANCY BETWEEN THE PLANT SCHEDULE AND PLAN, THE PLAN LOCATIONS SHALL DICTATE COUNT.
8. CONTRACTOR SHALL COORDINATE PLANTING WITH IRRIGATION CONTRACTOR TO AVOID CONFLICTS BETWEEN HEAD PLACEMENT AND PLANTINGS.
9. APPLY TO ALL SHRUB BEDS - '*BIOSTIMULANT FERTILIZER*': ROOTS' TRANSPLANT 1-STEP DRY AS MANUFACTURED BY ROOTS, INC. (203) 786-5295, OR APPROVED EQUAL. APPLY AT MANUFACTURER'S RECOMMENDED RATES AND DIRECTION.
10. APPLY SCOTT'S AGRIFORM 20-10-5 21 GRAM PLANTING TABLETS (OR APPROVED EQUAL) AT THE FOLLOWING RATES FOR ALL TREES AND SHRUBS/ORNAMENTAL GRASS: TREES - 4 TABS; SHRUBS/ORNAMENTALS - 1&2 GAL - 2 TABS, 5 GAL - 3 TABS. BACKFILL PLANTING HOLE HALFWAY THEN EQUALLY SPACE TABLETS AROUND ROOT BALL, APPROXIMATELY 1" AWAY FROM ROOTBALL. COMPLETE BACKFILL.
11. CONTRACTOR SHALL PERFORM WATER COVERAGE TEST PRIOR TO SEEDING/SODDING TURF. IF NECESSARY ADJUST IRRIGATION SO 100% COVERAGE IS MET.
12. TURF ESTABLISHMENT PERIOD SHALL CONSIST OF THE FOLLOWING:
    - 12.1. AGRONOMIC SOILS TEST - TEST LOCATIONS SHALL BE OBTAINED FROM TOPSOIL IN APPROXIMATE LAWN LOCATIONS.
    - 12.2. THREE FERTILIZER APPLICATIONS - FERTILIZER SHALL BE DEFINED BY THE RECOMMENDATIONS FROM THE SOILS TEST LAB. CONTRACTOR SHALL SUBMIT TEST RESULTS AND FERTILIZER CUT SHEETS FOR APPROVAL. APPLICATIONS SHALL OCCUR AT:
      - 12.2.1. INITIAL TIME OF PLANTING - RATE SHALL BE 10 LBS PER 1,000 SQ FT
      - 12.2.1. 1 MONTH AFTER PLANTING - RATE SHALL BE 7.5 LBS PER 1,000 SQ FT
      - 12.2.2. 2 MONTHS AFTER PLANTING - RATE SHALL BE 7.5 LBS PER 1,000 SQ FT
13. FOR SOD: CONTRACTOR SHALL MAINTAIN GRASS UNTIL IT IS UNIFORMLY KNITTED INTO TOPSOIL OR FINAL COMPLETION IS ACHIEVED, WHICHEVER IS LATEST.
14. FOR SEED: CONTRACTOR SHALL MAINTAIN GRASS UNTIL A UNIFORM 3" STAND OF GRASS IS ACHIEVED.
15. MAINTENANCE SHALL INCLUDE MOWING AND WEED CONTROL THROUGHOUT LAWN AND SHRUB BED AREAS. LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE THE ESTABLISHMENT OF THE TURF AFTER ALL REQUIREMENTS ARE MET. CONTRACTOR SHALL THEN APPLY ONE FINAL BROADLEAF SPECIFIC HERBICIDE APPLICATION TO LAWN.
16. CONTRACTOR SHALL REFER TO DETAILS OR ADDITIONAL REQUIREMENTS.

## GENERAL NOTES

1. CONTRACTOR IS RESPONSIBLE FOR LOCATING PROPERTY LINE AND WORKING WITHIN THE PROPERTY BOUNDARY.
2. CONTRACTOR SHALL COMPLY WITH ALL LOCAL CODES AND ORDINANCES.
3. CONTRACTOR SHALL VERIFY ALL MUNICIPAL REQUIREMENTS ARE BEING MET AT POINT OF CONNECTION.
4. CONTRACTOR TO OBTAIN AND PAY FOR ALL PERMITS AND FEES REQUIRED FOR THIS WORK.
5. CONTRACTOR SHALL FURNISH ALL LABOR, TOOLS, EQUIPMENT AND HARDWARE NECESSARY FOR PRODUCTION, EXECUTION AND COMPLETION OF ALL IRRIGATION WORK.
6. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF ANY DEMOLITION OR CONSTRUCTION OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTORS RESPONSIBILITY TO REPAIR.
7. CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE TO OR DEFACING OF NEW OR EXISTING CONCRETE FLATWORK, ASPHALT, TURF AREAS, AND ANY OTHER EXISTING OR NEW SITE ELEMENTS AS A RESULT OF CONSTRUCTION ACTIVITIES.
8. ALL WORK SHALL BE PERFORMED BY PERSONS FAMILIAR WITH THIS TYPE OF WORK AND UNDER THE SUPERVISION OF A QUALIFIED FOREMAN. THE FOREMAN SHALL REMAIN ON-SITE DURING ALL LANDSCAPE SOIL PREPARATION, IRRIGATION AND PLANTING INSTALLATIONS.
9. CONTRACTOR SHALL PATCH AND REPAIR EXISTING IRRIGATION SYSTEM AS REQUIRED FROM DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES.
10. CONTRACTOR IS RESPONSIBLE FOR KEEPING EXISTING LAWNS AND LANDSCAPE ALIVE AND THRIVING DURING ALL PHASES OF CONSTRUCTION. ANY LANDSCAPE AND TURF GRASS AREAS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO OWNER'S SATISFACTION AT NO ADDITIONAL COST.
11. ALL DISTURBED AREAS SHALL BE SODDED AND RECEIVE TEMPORARILY IRRIGATION THROUGHOUT THE WARRANTY PERIOD UNLESS OTHERWISE INDICATED.
15. IN THE EVENT OF A DISCREPANCY, IMMEDIATELY NOTIFY LANDSCAPE ARCHITECT.
17. CONTRACTOR SHALL GUARANTEE ALL WORK, MATERIALS, AND PLANTS FOR A PERIOD OF ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE.
18. REFER TO CIVIL PLANS FOR GRADING AND DRAINAGE, ARCHITECTURAL PLANS FOR BUILDING INFORMATION.
19. GENERAL CONTRACTOR TO PROVIDE 110 OUTLET FOR IRRIGATION CONTROLLER.
20. CONTRACTOR TO KEEP A CURRENT, FULL SET OF LANDSCAPE PLANS ON SITE FOR THE DURATION OF CONSTRUCTION.

Exhibit 3

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811 OR
(800)227-2600
CALL TWO BUSINESS DAYS BEFORE YOU DIG




1 LANDSCAPE PLAN
SCALE: 1" = 30'-0" @ 24"x36" (FULL SIZE)

** ALL QUANTITIES PROVIDED SHALL BE CONFIRMED BY CONTRACTOR AND ARE SHOWN FOR REFERENCE ONLY. IN THE CASE OF A DISCREPANCY BETWEEN THE SCHEDULE AND PLAN, THE PLAN LOCATION(S) SHALL DICTATE QUANTITY.**

COPYRIGHT BERNARDO WILLS ARCHITECTS PC 2018

STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
DEFI R. HATCH
CERTIFICATE NO. 1162

Entitelments
July 8, 2021

Landscape Plan

153 SOUTH JEFFERSON SPOKANE WASHINGTON 99201 509.838.4511 FAX 509.838.4605 WWW.BERNARDOWILLS.COM

Willowbrook Apartments

Parcels 1369830500008001 & 1369830500007002
Richland, WA

B W A BERNARDO | WILLS ARCHITECTS PC

Project No: 21-06-090
Drawn by: JC
Date: 07.08.21

L1.0

## PLANTING LEGEND

| TREES | CODE | QTY | BOTANICAL / COMMON NAME | SIZE |
|---|---|---|---|---|
| | AP | 14 | ACER PLATANOIDES 'PRINCETON GOLD' / PRINCETON GOLD NORWAY MAPLE | 2" CAL. |
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| | AA | 30 | ACER RUBRUM 'ARMSTRONG' / ARMSTRONG RED MAPLE | 2" CAL. |
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| | PN | 7 | PINUS NIGRA / AUSTRIAN PINE | 7` HIGH |
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TURF AREA - PROVIDE AUTOMATIC IRRIGATION

SHRUB AREAS - PARKING ISLANDS AND ADJACENT APARTMENT BUILDINGS COMBINATION OF PLANTINGS INCLUDING BUT NOT LIMITED TO

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- PROVIDE AUTOMATIC IRRIGATION SYSTEM FOR ALL LANDSCAPED AREAS.

LIMIT OF WORK AREA

## PLANTING NOTES

** SEE GENERAL NOTES FOR ADDITIONAL CONTRACTOR RESPONSIBILITIES **

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6. ALL ROOT WRAPPING MATERIAL MADE OF SYNTHETICS SHALL BE REMOVED AT THE TIME OF PLANTING.
7. CONTRACTOR SHALL VERIFY ALL QUANTITIES. IN THE CASE OF A DISCREPANCY BETWEEN THE PLANT SCHEDULE AND PLAN, THE PLAN LOCATIONS SHALL DICTATE COUNT.
8. CONTRACTOR SHALL COORDINATE PLANTING WITH IRRIGATION CONTRACTOR TO AVOID CONFLICTS BETWEEN HEAD PLACEMENT AND PLANTINGS.
9. APPLY TO ALL SHRUB BEDS - *'BIOSTIMULANT FERTILIZER'*: ROOTS' TRANSPLANT 1-STEP DRY AS MANUFACTURED BY ROOTS, INC. (203) 786-5295, OR APPROVED EQUAL. APPLY AT MANUFACTURER'S RECOMMENDED RATES AND DIRECTION.
10. APPLY SCOTTS AGRIFORM 20-10-5 21 GRAM PLANTING TABLETS (OR APPROVED EQUAL) AT THE FOLLOWING RATES FOR ALL TREES AND SHRUBS/ORNAMENTAL GRASS: TREES - 4 TABS; SHRUBS/ORNAMENTALS - 1&2 GAL - 2 TABS, 5 GAL - 3 TABS. BACKFILL PLANTING HOLE HALFWAY THEN EQUALLY SPACE TABLETS AROUND ROOT BALL, APPROXIMATELY 1" AWAY FROM ROOTBALL. COMPLETE BACKFILL.
11. CONTRACTOR SHALL PERFORM WATER COVERAGE TEST PRIOR TO SEEDING/SODDING TURF. IF NECESSARY ADJUST IRRIGATION SO 100% COVERAGE IS MET.
12. TURF ESTABLISHMENT PERIOD SHALL CONSIST OF THE FOLLOWING:
    - 12.1. AGRONOMIC SOILS TEST - TEST LOCATIONS SHALL BE OBTAINED FROM TOPSOIL IN APPROXIMATE LAWN LOCATIONS.
    - 12.2. THREE FERTILIZER APPLICATIONS - FERTILIZER SHALL BE DEFINED BY THE RECOMMENDATIONS FROM THE SOILS TEST LAB. CONTRACTOR SHALL SUBMIT TEST RESULTS AND FERTILIZER CUT SHEETS FOR APPROVAL. APPLICATIONS SHALL OCCUR AT:
      - 12.2.1. INITIAL TIME OF PLANTING - RATE SHALL BE 10 LBS PER 1,000 SQ FT
      - 12.2.1. 1 MONTH AFTER PLANTING - RATE SHALL BE 7.5 LBS PER 1,000 SQ FT
      - 12.2.2. 2 MONTHS AFTER PLANTING - RATE SHALL BE 7.5 LBS PER 1,000 SQ FT
13. FOR SOD: CONTRACTOR SHALL MAINTAIN GRASS UNTIL IT IS UNIFORMLY KNITTED INTO TOPSOIL OR FINAL COMPLETION IS ACHIEVED, WHICHEVER IS LATEST.
14. FOR SEED: CONTRACTOR SHALL MAINTAIN GRASS UNTIL A UNIFORM 3" STAND OF GRASS IS ACHIEVED.
15. MAINTENANCE SHALL INCLUDE MOWING AND WEED CONTROL THROUGHOUT LAWN AND SHRUB BED AREAS. LANDSCAPE ARCHITECT AND OWNER SHALL APPROVE THE ESTABLISHMENT OF THE TURF AFTER ALL REQUIREMENTS ARE MET. CONTRACTOR SHALL THEN APPLY ONE FINAL BROADLEAF SPECIFIC HERBICIDE APPLICATION TO LAWN.
16. CONTRACTOR SHALL REFER TO DETAILS OR ADDITIONAL REQUIREMENTS.

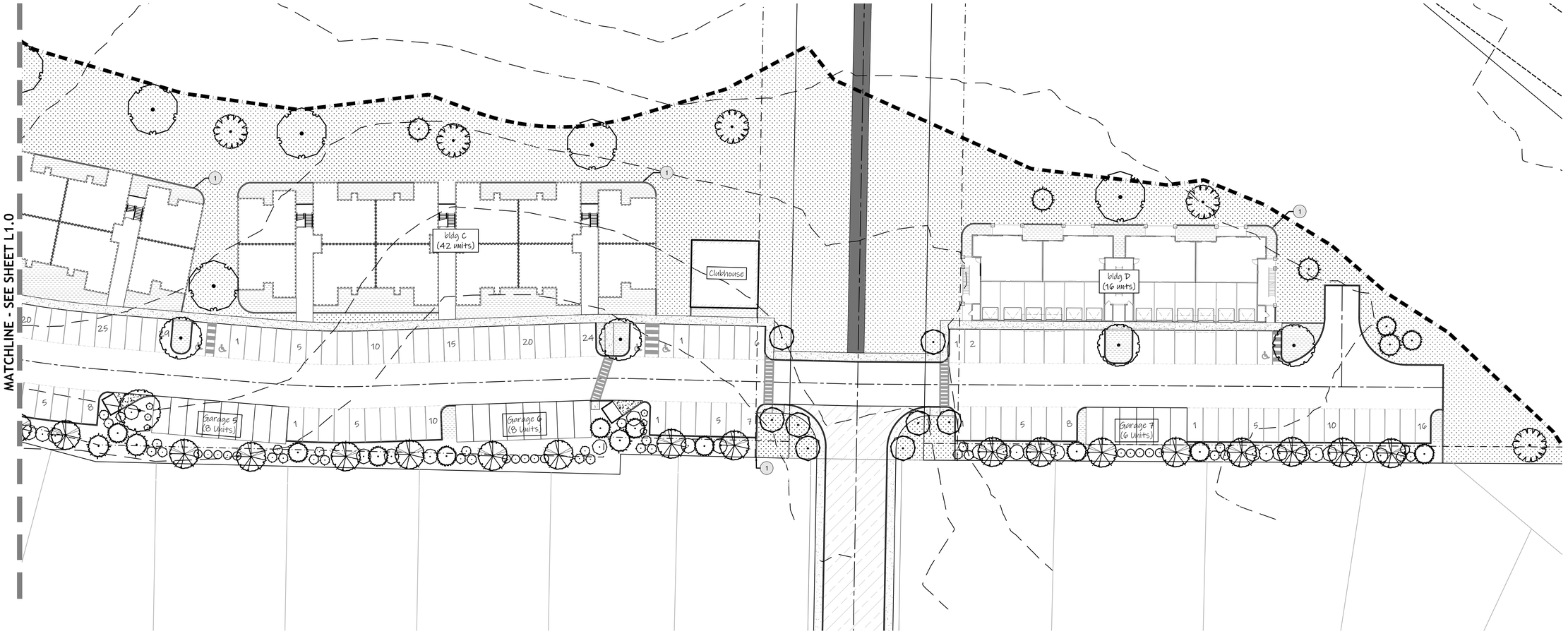
## GENERAL NOTES

1. CONTRACTOR IS RESPONSIBLE FOR LOCATING PROPERTY LINE AND WORKING WITHIN THE PROPERTY BOUNDARY.
2. CONTRACTOR SHALL COMPLY WITH ALL LOCAL CODES AND ORDINANCES.
3. CONTRACTOR SHALL VERIFY ALL MUNICIPAL REQUIREMENTS ARE BEING MET AT POINT OF CONNECTION.
4. CONTRACTOR TO OBTAIN AND PAY FOR ALL PERMITS AND FEES REQUIRED FOR THIS WORK.
5. CONTRACTOR SHALL FURNISH ALL LABOR, TOOLS, EQUIPMENT AND HARDWARE NECESSARY FOR PRODUCTION, EXECUTION AND COMPLETION OF ALL IRRIGATION WORK.
6. CONTRACTOR TO VERIFY LOCATION OF ALL UTILITIES PRIOR TO INITIATION OF ANY DEMOLITION OR CONSTRUCTION OPERATIONS. ANY DAMAGE TO EXISTING UTILITIES ON SITE OR ADJACENT PROPERTY SHALL BE CONTRACTOR'S RESPONSIBILITY TO REPAIR.
7. CONTRACTOR SHALL BE HELD RESPONSIBLE FOR ANY DAMAGE TO OR DEFACING OF NEW OR EXISTING CONCRETE FLATWORK, ASPHALT, TURF AREAS, AND ANY OTHER EXISTING OR NEW SITE ELEMENTS AS A RESULT OF CONSTRUCTION ACTIVITIES.
8. ALL WORK SHALL BE PERFORMED BY PERSONS FAMILIAR WITH THIS TYPE OF WORK AND UNDER THE SUPERVISION OF A QUALIFIED FOREMAN. THE FOREMAN SHALL REMAIN ON-SITE DURING ALL LANDSCAPE SOIL PREPARATION, IRRIGATION AND PLANTING INSTALLATIONS.
9. CONTRACTOR SHALL PATCH AND REPAIR EXISTING IRRIGATION SYSTEM AS REQUIRED FROM DAMAGE CAUSED BY CONSTRUCTION ACTIVITIES.
10. CONTRACTOR IS RESPONSIBLE FOR KEEPING EXISTING LAWNS AND LANDSCAPE ALIVE AND THRIVING DURING ALL PHASES OF CONSTRUCTION. ANY LANDSCAPE AND TURF GRASS AREAS DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED TO OWNER'S SATISFACTION AT NO ADDITIONAL COST.
11. ALL DISTURBED AREAS SHALL BE SODDED AND RECEIVE TEMPORARILY IRRIGATION THROUGHOUT THE WARRANTY PERIOD UNLESS OTHERWISE INDICATED.
15. IN THE EVENT OF A DISCREPANCY, IMMEDIATELY NOTIFY LANDSCAPE ARCHITECT.
17. CONTRACTOR SHALL GUARANTEE ALL WORK, MATERIALS, AND PLANTS FOR A PERIOD OF ONE YEAR FROM THE DATE OF FINAL ACCEPTANCE.
18. REFER TO CIVIL PLANS FOR GRADING AND DRAINAGE, ARCHITECTURAL PLANS FOR BUILDING INFORMATION.
19. GENERAL CONTRACTOR TO PROVIDE 110 OUTLET FOR IRRIGATION CONTROLLER.
20. CONTRACTOR TO KEEP A CURRENT, FULL SET OF LANDSCAPE PLANS ON SITE FOR THE DURATION OF CONSTRUCTION.

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811 OR
(800)227-2600
CALL TWO BUSINESS DAYS BEFORE YOU DIG

## REFERENCE NOTES SCHEDULE

| SYMBOL | DESCRIPTION |
|---|---|
| 1 | CONCRETE MOW CURB. |




1 LANDSCAPE PLAN
SCALE: 1" = 30'-0" @ 24"x36" (FULL SIZE)

0 30 60 90

NORTH

** ALL QUANTITIES PROVIDED SHALL BE CONFIRMED BY CONTRACTOR AND ARE SHOWN FOR REFERENCE ONLY. IN THE CASE OF A DISCREPANCY BETWEEN THE SCHEDULE AND PLAN, THE PLAN LOCATION(S) SHALL DICTATE QUANTITY.**

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STATE OF WASHINGTON
REGISTERED LANDSCAPE ARCHITECT
DEFI. R. HATCH
CERTIFICATE NO. 1162

B W A BERNARDO | WILLS ARCHITECTS PC
153 SOUTH JEFFERSON SPOKANE WASHINGTON 99201 509.838.4511 FAX 509.838.4605 WWW.BERNARDOWILLS.COM

Entitlements
July 8, 2021

Landscape Plan

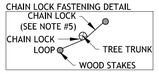
Willowbrook Apartments

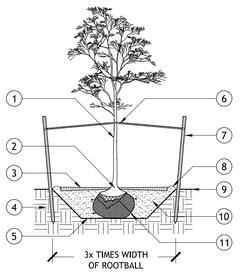
Parcels 136983050008001 & 136983050007002
Richland, WA

Project No: 21-06-090
Drawn by: JC
Date: 07.08.21

L1.1

CHAIN LOCK FASTENING DETAIL



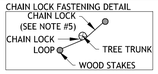

1. TREES SHALL HAVE ALL MAJOR LEADERS STAKED OR SUPPORTED.
2. DO NOT COVER CROWN OF ROOTBALL (ROOT COLLAR/ROOT FLARE).
3. (3") DEPTH MINIMUM MULCH AS SPECIFIED. KEEP MULCH (3") AWAY FROM TRUNK.
4. UNDISTURBED NATIVE SOIL.
5. MIN. PLANTING PIT IS 3 TIMES THE DIAMETER OF THE CONTAINER AND EQUAL TO THE DEPTH OF THE ROOTBALL.
6. PROLOCK (1") WIDE CHAIN LOCK POLYPROPYLENE TREE TIE WEBBING OR EQUAL. (STAKES AND CHAIN LOCK SHALL BE REMOVED COMPLETELY 18-24 MONTHS AFTER INSTALLATION).
7. (2") DIA. X 8FT. WOOD TREE STAKES. DRIVE STAKES 2FT. INTO UNDISTURBED SOIL. SET PARALLEL TO PREVAILING WINDS. DO NOT DRIVE STAKES THROUGH ROOTBALL.
8. CONSTRUCT EARTH SAUCER 2.5 TIMES THE ROOTBALL WIDTH AND (3") MIN. HEIGHT.
9. FINISH GRADE.
10. BACKFILL WITH NATIVE SOIL (AMEND PER PLANS & SPECS). BACKFILL IN (9") LIFTS, WATER SETTLE BETWEEN LIFTS TO REMOVE AIR POCKETS. SECOND WATERING SHALL BE WITHIN 24 HRS.
11. FERTILIZER TABLETS SHALL BE AGRIFORM (21 GRAM 20-10-5), OSMOCOTE SLOW-RELEASE FERTILIZER, OR EQUAL. PLACE (3") MIN. BELOW FINISH GRADE AND (3") AWAY FROM ROOTBALL TO PREVENT ROOT BURN.

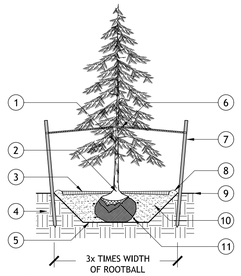
NOTES:
1. PRUNE ONLY DEAD OR BROKEN BRANCHES IF NECESSARY AT TIME OF PLANTING.
2. REMOVE ENTIRE WIRE BASKET/CONTAINER FROM ROOTBALL AND/OR BURLAP AT TIME OF PLANTING.
3. ROOT COLLAR/ROOT FLARE SHALL BE (1") INCH ABOVE FINISH GRADE ELEVATION.
4. ROOT COLLAR/ROOT FLARE SHALL BE DEFINED AS THE POINT WHERE THE TRUNK MEETS THE FIRST SUBSTANTIAL WOODY ROOT.
5. THIS CHAIN LOCK LOOP METHOD ALLOWS SECURE TRUNK STAKING, WHILE ALLOWING ADEQUATE TRUNK TAPER DEVELOPMENT DURING THE 18-24 MONTH STAKING PERIOD BEFORE REMOVAL.

## 1 DECIDUOUS TREE PLANTING W/ 2 STAKES

1/4" = 1'-0"

CHAIN LOCK FASTENING DETAIL



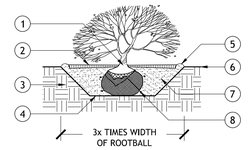




1. TREES SHALL HAVE ALL MAJOR LEADERS STAKED OR SUPPORTED.
2. DO NOT COVER CROWN OF ROOTBALL (ROOT COLLAR/ROOT FLARE).
3. (3") DEPTH MINIMUM MULCH AS SPECIFIED. KEEP MULCH (3") AWAY FROM TRUNK.
4. UNDISTURBED NATIVE SOIL.
5. MIN. PLANTING PIT IS 3 TIMES THE DIAMETER OF THE CONTAINER AND EQUAL TO THE DEPTH OF THE ROOTBALL.
6. PROLOCK (1") WIDE CHAIN LOCK POLYPROPYLENE TREE TIE WEBBING OR EQUAL. (STAKES AND CHAIN LOCK SHALL BE REMOVED COMPLETELY 18-24 MONTHS AFTER INSTALLATION).
7. (2") DIA. X 8FT. WOOD TREE STAKES. DRIVE STAKES 2FT. INTO UNDISTURBED SOIL. SET PARALLEL TO PREVAILING WINDS. DO NOT DRIVE STAKES THROUGH ROOTBALL.
8. CONSTRUCT EARTH SAUCER 2.5 TIMES THE ROOTBALL WIDTH AND (3") MIN. HEIGHT.
9. FINISH GRADE.
10. BACKFILL WITH NATIVE SOIL (AMEND PER PLANS & SPECS). BACKFILL IN (9") LIFTS, WATER SETTLE BETWEEN LIFTS TO REMOVE AIR POCKETS. SECOND WATERING SHALL BE WITHIN 24 HRS.
11. FERTILIZER TABLETS SHALL BE AGRIFORM (21 GRAM 20-10-5), OSMOCOTE SLOW-RELEASE FERTILIZER, OR EQUAL. PLACE (3") MIN. BELOW FINISH GRADE AND (3") AWAY FROM ROOTBALL TO PREVENT ROOT BURN.

NOTES:
1. PRUNE ONLY DEAD OR BROKEN BRANCHES IF NECESSARY AT TIME OF PLANTING.
2. REMOVE ENTIRE WIRE BASKET/CONTAINER FROM ROOTBALL AND/OR BURLAP AT TIME OF PLANTING.
3. ROOT COLLAR/ROOT FLARE SHALL BE (1") INCH ABOVE FINISH GRADE ELEVATION.
4. ROOT COLLAR/ROOT FLARE SHALL BE DEFINED AS THE POINT WHERE THE TRUNK MEETS THE FIRST SUBSTANTIAL WOODY ROOT.
5. THIS CHAIN LOCK LOOP METHOD ALLOWS SECURE TRUNK STAKING, WHILE ALLOWING ADEQUATE TRUNK TAPER DEVELOPMENT DURING THE 18-24 MONTH STAKING PERIOD BEFORE REMOVAL.

## 2 CONIFER TREE PLANTING W/ 2 STAKES

1/4" = 1'-0"

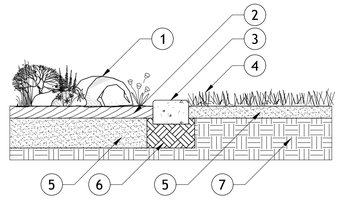



1. DO NOT COVER CROWN OF ROOTBALL (ROOT COLLAR/ROOT FLARE).
2. (3") DEPTH MINIMUM MULCH AS SPECIFIED. KEEP MULCH (3") AWAY FROM TRUNK.
3. UNDISTURBED NATIVE SOIL.
4. MIN. PLANTING PIT IS 3 TIMES THE DIAMETER OF THE CONTAINER AND EQUAL TO THE DEPTH OF THE ROOTBALL.
5. CONSTRUCT EARTH SAUCER 2.5 TIMES THE ROOTBALL WIDTH AND (3") MIN. HEIGHT.
6. FINISH GRADE.
7. BACKFILL WITH NATIVE SOIL (AMEND PER PLANS & SPECS). BACKFILL IN (9") LIFTS, WATER SETTLE BETWEEN LIFTS TO REMOVE AIR POCKETS. SECOND WATERING SHALL BE WITHIN 24 HRS.
8. FERTILIZER TABLETS SHALL BE AGRIFORM (21 GRAM 20-10-5), OSMOCOTE SLOW-RELEASE FERTILIZER, OR EQUAL. PLACE (3") MIN. BELOW FINISH GRADE AND (3") AWAY FROM ROOTBALL TO PREVENT ROOT BURN.

NOTES:
1. PRUNE ONLY DEAD OR BROKEN BRANCHES IF NECESSARY AT TIME OF PLANTING.
2. REMOVE ENTIRE WIRE BASKET/CONTAINER FROM ROOTBALL AND/OR BURLAP AT TIME OF PLANTING.
3. SCARIFY FIBROUS (NON-WOODY) ROOTS ON SIDES OF ROOTBALL WITH KNIFE OR SPADE TO BREAK APART CIRCLING ROOTS.
4. ROOT COLLAR/ROOT FLARE SHALL BE (1") INCH ABOVE FINISH GRADE ELEVATION.
5. ROOT COLLAR/ROOT FLARE SHALL BE DEFINED AS THE POINT WHERE THE TRUNK MEETS THE FIRST SUBSTANTIAL WOODY ROOT.

## 3 SHRUB PLANTING

1/4" = 1'-0"




1. LANDSCAPE BED
2. MULCH DEPTH AND TYPE AS SPECIFIED
3. 4" x 6" CONCRETE MOW CURB w/ SCOREJOINTS 10FT O.C.
4. TURF AREA
5. TOPSOIL DEPTH AND TYPE AS SPECIFIED
6. PREPARED SUBGRADE
7. UNDISTURBED EARTH

NOTES:
1. GRADE BEDS AND INSTALL CONCRETE EDGING IN A MANNER THAT ALLOWS POSITIVE DRAINAGE INTO TURF AREAS AND AWAY FROM BUILDINGS. PONDING BEHIND EDGING IS NOT ACCEPTABLE.
2. TOP OF CURB RADII SHALL BE ½" BOTH FRONT AND BACK.

## 4 4"X6" CONCRETE MOW CURB

1" = 1'-0"

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STATE OF WASHINGTON
REGISTERED
LANDSCAPE ARCHITECT
DEAN R. HATCH
CERTIFICATE NO. 1162

Entitelments
July 8, 2021

Landscape Details

153 SOUTH JEFFERSON SPOKANE WASHINGTON 99201 509.838.4511 FAX 509.838.4605 WWW.BERNARDOWILLS.COM

Willowbrook Apartments

Parcels 136983050008001 & 136983050007002
Richland, WA

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811 OR
(800)227-2600
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Project No: 21-06-090
Drawn by: JC
Date: 07.08.21

L2.0

Exhibit 4

# 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: **Willowbrook Place Apartments**

2. Name of applicant: **Big Creek Land Company, LLC**

3. Address and phone number of applicant and contact person:

**Cliff Mort**
**Big Creek Land Company, LLC**
**1950 W. Bellerive Lane #107**
**Coeur d'Alene, Idaho 83814**
**(208) 930-4607**
**cliff@buildmort.com**

4. Date checklist prepared: **July 1, 2021 – REVISED 11-17-21**

5. Agency requesting checklist: **City of Richland, Washington**

6. Proposed timing or schedule (including phasing, if applicable):
**Construction to begin in the Summer of 20201 and to be completed in the Summer of 2022.**

7. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
**No, this application contains the entire project.**

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

- **A *Critical Area Report* and a *Wildlife Habitat Assessment Report* have been prepared by Wetland Resources, Inc. for the subject property and the proposed project. Both reports have been submitted to the City of Richland for review concurrently with the SEPA Application.**

- **A *Cultural Resource Assessment* has been prepared by WestLand Engineering and Environmental Services. This report has been submitted to the City of Richland for review concurrently with the SEPA Application.**

- **A *Geotechnical & Hydrogeological Site Evaluation Report* has bee prepared by GN Northern, Inc. This report has been submitted to the City of Richland for review concurrently with the SEPA Application.**

- **A *Conceptual Stormwater Management Plan* has been prepared by Lake City Engineering, Inc. This report has been submitted to the City of Richland for review concurrently with the SEPA Application. A final Stormwater Management Plan will be submitted and approved prior to construction.**

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, there are no other proposals affecting the subject property that we are aware of.**

10. List any government approvals or permits that will be needed for your proposal, if known.
**A Multi-Family Site Plan Review Application will need to be reviewed and approved by the City of Richland as well as the necessary construction permits for the installation of utilities and infrastructure to serve the project. Utilities and infrastructure include domestic and irrigation water, sanitary sewer, stormwater facilities and street improvements. The Multi-Family Site Plan Review Application**

**has been submitted concurrently with this Checklist.**

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.)

**The intent is to develop 108 units of apartments on approximately 14 acres. New access roads, parking lot, sanitary sewer, domestic and irrigation water and utilities will need to be constructed to serve the proposed project.**

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.

**A copy of the Preliminary Site Plan, legal descriptions and other pertinent information is submitted herewith as a part of the Multi-Family Site Plan Review Application. The project is located in the northwest quarter of Section 1, Township 8 North, Range 28 East, WM and also in the southwest quarter of Section 36, Township 9 North, Range 28 East, WM.**

## *B. Environmental Elements* [HELP]

### 1. *Earth* [help]

a. General description of the site:
(circle one): Flat, rolling, hilly, steep slopes, mountainous, other _____

**The project is hilly and slopes from West to East at less than 10% average grade.**

b. What is the steepest slope on the site (approximate percent slope)? **+/- 20%**

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 soils are native to the site and consist of sandy and silty loam according to the USDA Web Soil Survey. These are well-draining soils that are suitable for residential development. Reference is made to the *Geotechnical & Hydrogeological Site Evaluation Report* for more information regarding soils and wetlands. According to said Report, the site contains**

**"**Subsurface soil conditions were generally consistent across the site, with soils typically classified as Silt with Sand (ML) and Silty Sand (SM) overlying Poorly Graded Gravel with Silt and Sand (GP-GM) and Poorly Graded Sands (SP/SP-SM)."

d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. **No, reference is made to the *Geotechnical & Hydrogeological Site Evaluation Report* submitted herewith.**

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.

**Rough grading of the site will generate approximately 10,000 CY of cut and fill. This will establish the building pad elevations as well as the rough grade for the access and parking lot sections. Structural fill is not anticipated to be imported, as all required material will be generated on-site.**

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

**There is the possibility of slight erosion due to the construction on-site. Reference is made to the *Geotechnical & Hydrogeological Site Evaluation Report* submitted herewith.**

**Temporary and permanent BMPs will be used to minimize the potential of any erosion, as well as ESC measures. A Temporary Erosion and Sediment Control Plan will be submitted to the City for review and approval prior to construction.**

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

**Approximately 20% of the subject property will be covered with impervious surface after buildout of the apartment buildings.**

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

**Engineering standard BMPs, ESC measures and common accepted construction practices will be used to reduce and/or control erosion risk. A TESC and BMP plan will be submitted to the City of Richland for review and approval prior to construction.**

### *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.

**Dust and exhaust from construction vehicles during construction. Dust will be minimized by a Dust Control Program that will be enforced during construction and detailed on a TESC Plan. The only anticipated emissions to the air post-construction will be from typical residential uses (ie. fireplace, etc.) and general automobile exhaust.**

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

**No known off-site emissions or odors.**

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

**A strict dust control program will be enforced during construction. Water will be used to mitigate any dust generated during construction.**

### *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.
**There are wetlands located on the subject property. They are located east of the proposed building envelopes. Reference is made to the *Critical Area Report* that has been prepared and has been submitted to the City of Richland as a part of this proposed project.**

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.
**There will be work within 200' of the wetlands. In accordance with Richland Municipal Code 22.10.110, a 150' Wetland Buffer has been proposed for this project. This is discussed in detail in the *Critical Area Report* that has been submitted for this project to the City of Richland, and reference is made to said report for additional information.**

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.
**The proposed construction is not within the 100-year floodplain.**

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 ground water will be withdrawn. Stormwater will be disposed of into the ground in accordance with the City of Richland standards and requirements, as well as those of the State of Washington Department of Ecology.**

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.
**No waste material will be discharged into the ground.**

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.

**Stormwater runoff will be disposed of through conventional drywells and grassy swales in accordance with the City of Richland and the State of Washington Department of Ecology standards and regulations. This includes stormwater from driveways, sidewalks, streets and roofs. Pollutants contained in the stormwater will be mitigated and/or removed through the grassy swales prior to entering drywells. This water is not anticipated to flow into other waters.**

2) Could waste materials enter ground or surface waters? If so, generally describe.
**There is a minimal risk that, post-construction, residential users could potentially have waste materials and/or household chemicals that enter the ground.**

3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe. **No**

d. Proposed measures to reduce or control surface, ground, and runoff water, and drainage pattern impacts, if any:
**Grassy swales and other BMPs, as approved, will be utilized to control surface and runoff water.**

## *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
_X__shrubs
_X__grass
____pasture
____crop or grain
____ Orchards, vineyards or other permanent crops.
_X__ wet soil plants: cattail, buttercup, bullrush, skunk cabbage, other
____water plants: water lily, eelgrass, milfoil, other
_X__other types of vegetation **Reference is made to the *Critical Area Report***

b. What kind and amount of vegetation will be removed or altered?
**All existing native grasses and vegetation will be removed within the construction area and during the construction process.**

c. List threatened and endangered species known to be on or near the site.
**Reference is made to the *Wildlife Habitat Assessment Report* prepared by Wetland Resources, Inc. and submitted to the City of Richland as a part of this application.**

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:
**A *Conceptual Landscape Plan* has been submitted to the City of Richland as part of this project. A formal Landscape Plan will be prepared and submitted to the City of Richland for review and approval prior to construction during the Plan Review process. All landscaping will be in accordance with the City of Richland standards**

**and requirements, this includes all common areas, street trees and general landscaping.**

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

**Reference is made to the *Critical Area Report* and the *Wildlife Habitat Assessment Report*, both of which have been submitted to the City of Richland as part of this project.**

### *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:
**Native birds include the Song Sparrow, Red-Winged Blackbird, Mallard Duck, Northern Flicker, Anna's Hummingbird, Killdeer, American Crane, White-Crowned Sparrow, Sharp-Shinned Hawk, House Finch, Glaucus-Winged Gull, California Quail and Brewer's Sparrow**

mammals: deer, bear, elk, beaver, other:
**Native animals/mammals include the Black-Tailed Jackrabbit, Eastern Cottontail and Douglas Squirrel**

fish: bass, salmon, trout, herring, shellfish, other _____ **None observed**

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

**Reference is made to the *Wildlife Habitat Assessment Report* submitted to the City of Richland as a part of this application.**

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

**Yes, Richland is within the Pacific Flyway. No other migration route is known. Reference is made to the *Wildlife Habitat Assessment Report* submitted to the City of Richland as a part of this application.**

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

**Reference is made to the *Wildlife Habitat Assessment Report* submitted to the City of Richland as a part of this application.**

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

**Reference is made to the *Wildlife Habitat Assessment Report* submitted to the City of Richland as a part of this application.**

### *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.

**Electricity and natural gas will be installed in accordance with the requirements of the local utility provider.**

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:

**No specific measures proposed at this time.**

## *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.

**There is a small risk of chemical exposure and fire during construction. Standard safety precautions shall be used by the contractor at all times.**

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.

**There will be no toxic chemicals stored onsite during construction.**

4) Describe special emergency services that might be required.

**None anticipated during or after construction, other than normal emergency services.**

5) Proposed measures to reduce or control environmental health hazards, if any:

**No specific measures proposed 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)?

**No known noise pollution.**

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.

**Noise pollution will be prevalent during construction. Construction hours will be in accordance with those established by the City of Richland. The only anticipated noise post-construction would be from normal residential activities.**

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

**None proposed; however, all construction activity will occur during normal allowable hours unless otherwise approved by the City of Richland.**

## *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.

**The project site currently vacant. The property to the East and South are wetlands, and the property to the West is developed as Residential. The proposed land uses are similar and compatible with the surrounding existing uses.**

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? **None**

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

**The current zoning designation is R3 – Multiple Family Residential.**

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

**Medium 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.

**Per the *Geotechnical & Hydrogeological Site Evaluation Report* submitted herewith, no portion of the proposed development is mapped within a City or County designated CARA.**

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

**There are 108 units proposed, at 2.5 people per unit, there would be approximately 270 people living in the project.**

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

**The proposed project would displace 0 people.**

k. Proposed measures to avoid or reduce displacement impacts, if any: **N/A**

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

**The project is compatible with the existing surrounding land uses and is in accordance with the goals and policies of the Comprehensive Plan and future land uses.**

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

### *9. Housing* [help]

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

**There are 108 apartment units proposed. This would service middle-income housing.**

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

c. Proposed measures to reduce or control housing impacts, if any: **N/A**

### *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?

**Multi-story units are proposed to be a maximum height of 40' from average ground level, in accordance with the City of Richland standards.**

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

**The subject property is located on a small hillside located downhill from adjacent residential uses, therefore, there will be minimal obstruction to views from existing residences.**

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

**The project will be developed in accordance with City of Richland Zoning Ordinance and Building Code requirements.**

### *11. Light and Glare* [help]

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

**Minimal light glare will be produced from lights on the apartments and street lights that will be used for lighting the parking lot and travel ways. This glare will be during evening and nighttime hours.**

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

**No safety hazard is anticipated from light glare.**

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

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

**All lighting will be installed in accordance with City of Richland standards and requirements.**

### *12. Recreation* [help]

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

**The Amon Wasteway Drainage and Claybell Park are located in the immediate vicinity of the proposed project.**

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:

**There is a proposed pedestrian pathway/trail that will front the wetlands/open space. This trail could be used for a variety of recreational activities including walking, jogging, biking, scenic viewing, etc… The applicant also has proposed a paved trailway that will connect to the existing trail in Claybell Park thus providing pedestrian access to the park and providing a safe walking connection for students attending Amon Creek Elementary.**

### *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. **None known, reference is made to the *Cultural Resources Assessment* submitted herewith.**

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. **None known, reference is made to the *Cultural Resources Assessment* submitted herewith.**

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.

**Reference is made to the *Cultural Resources Assessment* submitted herewith.**

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. **N/A**

### *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.

**Proposed primary access to the subject property will be from Piper Street and John Court, which are public rights-of-way maintained by the City of Richland. A secondary access is proposed to connect to Broadmoor Street.**

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 Ben Franklin Transit system serves the City of Richland. The nearest transit routes are the 123 and 110 routes.**

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

**The proposed project will have approximately 239 total parking spaces. 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).

**New private drive aisle and parking lot will be constructed to serve the proposed project in accordance with the City of Richland standards and requirements, but improvements to existing roads are not anticipated based on the requirements from the *Traffic Impact Analysis* submitted with this application. A new pedestrian trail will be constructed from the proposed project to Claybell Park.**

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 non passenger vehicles). What data or transportation models were used to make these estimates?

**According to the ITE Trip Generation Manual, an apartment unit (*Land Use Code 220*) will generate 7.32 trips per day per unit. This equates to 791 vehicle trips per day. Peak volumes will occur during the AM and PM peak hours ("rush hour"), with 50 AM peak-hour trips and 60 PM peak-hour trips anticipated. Post-construction, commercial and non-passenger vehicle trips will be minimal and have little to no impact on the traffic in the area. A *Traffic Impact Analysis* has been prepared by Gibson Traffic Consultants and has been submitted to the City of Richland as a part of this application. Reference is hereby made to said study.**

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:

**No specific measures are proposed at this time. The project will generate additional tax base and revenue, as well as Transportation Impact Fees, that will help to offset any additional traffic impacts. A *Traffic Impact Analysis* has been prepared and is submitted as a part of the proposed project.**

## *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.

**It is anticipated that the project will have minimal impact on public services.**

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

**No specific measures are proposed, however additional needs will be offset by the increased tax base and the additional tax revenue created.**

### *16. Utilities* [help]

a. Circle utilities currently available at the site:
electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other _____

**Electricity, natural gas, water, refuse service, telephone, sanitary sewer are all available to serve the subject property and are located immediately adjacent to the site.**

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.

**All necessary utilities will be extending to and through the proposed project as required. The following is a list of service/utility providers for the proposed project:**

**Electricity: Richland Energy Services**
**Natural Gas: Cascade Natural Gas**
**Refuse Service: Richland Solid Waste Utility**
**Sanitary Sewer: Richland Wastewater Utility**
**Domestic Water: Richland Water Utility**
**Irrigation Water: Richland Water Utility**

## *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: Clifton G Mort

Name of signee Cliff Mort

Position and Agency/Organization Manager, Big Creek Land Company, LLC

Date Submitted: 11/27/21

**File No**. EA2020-114

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

**Description of Proposal:** Development of an approximately 14-acre site, with four (4) multifamily residential buildings containing up to 108 dwelling units, a clubhouse and covered parking structures together with associated parking, stormwater runoff and landscaping areas.

**Proponent:** Big Creek Land Company, LLC
Attn: Cliff Mort
1950 W. Bellerive Lane, #107
Coeur d' Alene, ID 83814

**Location of Proposal:** The project site is located east of the terminus of John Court, south of Broadmoor Street and is primarily zoned R-3 (Multiple-Family Residential) with the proposed secondary driveway access being partially located upon land zoned R-1-10. The overall project will occur upon Tracts A, B & F, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864), Tract B, Willowbrook No. 2, Phase 4A, and Lot 1 of Willowbrook No. 2, Phase 2, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA. The Assessor's Parcel Nos. for the project site are: 136983050007002, 136983050008001, 136983050012000, 136983060000001 and 101882040002000.

**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:** June 3, 2022

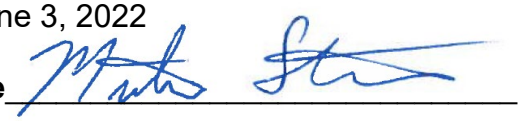
**Signature** 

Exhibit 5

Northern, Inc.

Consulting Engineers Environmental Scientists Geologists
Construction Materials Testing Geophysical Services

# GEOTECHNICAL & HYDROGEOLOGICAL SITE EVALUATION REPORT

## WILLOWBROOK PLACE MULTI-FAMILY APARTMENTS
## RICHLAND, WASHINGTON

## GNN PROJECT NO. 221-1447

**NOVEMBER 2021**

*Prepared for*

**BIG CREEK LAND COMPANY**
**C/O LAKE CITY ENGINEERING**
**126 E. POPLAR AVENUE**
**COEUR D'ALENE, ID**

*Prepared by*

**GN NORTHERN, INC.**
**CONSULTING GEOTECHNICAL ENGINEERS**
**SPOKANE VALLEY, WASHINGTON**
**(509) 893-9400**




*At GN Northern our mission is to serve our clients in the most efficient, cost-effective way using the best resources and tools available while maintaining professionalism on every level. Our philosophy is to satisfy our clients through hard work, dedication and extraordinary efforts from all of our valued employees working as an extension of the design and construction team.*

November 19, 2021

Big Creek Land Co.
c/o Lake City Engineering
126 E. Poplar Avenue
Coeur D'Alene, ID 83814

Attn: Drew Dittman, PE, Principal Engineer

**Subject:** **Geotechnical & Hydrogeologic Site Evaluation Report**
**Proposed Willowbrook Place Multi-Family Apartments**
**APN: 136983060000001, 136983050012000, 136983050008001, 136983050007002**
**Richland, Washington**

**GNN Project No. 219-1121**

Reference: GN Northern, Inc., *Geologic Hazards Assessment and Critical Areas Report, Proposed Smith Multifamily Project, Benton County Assessor's Parcel Numbers 136983050007002, 136983050008001, East of Piper Street & West of Amon Creek, Richland, Benton County, Washington,* December 30, 2014.

Dear Mr. Dittman,

As requested, GN Northern (GNN) has completed a geotechnical and hydrogeological site evaluation for the proposed Willowbrook Place Multi-family Apartments Project located south of Broadmoor Street and east of Piper Steet in the City of Richland, Washington.

Based on the findings of our evaluation, we conclude that the site is suitable for the proposed multi-family residential apartment complex and can be developed without significant risk related to geologic hazards and/or critical areas aquifer recharge areas (CARA), provided that the recommendations presented in this report are followed during the design and construction phases of the project.

This report describes in detail the results of our investigation, summarizes our findings, and presents our recommendations concerning earthwork and the design and construction of foundation for the proposed project as well as address potential critical areas impacts for the site & surrounding vicinity. It is important that GN Northern provide consultation during the design phase, as well as field compaction testing and geotechnical monitoring services during the construction phase, to review and monitor the implementation of the geotechnical recommendations.

If you have any questions regarding this report, please contact us at 509-893-9400.

Respectfully submitted,

**GN Northern, Inc.**

Karl A. Harmon, LEG, PE
Senior Geologist/Engineer

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Appendix IV – Site & Exploration Photographs
Appendix V – NRCS Soil Survey

## PURPOSE AND SCOPE OF SERVICES

This report has been prepared for the proposed Willowbrook Place Multi-Family Apartments Project located south of Broadmoor Street and east of Piper Street and existing single-family homes within the Willowbrook No. 2 residential subdivision in Richland, Washington; site location is shown on the *Vicinity Map* (Figure 1, Appendix I). Portions of the project site are mapped within the City of Richland's Geologic Hazards and Critical Area.

GN Northern, Inc. has prepared this report for use by the client and their design consultants in the civil design of the proposed project. Do not use or rely upon this report for other locations or purposes without the written consent of GN Northern, Inc.

Our study was conducted in general accordance with our *Proposal for Geotechnical Report and Hydrogeologic Assessment* dated September 10, 2021; notice to proceed was provided via a signed/authorized copy of our Proposal on September 10, 2021.

A *Conceptual Site Plan* (dated 7/13/2021), prepared by Lake City Engineering, was provided for our use. The *Site Plan* included the depiction of the nearby *Wetland Boundary* to the east (west fork of Amon Creek) along with the appropriate 150' wide *Wetlands Buffer* zone (based on the *Critical Areas Report for Willowbrook, Richland, WA*, Project #16235, Prepared by Wetland Resources, Inc., dated April 29, 2021).

All field investigation activities for this study were conducted west of the designated wetlands buffer boundary. Field exploration, consisting of two (2) exploratory borings and a total of five (5) test-pits that included two (2) infiltration tests was completed on October 7, 2021. Groundwater monitoring wells were installed within each of the two boreholes and were properly constructed and registered with the WA Department of Ecology. Boring/monitoring well and test-pit/infiltration test locations are shown on the *Site Exploration Map* (Figure 2, Appendix I). Detailed boring and test-pit logs are presented in Appendix II, and results of our laboratory testing are presented in Appendix III.

This report has been prepared to summarize the data obtained during this study and to present our findings and recommendations based on the proposed construction and the subsurface conditions encountered as the site. Additionally, information regarding hydrogeological conditions of the site,

including soil stratigraphy and groundwater conditions in the project vicinity, was evaluated to address drainage and stormwater management concerns.

## PROPOSED DEVELOPMENT

We understand that the existing ~14.36-acre site consists of 4 parcels identified as Benton County Assessor's Parcel Numbers 136983060000001, 136983050012000, 136983050008001, and 136983050007002. Proposed development at the site will consist of four (4) multi-family housing buildings, including one 8-unit building, one 16-unit building, and two 42-unit buildings. Additional development will include 18 attached garages, 52 detached garages, 156 open parking stalls, 6 guest parking stalls, and 7 ADA parking stalls. Access to the site will be via a proposed ~26' wide private drive from Broadmoor Street and also near the southern side of the site via Piper Street and an extension of John Court.

The proposed project development layout has been carefully sited to remain well clear of the designated wetland buffer zone as defined and delineated by the critical areas report (prepared by Wetlands Resources, Inc., dated April 29, 2021).

We anticipate that the new residential structures will be two- to three-story and will consist of wood-frame construction. Structural loading information was not available at the time of this report. Based on our experience with similar projects, we expect wall loads to be on the order of 2.5 to 3.0 klf and maximum column loads for the structures to be less than 50 kips. If these assumptions deviate from final project plans, GNN shall be contacted to review plans to provide revised recommendations if/as necessary. Settlement tolerances for the structures are assumed to be limited to 1 inch, with differential settlement limited to ½ inch.

## REVIEW OF TECHNICAL LITERATURE

A review of selected information pertaining to the site and surrounding area was performed that included published technical literature, published geologic maps, aerial photographs and previous geotechnical and geologic reports prepared for this site and other sites in the vicinity. The review was performed to identify regional geologic/hydrogeologic conditions that may affect the proposed multi-family development, including soil and bedrock conditions, groundwater, surface topography, and drainage characteristics.

## FIELD EXPLORATION & LABORATORY TESTING

Our field exploration activities for the site, consisted of two (2) exploratory borings and a total of five (5) test-pits that included two (2) infiltration tests and was completed on October 7, 2021. A local public utility clearance was obtained prior to the field exploration. The exploratory borings were drilled by Geowest Drilling, Inc to depths of 21.5 and 29 feet below existing ground surface (BGS). Additionally, groundwater monitoring wells constructed within each of the boreholes following completion of the exploration drilling. Exploratory test-pits were excavated by Van Belle Excavating, LLC using a John Deere 35G mini excavator to depths ranging from approximately 8 to 9 feet BGS. Two (2) infiltration tests were performed within test-pits TP-1 & TP-4 at depths of 4 and 3.5 feet BGS, respectively. The exploratory borings and test-pits were logged by GNN field engineers. Test-pit excavations were loosely backfilled with the excavated spoils upon completion. Locations of the borings/monitoring wells, test-pits and infiltration tests are shown on the *Site Exploration Map* (Figure 2).

Samples were obtained from the borings using a Standard Penetration (SPT) sampler. The SPT sampler has a 2-inch outside diameter and a 1.38-inch inside diameter. Samples were obtained by driving the sampler with a 140-pound rope & cathead hammer, dropping 30 inches in general accordance with ASTM D1586. The number of blows required to advance the samplers through each 6-inch increment is recorded in the field. The SPT resistance, or N-value, is defined as the number of blows required to drive the sampler from 6 inches to 18 inches below the auger tip, with the value reported as the number of blows per one foot of penetration. The SPT N-value, adjusted for hammer efficiency and sampler size, provides an indication of the relative density or consistency of the soil and is indicated on the boring logs. Recovered soil samples were sealed in containers and returned to our laboratory.

The soils observed during our field exploration were classified according to the Unified Soil Classification System (USCS), utilizing the field classification procedures as outlined in ASTM D2488. A copy of the USCS Classification Chart is included in Appendix II. Photographs of the site and exploration are presented in Appendix IV. Depths referred to in this report are relative to the existing ground surface elevation at the time of our investigation. The surface and subsurface conditions described in this report are as observed at the time of our field investigation.

Representative samples of the subsurface soils obtained from the field exploration were selected for testing to determine the index properties of the soils in general accordance with ASTM procedures. The following laboratory tests were performed:

**Table 1: Laboratory Tests Performed**

| Test | To determine |
|---|---|
| Particle Size Distribution (ASTM D6913) | Soil classification based on proportion of sand, silt, and clay-sized particles |
| Natural Moisture Content (ASTM D2216) | Soil moisture content indicative of in-situ condition at the time samples were taken |

Results of the laboratory tests are included on the test-pit logs and are also presented in graphic form in Appendix III.

## SITE CONDITIONS

The proposed Willowbrook Place Multi-Family Apartments Project is to be constructed on two irregular shaped parcels located generally between Piper Street (to the west) and the west fork of Amon Creek (to the east) in the City of Richland, Washington. The total 14.36-acre project site is generally bounded to the north and west by existing single-family residential developments, and to the east and south by Amon Creek.

The site is situated in an area of rolling hills with relatively gentle overall slope toward the east. Moderate to dense native brush and grass covers the majority of the project site. The project site elevations range from approximately 515 to 495 feet above mean sea level (MSL), for a total maximum relief across the areas of proposed development of about 20 feet. Native site slope gradients range from <5% to ~30% within the project site.

### *Regional Geology*

The Tri-Cities lie on the Columbia Plateau, a broad plain situated between the Cascade Range to the west and the Rocky Mountains to the east. The Columbia Plateau was formed by a thick sequence of Miocene Age tholeiitic basalt flows, known as the Columbia River Basalt Group (CRBG), which erupted from fissures in north-central and northeastern Oregon, eastern Washington, and Western Idaho approximately 12 to 26 million years ago. The Columbia Plateau is often called the Columbia Basin because it forms a broad lowland surrounded by mountains. The Columbia River Basalt Group is underlain by continental sedimentary rocks from early in the

Tertiary Period. Sediments of the Pliocene Age Ringold formation overlie the Columbia basalts. The Ringold Formation sediments consist of a heterogeneous mix of variably cemented and compacted gravel, sand, silt, and clay deposited by the ancestral Columbia, Snake, and Yakima Rivers.

The project site is located near the outlet of Badger Canyon, which was the ancestral route of the Yakima River. The site is situated near base of the Horse Heaven Hills and in line with the Rattlesnake Hills of the Yakima Fold Belt within the Columbia Basin physiographic province of southeastern Washington. The Rattlesnake and Horse Heaven Hills consist of east-west trending anticline ridges of the Yakima Fold Belt formed by north–south compression in the regional lava flows.

Near the end of the Pleistocene, the Columbia Basin was subjected to a series of massive, high-energy floods known as the Missoula Floods. During this time, a lobe of the Cordilleran ice sheet extended south into Idaho, damming up the Clark Fork River and creating Glacial Lake Missoula, impounding as much as 500 cubic miles of water. These ice dams periodically failed and then reformed numerous times during this period, catastrophically draining the lake and unleashing a series of massive torrents of water that significantly scoured and altered landscapes in the Columbia Basin through erosion and deposition. Sediments from these glacial outburst flooding events filled the area including Badger Canyon resulting in the re-routing of the Yakima River near Benton City.

### *Seismic Considerations*

Based on subsurface data obtained during our field exploration, along with our review of other available information, a Site Class ‘D’ is considered appropriate. According to the Mapped Spectral Response Acceleration obtained from the USGS Seismic Design Maps using the 2018 International Building Code (IBC), the following site-specific design values may be used:

**Table 2: IBC 2018 Design Response Spectra Parameters**

| Seismic Design Parameter | Value (unit) | Definition |
|---|---|---|
| $S_S$ | 0.428 (g) | MCE spectral response acceleration at short periods |
| $S_1$ | 0.163 (g) | MCE spectral response acceleration at 1-second period |

| | | |
|---|---|---|
| $F_a$ | 1.457 (unitless) | Site coefficient for short periods |
| $F_v$ | 2.275 (unitless) | Site coefficient for 1-second period |
| $S_{MS}$ | 0.624 (g) | MCE spectral response acceleration at short periods as adjusted for site effects |
| $S_{M1}$ | 0.37 (g) | MCE spectral response acceleration at 1-second period as adjusted for site effects |
| $S_{DS}$ | 0.416 (g) | Design spectral response acceleration at short periods |
| $S_{D1}$ | 0.247 (g) | Design spectral response acceleration at 1-second period |

## SUBSURFACE SOIL CONDITIONS

Subsurface soil conditions were generally consistent across the site, with soils typically classified as Silt with Sand (ML) and Silty Sand (SM) overlying Poorly Graded Gravel with Silt and Sand (GP-GM) and Poorly Graded Sands (SP/SP-SM). Approximately 2 to 6 inches of organic-rich topsoil was typically observed across the surface. The soils were generally observed to have a relative in-place density of 'loose' to 'medium dense' in the upper 10 feet, and 'medium dense' to 'dense' below that depth. The soils were typically observed to be 'dry' to 'damp.' Boring and test-pit logs in Appendix II show detailed descriptions and stratification of the soils encountered.

### *NRCS Soil Survey*

The soil survey map of the site prepared by the Natural Resources Conservation Service (NRCS) identifies the near surface site soils as *Hezel loamy fine sand (HeD & HeE), Quincy loamy sand (QuD), Warden silt loam (WdC) and Warden very fine sandy loam (WfD2).* The parent materials for these soils are described as *eolian sands or loess over lacustrine deposits.* According to the NRCS map (Soil Survey, Appendix V), the typical soil profile for these soils is described as *loamy fine sand* or *silt loam* over *stratified fine sandy loam to silt loam.* NRCS data indicates that these units generally consist of *somewhat excessively* to *well drained* materials with the capacity of the most limiting layer to transmit water (Ksat) ranging from moderately high (0.20 to 0.57 in/hr) and high to very high (5.95 to 19.98 in/hr).

## GROUNDWATER CONDITIONS

Depth to static groundwater was measured on October 20, 2021, within each of the monitoring wells installed within borings B-1 and B-2 situated in the lowest portions of Parcels A and B development areas near the edge of the wetlands buffer boundary. The measured depths to groundwater ranged from approximately 12 to 18 feet BGS, indicating a relatively flat static water table elevation of ~482.5' recorded during fall 2021. Groundwater was not encountered within any

of the test pits excavated during our field exploration of the upper planned development areas of the project site. Depths to groundwater are expected to fluctuate slightly with changes in local draws and precipitation in the area.

The nearby Willowbrook Well (9N/28E-36P01) located in Claybell Park is situated approximately 640 feet east of the eastern edge of the proposed project development boundary. The ~1,200' deep Willowbrook public well taps water from the Wanupum Basalt Aquifer at a depth of approximately 1,000'. City records indicate that the well is only used as an emergency domestic potable water source, provided it is treated to address concerns related to elevated temperature, methane, and hydrogen sulfide.

## SOIL INFILTRATION TESTING

Soil infiltration testing was performed at two (2) locations (TP-1 and TP-4) as shown on the *Site Exploration Map* (Figure 2, Appendix I) attached to this report. The infiltration tests were conducted using a single ring infiltrometer consisting of a 10-inch diameter steel pipe driven into the ground at the test depth. After an initial pre-soak period, a constant water level was maintained in the ring with the use of a float valve and timed intervals of the water demand volumes were recorded. Continuous readings of the water volumes required to maintain the constant head were recorded until a relatively constant rate was achieved, and the average infiltration rate was recorded. The test results are indicative of the infiltration characteristics of the subsurface soils encountered at the test location and depth. A soil sample was collected at the infiltration test depths for CEC testing. The following table presents the results of the infiltration tests performed at the site:

**Table 3: Infiltration Test Results**

| Test ID | Test Depth | Soil Type | Percent Fines | Field Infiltration Rate |
|---|---|---|---|---|
| TP-1 | 4 feet BGS | Silt with Sand (ML) | 72.8 | **3.1 inches/hour** |
| TP-4 | 3.5 feet BGS | Silt with Sand (ML) | 84.9 | **1.8 inches/hour** |

The infiltration rates presented herein represents the un-factored field soil infiltration rate. An appropriate factor of safety should be applied to the field infiltration rate to determine long-term design infiltration rate. Determination of safety factors for long-term design infiltration should

consider the following: pretreatment, potential for bio-fouling, system maintainability, horizontal and vertical variability of soils, and type of infiltration testing. Typical factors of safety for these soils generally range from 2 to 3.

## SUMMARY OF FINDINGS & CONCLUSIONS

Conditions imposed by the proposed development have been evaluated on the basis of proposed elevations and engineering characteristics of the subsurface materials encountered in the exploratory borings and test-pits and their anticipated behavior both during and after construction. The following is a summary of our findings, conclusions and professional opinions based on the data obtained from a review of selected technical literature and the site evaluation.

### ***Geotechnical Findings & Conclusions***

- Based on this geotechnical evaluation and our understanding of the proposed development, from a geotechnical perspective, it is our opinion that the site is suitable for the proposed construction, provided the soil design parameters and site-specific recommendations in this report are followed in the design and construction of this project.

- Final design plans, including grading, drainage, and finished pad elevations, were not available at the time of this report. Once plans are finalized, GNN shall be provided an opportunity to review final design plans to provide revised/augmented recommendations if/as necessary.

- Subsurface soil conditions were generally consistent across the site, with soils typically classified as Silt with Sand (ML) and Silty Sand (SM) overlying Poorly Graded Gravel with Silt and Sand (GP-GM) and Poorly Graded Sands (SP/SP-SM).

- The underlying geologic condition for seismic design is site class ‘D.’ The *minimum* seismic design should comply with the 2018 International Building Code (IBC) and ASCE 07-16, Minimum Design Loads for Buildings and Other Structures.

- A shallow spread foundation system is considered appropriate for support of the future multi-family residential structures, provided the recommendations of this report are adhered to. Foundations (isolated pad and continuous footing) shall be supported on a uniform subgrade bearing stratum and shall not straddle a partial fill and partial cut condition.

- Site grading shall incorporate the recommendations of this report and the requirements of IBC 2018 Appendix J.

- Upon completion, all test-pit excavations were loosely backfilled with excavation spoils. The contractor is responsible to locate the test-pits to re-excavate the loose soils and re-place as compacted engineered fill.

- At the start of site grading, existing vegetation, large roots, non-engineered fill, any construction debris, trash, and any abandoned underground utilities shall be removed from the areas of proposed building structures.

- Near-surface site soils can be readily cut by normal grading equipment.

- The near-surface fine-grained soils are susceptible to wind and water erosion when exposed during grading operations. Preventative measures and appropriate BMPs to control runoff and reduce erosion shall be incorporated into site grading plans.

***Geologic Hazards Assessment Finding & Conclusion***

A detailed assessment of potential geologic hazard constraints for the subject property was completed by GNN in 2014 (see referenced report). The finding of the geologic hazards assessment concluded the following:

- The primary geologic hazards and site constraints include the potential for surface erosion and slope instability. The potential hazards of slope instability and soil erosion are considered low for this site. Engineered design and appropriate remedial grading and construction as recommended within this report will readily mitigate potential geologic hazards at the site.

- The risk from other common geologic hazards, including fault rupture, liquefaction, and seismic shaking are considered low or negligible on this site.

- In our professional opinion, the proposed multifamily residential development at the site does not and will not pose a threat to the health or safety of the public, nor will it pose a risk of increased hazards to surrounding properties.

***Hydrogeologic Assessment Findings & Conclusions***

- Groundwater was encountered within both of the exploratory borings/monitoring wells at a relatively uniform elevation 482.5.' Groundwater beneath the site is generally anticipated to flow in a north/northeasterly direction.

- Based on review of preliminary plans for the proposed project, groundwater beneath the proposed building footprints can be anticipated to range at depths of approximately 15 to 30 BGS.

- The noted upper blanket of fine-grained *silt w sand* soils (ML - *loess*) across the project site, combined with the measured depth to static groundwater conditions, should allow favorable infiltration characteristic for design of appropriate stormwater management facilities (designed & constructed in accordance with the *Stormwater Management Manual for Eastern Washington*) that will be protective of surface and groundwater conditions in the vicinity. Vertical separation between the bottoms of proposed infiltration facilities will readily allow for a minimum of 10 feet of separations above the shallowest groundwater elevation.

- In our professional opinion, the proposed development is considered feasible and is not anticipated to result in any significant drainage concerns that would negatively impact the subject site or surrounding vicinity.

- Based on a review of currently published City and County Critical Areas Mapping, no portion of the proposed development is mapped within a currently delineated/designated *Critical Areas Aquifer Recharge Area* (CARA). The proposed project site is situated approximately 600 feet southwest of the nearby Willowbrook municipal water well at Claybell Park. Based on the noted subsurface geologic and groundwater conditions beneath the project vicinity, appropriate wellhead protection is provided.

## GEOTECHNICAL RECOMMENDATIONS

The following geotechnical recommendations are based on our current project understanding. The report is prepared to comply with the 2018 International Building Code Section 1803, Geotechnical Investigations, and as required by Subsection 1803.2, Investigations Required. Please note that Soil Design Parameters and Recommendations presented in this report are predicated upon appropriate geotechnical monitoring and testing of the site preparation and foundation and building pad construction by a representative of GNN's Geotechnical-Engineer-of-Record (GER). Any deviation and nonconformity from this requirement may invalidate, partially or in whole, the following recommendations. We recommend that we be engaged to review grading and foundation plans in order to provide revised, augmented, and/or additional geotechnical recommendations as required.

### *Site Development – Grading*

Site grading shall incorporate the requirements of IBC 2018 Appendix J. The project GER or a representative of the GER should observe site clearing, grading, and the bottoms of excavations before placing fills. Local variations in soil conditions may warrant increasing the depth of over-excavation and recompaction. Seasonal weather conditions may adversely affect grading operations. To improve compaction efforts and prevent potential pumping and unstable ground conditions, we suggest performing site grading during dryer periods of the year.

Soil conditions shall be evaluated by in-place density testing, visual evaluation, probing, and proof-rolling of the imported fill and re-compacted on-site soil as it is prepared to check for compliance with recommendations of this report. A moisture-density curve shall be established in accordance with the ASTM D1557 method for all onsite soils and imported fill materials used as structural fill.

Clearing and Grubbing: At the start of site grading, areas of proposed improvements should be cleared of existing vegetation, large roots, non-engineered fill, any construction debris, trash, and abandoned underground utilities. The surface should be stripped of organic growth and removed from the construction area. The actual depth of stripping may be reduced through real-time observation during clearing activities. Areas disturbed during clearing should be properly backfilled and compacted as described below.

Re-Use of Onsite Soils as Engineered Fill: The onsite soils are considered suitable for use as engineered fill and utility trench backfill, provided they are free of significant organic or deleterious matter and oversize rocks (>4 inches). Suitable onsite soils shall be placed in maximum 8-inch lifts (loose) and compacted to at least 95% relative compaction (ASTM D1557) near its optimum moisture content. Compaction of the suitable onsite soils shall be performed within a range of ±2% of optimum moisture to achieve the proper degree of compaction. Compaction should be verified by testing.

Use of Imported Soils as Engineered Fill: If needed, imported fill soils should be non-expansive, granular soils meeting the USCS classifications of SM, SP-SM, or SW-SM with a maximum rock size of 4 inches, minimum 70% passing the No. 4 sieve, and 5 to 20% passing the No. 200 sieve (fines shall be non-plastic). The GER should evaluate and approve the import fill soils before hauling to the site.

### *Temporary Excavations*

It shall be the responsibility of the contractor to maintain safe temporary slope configurations since the contractor is at the job site, able to observe the nature and conditions of the slopes and be able to monitor the subsurface conditions encountered. Unsupported vertical cuts deeper than 4 feet are not recommended if worker access is necessary. The cuts shall be adequately sloped, shored or supported to prevent injury to personnel from caving and sloughing. The contractor and subcontractors shall be aware of and familiar with applicable local, state, and federal safety regulation including the current OSHA Excavation and Trench Safety Standards, and OSHA Health and Safety Standards for Excavations, 29 CFR Part 1929, or successor regulations.

According to chapter 296-155 of the Washington Administrative Code (WAC), it is our opinion that the near-surface soil encountered at the site is classified as Type C soils. We recommend that temporary, unsupported, open cut slopes shall be no steeper than 1.5 feet horizontal to 1.0 feet vertical (1.5H:1V) in Type C soils. No heavy equipment should be allowed near the top of temporary cut slopes unless the cut slopes are adequately braced. Where unstable soils are encountered, flatter slopes may be required.

### *Utility Excavation, Pipe Bedding and Trench Backfill*

To provide suitable support and bedding for the pipe, we recommend the utilities be founded on suitable bedding material consisting of clean sand and/or sand & gravel mixture. To minimize trench subgrade disturbance during excavation, the excavator should use a smooth-edged bucket rather than a toothed bucket.

Pipe bedding and pipe zone materials shall conform to Section 9-03.12(3) of the Washington State Department of Transportation (WSDOT) 2018 Standard Specifications. Pipe bedding should provide a firm uniform cradle for support of the pipes. A minimum 4-inch thickness of bedding material beneath the pipe should be provided. Prior to installation of the pipe, the pipe bedding should be shaped to fit the lower part of the pipe exterior with reasonable closeness to provide uniform support along the pipe. Pipe bedding material should be used as pipe zone backfill and placed in layers and tamped around the pipes to obtain complete contact. To protect the pipe, bedding material should extend at least 6 inches above the top of the pipe.

Placement of bedding material is particularly critical where maintenance of precise grades is essential. Backfill placed within the first 12 inches above utility lines should be compacted to at least 90% of the maximum dry density (ASTM D1557), such that the utility lines are not damaged during backfill placement and compaction. In addition, rock fragments greater than 1 inch in maximum dimension should be excluded from this first lift. The remainder of the utility excavations should be backfilled and compacted to 95% of the maximum dry density as determined by ASTM D1557.

Onsite soils are considered suitable for utility trench backfill provided they are free of oversize material and can be adequately compacted. All excavations should be wide enough to allow for compaction around the haunches of pipes and underground tanks. We recommend that utility trenching, installation, and backfilling conform to all applicable federal, state, and local regulations such as OSHA and WISHA for open excavations.

Compaction of backfill material should be accomplished with soils within ±2% of their optimum moisture content in order to achieve the minimum specified compaction levels recommended in this report. However, initial lift thickness could be increased to levels recommended by the manufacturer to protect utilities from damage by compacting equipment.

### *Imported Crushed Rock Structural Fill*

Imported structural fill shall consist of well-graded, crushed aggregate material meeting the grading requirements of WSDOT 2018 Standard Specifications, Section 9-03.9(3) (1-1/4 inch minus Base Course Material) presented here:

**Table 4: WSDOT Standard Spec. 9-03.9(3)**

| Sieve Size | Percent Passing (by Weight) |
|---|---|
| 1¼ Inch Square | 99 - 100 |
| 1 Inch Square | 80 - 100 |
| 5/8 Inch Square | 50 – 80 |
| U.S. No. 4 | 25 - 45 |
| U.S. No. 40 | 3 – 18 |
| U.S. No. 200 | Less than 7.5 |

A fifty (50) pound sample of each imported fill material shall be collected by GNN personnel prior to placement to ensure proper gradation and establish the moisture-density relationship (proctor curve).

### *Subgrade Protection*

The degree to which construction grading problems develop is expected to be dependent, in part, on the time of year that construction proceeds and the precautions which are taken by the contractor to protect the subgrade. The onsite soils may be moisture and disturbance sensitive due to their fines content and may become unstable (pumping) if allowed to increase in moisture content and are disturbed (rutted) by construction traffic if wet. If necessary, the construction access road shall be covered with a layer of ballast or quarry spalls. The soils are also susceptible to erosion in the presence of moving water. The soils shall be stabilized to minimize the potential of erosion into the foundation excavation. The site shall be graded to prevent water from ponding within construction areas and/or flowing into excavations. Accumulated water must be removed immediately along with any unstable soil. Foundation concrete shall be placed and excavations backfilled as soon as possible to protect the bearing grade. We further recommend that soils that become unstable are to be either:

- Removed and replaced with structural compacted gravel fill, or
- Mechanically stabilized with a coarse crushed aggregate and compacted into the subgrade.

### *Building Pad Subgrade Support*

Based on the site topography, cut, and fill grading will be required to construct the building pads. All fill material to construct the building pads shall consist of suitable onsite soils or approved import material (if additional imported fill is required) placed as engineered fill as described in the previous sections. Prior to placing new fill material, the exposed subgrade shall be scarified a minimum of 12 inches, moisture-conditioned to near-optimum and compacted to at least 95% of the maximum dry density as determined by ASTM D1557. In order to reduce the risk of differential settlement from variable thickness of fills across the building pads, the maximum differential of the thickness of fill material within the building pad shall not exceed 50%; i.e. if the thickest engineered fill section within a given portion of the building pad is 6 feet, then no portion of the building pad shall be constructed with less than 3 feet of engineered fill material across the footprint. Where fill is placed on existing ground steeper than 5V:1H, the fill should be keyed and benched into firm native soil. A representative of the GER shall inspect and approve each building pad to ensure compliance with the recommendations of this report.

### *Foundations*

In our opinion, the proposed residential structures may be supported on conventional shallow foundations bearing on a layer of imported crushed rock placed atop a recompacted native subgrade or structural fill as recommended above. The minimum footing depth shall be 24 inches below adjacent exterior finished grades for frost protection and bearing capacity considerations.

We recommend placement of minimum of 12 inches of imported 1¼-inch minus crushed rock structural fill beneath all foundations for the proposed structures, placed as engineered fill atop recompacted subgrade. Crushed rock structural fill shall be compacted to minimum 95% of ASTM D1557. The crushed rock shall extend minimum 12 inches beyond all sides of the foundations. Footings constructed in accordance with the above recommendations may be designed for an allowable **2,000 pounds per square foot (psf)** bearing pressure. The allowable bearing pressures presented above may be increased by 1/3 for short-term, transient loading conditions.

It shall be noted that foundation elements shall not be designed or constructed to straddle a transitional cut to fill subgrade support condition. Preparation of the foundation subgrades and

compaction of foundation support zone shall be verified by a representative of the GER prior to foundation construction.

### *Lateral Load Resistance*

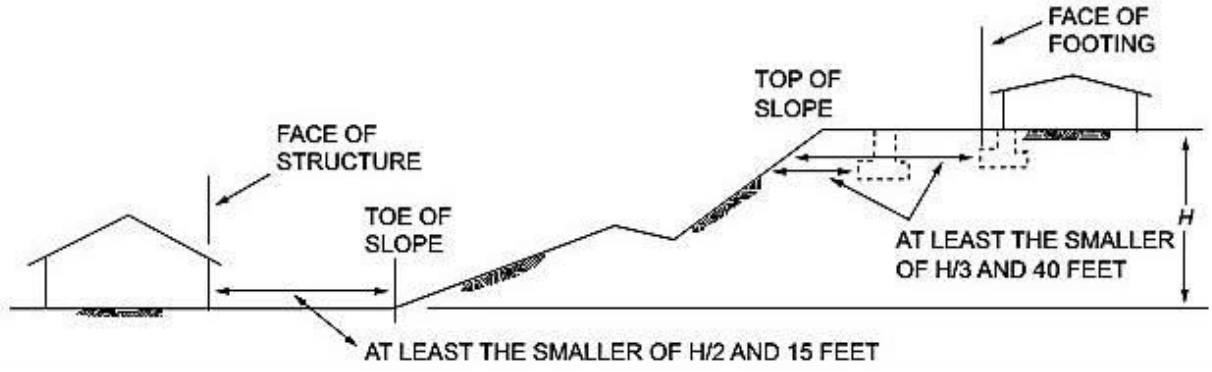
Lateral loads acting on the footings may be resisted by passive earth pressures acting against the sides of the footings and friction forces on the bottom of the footings. For lateral displacement design, an allowable passive resistance equal to a 200 pcf equivalent fluid pressure may be considered for compacted onsite backfill. We recommend using a 0.45 friction coefficient to calculate sliding resistance between the footing bottom and imported crushed rock fill material.

### *Slab-on-Grade Floors*

If residential structures are constructed with concrete slab-on-grade floors, they should be supported on minimum 6 inches of imported crushed rock structural fill placed atop the prepared building pad in accordance with the grading recommendations of this report. The crushed rock material shall be ¾-inch minus aggregate meeting WSDOT Specification section 9-03.9 (3), "Crushed Surfacing Top Course". Prior to placing any slabs, the top 12 inches of the exposed subgrade shall be compacted to a minimum in-place dry density of 95% of the maximum laboratory dry density determined by ASTM D1557.

### *Slope Setbacks*

In accordance with IBC 2018 Section 1808.7 *Foundations on or Adjacent to Slopes*: "foundations on or adjacent to slope surfaces shall be founded in firm material with an embedment and setback from the slope surface sufficient to provide vertical and lateral support for the foundation without detrimental settlement." IBC Figure 1808.7.1 (presented below) defines the appropriate minimum setbacks from ascending and descending slope surfaces:



The long-term performance of the structure near slopes is dependent on the protection of slopes from erosion or over steepening from subsequent slope grading. Slopes should be maintained to prevent erosion or undermining of the toe.

### *Graded Slope Construction*

In order to mitigate the potential hazards of erosion and slope instability, site development should be completed with appropriate design and construction including drainage and erosion control measures to mitigate any potential geologic site constraints.

Based on our slope stability analyses, properly reconfigured slopes as high as 10-feet can be safely developed at gradients as steep as 2:1 provided the recommendations in this reports are followed during design and construction.

Appropriate BMPs to mitigate and control potential erosion on all graded slopes should be incorporated as necessary. Landscaping should take into consideration the engineering characteristics of the slopes, especially with regards to the surficial stability of the slopes.

Fill slopes should be constructed with suitable structural fill soil that has been properly moisture conditioned and compacted. Fill slopes should be overfilled and trimmed back to uniformly compacted material. The final slope surface should be track-walked or grid rolled to improve the slope's resistance to erosion.

Where fill slopes are to be constructed on natural slopes steeper than 5:1, the fill should be keyed and benched into firm natural soil. It is recommended that the project geotechnical engineer, or their representatives, be present during the fill construction to observe compliance with the above recommendations.

### *Slope Protection and Maintenance*

Proper slope protection and maintenance should further minimize any potential slope erosion and improve the stability of the project slopes. Positive drainage should be provided at the tops of all slopes to divert runoff away from the face. Appropriate BMPs and erosion protection measures should be provided where concentrated runoff is anticipated.

As the exposed site soils are slightly susceptible to erosion, erosion control measures, such as planting, erosion control blankets or fabrics, sprayed tackifiers, or some combination of these, should be utilized on slopes within the project site. Landscaping should take into consideration the engineering characteristics of the slopes, especially with regards to the surficial stability.

Periodic maintenance and repair of slopes and drainage structures should be performed. Drainage inlets, outlets, and spillways should be periodically inspected and cleaned of soils and debris. Slope plantings and irrigation systems may wish to consider low water tolerant plants with drip irrigation.

## ADDITIONAL SERVICES

The Client should maintain an adequate program of geotechnical consultation, construction monitoring, and soils testing during the final design and construction phases to ensure compliance with GNN's geotechnical recommendations. For this purpose, GNN, the Geotechnical Engineer-of-Record, shall be retained as the geotechnical consultant from beginning to end of the project to maintain continuity of services.

GNN can provide construction monitoring and testing as additional services. The costs of these services are not included in our present fee arrangement, but can be obtained from our office. The recommended construction monitoring and testing includes, but is not necessarily limited to, the following:

- Consultation during the design stages of the project.
- Review of the grading and drainage plans to monitor compliance and proper implementation of the recommendations in GNN's Report.
- Observation and quality control testing during site preparation, grading, and placement of engineered fill as required by the local building ordinances.
- Geotechnical engineering consultation as needed during construction

## LIMITATIONS OF THE GEOTECHNICAL SITE INVESTIGATION REPORT

This GEOTECHNICAL SITE INVESTIGATION REPORT ("Report") was prepared for the exclusive use of the Client. GN Northern, Inc.'s (GNN) findings, conclusions and recommendations in this Report are based on selected points of field exploration, laboratory testing, and GNN's understanding of the proposed project at the time the Report is prepared. Furthermore, GNN's findings and recommendations are based on the assumption that soil, rock and/or groundwater conditions do not vary significantly from those found at specific exploratory locations. Variations in soil, bedrock and/or groundwater conditions could exist between and beyond the exploration points. The nature and extent of these variations may not become evident until during or after construction. Variations in soil, bedrock and groundwater may require additional studies, consultation, and revisions to GNN's recommendations in the Report.

In many cases the scope of geotechnical exploration and the test locations are selected by others without consultation from the geotechnical engineer/consultant. GNN assumes no responsibility and, by preparing this Report, does not impliedly or expressly validate the scope of exploration and the test locations selected by others.

This Report's findings are valid as of the issued date of this Report. However, changes in conditions of the subject property or adjoining properties can occur due to passage of time, natural processes, or works of man. In addition, applicable building standards/codes may change over time. Accordingly, findings, conclusions, and recommendations of this Report may be invalidated, wholly or partially, by changes outside of GNN's control. Therefore, this Report is subject to review and shall not be relied upon after a period of **five (5) years** from the issued date of the Report.

In the event that any changes in the nature, design, or location of structures are planned, the findings, conclusions and recommendations contained in this Report shall not be considered valid unless the changes are reviewed by GNN and the findings, conclusions, and recommendations of this Report are modified or verified in writing.

This Report is issued with the understanding that the owner or the owner's representative has the responsibility to bring the findings, conclusions, and recommendations contained herein to the attention of the architect and design professional(s) for the project so that they are incorporated

into the plans and construction specifications, and any follow-up addendum for the project. The owner or the owner's representative also has the responsibility to verify that the general contractor and all subcontractors follow such recommendations during construction. It is further understood that the owner or the owner's representative is responsible for submittal of this Report to the appropriate governing agencies. The foregoing notwithstanding, no party other than the Client shall have any right to rely on this Report and GNN shall have no liability to any third party who claims injury due to reliance upon this Report, which is prepared exclusively for Client's use and reliance.

GNN has provided geotechnical services in accordance with generally accepted geotechnical engineering practices in this locality at this time. GNN expressly disclaims all warranties and guarantees, express or implied.

Client shall provide GNN an opportunity to review the final design and specifications so that earthwork, drainage, and foundation recommendations may be properly interpreted and implemented in the design and specifications. If GNN is not accorded the review opportunity, GNN shall have no responsibility for misinterpretation of GNN's recommendations.

Although GNN can provide environmental assessment and investigation services for an additional cost, the current scope of GNN's services does not include an environmental assessment or an investigation for the presence or absence of wetlands, hazardous or toxic materials in the soil, surface water, groundwater, or air on, below, or adjacent to the subject property.

# APPENDICES

# Appendix I

## Vicinity Map (Figure 1)

## Site Exploration Map (Figure 2)

## Critical Areas Map (Figure 3)

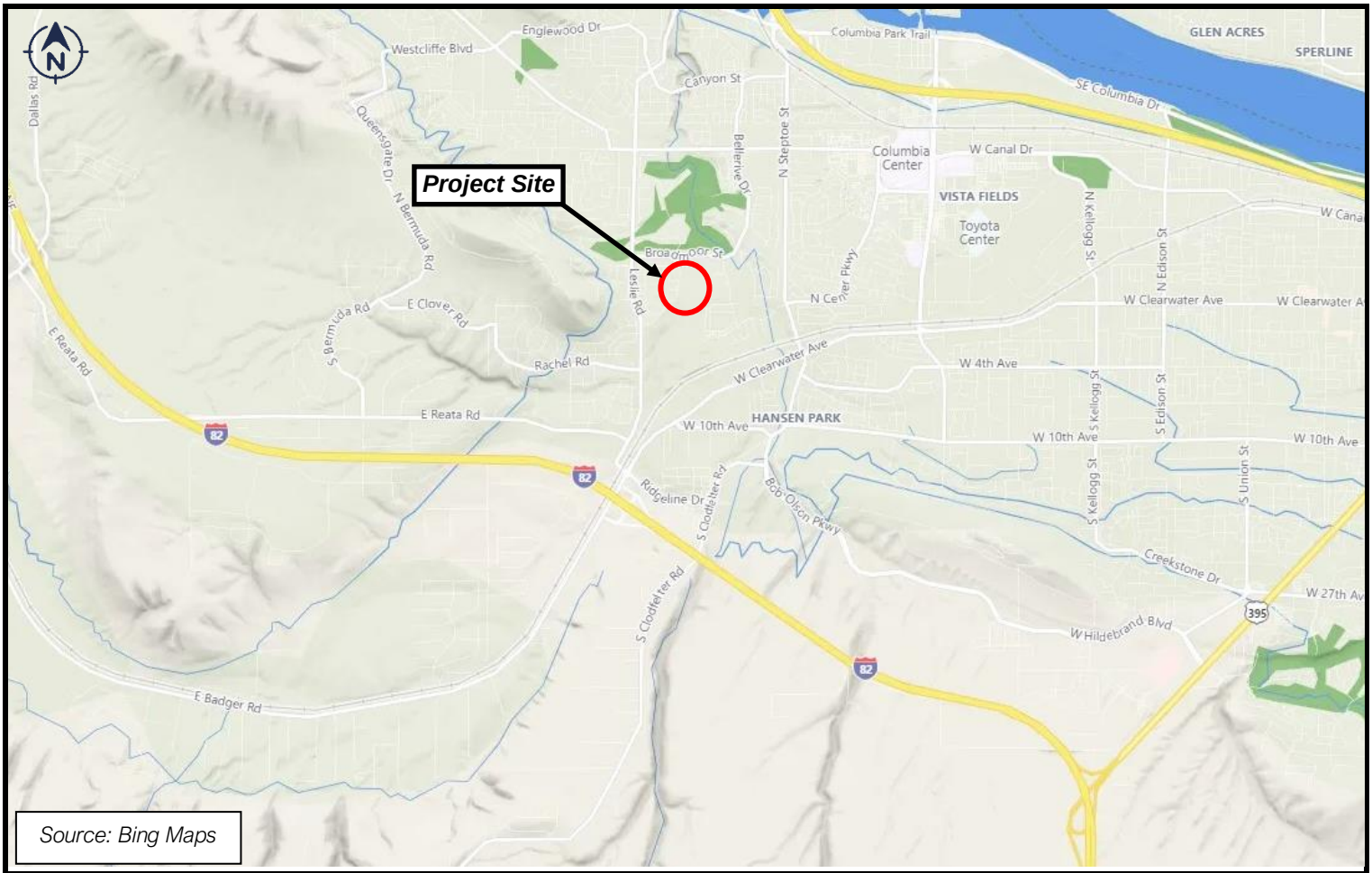






FIGURE 1: VICINITY MAP

PROJECT NO. 221-1447

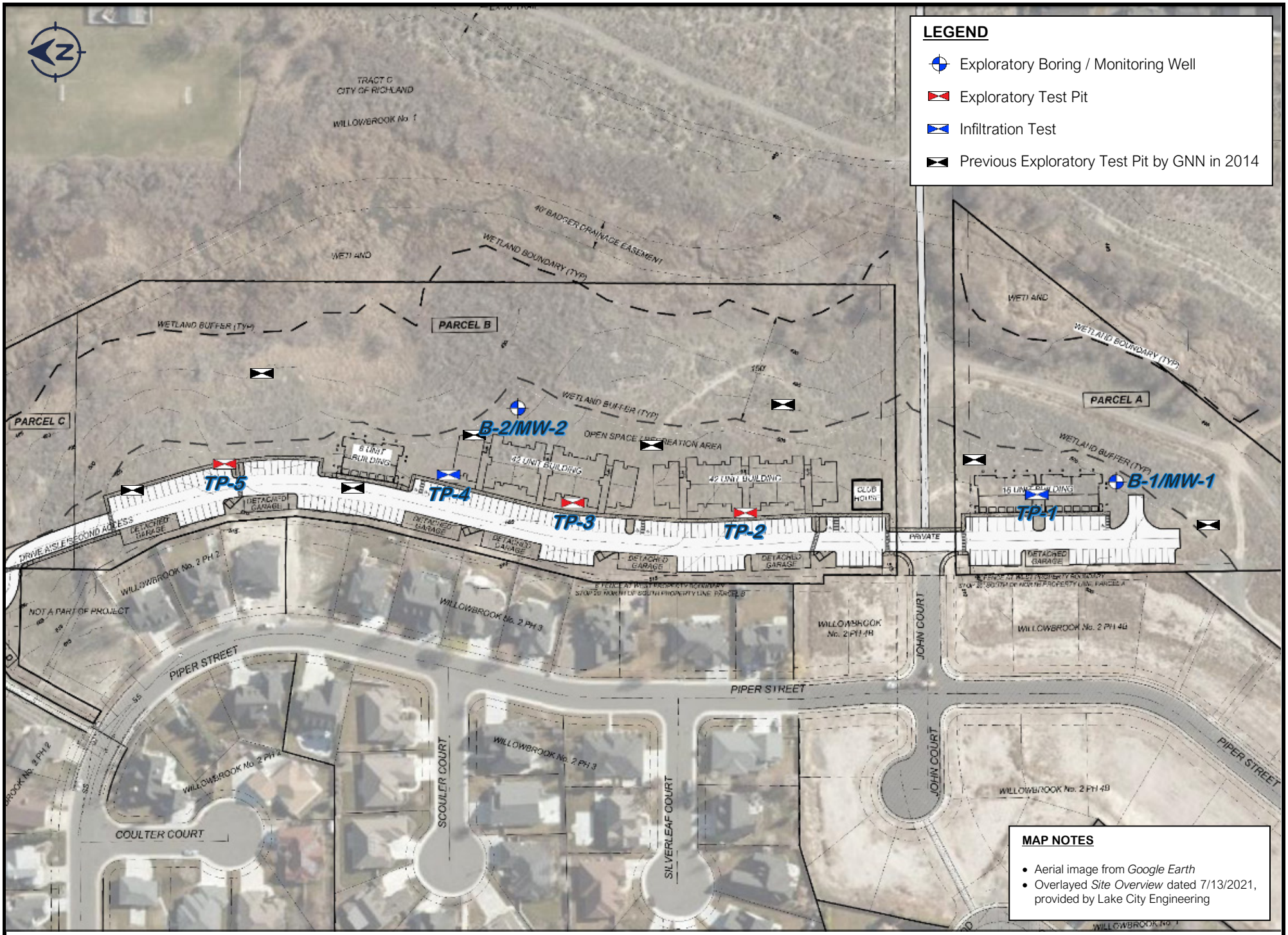
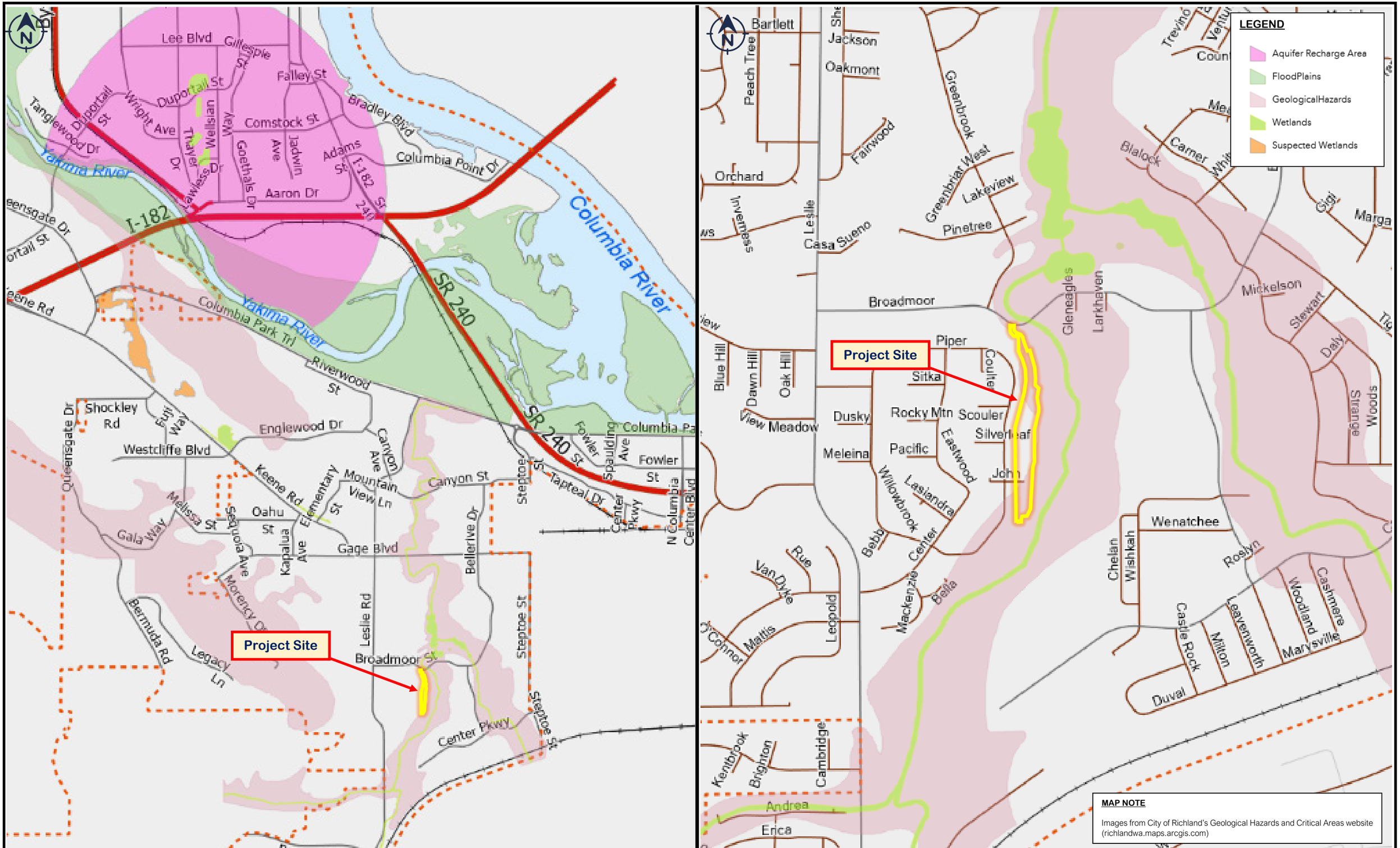



FIGURE 2: SITE EXPLORATION MAP

PROJECT NO. 221-1447




**MAP NOTE**

Images from City of Richland's Geological Hazards and Critical Areas website (richlandwa.maps.arcgis.com)

FIGURE 3: CRITICAL AREAS MAP

PROJECT NO. 221-1447

# Appendix II
# Exploratory Boring & Test-Pit Logs
# Key Chart (for Soil Classification)

GN Northern, Inc
722 N. 16th Ave Suite 31
Yakima, WA 99802
Telephone: (509) 248-9798

# BORING NUMBER B-1/MW-1



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 501 ft **HOLE SIZE** 6 inches
**DRILLING CONTRACTOR** Geowest Drilling Inc
**GROUND WATER LEVELS:**
**DRILLING METHOD** Model G2400 w/HSA and Rope & Cathead
**AT TIME OF DRILLING** ---
**LOGGED BY** KAH **CHECKED BY** IM
**AT END OF DRILLING** ---
**NOTES** Approx. GPS Coords.: 46.212093, -119.257836
**AFTER DRILLING** 18.11 ft / Elev 482.89 ft

| DEPTH (ft) | SAMPLE TYPE NUMBER | BLOW COUNTS (N VALUE) | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION | |
|---|---|---|---|---|---|---|
| 0 | | | | | SILT WITH SAND, (ML) light gray, dry, loose | |
| | SPT | 2-3-2 (5) | | | | |
| 5 | SPT | 8-7-5 (12) | | | - Becomes light gray-brown, dry to damp, medium dense | |
| | SPT | 5-5-7 (12) | ML | | | |
| 10 | SPT | 12-14-15 (29) | | | - Becomes olive brown, damp to moist, some rust staining | |
| 15 | SPT | 8-16-26 (42) | | | | |
| | | | GP-GM | | 15.5 - Becomes medium dense to dense, moist to wet | 485.5 |
| | | | | | POORLY GRADED GRAVEL WITH SILT AND SAND, (GP-GM) gray brown, wet, dense | |
| | | | | | 17.0 | 484.0 |
| 20 | SPT | 7-6-8 (14) | SM | | SILTY SAND, (SM) brown, fine to coarse grained, wet to saturated, medium dense, trace gravel | |
| | | | | | 24.0 | 477.0 |
| 25 | SPT | 33-27-24 (51) | GP-GM | | POORLY GRADED GRAVEL WITH SILT AND SAND, (GP-GM) brown, saturated, very dense, occasional sandy silt (ML) lenses | |
| | | | | | 27.0 | 474.0 |
| | | | SM | | SILTY SAND WITH GRAVEL, (SM) brown, saturated, very dense | |
| | | 50/5" | | | 29.0 | 472.0 |

- Groundwater encountered at ~ 18.11' BGS after drilling
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of borehole at 29.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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# BORING NUMBER B-2/MW-2



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 494.5 ft **HOLE SIZE** 6 inches
**DRILLING CONTRACTOR** Geowest Drilling Inc
**GROUND WATER LEVELS:**
**DRILLING METHOD** Model G2400 w/HSA and Rope & Cathead
**AT TIME OF DRILLING** ---
**LOGGED BY** KAH **CHECKED BY** IM
**AT END OF DRILLING** ---
**NOTES** Approx. GPS Coords.: 46.214311, -119.257374
**AFTER DRILLING** 12.02 ft / Elev 482.48 ft

| DEPTH (ft) | SAMPLE TYPE NUMBER | BLOW COUNTS (N VALUE) | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION | |
|---|---|---|---|---|---|---|
| 0 | | | | | | |
| | SPT | 4-4-4 (8) | ML | | SILT WITH SAND, (ML) light gray, dry, loose | |
| 5 | | | | | | 489.5 |
| | SPT | 4-4-4 (8) | SM | | SILTY SAND, (SM) gray brown, fine grained, damp, loose | |
| | | | | | | 488.0 |
| | SPT | 2-3-3 (6) | SP-SM | | POORLY GRADED SAND WITH SILT, (SP-SM) gray, fine grained, damp to moist, loose | |
| 10 | | | | | | |
| | SPT | 7-9-20 (29) | GP-GM | | POORLY GRADED GRAVEL WITH SILT AND SAND, (GP-GM) gray, moist, medium dense | 484.0 |
| | | | | | ▼ | |
| | | | | | | 480.5 |
| 15 | | | | | | |
| | SPT | 6-8-14 (22) | SP | | POORLY GRADED SAND, (SP) dark gray black, fine to coarse grained, saturated, medium dense, some gravel | |
| | | | | | | 475.5 |
| 20 | | | | | | |
| | SPT | 12-16-28 (44) | GP-GM | | POORLY GRADED GRAVEL WITH SILT AND SAND, (GP-GM) dark gray, saturated, dense | 473.0 |

- Groundwater encountered at ~ 12.02' BGS after drilling
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of borehole at 21.5 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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Telephone: (509) 248-9798

# TEST PIT NUMBER TP-1



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 503.8 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.212389, -119.257895
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|---|
| 0 | | | | | SILT WITH SAND, (ML) tan, dry, appears medium dense to dense |
| 5 | GB | MC = 11%<br>Fines = 73% | ML | | |
| 6.0 | | | | | 497.8 |
| | | | | | SILTY SAND, (SM) gray, fine grained, dry, appears medium dense |
| | | | SM | | |
| 9.0 | | | | | 494.8 |

- Infiltration test performed at ~4' BGS
- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 9.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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Yakima, WA 99802
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# TEST PIT NUMBER TP-2



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 515 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.213474, -119.257961
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|
| 0 | | ML | | SILT WITH SAND, (ML) tan, dry, appears medium dense |
| 5 | | | | |
| 8.0 | | | | 507.0 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 8.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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Yakima, WA 99802
Telephone: (509) 248-9798

# TEST PIT NUMBER TP-3



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 504.5 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.214112, -119.257889
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|---|
| 0 | | | ML | | SILT WITH SAND, (ML) tan, dry, appears medium dense |
| | | | | | - Becomes dense |
| 5 | | | | | - Becomes whitish tan |
| | GB | MC = 19%<br>Fines = 82% | | | |
| 8.0 | | | | | 496.5 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 8.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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# TEST PIT NUMBER TP-4



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 498 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.214573, -119.257725
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|---|
| 0 | | | ML | | SANDY SILT, (ML) tan, dry, appears medium dense |
| 1.0 | | | | | 497.0 |
| | | | | | SILT WITH SAND, (ML) tan, moist, appears medium dense to dense, interbedded with white ash layers |
| 5 | GB | MC = 11%<br>Fines = 85% | ML | | |
| 8.5 | | | | | 489.5 |

- Infiltration test performed at ~3.5' BGS
- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 8.5 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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# TEST PIT NUMBER TP-5



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 500 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.215403, -119.257643
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|---|
| 0 | | | SM | | SILTY SAND, (SM) light gray brown, fine grained, dry, appears medium dense |
| 3.0 | | | | | 497.0 |
| | | | ML | | SILT, (ML) tan, dry, appears medium dense |
| 4.0 | | | | | 496.0 |
| 5 | GB | MC = 4%<br>Fines = 16% | SM | | SILTY SAND, (SM) dark gray, fine grained, dry, appears loose to medium dense<br>- Becomes gray, damp, appears medium dense |
| 8.0 | | | | | 492.0 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 8.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

Northern, Inc.
Kennewick, Yakima, Spokane, Hermiston (OR)

# KEY CHART

## RELATIVE DENSITY OR CONSISTENCY VERSUS SPT N-VALUE

| COARSE-GRAINED SOILS | | | FINE-GRAINED SOILS | | |
|---|---|---|---|---|---|
| DENSITY | N (BLOWS/FT) | FIELD TEST | CONSISTENCY | N (BLOWS/FT) | FIELD TEST |
| Very Loose | 0 – 4 | Easily penetrated with ½-inch reinforcing rod pushed by hand | Very Soft | 0 – 2 | Easily penetrated several inches by thumb |
| Loose | 4 – 10 | Difficult to penetrate with ½-inch reinforcing rod pushed by hand | Soft | 2 – 4 | Easily penetrated one inch by thumb |
| Medium -Dense | 10 – 30 | Easily penetrated with ½-inch rod driven with a 5-lb hammer | Medium-Stiff | 4 – 8 | Penetrated over ½-inch by thumb with moderate effort |
| Dense | 30 – 50 | Difficult to penetrate with ½-inch rod driven with a 5-lb hammer | Stiff | 8 – 15 | Indented about ½-inch by thumb but penetrated with great effort |
| Very Dense | > 50 | penetrated only a few inches with ½-inch rod driven with a 5-lb hammer | Very Stiff | 15 – 30 | Readily indented by thumb |
| | | | Hard | > 30 | Indented with difficulty by thumbnail |

## USCS SOIL CLASSIFICATION

| MAJOR DIVISIONS | | | | GROUP DESCRIPTION |
|---|---|---|---|---|
| **Coarse-Grained Soils** <50% passes #200 sieve | **Gravel** and **Gravelly Soils** <50% coarse fraction passes #4 sieve | **Gravel** (with little or no fines) | GW | Well-graded **Gravel** |
| | | | GP | Poorly Graded **Gravel** |
| | | **Gravel** (with >12% fines) | GM | Silty **Gravel** |
| | | | GC | Clayey **Gravel** |
| | **Sand** and **Sandy Soils** >50% coarse fraction passes #4 sieve | **Sand** (with little or no fines) | SW | Well-graded **Sand** |
| | | | SP | Poorly graded **Sand** |
| | | **Sand** (with >12% fines) | SM | Silty **Sand** |
| | | | SC | Clayey **Sand** |
| **Fine-Grained Soils** >50% passes #200 sieve | **Silt** and **Clay** Liquid Limit < 50 | | ML | **Silt** |
| | | | CL | Lean **Clay** |
| | | | OL | Organic **Silt** and C**lay** (low plasticity) |
| | **Silt** and **Clay** Liquid Limit > 50 | | MH | Inorganic **Silt** |
| | | | CH | Inorganic **Clay** |
| | | | OH | Organic **Clay** and **Silt** (med. to high plasticity) |
| **Highly Organic Soils** | | | PT | **Peat** |
| | | | | **Top Soil** |

## LOG SYMBOLS

| | | |
|---|---|---|
| | 2S | 2" OD Split Spoon (SPT) |
| | 3S | 3" OD Split Spoon |
| | NS | Non-Standard Split Spoon |
| | ST | Shelby Tube |
| | CR | Core Run |
| | BG | Bag Sample |
| | TV | Torvane Reading |
| | PP | Penetrometer Reading |
| | NR | No Recovery |
| | GW | Groundwater Table |

## MODIFIERS

| DESCRIPTION | RANGE |
|---|---|
| Trace | <5% |
| Little | 5% – 12% |
| Some | >12% |

## MOISTURE CONTENT

| DESCRIPTION | FIELD OBSERVATION |
|---|---|
| Dry | Absence of moisture, dusty, dry to the touch |
| Moist | Damp but not visible water |
| Wet | Visible free water |

## SOIL CLASSIFICATION INCLUDES

1. Group Name
2. Group Symbol
3. Color
4. Moisture content
5. Density / consistency
6. Cementation
7. Particle size (if applicable)
8. Odor (if present)
9. Comments

## MAJOR DIVISIONS WITH GRAIN SIZE

| SIEVE SIZE | | | | | | |
|---|---|---|---|---|---|---|
| 12" | 3" | 3/4" | 4 | 10 | 40 | 200 |
| **GRAIN SIZE (INCHES)** | | | | | | |
| 12 | 3 | 0.75 | 0.19 | 0.079 | 0.0171 | 0.0029 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Boulders | Cobbles | Gravel | | Sand | | | Silt and Clay |
| | | Coarse | Fine | Coarse | Medium | Fine | |

Conditions shown on boring and testpit logs represent our observations at the time and location of the fieldwork, modifications based on lab test, analysis, and geological and engineering judgment. These conditions may not exist at other times and locations, even in close proximity thereof. This information was gathered as part of our investigation, and we are not responsible for any use or interpretation of the information by others.

# Appendix III
# Laboratory Testing Results

# GRAIN SIZE DISTRIBUTION

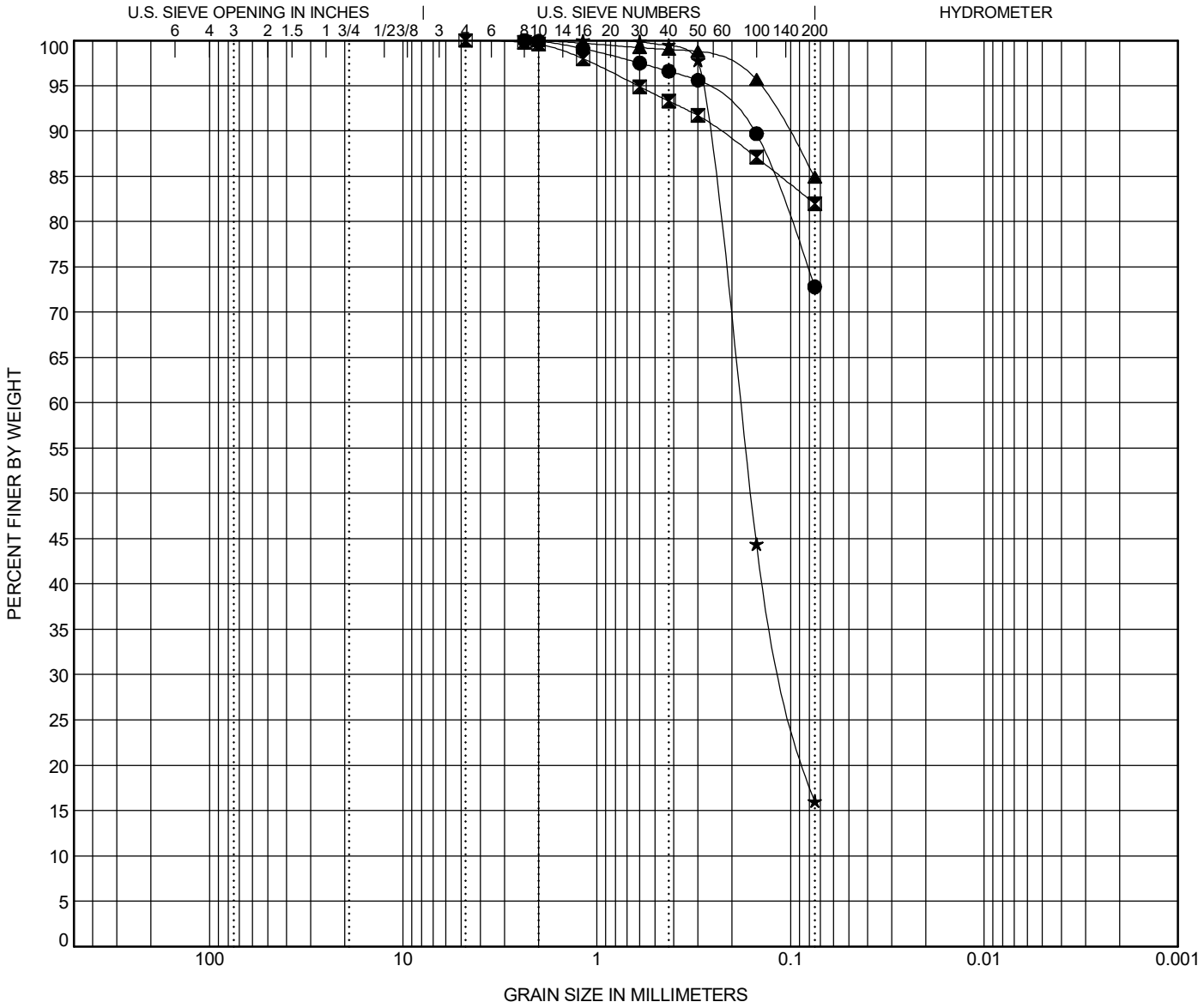
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722 N. 16th Ave Suite 31
Yakima, WA 99802
Telephone: (509) 248-9798

**CLIENT** Big Creek Land Co.

**PROJECT NAME** Willowbrook Place, Multi-Family Apartments

**PROJECT NUMBER** 221-1447

**PROJECT LOCATION** Richland, WA




| COBBLES | GRAVEL | | SAND | | | SILT OR CLAY |
|---|---|---|---|---|---|---|
| | coarse | fine | coarse | medium | fine | |

| | BOREHOLE | DEPTH | Classification | LL | PL | PI | Cc | Cu |
|---|---|---|---|---|---|---|---|---|
| ● | TP-1 | 4.0 | SILT WITH SAND (ML) | | | | | |
| ⊠ | TP-3 | 6.5 | SILT WITH SAND (ML) | | | | | |
| ▲ | TP-4 | 3.5 | SILT WITH SAND (ML) | | | | | |
| ★ | TP-5 | 4.5 | SILTY SAND (SM) | | | | | |

| | BOREHOLE | DEPTH | D100 | D60 | D30 | D10 | %Gravel | %Sand | %Silt | %Clay |
|---|---|---|---|---|---|---|---|---|---|---|
| ● | TP-1 | 4.0 | 2.36 | | | | 0.0 | 27.2 | 72.8 | |
| ⊠ | TP-3 | 6.5 | 4.75 | | | | 0.0 | 18.0 | 82.0 | |
| ▲ | TP-4 | 3.5 | 2 | | | | 0.0 | 15.1 | 84.9 | |
| ★ | TP-5 | 4.5 | 1.18 | 0.184 | 0.106 | | 0.0 | 84.0 | 16.0 | |

GRAIN SIZE - TEMPLATE_JESSE.GDT - 10/26/21 15:34 - C:\USERS\KHARM\ONEDRIVE\PUBLIC\ACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

# Appendix IV
# Site & Exploration Photographs




*Infiltration test setup within test pit TP-1*



*Exposed subsurface soil profile within test pit TP-2*



*Exposed subsurface soil profile within test pit TP-3*



*Exposed subsurface soil profile within test pit TP-4*



*Exposed subsurface soil profile within test pit TP-5*

**PLATE 1: SITE & EXPLORATION PHOTOGRAPHS** **PROJECT NO. 221-1447**



*Drilling at Boring B-1/MW-1*




*Split-spoon sample obtained from Boring B-1/MW-1 at 15' BGS*



*Installed monitoring well pipe at Boring B-1/MW-1*



*Completed monument at B-1/MW-1*



*Drilling at Boring B-2/MW-2*



*Drilling at Boring B-2/MW-2*

**PLATE 2: SITE & EXPLORATION PHOTOGRAPHS** **PROJECT NO. 221-1447**

# *Appendix V*
# ***NRCS Soil Survey***

United States Department of Agriculture

NRCS

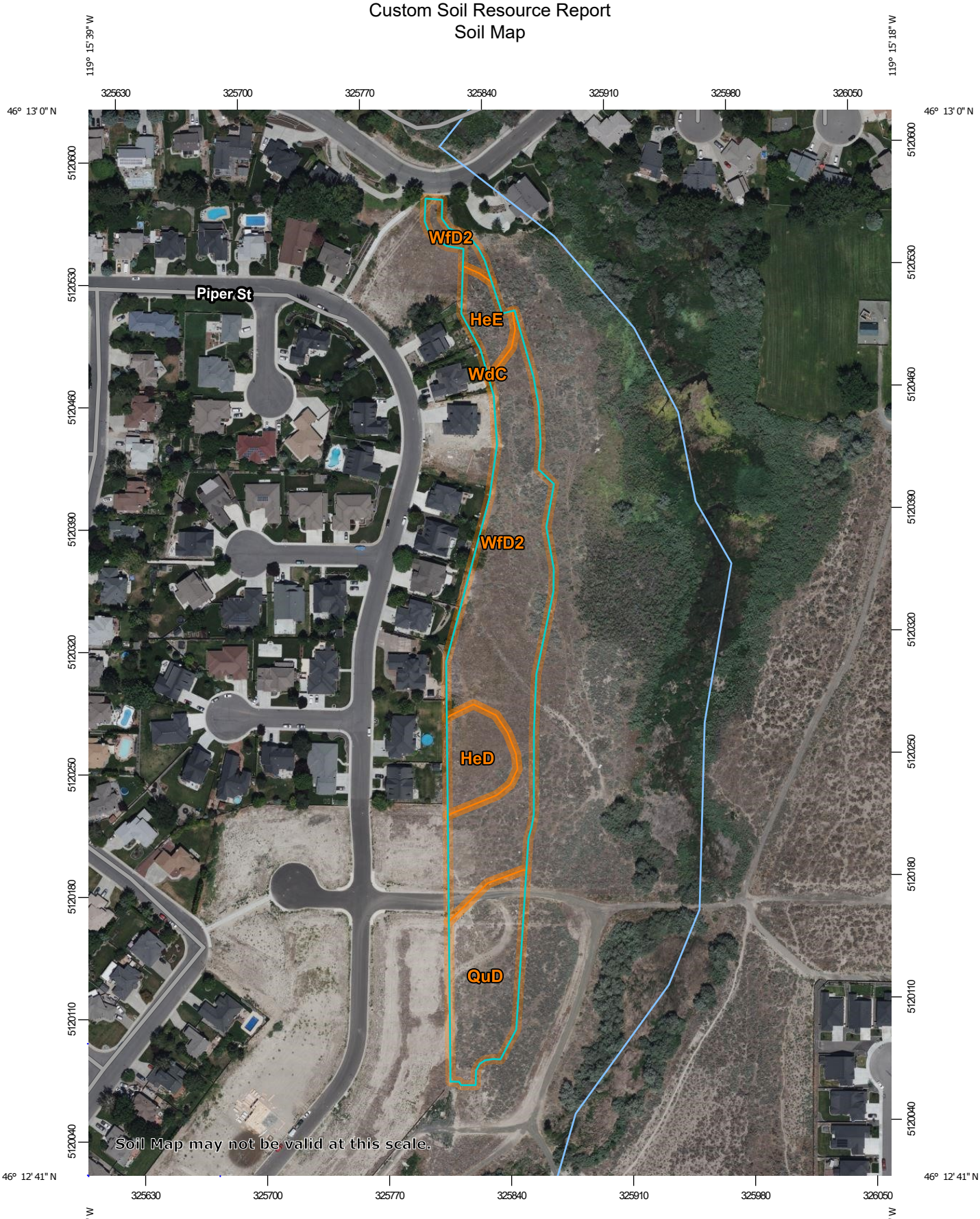
Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

# Custom Soil Resource Report for Benton County Area, Washington




October 26, 2021




Map Scale: 1:2,970 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 40 80 160 240

Feet
0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

# Benton County Area, Washington

## HeD—Hezel loamy fine sand, 2 to 15 percent slopes

**Map Unit Setting**

*National map unit symbol:* 2bch
*Elevation:* 400 to 2,500 feet
*Mean annual precipitation:* 6 to 10 inches
*Mean annual air temperature:* 52 to 54 degrees F
*Frost-free period:* 150 to 200 days
*Farmland classification:* Farmland of statewide importance

**Map Unit Composition**

*Hezel and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Hezel**

**Setting**

*Landform:* Terraces
*Parent material:* Eolian sands over silty lacustrine deposits

**Typical profile**

*H1 - 0 to 3 inches:* loamy fine sand
*H2 - 3 to 16 inches:* loamy fine sand
*H3 - 16 to 60 inches:* stratified fine sandy loam to silt loam

**Properties and qualities**

*Slope:* 2 to 15 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Somewhat excessively drained
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high (0.20 to 0.57 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 20 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* High (about 9.1 inches)

**Interpretive groups**

*Land capability classification (irrigated):* 4e
*Land capability classification (nonirrigated):* 6e
*Hydrologic Soil Group:* C
*Ecological site:* R007XY502WA - SANDS 6-10 PZ
*Hydric soil rating:* No

## HeE—Hezel loamy fine sand, 0 to 30 percent slopes

**Map Unit Setting**

*National map unit symbol:* 2bcj

*Elevation:* 400 to 2,500 feet
*Mean annual precipitation:* 6 to 10 inches
*Mean annual air temperature:* 52 to 54 degrees F
*Frost-free period:* 150 to 200 days
*Farmland classification:* Not prime farmland

**Map Unit Composition**
*Hezel and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Hezel**

**Setting**
*Landform:* Terraces
*Parent material:* Eolian sands over silty lacustrine deposits

**Typical profile**
*H1 - 0 to 3 inches:* loamy fine sand
*H2 - 3 to 16 inches:* loamy fine sand
*H3 - 16 to 60 inches:* stratified fine sandy loam to silt loam

**Properties and qualities**
*Slope:* 0 to 30 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Somewhat excessively drained
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high (0.20 to 0.57 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 20 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* High (about 9.1 inches)

**Interpretive groups**
*Land capability classification (irrigated):* 6e
*Land capability classification (nonirrigated):* 7s
*Hydrologic Soil Group:* C
*Ecological site:* R007XY502WA - SANDS 6-10 PZ
*Hydric soil rating:* No

## QuD—Quincy loamy sand, 2 to 15 percent slopes

**Map Unit Setting**
*National map unit symbol:* 2bd4
*Elevation:* 200 to 4,500 feet
*Mean annual precipitation:* 6 to 12 inches
*Mean annual air temperature:* 46 to 54 degrees F
*Frost-free period:* 100 to 200 days
*Farmland classification:* Farmland of statewide importance

**Map Unit Composition**

*Quincy and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Quincy**

**Setting**

*Landform:* Terraces
*Parent material:* Eolian sands

**Typical profile**

*H1 - 0 to 9 inches:* loamy sand
*H2 - 9 to 60 inches:* loamy fine sand

**Properties and qualities**

*Slope:* 2 to 15 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Excessively drained
*Capacity of the most limiting layer to transmit water (Ksat):* High to very high (5.95 to 19.98 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 3 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* Moderate (about 6.1 inches)

**Interpretive groups**

*Land capability classification (irrigated):* 4e
*Land capability classification (nonirrigated):* 3e
*Hydrologic Soil Group:* A
*Ecological site:* R007XY502WA - SANDS 6-10 PZ
*Hydric soil rating:* No

## WdC—Warden silt loam, 5 to 8 percent slopes

**Map Unit Setting**

*National map unit symbol:* 2bfm
*Elevation:* 600 to 1,300 feet
*Mean annual precipitation:* 6 to 9 inches
*Mean annual air temperature:* 48 to 52 degrees F
*Frost-free period:* 135 to 200 days
*Farmland classification:* Farmland of statewide importance

**Map Unit Composition**

*Warden and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Warden**

**Setting**

*Landform:* Terraces

*Parent material:* Loess over lacustrine deposits

**Typical profile**

*H1 - 0 to 9 inches:* silt loam
*H2 - 9 to 19 inches:* silt loam
*H3 - 19 to 60 inches:* stratified very fine sandy loam to silt loam

**Properties and qualities**

*Slope:* 5 to 8 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Well drained
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 30 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* High (about 11.8 inches)

**Interpretive groups**

*Land capability classification (irrigated):* 3e
*Land capability classification (nonirrigated):* 6e
*Hydrologic Soil Group:* B
*Ecological site:* R007XY102WA - LOAMY 6-10 PZ
*Hydric soil rating:* No

## WfD2—Warden very fine sandy loam, 8 to 15 percent slopes, eroded

**Map Unit Setting**

*National map unit symbol:* 2bfv
*Elevation:* 600 to 1,300 feet
*Mean annual precipitation:* 6 to 9 inches
*Mean annual air temperature:* 48 to 52 degrees F
*Frost-free period:* 135 to 200 days
*Farmland classification:* Farmland of unique importance

**Map Unit Composition**

*Warden and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Warden**

**Setting**

*Landform:* Terraces
*Parent material:* Loess over lacustrine deposits

**Typical profile**

*H1 - 0 to 4 inches:* very fine sandy loam
*H2 - 4 to 14 inches:* silt loam
*H3 - 14 to 60 inches:* stratified very fine sandy loam to silt loam

**Properties and qualities**

*Slope:* 8 to 15 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Well drained
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 30 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* High (about 11.5 inches)

**Interpretive groups**

*Land capability classification (irrigated):* 4e
*Land capability classification (nonirrigated):* 6e
*Hydrologic Soil Group:* B
*Ecological site:* R007XY102WA - LOAMY 6-10 PZ
*Hydric soil rating:* No

Exhibit 6



Canyon Environmental Group LLC
112 Ohio Street, Suite 115
Bellingham, WA 98225
jeff@canyonenv.org
1-360-389-1693

January 30, 2022

| | |
|---|---|
| **Prepared For:** | G.N. Northern Inc.<br>c/o Karl Harmon<br>722 North 16th Street Avenue, Suite 31<br>Yakima, WA 98902 |
| **Subject:** | Hydrogeological Assessment of Critical Aquifer Recharge Area. |
| **Project Site:** | Proposed Willowbrook Place Multi-Family Apartments, Richland Washington. Benton County Tax Parcels 136983060000001, 136983050012000, 136983050008001, and 136983050007002 |

# 1 Introduction

## 1.1 Purpose and Intent

Canyon Environmental Group (Canyon) was hired by G.N. Northern Inc. (GNN) to conduct a hydrogeological assessment and review of the proposed Willowbrook Place Multi-Family Apartment project in Richland Washington, including a review of a *Geotechnical and Hydrogeologic Site Evaluation Report* for the apartment project, by GNN dated November 19, 2021 (Appendix A). The City of Richland (City) requested additional information about the project in a "SEPA threshold determination and site plan review" letter dated December 8, 2021 (Appendix A). Specifically, the City wanted a more detailed hydrogeological assessment of how the proposed project would affect critical aquifer recharge areas (CARA) near the subject property.

This memo is intended to satisfy the City's requirements pursuant to Richland Municipal Code (RMC) 22.10.330, as well as evaluate if the proposed development complies with the source water protection requirements and recommendations of the U.S. Environmental Protection Agency, Washington State Department of Health, Washington State Department of Ecology, and the Benton-Franklin Health District (RMC 22.10.334).

## 1.2 Project Location

The project is located south of Broadmoor Street and east of Piper Street within the City of Richland, Washington (Figure 1 and 2). The subject parcels total 14.36-acres and consist of Benton County Tax Parcels 136983060000001, 136983050012000, 136983050008001, and 136983050007002 (Figure 1 and 2).

## 1.3 Project Action

The proposed project consists of building a multi-family apartment complex, parking lots, stormwater facilities, and landscaping according to the site plan provided to Canyon (Appendix B).

## 1.4 Desktop Analysis

Information provided by GNN included the GNN *Geotechnical and Hydrogeologic Site Evaluation Report* (Appendix A), Willowbrook Site Plans (Appendix B), the City's Willowbrook SEPA letter (Appendix A), the City's request for additional information letter (Appendix A), and a *Critical Area Report* that was conducted by Wetland Resources Inc. dated April 29, 2021 (not included in this memo). Additional information was gathered via publicly available sources including but not limited to the Washington Department of Ecology (Ecology) well logs and guidance documents, the Source Water Assessment Program (SWAP), the City's Comprehensive Water System Plan, Washington Department of Natural Resources (DNR) and U.S. Geological Survey (USGS) regional geology maps, and regional geological and hydrogeological studies and mapping. This memo was conducted as a desktop review. No site visit was performed by Canyon nor was any additional subsurface exploration conducted.

# 2 Hydrogeological Assessment

## 2.1 General Site Conditions

The subject property is currently undeveloped and consists of dry native scrub-shrub and herbaceous vegetation. The property is situated on the west side of a small ravine. The property generally slopes to the east, toward the ravine with slopes that vary between <5 to 30% (GNN 2021). The elevation on the site ranges from ~515 to 495 feet above mean sea level (MSL), with ~20-feet of overall relief (GNN 2021). The property is bound to the east by the ravine (Badger Canyon) which is occupied by Amon Creek and an associated wetland complex. Beyond the ravine to the east is undeveloped land, Claybell Community Park, and single-family residences. South of the property is primarily undeveloped land and Amon Creek. To the west the property is bordered by Piper Street and single-family residences. North of the property is a mix of single-family residences, undeveloped land, and a golf course (Figure 2). See Appendix A, B, and Figure 3 for a topographic map of the subject property.

## 2.2 Regional Geology

The subject property is located within a geological region of Washington known as the Columbia Plateau, which occupies both Washington, Oregon and parts of Idaho, between the Cascades and the Rocky Mountains. Specifically, the subject property is located in the Yakima Folds Section and the Pasco Basin within the Columbia Plateau (Gephart et.al 1979, Barnett 1998, Lindsey 1996, Martin 2011, GNN 2021). In order to understand the hydrogeology of the area it is important to understand the geological history of the Pasco Basin. The Columbia Plateau has been formed, shaped, and reshaped by a series of floods both from basalt and water, alluvial deposition, and all the while subjected to tectonic deformation.

Gephart et.al (1979) defined four "stratigraphic units", each with unique hydrological characteristics, that make up the Columbia Plateau. These "units" include pre-basalt geology, Columbia River Basalt Group (CRBG), sedimentary interbeds, and post-basalt geology (Gephart et.al 1979, Barnett 1998, Lindsey 1996, Martin 2011).

The pre-basalt geology underlying the Plateau consists of continental sedimentary (Precambrian), greenstone (Permian and Triassic), metasedimentary, plutonic, and metavolcanic rock groups (early Cenozoic).

The majority of what is considered the plateau was first formed during the Miocene Age (5.5 to 16.7million years ago) by a large number (+350) of flood basalt flows that erupted from fissures along the borders of Washington and Idaho and Idaho and Oregon (USGS 2017. These basalt flows are known as the Columbia River Basalt Group (CRBG). Each of the flows range from 10 to >100-feet thick and the thickest portion of the CRBG is thought to be 16,000-feet thick in parts of the Pasco Basin (USGS 2017). Three major basalt groups have been identified within the Pasco Basin including from bottom to the top: the Grande Ronde, Wanapum, and the Saddle Mountain Basalt Groups. Each of these basalt groups are made up of individual flows that are known as members (see Appendix C for stratigraphic and cross-section examples of the Columbia Plateau and Pasco Basin). During the intervening time, between individual flows, deposition would occur. Sedimentary material derived from runoff from the Cascades to the west and Rockies to the east or volcanic activity and deposition resulted in development of interbeds between basalt flows consisting of permeable material (Gephart et.al 1979, Barnett 1998, Lindsey 1996, Martin 2011, USGS 2017, Bentley 1993, GNN 2021).

After the CRBG was deposited, between the late Miocene to the middle Pliocene (8.5 to 3.4 m.y.a), the ancestral Columbia River deposited fluvial sediments within the Pasco Basin and on top of the CRBG. This deposit is known as the Ringold Formation and consists of a variety of alluvial materials including cemented and compacted gravel, sand, silty, and clay deposits, which covers much of the Pasco Basin (Lindsey 1996 and HDR 1998). The Ringold Formation within the project area has been interpreted to be thin and consisting of overbank sand, silt, and clay deposits with angular basaltic debris derived from alluvial processes (Lindsey 1996, HDR 1998, Martin 2011, and Appendix C).

The next geological event(s) that has greatly shaped and reshaped the Columbia Basin and Pasco Basin was a series of massive, high-energy floods during the end of the Ice Age (Pleistocene) known as the Missoula Floods. During the Ice Age the Cordilleran Ice Sheet would periodically advance and block the Clark Fork River in Idaho, resulting in the creation of a massive lake called Glacial Lake Missoula. Periodically, often during times of glacial retreat, the ice dam blocking the Clark Fork would burst and drain the Glacial Lake Missoula (~500 miles$^3$ of water) in a massive catastrophic flood that would send a wave of floodwater down into the Columbia Basin (Bjornstad 2006). These massive floods scoured and reshaped the landscape via erosion and deposition. In the Pasco Basin the flood water was restricted by the Wallula Gap which caused the flood to back up to 1, 250-ft and create a temporary “Lake Lewis” (Allen and Burns 1986). Lake Lewis extended back up into the Yakima River Valley and deposited both coarse- and fine-grained lacustrine deposits across the Pasco Basin. These deposits, as well as other deposits such as windblown fines (loess) and other alluvial deposits from flooding, represent the current Hanford Formation and, in many places, blanket the surface or near-surface of the area (Martin 2011).

Coevolving with the placement of the CRBG, deposition of the Ringold formation, and the Missoula Flood, is the Yakima Fold and Thrust Belt (YFTB). The YFTB is a series of anticlines, synclines, thrusts and other faults, that generally trend from the northwest toward the southeast and east-west (Reidel 1987 and USGS 2017). The YFTB remains active from at least the Miocene to present day. Through the Pasco Basin,

the YFTB has created a series of anticline/thrust fault ridges and syncline valleys, which are represented by the Horse Heaven Hills, Rattlesnake Hills, Yakima Ridge, Umtanum Ridge, Saddle Mountains, and Frenchman Hills (Appendix C for a schematic cross section).

## 2.3 Site Geology

The subject property is located within the YFTB and on the southern edge of the Pasco Basin, near the base of the Horse Heaven Hills anticline and thrust fault structure and in line with the Rattlesnake Hills anticline (Reidel 1987, Martin 2011, GNN 2021). Badger Canyon, adjacent to the subject property, was carved by the ancestral Yakima River before it was rerouted due to Missoula Floods.

The site investigation (both test pits and bore hole logs) conducted by GNN indicated that the surface and near surface of the site consists of silt and sands as well as poorly graded gravels with silt and sand mixtures. These stratigraphic assemblages are indicative of the Hanford Formation (loess) (Martin 2011, HDR 1997, Barnett 1998, Lindsey 1996, GNN 2021). The Hanford Formation likely extends 10 to 20 feet below the ground surface (bgs) at the subject property. The Willowbrook well log indicates that the Ringold Formation is likely very shallow beneath the site, likely around 25 bgs and extends to approximately 55-feet thick. The Ringold Formation at the site consists of gravels and weathered or brecciated basalt (See Appendix C for cross-sectional interpretation). A surface geology map is shown in Figure 4.

The GNN boreholes did not extent below 29-feet bgs; however, approximately 640-feet to the northeast the City has drilled the Willowbrook Well (9N/28E-36P01), which extends to 1,208-feet bgs. The Willowbrook well log indicates that the near surface of the area is likely underlain with the Ringold formation down to 85-feet bgs, after which the stratigraphy of the area is alternating fractured basalt flows, hard basalt flows, and clay/silt/gravel interbeds between the flow (Appendix A).

## 2.4 Regional Hydrogeology

Groundwater within the Pasco Basin and Richland area is found in several shallow and unconfined surface aquifers. The aquifers are found in the Hanford and Ringold formations (HDR 1997). These shallow aquifers are generally recharged by surface precipitation and losing watercourses (East Badger Lateral and Amon Wasteway).

Deeper aquifers can be found in all three of the CRBG units, however below Richland, the aquifers are primarily located within the Saddle Mountain and Wanapum units of the CRBG. The primary location for these aquifers (within the CRBG) is within the sandy and gravelly sedimentary interbeds deposited between the individual basalt flow units.

The basalt flows strata generally have low hydraulic conductivity (K). The interbeds have relatively higher K values (HDR 1997). Little is known about the vertical K values ($K_v$) for the Saddle Mountain and Wanapum basalt units, but estimates range from $4.0x10^{-7}$ to 0.3 ft/day (Kahle 2011). The primary control of the groundwater movement through these basalt flows are secondary features such as vertical joints and fractures of the entablature and colonnade. Therefore, most water movement is limited in the vertical direction through the basalt flows (Appendix C). Within the interbeds, both horizontal and vertical

hydraulic conductivities are generally more isotropic, and the majority of lateral flow generally takes place within these more permeable layers.

The vertical hydraulic conductivity in the Ringold and Hanfort Formations above the basalt flows generally depend on the sediment type within the units of each formation. The more sandy and gravelly units are estimated to have $K_v$ values ranging from 0.009 to 2 ft/day, however in the more silt and clay rich units the $K_v$ is much lower, and ranges from $10x10^{-10}$ to 0.009 ft/day (Kahle 2011). The practical aspect of the difference in $K_v$ is that the units with low $K_v$ act as confining (silt and clay layers) or semi-confining layer (individual interiors of basalt flows) separating the shallow and deeper aquifers within the Pasco Basin.

The regional YFTB also plays an important role in controlling the deeper aquifers within the Pasco Basin and ultimately the location of the primary recharge zones. The groundwater controls for the deeper aquifers are controlled more by the topography of the basalt flows than the topography of the surface. The basalt flows within the Pasco Basin, especially around the Horse Heaven Hills and the Rattlesnake Hills south of Richland, have been deformed into anticlines that generally dip toward the northeast (see Appendix C for cross-section). Thrust faults have also brought the Saddle Mountain and Wanupum Basalts and their interbeds to the surface in the Horse Heaven Hills, this has resulted in bringing the units that hold the deeper aquifers at or near to the surface. As a result, the primary recharge area for the deeper aquifers are the hills +10 miles southwest of Richland (HDR 1998 and Gephart 1979), where precipitation can enter the interbeds between the basalt flows at shallow depths.

## 2.5 Site Hydrogeology

The hydrogeology of the subject property has been interpreted to include a shallow unconfined aquifer within the lower Handford Formation, Ringold formation, and upper Saddle Mountain basalt unit beneath the surface. This shallow aquifer is expressed on the surface by the wetland and stream located within Amon Creek. The wetland is located more than 150-ft way from the proposed development and Amon Creek is an additional 20 to 50-feet further way and both are approximately 20 feet lower in elevation than the proposed project. (WRI 2021). The borehole excavation by GNN confirmed that the groundwater is present 12-18-feet bgs (GNN 2021). The recharge source of this shallow aquifer has been interpreted to be from the Kennewick Irrigation District (KID), which includes multiple unlined lateral canals and wasteways that feed this shallow aquifer. The KID estimates that they lose a combined total of approximately 2,800 acre-feet of water each irrigation season (WRI 2021).

The total thickness of the surface aquifer at the subject property is unknown, however approximately 105 feet bgs the Saddle Mountain basalt unit starts to dominate and likely one or more of the many interior flows that provides a base confining/semi-confining boundary.

The Willowbrooks well log indicates that the aquifer of significance is located at a depth of approximately 961-ft bgs. This aquifer has been interpreted to be within the Wanupum Basalt unit (HDR 1997) and extends to at least 1,208-ft bgs. This aquifer is the location of the City's Willowbrook Well, which is approximately 640-ft northeast of the subject property and located 1,000-ft bgs. The Willowbrook Well is primarily used for irrigation purposes and is held for emergency public use, however the well water needs to be treated for public use due to high temperatures and sulfur content (HDR 1997).

The stratigraphy of the Willowbrook well includes approximately 25-ft bgs of Handford/Ringold formation(?), ~55-ft bgs of the Ringold formation overburden, followed by a series of ~15-24 medium to very hard basalt flows (~516-ft of the column), ~5-8 fractured/weathered/vesicular basalt layers (175-ft of the column) and 6-8 clay or silt or other layers (~ 185-ft of the column). Two smaller perched aquifers may be located within the column but above the Wanupum aquifer (at depths of around 199-212 and 821-833). These aquifers probably have low spatial extent and low storativity, as the medium to very hard basalt flows likely act as semi-confining layers and restrict movement along the vertical axes. The clay and silt layers may act as confining layers and reduce both lateral and vertical movement of groundwater.

## 2.6 Analysis of Groundwater

The central question that this memo addresses is: will the proposed surface development impact the City's Willowbrook irrigation/drinking well. The City of Richland Aquifer Protection Map shows the site is within the 1-year and up residence time zones of the well (Appendix A). However, the City's well head and aquifer protection zones for this Group A well doesn't consider several site-specific characteristics that affect potential aquifer impacts. These factors include 1) the generic well head protection method used to calculate the protection zones is based on horizontal travel times rather than vertical travel times, 2) the site-specific geologic stratigraphy and corresponding confining and semi-confining layer properties, 3) the groundwater recharge zone for of the aquifer of concern, 4) interception of the shallow aquifer controlled by irrigation wastewater, and 5) previously permitted development within the wellhead protection zone.

The calculated residence time for the Willowbrook well established in the City's Wellhead Protection Plan (HDR 1998) was based on the Calculated Fixed Radius (CFR) method for determining the radii of the aquifer protection zones. This method uses a generic aquifer porosity and pumping rate within the well, which gives a horizontal travel time within the aquifer in question. The issue with this method in relation to the subject property is that the overlying geology has many basalt flows and clay layers, each which will restrict vertical flow, therefore the test conducted to establish travel times were likely pulling water only from the more porous fractured basalt layers, in the near vicinity of the pump and well screen. These fractured and porous layers are mostly horizontal or slightly dipping beds, with confining and semi-confining layers above, therefore the tests likely were testing the horizontal hydraulic conductivity and horizontal travel times.

In order to get a better idea of the travel times from the surface to the protected well aquifer (PWA), we need to evaluate the travel times through the various stratigraphic layers and in particular the confining/semi-confining layers. The geology and hydrogeology descriptions above give us the information we need to make an estimate[1]. First, we assumed that the top PWA was located at 961-feet bgs at the Willowbrook well location, and 981-ft bgs below the subject property. The column down to the PWA was assumed to consist of 20 feet of loose silts, sands, and gravels (Hanford Formation), 85-ft of gravels and boulders (Ringold Formation), 516-ft of medium to very hard basalt flows (interior of the Saddle Mountain and Wanupum Groups flows), 175-ft of fractured/weathered/vesicular basalt layers (weathered tops and bottoms of flows), and 185-ft clay or silt or other layers (interbeds between flows)

[1] Any hydrogeological evaluation is based on a variety of assumptions. For this report we assumed that the three groups of layer types that the serigraphy was broken up into each was relatively homogeneous within that individual group. Without extensive subsurface drilling and subsurface testing there will always be unknows and assumptions necessary.

(Table 1). Using the best available data for vertical hydraulic conductivity resulted in the following $K_v$ for each of the units is show below in Table 1.

**Table 1. Geology and Vertical Hydraulic Conductivity**

| Column Depth | Geology | Formation | $K_v$ (Lowest)* ft/day | $K_v$ (highest)* ft/day |
|---|---|---|---|---|
| 20 | loose silts, sands, and gravels | Hanford | .009 | 2 |
| 85 | gravels and boulders | Ringold | Na | 0.4 |
| 516 | medium to very hard basalt flows (Interiors) | Saddle Mt. Wanupum | $4.0x10^{-7}$ | 0.03 |
| 175 | fractured/weathered/vesicular basalt (weathered tops/bottoms) | Saddle Mt. Wanupum | Na | 0.3 |
| 185 | clay or silts (interbeds) | Saddle Mt. Wanupum | $1.0x10^{-10}$ | 0.009 |

$K_v$: Vertical Hydraulic Conductivity
*Kahle et. Al 2011

The evaluation of $K_v$ using the highest values for each of the geological units of the subsurface geology indicates that the travel time from the surface to the top of PWA indicates that it would take 105 years for the surface water to reach the aquifer. If we assume that the $K_v$ are all off by a factor of safety of 10, total travel times would still be 10.5 years. See Table 2 with calculated travel times through the various formations.

**Table 2. Vertical Hydraulic Conductivity and Travel Times**

| Column Depth | Geology | $K_v$ (highest)* ft/day | Travel Time (highest $K_v$) |
|---|---|---|---|
| 20 | loose silts, sands, & gravels | 2 | 10 |
| 85 | gravels and boulders | 0.4 | 212 |
| 516 | Interior basalt flows | 0.03 | 17,200 |
| 175 | weathered basalt flows | 0.3 | 583 |
| 185 | clay or silts (interbeds) | 0.009 | 20,555 |
| **981** | **Top of Aquifer** | | |
| | | Total Days | 38,560 |
| | | **Total Years** | **~105** |

$K_v$: Vertical Hydraulic Conductivity
*Kahle et. Al 2011
**highest value was used for simplicity due to lack of data.
These slow vertical travel times are due to limited vertical migration through the bedding, particularly the basalt flows and clay interbeds, and indicate why the majority of the recharge for the PWA is located in the Horse Heaven and Rattlesnake Hills, as this is where these aquifer beds are at or near the surface and allow for lateral recharge flow rather than vertical (Gephart 1979).

Regardless of vertical travel times, a shallow aquifer is located between the subject property and the PWA. This shallow aquifer is fed by wastewater from local irrigation systems. Any contaminants or pollutants

entering the shallow groundwater from the subject property is likely to be captured by the shallow aquifer and flow toward the wetland or Amon Creek, where it would drain toward the northeast. The source of pollutants from the development will primarily be stormwater. The development plans include treatment of this stormwater onsite, before discharge off-site. We anticipate that treated stormwater from an apartment complex will be cleaner than the seepage from the irrigation canals.

Finally, the City has allowed previous development of residences to occur within the wellhead protection area. Given the responsible development and restriction on the type of activities that the apartment can be utilized for it should be safe to build within the subject property, with no anticipated impacts to the water quality at the City's Willowbrook well.

Canyon recommends the following best management practices to add additional protections to the area.

**Recommended Protections**

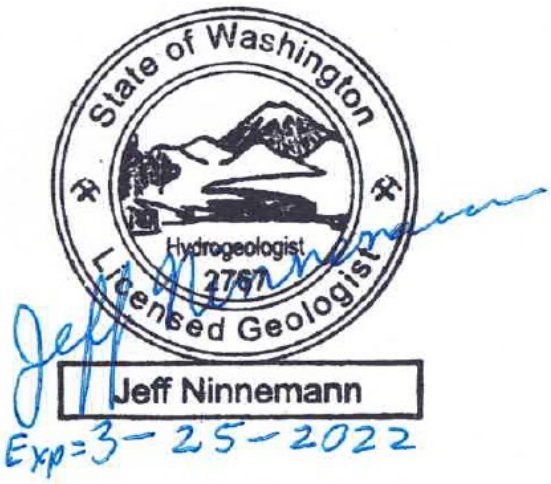
1. The properties should not be utilized for industrial or commercial purposes that produce potentially hazardous waste. This includes but is not limited to, underground storage tanks, above ground storage tanks, hazardous waste, dry-cleaners, solvents, paints, etc.
2. Implementation of a stormwater plan that meets Washington State Department of Ecology's 2019 Stormwater Management Manual for Eastern Washington.
3. Regular inspection and maintenance of any stormwater facilities.

## 2.7 Conclusions

Canyon evaluated the proposed Willowbrook Place Multi-Family Apartment development to determine if the project proposed a threat to the Willowbrook Well Critical Aquifer Recharge Area (CARA). After reviewing the geology and hydrogeology of the subsurface, Canyon has concluded that the actual (vertical) travel time to the well exceed the 10-year travel time protection and are likely closer to 100-years. It is our opinion that given the long travel times coupled with a shallow aquifer that will likely intercept flow from the subject property, distant recharge area for the protected aquifer, and additional protective measures recommended above, the proposed development will not impact the nearby Willowbrook Critical Aquifer Recharge Area.

If you have any questions concerning this report, please contact us at (360) 389-1693 or at jeff@canyonenv.org. (Signatures on next page)

Sincerely,




Jeff Ninnemann, LHG, PWS
Hydrogeologist- Principal

**Statement of Limitations**

This document has been prepared by Canyon Environmental Group LLC (Canyon) for the exclusive use and benefit of the Client and the City of Richland, Washington. Canyon's findings, conclusions and recommendations in this Report are based on publicly available data, information provided by GN Northern Inc. (including but not limited to surface and borehole logs and wetland delineation report) and Canyon's understanding of the proposed project at the time the Report is prepared. Furthermore, Canyon's findings and recommendations are based on the assumptions derived from best available science at the time of this report, regarding geological, hydrogeological, and groundwater conditions within the project area. Hydrogeology and groundwater behavior can be highly heterogenous and without extensive subsurface drilling and testing hydrogeological characteristic can only be estimates at best. Variations in soil, bedrock and/or groundwater conditions could exist between and beyond the exploration points. This document represents Canyon's best professional judgment based on the information available at the time of its completion and as appropriate for the project scope of work. The findings of this report are specific to the subject property and the intended project as described in the above report and should not be used for other purposes without consultation and consent from Canyon Environmental Group LLC. This report's findings are valid as of the issued date of this report. However, changes in conditions of the subject property or adjoining properties can occur due to passage of time, natural processes, or works of man. Accordingly, findings, conclusions, and recommendations of this report may be invalidated, wholly or partially, by changes outside of Canyon's control. Therefore, this report is subject to review and shall not be relied upon after a period of five (5) years from the issued date of the report. Services performed in developing the content of this document have been conducted in a manner consistent with that level and skill ordinarily exercised by members of the geologic and hydrogeology profession currently practicing under similar conditions. No warranty, expressed or implied, is made.

# 3 QUALIFICATION OF AUTHORS

**Jeff Ninnemann, MS, LHG (#2767), PWS (#1829) – Hydrogeologist, Wetland Ecologist, Principal**
Jeff Ninnemann, MS, PWS, LHG, is a hydrogeologist/wetland ecologist with over 21 years of experience in the field and as project manager for environmental site assessments (phase I, II, & III), hydrogeological site assessments, remedial investigation/feasibility studies (RI/FS), groundwater and surface water monitoring, wetland delineations, stream assessments, fluvial geomorphic process evaluations, fish and wildlife assessments, slope stability assessments, and a variety of critical area mitigation/restoration planning. Jeff is a licensed Hydrogeologist through the State of Washington (#2767), a certified Professional Wetland Scientist (PWS certification #1829) through the Society of Wetland Scientists Professional Certification Program and has a Master of Science in Geology. His Master's research specialized in stream hydrology, specifically the modeling of hyporheic flow responses to hydrology, landscape variability, and their implications for watershed hydrological residence times. Jeff was also the owner and operator of Earthworks Environmental Inc., a small environmental firm, for eight years. Jeff merged/sold his company to Element Solutions In 2014 where he worked for 5 years before starting Canyon Environmental Group. A full Curriculum Vitae for Mr. Ninnemann can be provided upon request.

# 4 References

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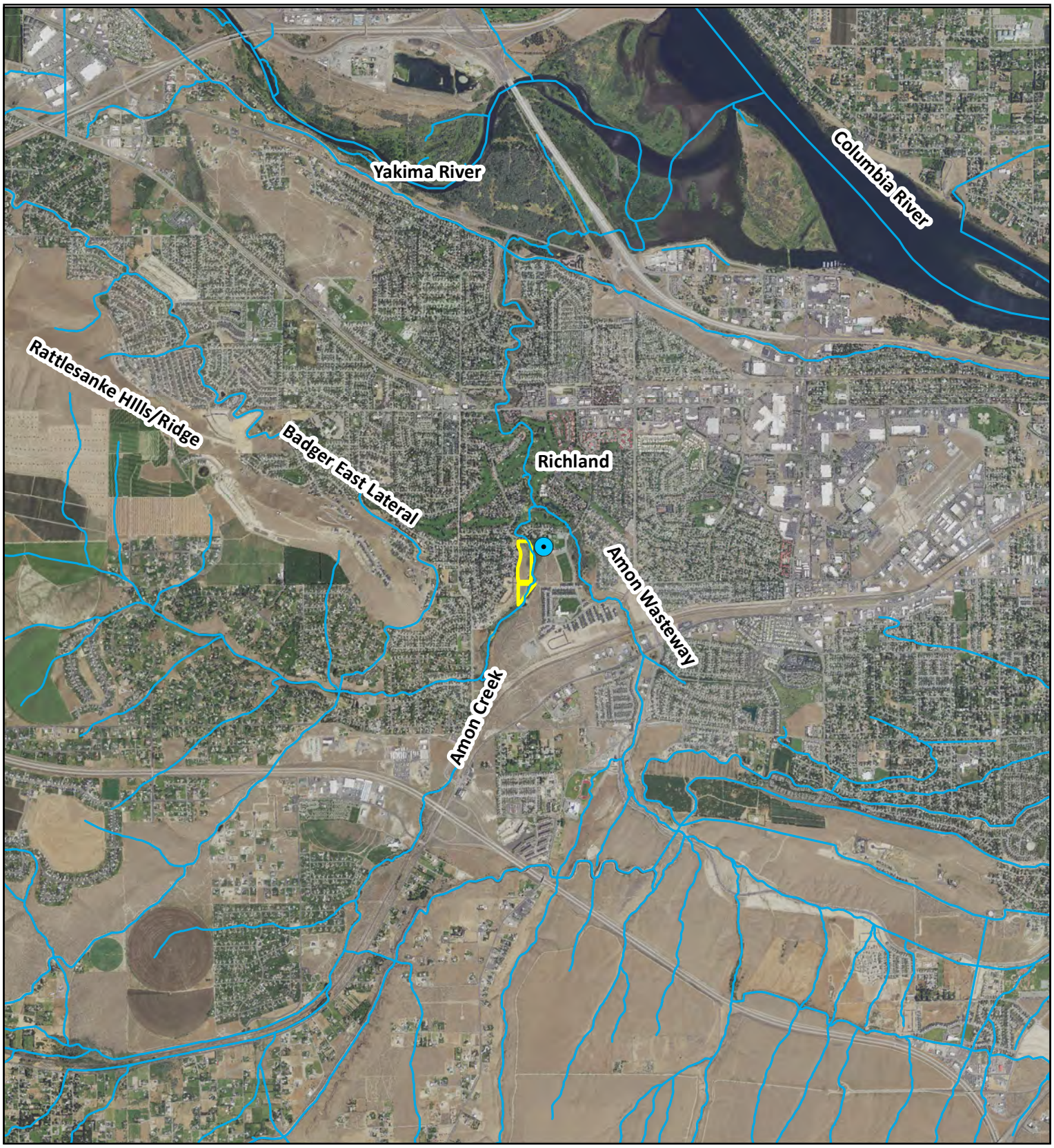
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Subject Properties

Watercourse or Drainages

Willowbrook Well

N
W E
S

CANYON
ENVIRONMENTAL GROUP

# Figure 1

Willowbrook CARA Review: Site Vicinity Map

Date: 1/30/2022

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1-inch=4,000-feet

0 1,000 2,000 4,000 6,000 8,000

Feet




Subject Properties

Surface and Inferred Shallow Flow Directions

Wetlands

1,000-ft CARA Review Buffer

Watercourse or Drainages

Willowbrook Well

Borehole

Test Pit

N
W E
S

CANYON ENVIRONMENTAL GROUP

# Figure 2

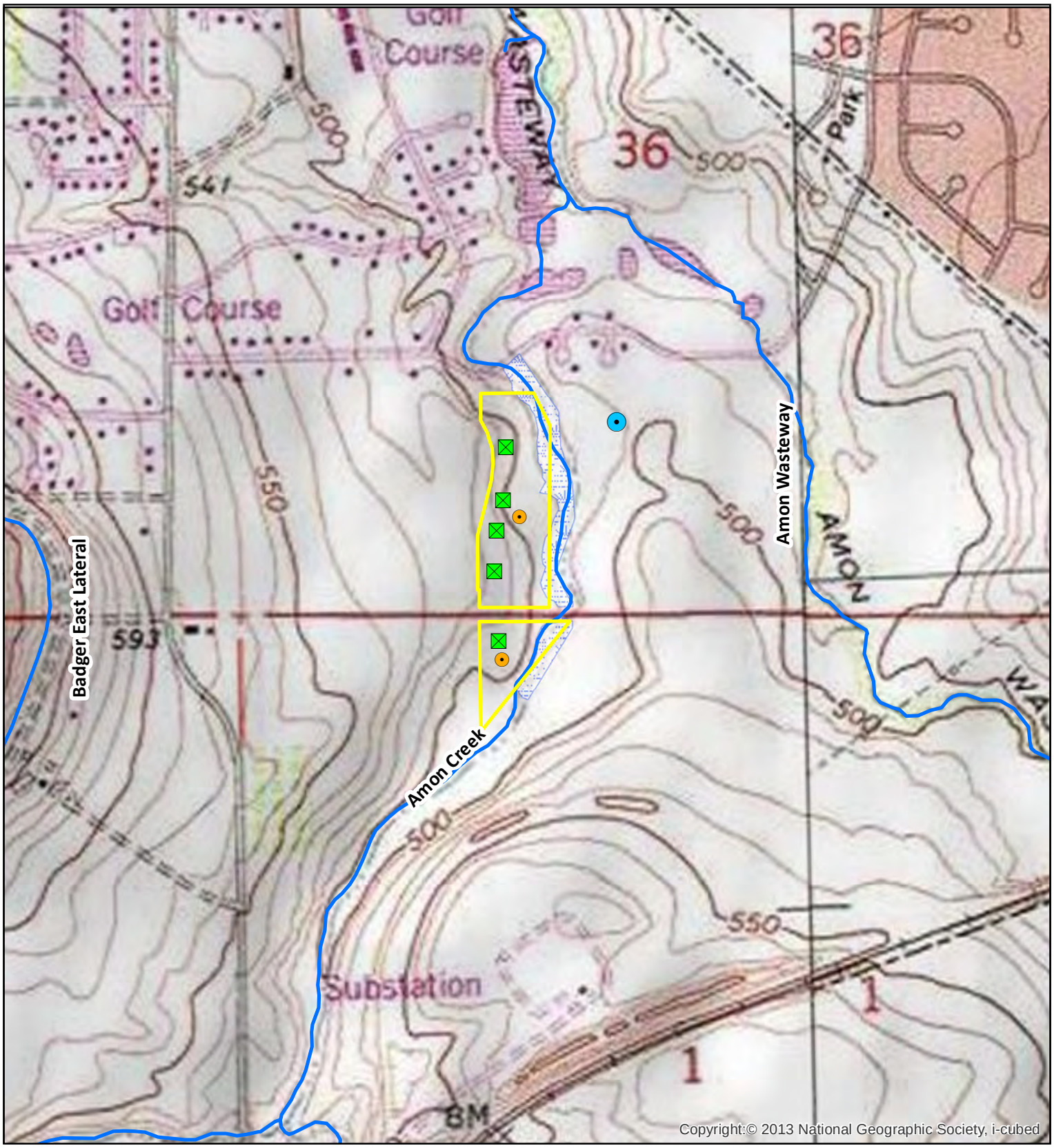
Willowbrook CARA Review: Subject Properties and Watercourses

Date: 1/31/2022

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1-inch=625-feet

0 150 300 600 900 1,200 Feet




Subject Properties
Watercourse or Drainages
Wetlands
Willowbrook Well
Borehole
Test PIt

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CANYON ENVIRONMENTAL GROUP

# Figure 3

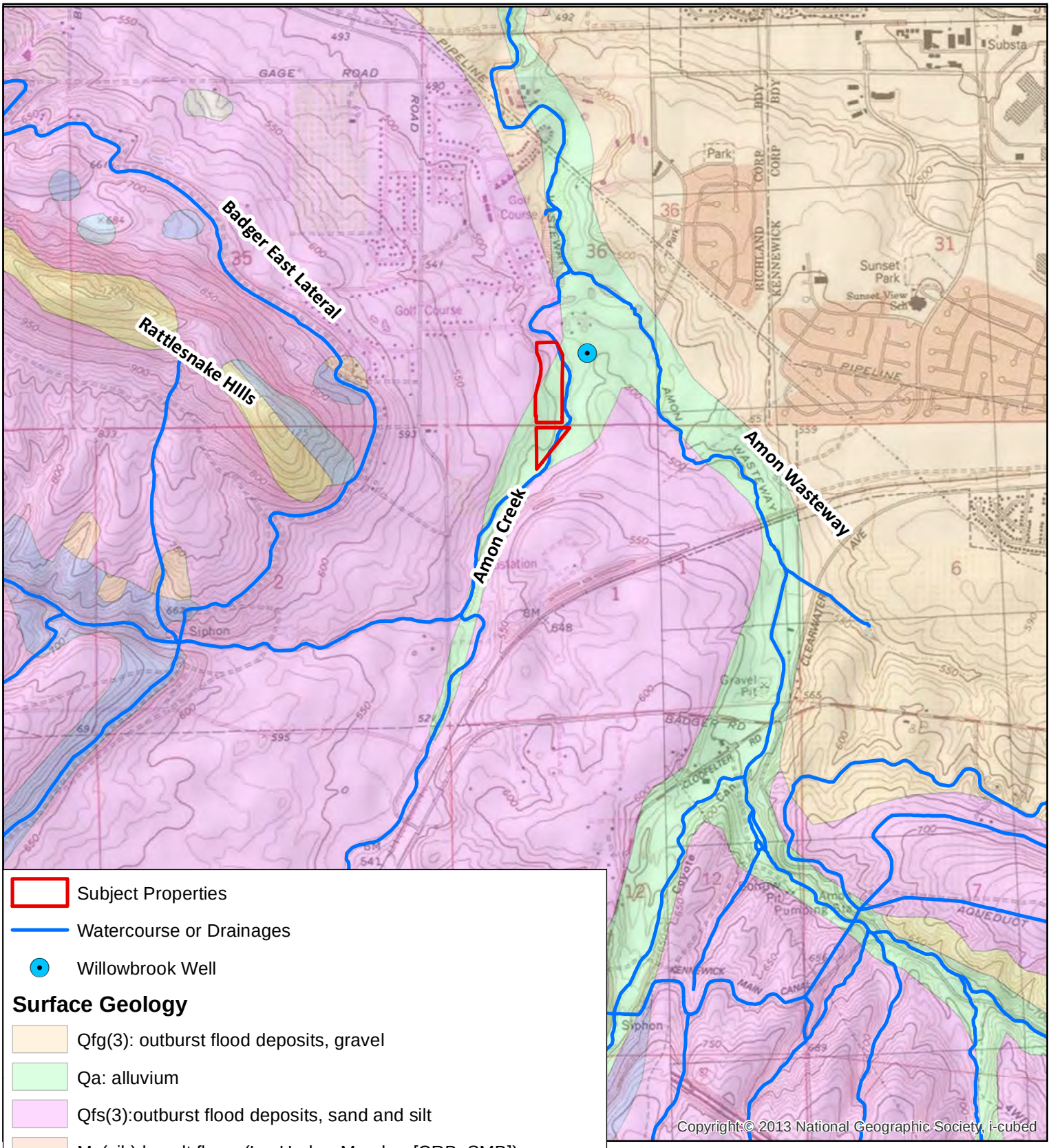
Willowbrook CARA Review: Topography Map

Date: 1/30/2022

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1-inch=750-feet

0 150300 600 900 1,200 Feet




# Figure 4

Willowbrook CARA Review: Surface Geology Map (DNR)

Date: 1/30/2022

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1-inch=2,000-feet

0 5001,000 2,000 3,000 4,000 Feet

# Appendix A: Site Documents

- Geotechnical and Hydrogeologic Site Evaluation Report, dated November 19, 2021. GN Northern Inc.
- SEPA threshold determination and site plan review" letter dated December 8, 2021. City of Richland
- Willowbrook Well Log (9N/28E-36P01)
- City of Richland Aquifer Protection Map

Northern, Inc.

Consulting Engineers Environmental Scientists Geologists
Construction Materials Testing Geophysical Services

# GEOTECHNICAL & HYDROGEOLOGICAL SITE EVALUATION REPORT

## WILLOWBROOK PLACE MULTI-FAMILY APARTMENTS
## RICHLAND, WASHINGTON

## GNN PROJECT NO. 221-1447

**NOVEMBER 2021**

*Prepared for*

**BIG CREEK LAND COMPANY**
**C/O LAKE CITY ENGINEERING**
**126 E. POPLAR AVENUE**
**COEUR D'ALENE, ID**

*Prepared by*

**GN NORTHERN, INC.**
**CONSULTING GEOTECHNICAL ENGINEERS**
**SPOKANE VALLEY, WASHINGTON**
**(509) 893-9400**




*At GN Northern our mission is to serve our clients in the most efficient, cost-effective way using the best resources and tools available while maintaining professionalism on every level. Our philosophy is to satisfy our clients through hard work, dedication and extraordinary efforts from all of our valued employees working as an extension of the design and construction team.*

November 19, 2021

Big Creek Land Co.
c/o Lake City Engineering
126 E. Poplar Avenue
Coeur D'Alene, ID 83814

Attn: Drew Dittman, PE, Principal Engineer

**Subject:** **Geotechnical & Hydrogeologic Site Evaluation Report**
**Proposed Willowbrook Place Multi-Family Apartments**
**APN: 136983060000001, 136983050012000, 136983050008001, 136983050007002**
**Richland, Washington**

**GNN Project No. 219-1121**

Reference: GN Northern, Inc., *Geologic Hazards Assessment and Critical Areas Report, Proposed Smith Multifamily Project, Benton County Assessor's Parcel Numbers 136983050007002, 136983050008001, East of Piper Street & West of Amon Creek, Richland, Benton County, Washington,* December 30, 2014.

Dear Mr. Dittman,

As requested, GN Northern (GNN) has completed a geotechnical and hydrogeological site evaluation for the proposed Willowbrook Place Multi-family Apartments Project located south of Broadmoor Street and east of Piper Steet in the City of Richland, Washington.

Based on the findings of our evaluation, we conclude that the site is suitable for the proposed multi-family residential apartment complex and can be developed without significant risk related to geologic hazards and/or critical areas aquifer recharge areas (CARA), provided that the recommendations presented in this report are followed during the design and construction phases of the project.

This report describes in detail the results of our investigation, summarizes our findings, and presents our recommendations concerning earthwork and the design and construction of foundation for the proposed project as well as address potential critical areas impacts for the site & surrounding vicinity. It is important that GN Northern provide consultation during the design phase, as well as field compaction testing and geotechnical monitoring services during the construction phase, to review and monitor the implementation of the geotechnical recommendations.

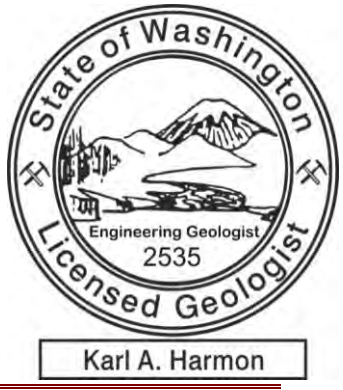
If you have any questions regarding this report, please contact us at 509-893-9400.

Respectfully submitted,

**GN Northern, Inc.**

Karl A. Harmon, LEG, PE
Senior Geologist/Engineer



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*Page No.*

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Appendix II – Exploratory Boring & Test-Pit Logs, Key Chart (for Soil Classification)
Appendix III – Laboratory Testing Results
Appendix IV – Site & Exploration Photographs
Appendix V – NRCS Soil Survey

## PURPOSE AND SCOPE OF SERVICES

This report has been prepared for the proposed Willowbrook Place Multi-Family Apartments Project located south of Broadmoor Street and east of Piper Street and existing single-family homes within the Willowbrook No. 2 residential subdivision in Richland, Washington; site location is shown on the *Vicinity Map* (Figure 1, Appendix I). Portions of the project site are mapped within the City of Richland's Geologic Hazards and Critical Area.

GN Northern, Inc. has prepared this report for use by the client and their design consultants in the civil design of the proposed project. Do not use or rely upon this report for other locations or purposes without the written consent of GN Northern, Inc.

Our study was conducted in general accordance with our *Proposal for Geotechnical Report and Hydrogeologic Assessment* dated September 10, 2021; notice to proceed was provided via a signed/authorized copy of our Proposal on September 10, 2021.

A *Conceptual Site Plan* (dated 7/13/2021), prepared by Lake City Engineering, was provided for our use. The *Site Plan* included the depiction of the nearby *Wetland Boundary* to the east (west fork of Amon Creek) along with the appropriate 150' wide *Wetlands Buffer* zone (based on the *Critical Areas Report for Willowbrook, Richland, WA*, Project #16235, Prepared by Wetland Resources, Inc., dated April 29, 2021).

All field investigation activities for this study were conducted west of the designated wetlands buffer boundary. Field exploration, consisting of two (2) exploratory borings and a total of five (5) test-pits that included two (2) infiltration tests was completed on October 7, 2021. Groundwater monitoring wells were installed within each of the two boreholes and were properly constructed and registered with the WA Department of Ecology. Boring/monitoring well and test-pit/infiltration test locations are shown on the *Site Exploration Map* (Figure 2, Appendix I). Detailed boring and test-pit logs are presented in Appendix II, and results of our laboratory testing are presented in Appendix III.

This report has been prepared to summarize the data obtained during this study and to present our findings and recommendations based on the proposed construction and the subsurface conditions encountered as the site. Additionally, information regarding hydrogeological conditions of the site,

including soil stratigraphy and groundwater conditions in the project vicinity, was evaluated to address drainage and stormwater management concerns.

## PROPOSED DEVELOPMENT

We understand that the existing ~14.36-acre site consists of 4 parcels identified as Benton County Assessor's Parcel Numbers 136983060000001, 136983050012000, 136983050008001, and 136983050007002. Proposed development at the site will consist of four (4) multi-family housing buildings, including one 8-unit building, one 16-unit building, and two 42-unit buildings. Additional development will include 18 attached garages, 52 detached garages, 156 open parking stalls, 6 guest parking stalls, and 7 ADA parking stalls. Access to the site will be via a proposed ~26' wide private drive from Broadmoor Street and also near the southern side of the site via Piper Street and an extension of John Court.

The proposed project development layout has been carefully sited to remain well clear of the designated wetland buffer zone as defined and delineated by the critical areas report (prepared by Wetlands Resources, Inc., dated April 29, 2021).

We anticipate that the new residential structures will be two- to three-story and will consist of wood-frame construction. Structural loading information was not available at the time of this report. Based on our experience with similar projects, we expect wall loads to be on the order of 2.5 to 3.0 klf and maximum column loads for the structures to be less than 50 kips. If these assumptions deviate from final project plans, GNN shall be contacted to review plans to provide revised recommendations if/as necessary. Settlement tolerances for the structures are assumed to be limited to 1 inch, with differential settlement limited to ½ inch.

## REVIEW OF TECHNICAL LITERATURE

A review of selected information pertaining to the site and surrounding area was performed that included published technical literature, published geologic maps, aerial photographs and previous geotechnical and geologic reports prepared for this site and other sites in the vicinity. The review was performed to identify regional geologic/hydrogeologic conditions that may affect the proposed multi-family development, including soil and bedrock conditions, groundwater, surface topography, and drainage characteristics.

## FIELD EXPLORATION & LABORATORY TESTING

Our field exploration activities for the site, consisted of two (2) exploratory borings and a total of five (5) test-pits that included two (2) infiltration tests and was completed on October 7, 2021. A local public utility clearance was obtained prior to the field exploration. The exploratory borings were drilled by Geowest Drilling, Inc to depths of 21.5 and 29 feet below existing ground surface (BGS). Additionally, groundwater monitoring wells constructed within each of the boreholes following completion of the exploration drilling. Exploratory test-pits were excavated by Van Belle Excavating, LLC using a John Deere 35G mini excavator to depths ranging from approximately 8 to 9 feet BGS. Two (2) infiltration tests were performed within test-pits TP-1 & TP-4 at depths of 4 and 3.5 feet BGS, respectively. The exploratory borings and test-pits were logged by GNN field engineers. Test-pit excavations were loosely backfilled with the excavated spoils upon completion. Locations of the borings/monitoring wells, test-pits and infiltration tests are shown on the *Site Exploration Map* (Figure 2).

Samples were obtained from the borings using a Standard Penetration (SPT) sampler. The SPT sampler has a 2-inch outside diameter and a 1.38-inch inside diameter. Samples were obtained by driving the sampler with a 140-pound rope & cathead hammer, dropping 30 inches in general accordance with ASTM D1586. The number of blows required to advance the samplers through each 6-inch increment is recorded in the field. The SPT resistance, or N-value, is defined as the number of blows required to drive the sampler from 6 inches to 18 inches below the auger tip, with the value reported as the number of blows per one foot of penetration. The SPT N-value, adjusted for hammer efficiency and sampler size, provides an indication of the relative density or consistency of the soil and is indicated on the boring logs. Recovered soil samples were sealed in containers and returned to our laboratory.

The soils observed during our field exploration were classified according to the Unified Soil Classification System (USCS), utilizing the field classification procedures as outlined in ASTM D2488. A copy of the USCS Classification Chart is included in Appendix II. Photographs of the site and exploration are presented in Appendix IV. Depths referred to in this report are relative to the existing ground surface elevation at the time of our investigation. The surface and subsurface conditions described in this report are as observed at the time of our field investigation.

Representative samples of the subsurface soils obtained from the field exploration were selected for testing to determine the index properties of the soils in general accordance with ASTM procedures. The following laboratory tests were performed:

**Table 1: Laboratory Tests Performed**

| Test | To determine |
|---|---|
| Particle Size Distribution (ASTM D6913) | Soil classification based on proportion of sand, silt, and clay-sized particles |
| Natural Moisture Content (ASTM D2216) | Soil moisture content indicative of in-situ condition at the time samples were taken |

Results of the laboratory tests are included on the test-pit logs and are also presented in graphic form in Appendix III.

## SITE CONDITIONS

The proposed Willowbrook Place Multi-Family Apartments Project is to be constructed on two irregular shaped parcels located generally between Piper Street (to the west) and the west fork of Amon Creek (to the east) in the City of Richland, Washington. The total 14.36-acre project site is generally bounded to the north and west by existing single-family residential developments, and to the east and south by Amon Creek.

The site is situated in an area of rolling hills with relatively gentle overall slope toward the east. Moderate to dense native brush and grass covers the majority of the project site. The project site elevations range from approximately 515 to 495 feet above mean sea level (MSL), for a total maximum relief across the areas of proposed development of about 20 feet. Native site slope gradients range from <5% to ~30% within the project site.

### *Regional Geology*

The Tri-Cities lie on the Columbia Plateau, a broad plain situated between the Cascade Range to the west and the Rocky Mountains to the east. The Columbia Plateau was formed by a thick sequence of Miocene Age tholeiitic basalt flows, known as the Columbia River Basalt Group (CRBG), which erupted from fissures in north-central and northeastern Oregon, eastern Washington, and Western Idaho approximately 12 to 26 million years ago. The Columbia Plateau is often called the Columbia Basin because it forms a broad lowland surrounded by mountains. The Columbia River Basalt Group is underlain by continental sedimentary rocks from early in the

Tertiary Period. Sediments of the Pliocene Age Ringold formation overlie the Columbia basalts. The Ringold Formation sediments consist of a heterogeneous mix of variably cemented and compacted gravel, sand, silt, and clay deposited by the ancestral Columbia, Snake, and Yakima Rivers.

The project site is located near the outlet of Badger Canyon, which was the ancestral route of the Yakima River. The site is situated near base of the Horse Heaven Hills and in line with the Rattlesnake Hills of the Yakima Fold Belt within the Columbia Basin physiographic province of southeastern Washington. The Rattlesnake and Horse Heaven Hills consist of east-west trending anticline ridges of the Yakima Fold Belt formed by north–south compression in the regional lava flows.

Near the end of the Pleistocene, the Columbia Basin was subjected to a series of massive, high-energy floods known as the Missoula Floods. During this time, a lobe of the Cordilleran ice sheet extended south into Idaho, damming up the Clark Fork River and creating Glacial Lake Missoula, impounding as much as 500 cubic miles of water. These ice dams periodically failed and then reformed numerous times during this period, catastrophically draining the lake and unleashing a series of massive torrents of water that significantly scoured and altered landscapes in the Columbia Basin through erosion and deposition. Sediments from these glacial outburst flooding events filled the area including Badger Canyon resulting in the re-routing of the Yakima River near Benton City.

### *Seismic Considerations*

Based on subsurface data obtained during our field exploration, along with our review of other available information, a Site Class 'D' is considered appropriate. According to the Mapped Spectral Response Acceleration obtained from the USGS Seismic Design Maps using the 2018 International Building Code (IBC), the following site-specific design values may be used:

**Table 2: IBC 2018 Design Response Spectra Parameters**

| Seismic Design Parameter | Value (unit) | Definition |
|---|---|---|
| $S_S$ | 0.428 (g) | MCE spectral response acceleration at short periods |
| $S_1$ | 0.163 (g) | MCE spectral response acceleration at 1-second period |

| | | |
|---|---|---|
| $F_a$ | 1.457 (unitless) | Site coefficient for short periods |
| $F_v$ | 2.275 (unitless) | Site coefficient for 1-second period |
| $S_{MS}$ | 0.624 (g) | MCE spectral response acceleration at short periods as adjusted for site effects |
| $S_{M1}$ | 0.37 (g) | MCE spectral response acceleration at 1-second period as adjusted for site effects |
| $S_{DS}$ | 0.416 (g) | Design spectral response acceleration at short periods |
| $S_{D1}$ | 0.247 (g) | Design spectral response acceleration at 1-second period |

## SUBSURFACE SOIL CONDITIONS

Subsurface soil conditions were generally consistent across the site, with soils typically classified as Silt with Sand (ML) and Silty Sand (SM) overlying Poorly Graded Gravel with Silt and Sand (GP-GM) and Poorly Graded Sands (SP/SP-SM). Approximately 2 to 6 inches of organic-rich topsoil was typically observed across the surface. The soils were generally observed to have a relative in-place density of 'loose' to 'medium dense' in the upper 10 feet, and 'medium dense' to 'dense' below that depth. The soils were typically observed to be 'dry' to 'damp.' Boring and test-pit logs in Appendix II show detailed descriptions and stratification of the soils encountered.

### *NRCS Soil Survey*

The soil survey map of the site prepared by the Natural Resources Conservation Service (NRCS) identifies the near surface site soils as *Hezel loamy fine sand (HeD & HeE), Quincy loamy sand (QuD), Warden silt loam (WdC) and Warden very fine sandy loam (WfD2).* The parent materials for these soils are described as *eolian sands or loess over lacustrine deposits.* According to the NRCS map (Soil Survey, Appendix V), the typical soil profile for these soils is described as *loamy fine sand* or *silt loam* over *stratified fine sandy loam to silt loam.* NRCS data indicates that these units generally consist of *somewhat excessively* to *well drained* materials with the capacity of the most limiting layer to transmit water (Ksat) ranging from moderately high (0.20 to 0.57 in/hr) and high to very high (5.95 to 19.98 in/hr).

## GROUNDWATER CONDITIONS

Depth to static groundwater was measured on October 20, 2021, within each of the monitoring wells installed within borings B-1 and B-2 situated in the lowest portions of Parcels A and B development areas near the edge of the wetlands buffer boundary. The measured depths to groundwater ranged from approximately 12 to 18 feet BGS, indicating a relatively flat static water table elevation of ~482.5' recorded during fall 2021. Groundwater was not encountered within any

of the test pits excavated during our field exploration of the upper planned development areas of the project site. Depths to groundwater are expected to fluctuate slightly with changes in local draws and precipitation in the area.

The nearby Willowbrook Well (9N/28E-36P01) located in Claybell Park is situated approximately 640 feet east of the eastern edge of the proposed project development boundary. The ~1,200' deep Willowbrook public well taps water from the Wanupum Basalt Aquifer at a depth of approximately 1,000'. City records indicate that the well is only used as an emergency domestic potable water source, provided it is treated to address concerns related to elevated temperature, methane, and hydrogen sulfide.

## SOIL INFILTRATION TESTING

Soil infiltration testing was performed at two (2) locations (TP-1 and TP-4) as shown on the *Site Exploration Map* (Figure 2, Appendix I) attached to this report. The infiltration tests were conducted using a single ring infiltrometer consisting of a 10-inch diameter steel pipe driven into the ground at the test depth. After an initial pre-soak period, a constant water level was maintained in the ring with the use of a float valve and timed intervals of the water demand volumes were recorded. Continuous readings of the water volumes required to maintain the constant head were recorded until a relatively constant rate was achieved, and the average infiltration rate was recorded. The test results are indicative of the infiltration characteristics of the subsurface soils encountered at the test location and depth. A soil sample was collected at the infiltration test depths for CEC testing. The following table presents the results of the infiltration tests performed at the site:

**Table 3: Infiltration Test Results**

| Test ID | Test Depth | Soil Type | Percent Fines | Field Infiltration Rate |
|---|---|---|---|---|
| TP-1 | 4 feet BGS | Silt with Sand (ML) | 72.8 | **3.1 inches/hour** |
| TP-4 | 3.5 feet BGS | Silt with Sand (ML) | 84.9 | **1.8 inches/hour** |

The infiltration rates presented herein represents the un-factored field soil infiltration rate. An appropriate factor of safety should be applied to the field infiltration rate to determine long-term design infiltration rate. Determination of safety factors for long-term design infiltration should

consider the following: pretreatment, potential for bio-fouling, system maintainability, horizontal and vertical variability of soils, and type of infiltration testing. Typical factors of safety for these soils generally range from 2 to 3.

## SUMMARY OF FINDINGS & CONCLUSIONS

Conditions imposed by the proposed development have been evaluated on the basis of proposed elevations and engineering characteristics of the subsurface materials encountered in the exploratory borings and test-pits and their anticipated behavior both during and after construction. The following is a summary of our findings, conclusions and professional opinions based on the data obtained from a review of selected technical literature and the site evaluation.

### ***Geotechnical Findings & Conclusions***

- Based on this geotechnical evaluation and our understanding of the proposed development, from a geotechnical perspective, it is our opinion that the site is suitable for the proposed construction, provided the soil design parameters and site-specific recommendations in this report are followed in the design and construction of this project.

- Final design plans, including grading, drainage, and finished pad elevations, were not available at the time of this report. Once plans are finalized, GNN shall be provided an opportunity to review final design plans to provide revised/augmented recommendations if/as necessary.

- Subsurface soil conditions were generally consistent across the site, with soils typically classified as Silt with Sand (ML) and Silty Sand (SM) overlying Poorly Graded Gravel with Silt and Sand (GP-GM) and Poorly Graded Sands (SP/SP-SM).

- The underlying geologic condition for seismic design is site class 'D.' The *minimum* seismic design should comply with the 2018 International Building Code (IBC) and ASCE 07-16, Minimum Design Loads for Buildings and Other Structures.

- A shallow spread foundation system is considered appropriate for support of the future multi-family residential structures, provided the recommendations of this report are adhered to. Foundations (isolated pad and continuous footing) shall be supported on a uniform subgrade bearing stratum and shall not straddle a partial fill and partial cut condition.

- Site grading shall incorporate the recommendations of this report and the requirements of IBC 2018 Appendix J.

- Upon completion, all test-pit excavations were loosely backfilled with excavation spoils. The contractor is responsible to locate the test-pits to re-excavate the loose soils and re-place as compacted engineered fill.

- At the start of site grading, existing vegetation, large roots, non-engineered fill, any construction debris, trash, and any abandoned underground utilities shall be removed from the areas of proposed building structures.

- Near-surface site soils can be readily cut by normal grading equipment.

- The near-surface fine-grained soils are susceptible to wind and water erosion when exposed during grading operations. Preventative measures and appropriate BMPs to control runoff and reduce erosion shall be incorporated into site grading plans.

***Geologic Hazards Assessment Finding & Conclusion***

A detailed assessment of potential geologic hazard constraints for the subject property was completed by GNN in 2014 (see referenced report). The finding of the geologic hazards assessment concluded the following:

- The primary geologic hazards and site constraints include the potential for surface erosion and slope instability. The potential hazards of slope instability and soil erosion are considered low for this site. Engineered design and appropriate remedial grading and construction as recommended within this report will readily mitigate potential geologic hazards at the site.

- The risk from other common geologic hazards, including fault rupture, liquefaction, and seismic shaking are considered low or negligible on this site.

- In our professional opinion, the proposed multifamily residential development at the site does not and will not pose a threat to the health or safety of the public, nor will it pose a risk of increased hazards to surrounding properties.

***Hydrogeologic Assessment Findings & Conclusions***

- Groundwater was encountered within both of the exploratory borings/monitoring wells at a relatively uniform elevation 482.5.' Groundwater beneath the site is generally anticipated to flow in a north/northeasterly direction.

- Based on review of preliminary plans for the proposed project, groundwater beneath the proposed building footprints can be anticipated to range at depths of approximately 15 to 30 BGS.

- The noted upper blanket of fine-grained *silt w sand* soils (ML - *loess*) across the project site, combined with the measured depth to static groundwater conditions, should allow favorable infiltration characteristic for design of appropriate stormwater management facilities (designed & constructed in accordance with the *Stormwater Management Manual for Eastern Washington*) that will be protective of surface and groundwater conditions in the vicinity. Vertical separation between the bottoms of proposed infiltration facilities will readily allow for a minimum of 10 feet of separations above the shallowest groundwater elevation.

- In our professional opinion, the proposed development is considered feasible and is not anticipated to result in any significant drainage concerns that would negatively impact the subject site or surrounding vicinity.

- Based on a review of currently published City and County Critical Areas Mapping, no portion of the proposed development is mapped within a currently delineated/designated *Critical Areas Aquifer Recharge Area* (CARA). The proposed project site is situated approximately 600 feet southwest of the nearby Willowbrook municipal water well at Claybell Park. Based on the noted subsurface geologic and groundwater conditions beneath the project vicinity, appropriate wellhead protection is provided.

## GEOTECHNICAL RECOMMENDATIONS

The following geotechnical recommendations are based on our current project understanding. The report is prepared to comply with the 2018 International Building Code Section 1803, Geotechnical Investigations, and as required by Subsection 1803.2, Investigations Required. Please note that Soil Design Parameters and Recommendations presented in this report are predicated upon appropriate geotechnical monitoring and testing of the site preparation and foundation and building pad construction by a representative of GNN's Geotechnical-Engineer-of-Record (GER). Any deviation and nonconformity from this requirement may invalidate, partially or in whole, the following recommendations. We recommend that we be engaged to review grading and foundation plans in order to provide revised, augmented, and/or additional geotechnical recommendations as required.

### *Site Development – Grading*

Site grading shall incorporate the requirements of IBC 2018 Appendix J. The project GER or a representative of the GER should observe site clearing, grading, and the bottoms of excavations before placing fills. Local variations in soil conditions may warrant increasing the depth of over-excavation and recompaction. Seasonal weather conditions may adversely affect grading operations. To improve compaction efforts and prevent potential pumping and unstable ground conditions, we suggest performing site grading during dryer periods of the year.

Soil conditions shall be evaluated by in-place density testing, visual evaluation, probing, and proof-rolling of the imported fill and re-compacted on-site soil as it is prepared to check for compliance with recommendations of this report. A moisture-density curve shall be established in accordance with the ASTM D1557 method for all onsite soils and imported fill materials used as structural fill.

Clearing and Grubbing: At the start of site grading, areas of proposed improvements should be cleared of existing vegetation, large roots, non-engineered fill, any construction debris, trash, and abandoned underground utilities. The surface should be stripped of organic growth and removed from the construction area. The actual depth of stripping may be reduced through real-time observation during clearing activities. Areas disturbed during clearing should be properly backfilled and compacted as described below.

Re-Use of Onsite Soils as Engineered Fill: The onsite soils are considered suitable for use as engineered fill and utility trench backfill, provided they are free of significant organic or deleterious matter and oversize rocks (>4 inches). Suitable onsite soils shall be placed in maximum 8-inch lifts (loose) and compacted to at least 95% relative compaction (ASTM D1557) near its optimum moisture content. Compaction of the suitable onsite soils shall be performed within a range of ±2% of optimum moisture to achieve the proper degree of compaction. Compaction should be verified by testing.

Use of Imported Soils as Engineered Fill: If needed, imported fill soils should be non-expansive, granular soils meeting the USCS classifications of SM, SP-SM, or SW-SM with a maximum rock size of 4 inches, minimum 70% passing the No. 4 sieve, and 5 to 20% passing the No. 200 sieve (fines shall be non-plastic). The GER should evaluate and approve the import fill soils before hauling to the site.

### *Temporary Excavations*

It shall be the responsibility of the contractor to maintain safe temporary slope configurations since the contractor is at the job site, able to observe the nature and conditions of the slopes and be able to monitor the subsurface conditions encountered. Unsupported vertical cuts deeper than 4 feet are not recommended if worker access is necessary. The cuts shall be adequately sloped, shored or supported to prevent injury to personnel from caving and sloughing. The contractor and subcontractors shall be aware of and familiar with applicable local, state, and federal safety regulation including the current OSHA Excavation and Trench Safety Standards, and OSHA Health and Safety Standards for Excavations, 29 CFR Part 1929, or successor regulations.

According to chapter 296-155 of the Washington Administrative Code (WAC), it is our opinion that the near-surface soil encountered at the site is classified as Type C soils. We recommend that temporary, unsupported, open cut slopes shall be no steeper than 1.5 feet horizontal to 1.0 feet vertical (1.5H:1V) in Type C soils. No heavy equipment should be allowed near the top of temporary cut slopes unless the cut slopes are adequately braced. Where unstable soils are encountered, flatter slopes may be required.

### *Utility Excavation, Pipe Bedding and Trench Backfill*

To provide suitable support and bedding for the pipe, we recommend the utilities be founded on suitable bedding material consisting of clean sand and/or sand & gravel mixture. To minimize trench subgrade disturbance during excavation, the excavator should use a smooth-edged bucket rather than a toothed bucket.

Pipe bedding and pipe zone materials shall conform to Section 9-03.12(3) of the Washington State Department of Transportation (WSDOT) 2018 Standard Specifications. Pipe bedding should provide a firm uniform cradle for support of the pipes. A minimum 4-inch thickness of bedding material beneath the pipe should be provided. Prior to installation of the pipe, the pipe bedding should be shaped to fit the lower part of the pipe exterior with reasonable closeness to provide uniform support along the pipe. Pipe bedding material should be used as pipe zone backfill and placed in layers and tamped around the pipes to obtain complete contact. To protect the pipe, bedding material should extend at least 6 inches above the top of the pipe.

Placement of bedding material is particularly critical where maintenance of precise grades is essential. Backfill placed within the first 12 inches above utility lines should be compacted to at least 90% of the maximum dry density (ASTM D1557), such that the utility lines are not damaged during backfill placement and compaction. In addition, rock fragments greater than 1 inch in maximum dimension should be excluded from this first lift. The remainder of the utility excavations should be backfilled and compacted to 95% of the maximum dry density as determined by ASTM D1557.

Onsite soils are considered suitable for utility trench backfill provided they are free of oversize material and can be adequately compacted. All excavations should be wide enough to allow for compaction around the haunches of pipes and underground tanks. We recommend that utility trenching, installation, and backfilling conform to all applicable federal, state, and local regulations such as OSHA and WISHA for open excavations.

Compaction of backfill material should be accomplished with soils within ±2% of their optimum moisture content in order to achieve the minimum specified compaction levels recommended in this report. However, initial lift thickness could be increased to levels recommended by the manufacturer to protect utilities from damage by compacting equipment.

### *Imported Crushed Rock Structural Fill*

Imported structural fill shall consist of well-graded, crushed aggregate material meeting the grading requirements of WSDOT 2018 Standard Specifications, Section 9-03.9(3) (1-1/4 inch minus Base Course Material) presented here:

**Table 4: WSDOT Standard Spec. 9-03.9(3)**

| Sieve Size | Percent Passing (by Weight) |
|---|---|
| 1¼ Inch Square | 99 - 100 |
| 1 Inch Square | 80 - 100 |
| 5/8 Inch Square | 50 – 80 |
| U.S. No. 4 | 25 - 45 |
| U.S. No. 40 | 3 – 18 |
| U.S. No. 200 | Less than 7.5 |

A fifty (50) pound sample of each imported fill material shall be collected by GNN personnel prior to placement to ensure proper gradation and establish the moisture-density relationship (proctor curve).

### *Subgrade Protection*

The degree to which construction grading problems develop is expected to be dependent, in part, on the time of year that construction proceeds and the precautions which are taken by the contractor to protect the subgrade. The onsite soils may be moisture and disturbance sensitive due to their fines content and may become unstable (pumping) if allowed to increase in moisture content and are disturbed (rutted) by construction traffic if wet. If necessary, the construction access road shall be covered with a layer of ballast or quarry spalls. The soils are also susceptible to erosion in the presence of moving water. The soils shall be stabilized to minimize the potential of erosion into the foundation excavation. The site shall be graded to prevent water from ponding within construction areas and/or flowing into excavations. Accumulated water must be removed immediately along with any unstable soil. Foundation concrete shall be placed and excavations backfilled as soon as possible to protect the bearing grade. We further recommend that soils that become unstable are to be either:

- Removed and replaced with structural compacted gravel fill, or
- Mechanically stabilized with a coarse crushed aggregate and compacted into the subgrade.

### *Building Pad Subgrade Support*

Based on the site topography, cut, and fill grading will be required to construct the building pads. All fill material to construct the building pads shall consist of suitable onsite soils or approved import material (if additional imported fill is required) placed as engineered fill as described in the previous sections. Prior to placing new fill material, the exposed subgrade shall be scarified a minimum of 12 inches, moisture-conditioned to near-optimum and compacted to at least 95% of the maximum dry density as determined by ASTM D1557. In order to reduce the risk of differential settlement from variable thickness of fills across the building pads, the maximum differential of the thickness of fill material within the building pad shall not exceed 50%; i.e. if the thickest engineered fill section within a given portion of the building pad is 6 feet, then no portion of the building pad shall be constructed with less than 3 feet of engineered fill material across the footprint. Where fill is placed on existing ground steeper than 5V:1H, the fill should be keyed and benched into firm native soil. A representative of the GER shall inspect and approve each building pad to ensure compliance with the recommendations of this report.

### *Foundations*

In our opinion, the proposed residential structures may be supported on conventional shallow foundations bearing on a layer of imported crushed rock placed atop a recompacted native subgrade or structural fill as recommended above. The minimum footing depth shall be 24 inches below adjacent exterior finished grades for frost protection and bearing capacity considerations.

We recommend placement of minimum of 12 inches of imported 1¼-inch minus crushed rock structural fill beneath all foundations for the proposed structures, placed as engineered fill atop recompacted subgrade. Crushed rock structural fill shall be compacted to minimum 95% of ASTM D1557. The crushed rock shall extend minimum 12 inches beyond all sides of the foundations. Footings constructed in accordance with the above recommendations may be designed for an allowable **2,000 pounds per square foot (psf)** bearing pressure. The allowable bearing pressures presented above may be increased by 1/3 for short-term, transient loading conditions.

It shall be noted that foundation elements shall not be designed or constructed to straddle a transitional cut to fill subgrade support condition. Preparation of the foundation subgrades and

compaction of foundation support zone shall be verified by a representative of the GER prior to foundation construction.

### *Lateral Load Resistance*

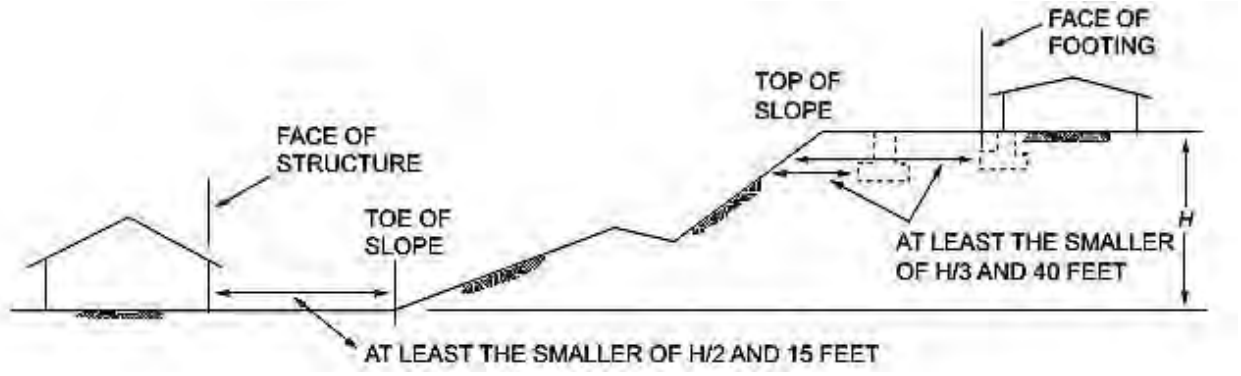
Lateral loads acting on the footings may be resisted by passive earth pressures acting against the sides of the footings and friction forces on the bottom of the footings. For lateral displacement design, an allowable passive resistance equal to a 200 pcf equivalent fluid pressure may be considered for compacted onsite backfill. We recommend using a 0.45 friction coefficient to calculate sliding resistance between the footing bottom and imported crushed rock fill material.

### *Slab-on-Grade Floors*

If residential structures are constructed with concrete slab-on-grade floors, they should be supported on minimum 6 inches of imported crushed rock structural fill placed atop the prepared building pad in accordance with the grading recommendations of this report. The crushed rock material shall be ¾-inch minus aggregate meeting WSDOT Specification section 9-03.9 (3), "Crushed Surfacing Top Course". Prior to placing any slabs, the top 12 inches of the exposed subgrade shall be compacted to a minimum in-place dry density of 95% of the maximum laboratory dry density determined by ASTM D1557.

### *Slope Setbacks*

In accordance with IBC 2018 Section 1808.7 *Foundations on or Adjacent to Slopes*: "foundations on or adjacent to slope surfaces shall be founded in firm material with an embedment and setback from the slope surface sufficient to provide vertical and lateral support for the foundation without detrimental settlement." IBC Figure 1808.7.1 (presented below) defines the appropriate minimum setbacks from ascending and descending slope surfaces:



The long-term performance of the structure near slopes is dependent on the protection of slopes from erosion or over steepening from subsequent slope grading. Slopes should be maintained to prevent erosion or undermining of the toe.

### *Graded Slope Construction*

In order to mitigate the potential hazards of erosion and slope instability, site development should be completed with appropriate design and construction including drainage and erosion control measures to mitigate any potential geologic site constraints.

Based on our slope stability analyses, properly reconfigured slopes as high as 10-feet can be safely developed at gradients as steep as 2:1 provided the recommendations in this reports are followed during design and construction.

Appropriate BMPs to mitigate and control potential erosion on all graded slopes should be incorporated as necessary. Landscaping should take into consideration the engineering characteristics of the slopes, especially with regards to the surficial stability of the slopes.

Fill slopes should be constructed with suitable structural fill soil that has been properly moisture conditioned and compacted. Fill slopes should be overfilled and trimmed back to uniformly compacted material. The final slope surface should be track-walked or grid rolled to improve the slope's resistance to erosion.

Where fill slopes are to be constructed on natural slopes steeper than 5:1, the fill should be keyed and benched into firm natural soil. It is recommended that the project geotechnical engineer, or their representatives, be present during the fill construction to observe compliance with the above recommendations.

### *Slope Protection and Maintenance*

Proper slope protection and maintenance should further minimize any potential slope erosion and improve the stability of the project slopes. Positive drainage should be provided at the tops of all slopes to divert runoff away from the face. Appropriate BMPs and erosion protection measures should be provided where concentrated runoff is anticipated.

As the exposed site soils are slightly susceptible to erosion, erosion control measures, such as planting, erosion control blankets or fabrics, sprayed tackifiers, or some combination of these, should be utilized on slopes within the project site. Landscaping should take into consideration the engineering characteristics of the slopes, especially with regards to the surficial stability.

Periodic maintenance and repair of slopes and drainage structures should be performed. Drainage inlets, outlets, and spillways should be periodically inspected and cleaned of soils and debris. Slope plantings and irrigation systems may wish to consider low water tolerant plants with drip irrigation.

## ADDITIONAL SERVICES

The Client should maintain an adequate program of geotechnical consultation, construction monitoring, and soils testing during the final design and construction phases to ensure compliance with GNN's geotechnical recommendations. For this purpose, GNN, the Geotechnical Engineer-of-Record, shall be retained as the geotechnical consultant from beginning to end of the project to maintain continuity of services.

GNN can provide construction monitoring and testing as additional services. The costs of these services are not included in our present fee arrangement, but can be obtained from our office. The recommended construction monitoring and testing includes, but is not necessarily limited to, the following:

- Consultation during the design stages of the project.
- Review of the grading and drainage plans to monitor compliance and proper implementation of the recommendations in GNN's Report.
- Observation and quality control testing during site preparation, grading, and placement of engineered fill as required by the local building ordinances.
- Geotechnical engineering consultation as needed during construction

## LIMITATIONS OF THE GEOTECHNICAL SITE INVESTIGATION REPORT

This GEOTECHNICAL SITE INVESTIGATION REPORT ("Report") was prepared for the exclusive use of the Client. GN Northern, Inc.'s (GNN) findings, conclusions and recommendations in this Report are based on selected points of field exploration, laboratory testing, and GNN's understanding of the proposed project at the time the Report is prepared. Furthermore, GNN's findings and recommendations are based on the assumption that soil, rock and/or groundwater conditions do not vary significantly from those found at specific exploratory locations. Variations in soil, bedrock and/or groundwater conditions could exist between and beyond the exploration points. The nature and extent of these variations may not become evident until during or after construction. Variations in soil, bedrock and groundwater may require additional studies, consultation, and revisions to GNN's recommendations in the Report.

In many cases the scope of geotechnical exploration and the test locations are selected by others without consultation from the geotechnical engineer/consultant. GNN assumes no responsibility and, by preparing this Report, does not impliedly or expressly validate the scope of exploration and the test locations selected by others.

This Report's findings are valid as of the issued date of this Report. However, changes in conditions of the subject property or adjoining properties can occur due to passage of time, natural processes, or works of man. In addition, applicable building standards/codes may change over time. Accordingly, findings, conclusions, and recommendations of this Report may be invalidated, wholly or partially, by changes outside of GNN's control. Therefore, this Report is subject to review and shall not be relied upon after a period of **five (5) years** from the issued date of the Report.

In the event that any changes in the nature, design, or location of structures are planned, the findings, conclusions and recommendations contained in this Report shall not be considered valid unless the changes are reviewed by GNN and the findings, conclusions, and recommendations of this Report are modified or verified in writing.

This Report is issued with the understanding that the owner or the owner's representative has the responsibility to bring the findings, conclusions, and recommendations contained herein to the attention of the architect and design professional(s) for the project so that they are incorporated

into the plans and construction specifications, and any follow-up addendum for the project. The owner or the owner's representative also has the responsibility to verify that the general contractor and all subcontractors follow such recommendations during construction. It is further understood that the owner or the owner's representative is responsible for submittal of this Report to the appropriate governing agencies. The foregoing notwithstanding, no party other than the Client shall have any right to rely on this Report and GNN shall have no liability to any third party who claims injury due to reliance upon this Report, which is prepared exclusively for Client's use and reliance.

GNN has provided geotechnical services in accordance with generally accepted geotechnical engineering practices in this locality at this time. GNN expressly disclaims all warranties and guarantees, express or implied.

Client shall provide GNN an opportunity to review the final design and specifications so that earthwork, drainage, and foundation recommendations may be properly interpreted and implemented in the design and specifications. If GNN is not accorded the review opportunity, GNN shall have no responsibility for misinterpretation of GNN's recommendations.

Although GNN can provide environmental assessment and investigation services for an additional cost, the current scope of GNN's services does not include an environmental assessment or an investigation for the presence or absence of wetlands, hazardous or toxic materials in the soil, surface water, groundwater, or air on, below, or adjacent to the subject property.

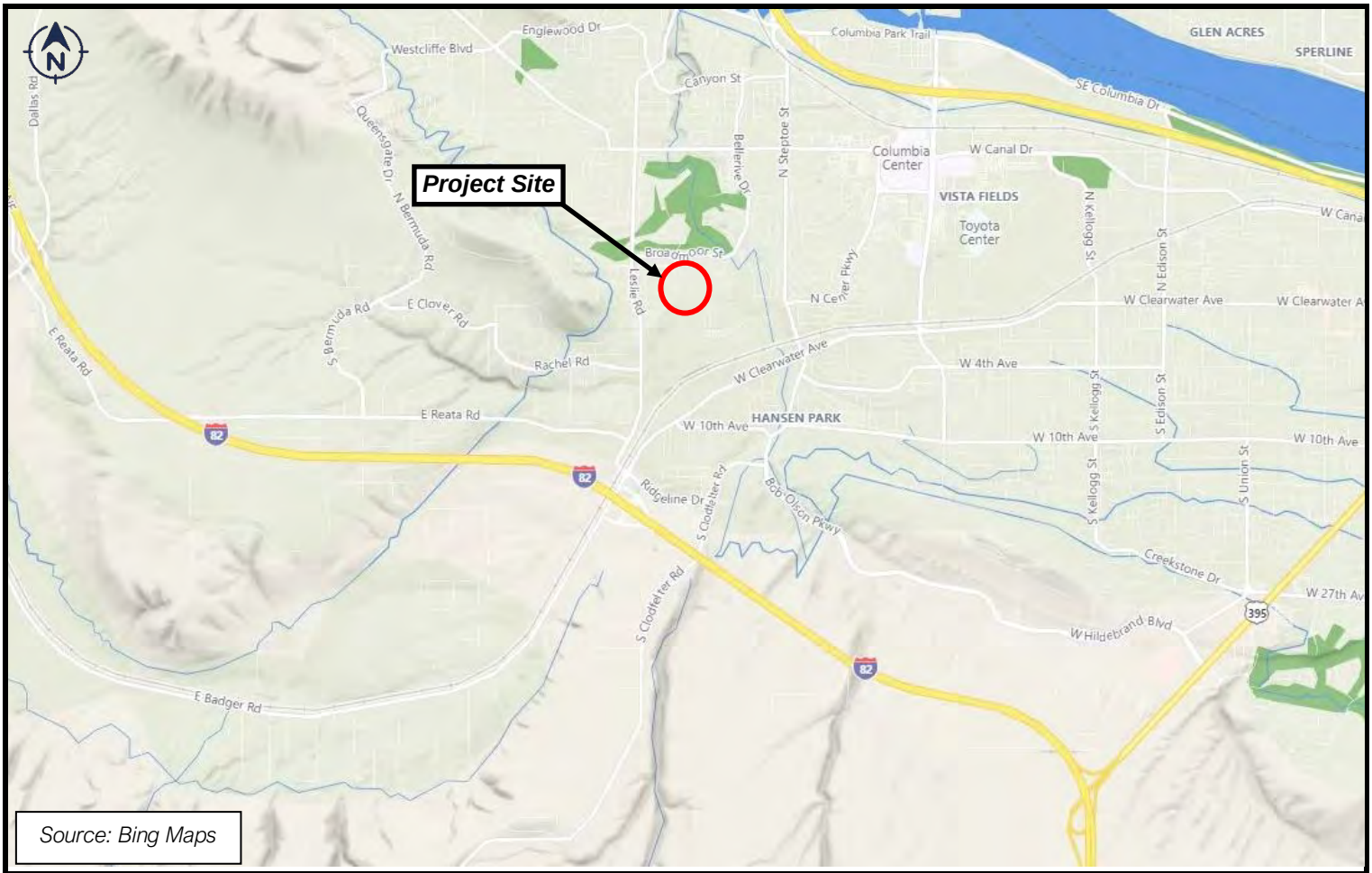
# APPENDICES

*Appendix I*

*Vicinity Map (Figure 1)*

*Site Exploration Map (Figure 2)*

***Critical Areas Map (Figure 3)***



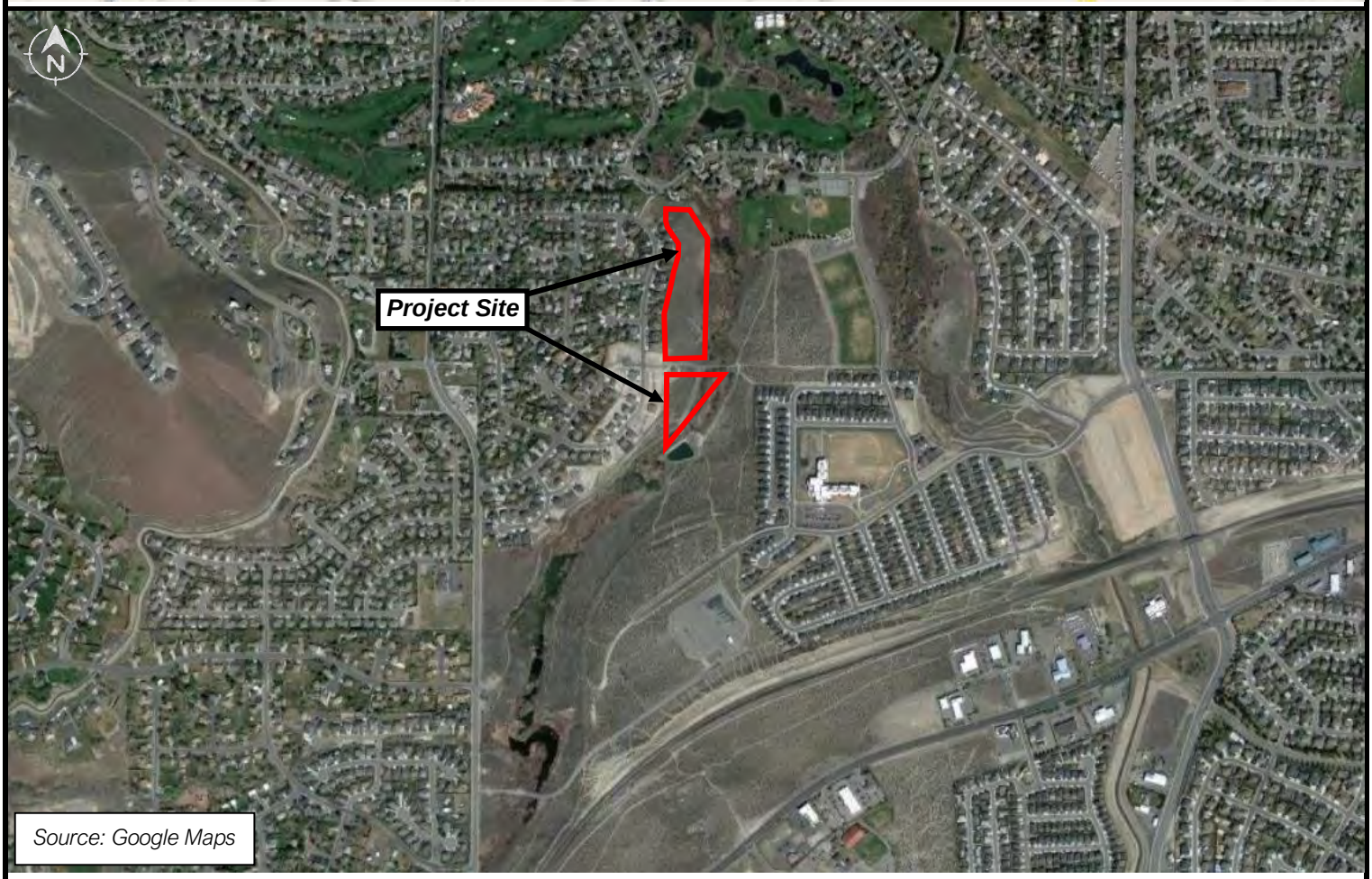




FIGURE 1: VICINITY MAP

PROJECT NO. 221-1447

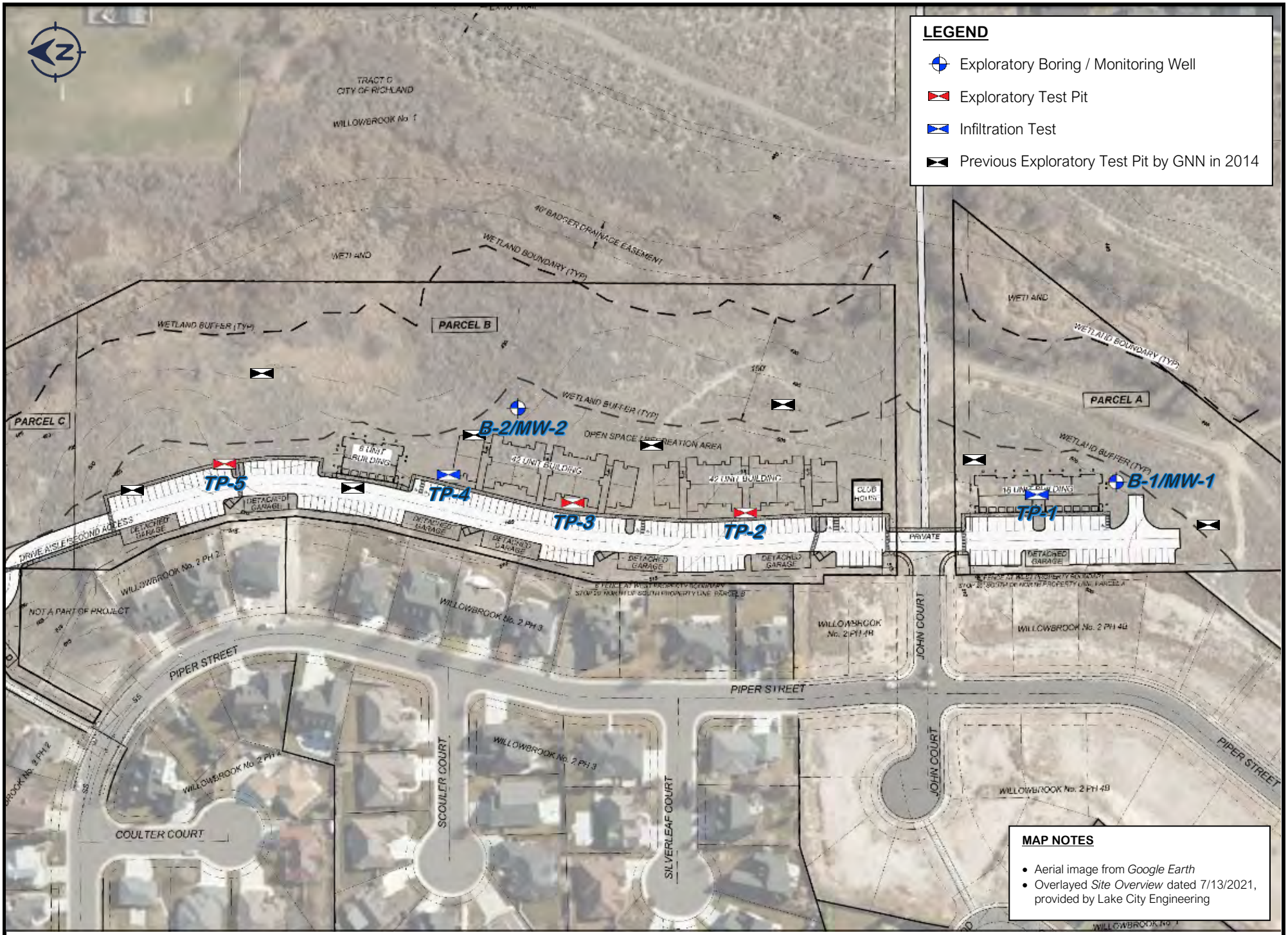
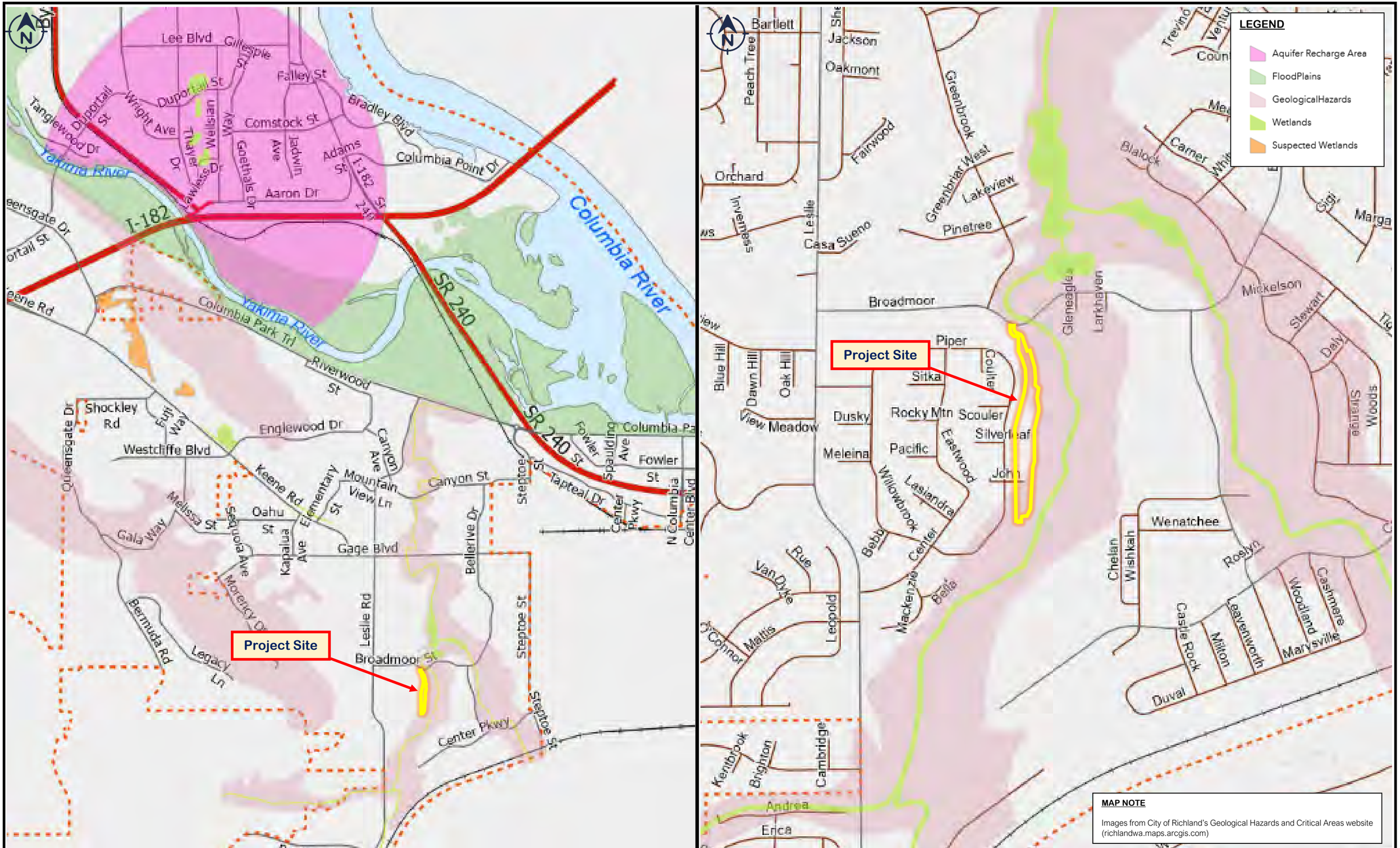



FIGURE 2: SITE EXPLORATION MAP

PROJECT NO. 221-1447




**MAP NOTE**

Images from City of Richland's Geological Hazards and Critical Areas website (richlandwa.maps.arcgis.com)

FIGURE 3: CRITICAL AREAS MAP

PROJECT NO. 221-1447

# *Appendix II*

## *Exploratory **Boring &** Test-Pit Logs*

## *Key Chart (for Soil Classification)*

GN Northern, Inc
722 N. 16th Ave Suite 31
Yakima, WA 99802
Telephone: (509) 248-9798

# BORING NUMBER B-1/MW-1



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 501 ft **HOLE SIZE** 6 inches
**DRILLING CONTRACTOR** Geowest Drilling Inc
**GROUND WATER LEVELS:**
**DRILLING METHOD** Model G2400 w/HSA and Rope & Cathead
**AT TIME OF DRILLING** ---
**LOGGED BY** KAH **CHECKED BY** IM
**AT END OF DRILLING** ---
**NOTES** Approx. GPS Coords.: 46.212093, -119.257836
**AFTER DRILLING** 18.11 ft / Elev 482.89 ft

| DEPTH (ft) | SAMPLE TYPE NUMBER | BLOW COUNTS (N VALUE) | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION | |
|---|---|---|---|---|---|---|
| 0 | | | | | SILT WITH SAND, (ML) light gray, dry, loose | |
| | SPT | 2-3-2 (5) | | | | |
| 5 | SPT | 8-7-5 (12) | | | - Becomes light gray-brown, dry to damp, medium dense | |
| | SPT | 5-5-7 (12) | ML | | | |
| 10 | SPT | 12-14-15 (29) | | | - Becomes olive brown, damp to moist, some rust staining | |
| 15 | SPT | 8-16-26 (42) | GP-GM | | 15.5 - Becomes medium dense to dense, moist to wet<br>POORLY GRADED GRAVEL WITH SILT AND SAND, (GP-GM) gray brown, wet, dense | 485.5 |
| | | | | | 17.0 | 484.0 |
| | | | SM | | SILTY SAND, (SM) brown, fine to coarse grained, wet to saturated, medium dense, trace gravel | |
| 20 | SPT | 7-6-8 (14) | | | | |
| | | | | | 24.0 | 477.0 |
| 25 | SPT | 33-27-24 (51) | GP-GM | | POORLY GRADED GRAVEL WITH SILT AND SAND, (GP-GM) brown, saturated, very dense, occasional sandy silt (ML) lenses | |
| | | | | | 27.0 | 474.0 |
| | | | SM | | SILTY SAND WITH GRAVEL, (SM) brown, saturated, very dense | |
| | | 50/5" | | | 29.0 | 472.0 |

- Groundwater encountered at ~ 18.11' BGS after drilling
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of borehole at 29.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

GN Northern, Inc
722 N. 16th Ave Suite 31
Yakima, WA 99802
Telephone: (509) 248-9798

# BORING NUMBER B-2/MW-2



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 494.5 ft **HOLE SIZE** 6 inches
**DRILLING CONTRACTOR** Geowest Drilling Inc
**GROUND WATER LEVELS:**
**DRILLING METHOD** Model G2400 w/HSA and Rope & Cathead
**AT TIME OF DRILLING** ---
**LOGGED BY** KAH **CHECKED BY** IM
**AT END OF DRILLING** ---
**NOTES** Approx. GPS Coords.: 46.214311, -119.257374
**AFTER DRILLING** 12.02 ft / Elev 482.48 ft

| DEPTH (ft) | SAMPLE TYPE NUMBER | BLOW COUNTS (N VALUE) | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION | |
|---|---|---|---|---|---|---|
| 0 | | | | | | |
| | SPT | 4-4-4 (8) | ML | | SILT WITH SAND, (ML) light gray, dry, loose | |
| 5 | | | | | | 5.0 / 489.5 |
| | SPT | 4-4-4 (8) | SM | | SILTY SAND, (SM) gray brown, fine grained, damp, loose | 6.5 / 488.0 |
| | SPT | 2-3-3 (6) | SP-SM | | POORLY GRADED SAND WITH SILT, (SP-SM) gray, fine grained, damp to moist, loose | |
| 10 | | | | | | 10.5 / 484.0 |
| | SPT | 7-9-20 (29) | GP-GM | | POORLY GRADED GRAVEL WITH SILT AND SAND, (GP-GM) gray, moist, medium dense | |
| | | | | | ▼ | 14.0 / 480.5 |
| 15 | | | SP | | POORLY GRADED SAND, (SP) dark gray black, fine to coarse grained, saturated, medium dense, some gravel | |
| | SPT | 6-8-14 (22) | | | | 19.0 / 475.5 |
| 20 | | | GP-GM | | POORLY GRADED GRAVEL WITH SILT AND SAND, (GP-GM) dark gray, saturated, dense | |
| | SPT | 12-16-28 (44) | | | | 21.5 / 473.0 |

- Groundwater encountered at ~ 12.02' BGS after drilling
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of borehole at 21.5 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

GN Northern, Inc
722 N. 16th Ave Suite 31
Yakima, WA 99802
Telephone: (509) 248-9798

# TEST PIT NUMBER TP-1



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 503.8 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.212389, -119.257895
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|---|
| 0 | | | | | SILT WITH SAND, (ML) tan, dry, appears medium dense to dense |
| 5 | GB | MC = 11%<br>Fines = 73% | ML | | |
| 6.0 | | | | | 497.8 |
| | | | | | SILTY SAND, (SM) gray, fine grained, dry, appears medium dense |
| | | | SM | | |
| 9.0 | | | | | 494.8 |

- Infiltration test performed at ~4' BGS
- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 9.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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Yakima, WA 99802
Telephone: (509) 248-9798

# TEST PIT NUMBER TP-2



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 515 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.213474, -119.257961
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|
| 0 | | ML | | SILT WITH SAND, (ML) tan, dry, appears medium dense |
| 5 | | | | |
| 8.0 | | | | 507.0 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 8.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLIC\ACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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Yakima, WA 99802
Telephone: (509) 248-9798

# TEST PIT NUMBER TP-3



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 504.5 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.214112, -119.257889
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|---|
| 0 | | | ML | | SILT WITH SAND, (ML) tan, dry, appears medium dense |
| | | | | | - Becomes dense |
| 5 | | | | | - Becomes whitish tan |
| | GB | MC = 19%<br>Fines = 82% | | | |
| 8.0 | | | | | 496.5 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 8.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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# TEST PIT NUMBER TP-4



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 498 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.214573, -119.257725
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION | |
|---|---|---|---|---|---|---|
| 0 | | | ML | | SANDY SILT, (ML) tan, dry, appears medium dense | 497.0 |
| 1.0 | | | | | SILT WITH SAND, (ML) tan, moist, appears medium dense to dense, interbedded with white ash layers | |
| 5 | GB | MC = 11%<br>Fines = 85% | ML | | | |
| 8.5 | | | | | | 489.5 |

- Infiltration test performed at ~3.5' BGS
- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 8.5 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

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Yakima, WA 99802
Telephone: (509) 248-9798

# TEST PIT NUMBER TP-5



**CLIENT** Big Creek Land Co.
**PROJECT NAME** Willowbrook Place, Multi-Family Apartments
**PROJECT NUMBER** 221-1447
**PROJECT LOCATION** Richland, WA
**DATE STARTED** 10/7/21 **COMPLETED** 10/7/21
**GROUND ELEVATION** 500 ft **TEST PIT SIZE** 30 x 72 inches
**EXCAVATION CONTRACTOR** Van Belle Excavating, LLC
**GROUND WATER LEVELS:**
**EXCAVATION METHOD** Deere 35G Mini Excavator
**AT TIME OF EXCAVATION** ---
**LOGGED BY** BWB **CHECKED BY** IM
**AT END OF EXCAVATION** ---
**NOTES** Approx. GPS Coords.: 46.215403, -119.257643
**AFTER EXCAVATION** ---

| DEPTH (ft) | SAMPLE TYPE NUMBER | TESTS | U.S.C.S. | GRAPHIC LOG | MATERIAL DESCRIPTION |
|---|---|---|---|---|---|
| 0 | | | SM | | SILTY SAND, (SM) light gray brown, fine grained, dry, appears medium dense |
| 3.0 | | | | | 497.0 |
| | | | ML | | SILT, (ML) tan, dry, appears medium dense |
| 4.0 | | | | | 496.0 |
| 5 | GB | MC = 4%<br>Fines = 16% | SM | | SILTY SAND, (SM) dark gray, fine grained, dry, appears loose to medium dense<br>- Becomes gray, damp, appears medium dense |
| 8.0 | | | | | 492.0 |

- Groundwater not encountered at time of excavation
- Referenced elevations are approximate and based on Topo for Design, dated 2/22/05, prepared by Stratton Surveying & Mapping

Bottom of test pit at 8.0 feet.

GENERAL BH / TP / WELL - GINT STD US LAB.GDT - 10/27/21 09:32 - C:\USERS\KHARM\ONEDRIVE\PUBLICVACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

Northern, Inc.
Kennewick, Yakima, Spokane, Hermiston (OR)

# KEY CHART

## RELATIVE DENSITY OR CONSISTENCY VERSUS SPT N-VALUE

| COARSE-GRAINED SOILS | | | FINE-GRAINED SOILS | | |
|---|---|---|---|---|---|
| DENSITY | N (BLOWS/FT) | FIELD TEST | CONSISTENCY | N (BLOWS/FT) | FIELD TEST |
| Very Loose | 0 – 4 | Easily penetrated with ½-inch reinforcing rod pushed by hand | Very Soft | 0 – 2 | Easily penetrated several inches by thumb |
| Loose | 4 – 10 | Difficult to penetrate with ½-inch reinforcing rod pushed by hand | Soft | 2 – 4 | Easily penetrated one inch by thumb |
| Medium -Dense | 10 – 30 | Easily penetrated with ½-inch rod driven with a 5-lb hammer | Medium-Stiff | 4 – 8 | Penetrated over ½-inch by thumb with moderate effort |
| Dense | 30 – 50 | Difficult to penetrate with ½-inch rod driven with a 5-lb hammer | Stiff | 8 – 15 | Indented about ½-inch by thumb but penetrated with great effort |
| Very Dense | > 50 | penetrated only a few inches with ½-inch rod driven with a 5-lb hammer | Very Stiff | 15 – 30 | Readily indented by thumb |
| | | | Hard | > 30 | Indented with difficulty by thumbnail |

## USCS SOIL CLASSIFICATION

| MAJOR DIVISIONS | | | | GROUP DESCRIPTION |
|---|---|---|---|---|
| **Coarse-Grained Soils** <50% passes #200 sieve | **Gravel** and **Gravelly Soils** <50% coarse fraction passes #4 sieve | **Gravel** (with little or no fines) | GW | Well-graded **Gravel** |
| | | | GP | Poorly Graded **Gravel** |
| | | **Gravel** (with >12% fines) | GM | Silty **Gravel** |
| | | | GC | Clayey **Gravel** |
| | **Sand** and **Sandy Soils** >50% coarse fraction passes #4 sieve | **Sand** (with little or no fines) | SW | Well-graded **Sand** |
| | | | SP | Poorly graded **Sand** |
| | | **Sand** (with >12% fines) | SM | Silty **Sand** |
| | | | SC | Clayey **Sand** |
| **Fine-Grained Soils** >50% passes #200 sieve | **Silt** and **Clay** Liquid Limit < 50 | | ML | **Silt** |
| | | | CL | Lean **Clay** |
| | | | OL | Organic **Silt** and **Clay** (low plasticity) |
| | **Silt** and **Clay** Liquid Limit > 50 | | MH | Inorganic **Silt** |
| | | | CH | Inorganic **Clay** |
| | | | OH | Organic **Clay** and **Silt** (med. to high plasticity) |
| **Highly Organic Soils** | | | PT | **Peat** |
| | | | | **Top Soil** |

## LOG SYMBOLS

| | | |
|---|---|---|
| | 2S | 2" OD Split Spoon (SPT) |
| | 3S | 3" OD Split Spoon |
| | NS | Non-Standard Split Spoon |
| | ST | Shelby Tube |
| | CR | Core Run |
| | BG | Bag Sample |
| | TV | Torvane Reading |
| | PP | Penetrometer Reading |
| | NR | No Recovery |
| | GW | Groundwater Table |

## MODIFIERS

| DESCRIPTION | RANGE |
|---|---|
| Trace | <5% |
| Little | 5% – 12% |
| Some | >12% |

## MOISTURE CONTENT

| DESCRIPTION | FIELD OBSERVATION |
|---|---|
| Dry | Absence of moisture, dusty, dry to the touch |
| Moist | Damp but not visible water |
| Wet | Visible free water |

## SOIL CLASSIFICATION INCLUDES

1. Group Name
2. Group Symbol
3. Color
4. Moisture content
5. Density / consistency
6. Cementation
7. Particle size (if applicable)
8. Odor (if present)
9. Comments

## MAJOR DIVISIONS WITH GRAIN SIZE

| SIEVE SIZE | | | | | | |
|---|---|---|---|---|---|---|
| 12" | 3" | 3/4" | 4 | 10 | 40 | 200 |
| **GRAIN SIZE (INCHES)** | | | | | | |
| 12 | 3 | 0.75 | 0.19 | 0.079 | 0.0171 | 0.0029 |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Boulders | Cobbles | Gravel | | Sand | | | Silt and Clay |
| | | Coarse | Fine | Coarse | Medium | Fine | |

Conditions shown on boring and testpit logs represent our observations at the time and location of the fieldwork, modifications based on lab test, analysis, and geological and engineering judgment. These conditions may not exist at other times and locations, even in close proximity thereof. This information was gathered as part of our investigation, and we are not responsible for any use or interpretation of the information by others.

# *Appendix III*
# *Laboratory Testing Results*

# GRAIN SIZE DISTRIBUTION

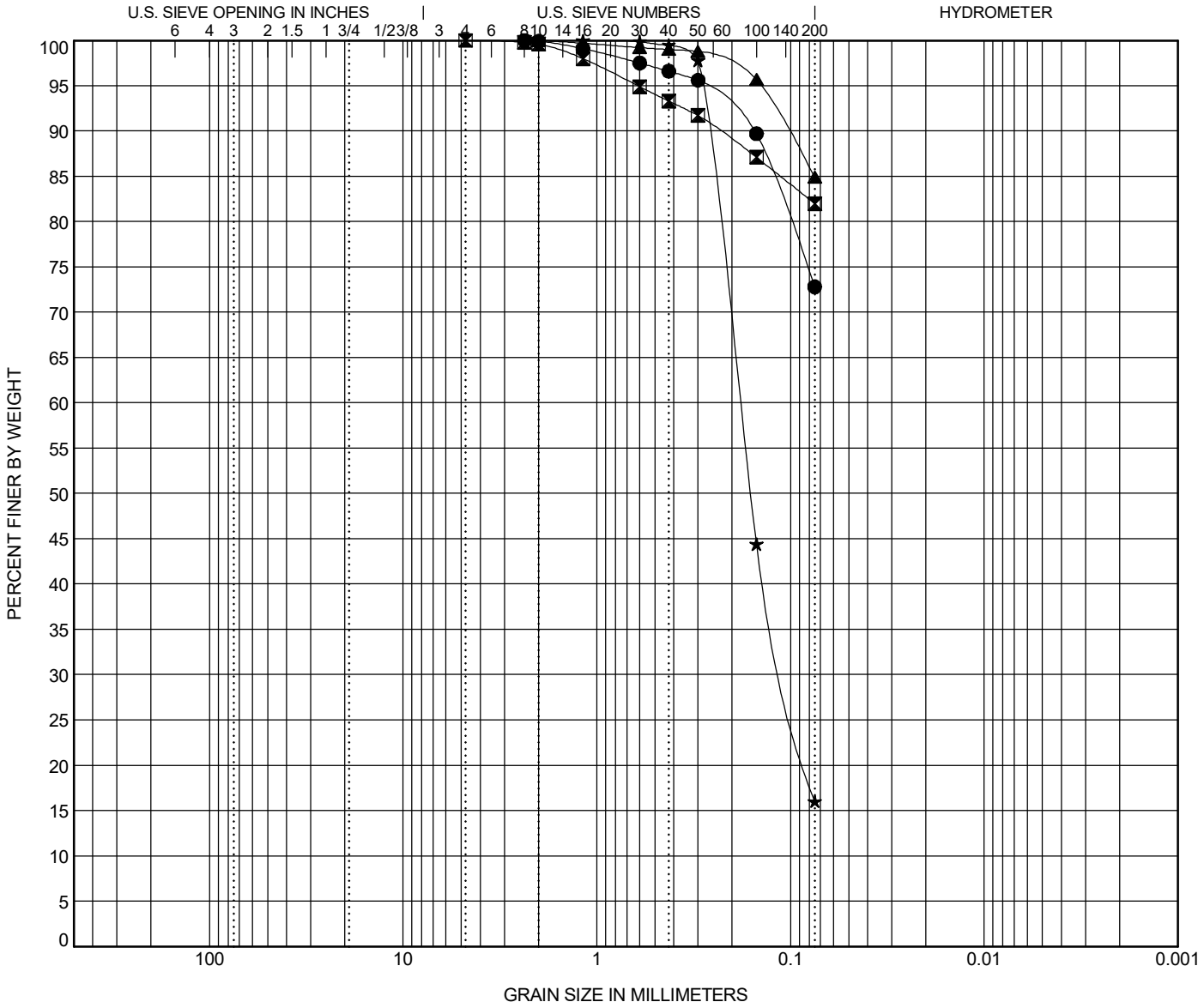
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Yakima, WA 99802
Telephone: (509) 248-9798

**CLIENT** Big Creek Land Co.

**PROJECT NAME** Willowbrook Place, Multi-Family Apartments

**PROJECT NUMBER** 221-1447

**PROJECT LOCATION** Richland, WA




| COBBLES | GRAVEL | | SAND | | | SILT OR CLAY |
|---|---|---|---|---|---|---|
| | coarse | fine | coarse | medium | fine | |

| | BOREHOLE | DEPTH | Classification | LL | PL | PI | Cc | Cu |
|---|---|---|---|---|---|---|---|---|
| ● | TP-1 | 4.0 | SILT WITH SAND (ML) | | | | | |
| ⊠ | TP-3 | 6.5 | SILT WITH SAND (ML) | | | | | |
| ▲ | TP-4 | 3.5 | SILT WITH SAND (ML) | | | | | |
| ★ | TP-5 | 4.5 | SILTY SAND (SM) | | | | | |

| | BOREHOLE | DEPTH | D100 | D60 | D30 | D10 | %Gravel | %Sand | %Silt | %Clay |
|---|---|---|---|---|---|---|---|---|---|---|
| ● | TP-1 | 4.0 | 2.36 | | | | 0.0 | 27.2 | 72.8 | |
| ⊠ | TP-3 | 6.5 | 4.75 | | | | 0.0 | 18.0 | 82.0 | |
| ▲ | TP-4 | 3.5 | 2 | | | | 0.0 | 15.1 | 84.9 | |
| ★ | TP-5 | 4.5 | 1.18 | 0.184 | 0.106 | | 0.0 | 84.0 | 16.0 | |

GRAIN SIZE - TEMPLATE_JESSE.GDT - 10/26/21 15:34 - C:\USERS\KHARM\ONEDRIVE\PUBLIC\ACTIVE PROJECTS\221-1447 WILLOWBROOK APTS, RICHLAND WA\221-1447 LOGS.GPJ

# *Appendix IV*

## *Site & Exploration Photographs*



*Infiltration test setup within test pit TP-1*



*Exposed subsurface soil profile within test pit TP-2*



*Exposed subsurface soil profile within test pit TP-3*



*Exposed subsurface soil profile within test pit TP-4*



*Exposed subsurface soil profile within test pit TP-5*

**PLATE 1: SITE & EXPLORATION PHOTOGRAPHS** **PROJECT NO. 221-1447**



*Drilling at Boring B-1/MW-1*




*Split-spoon sample obtained from Boring B-1/MW-1 at 15' BGS*



*Installed monitoring well pipe at Boring B-1/MW-1*



*Completed monument at B-1/MW-1*



*Drilling at Boring B-2/MW-2*



*Drilling at Boring B-2/MW-2*

**PLATE 2: SITE & EXPLORATION PHOTOGRAPHS** **PROJECT NO. 221-1447**

# *Appendix V*
# *NRCS Soil Survey*

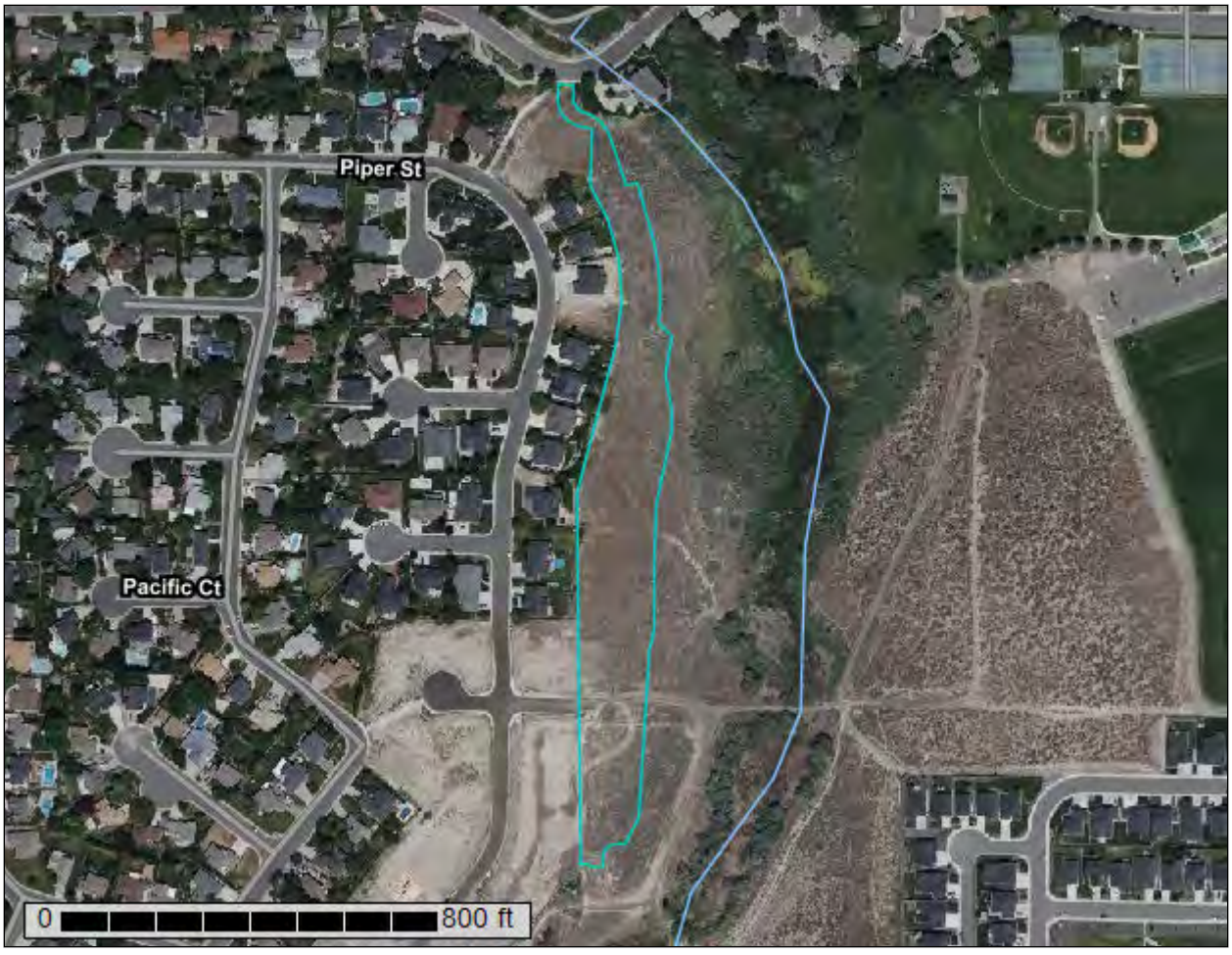
United States Department of Agriculture

NRCS

Natural Resources Conservation Service

A product of the National Cooperative Soil Survey, a joint effort of the United States Department of Agriculture and other Federal agencies, State agencies including the Agricultural Experiment Stations, and local participants

# Custom Soil Resource Report for Benton County Area, Washington




October 26, 2021




Map Scale: 1:2,970 if printed on A portrait (8.5" x 11") sheet.

N

Meters
0 40 80 160 240

Feet
0 100 200 400 600

Map projection: Web Mercator Corner coordinates: WGS84 Edge tics: UTM Zone 11N WGS84

# Benton County Area, Washington

## HeD—Hezel loamy fine sand, 2 to 15 percent slopes

### Map Unit Setting

*National map unit symbol:* 2bch
*Elevation:* 400 to 2,500 feet
*Mean annual precipitation:* 6 to 10 inches
*Mean annual air temperature:* 52 to 54 degrees F
*Frost-free period:* 150 to 200 days
*Farmland classification:* Farmland of statewide importance

### Map Unit Composition

*Hezel and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

### Description of Hezel

#### Setting

*Landform:* Terraces
*Parent material:* Eolian sands over silty lacustrine deposits

#### Typical profile

*H1 - 0 to 3 inches:* loamy fine sand
*H2 - 3 to 16 inches:* loamy fine sand
*H3 - 16 to 60 inches:* stratified fine sandy loam to silt loam

#### Properties and qualities

*Slope:* 2 to 15 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Somewhat excessively drained
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high (0.20 to 0.57 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 20 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* High (about 9.1 inches)

#### Interpretive groups

*Land capability classification (irrigated):* 4e
*Land capability classification (nonirrigated):* 6e
*Hydrologic Soil Group:* C
*Ecological site:* R007XY502WA - SANDS 6-10 PZ
*Hydric soil rating:* No

## HeE—Hezel loamy fine sand, 0 to 30 percent slopes

### Map Unit Setting

*National map unit symbol:* 2bcj

*Elevation:* 400 to 2,500 feet
*Mean annual precipitation:* 6 to 10 inches
*Mean annual air temperature:* 52 to 54 degrees F
*Frost-free period:* 150 to 200 days
*Farmland classification:* Not prime farmland

**Map Unit Composition**
*Hezel and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Hezel**

**Setting**
*Landform:* Terraces
*Parent material:* Eolian sands over silty lacustrine deposits

**Typical profile**
*H1 - 0 to 3 inches:* loamy fine sand
*H2 - 3 to 16 inches:* loamy fine sand
*H3 - 16 to 60 inches:* stratified fine sandy loam to silt loam

**Properties and qualities**
*Slope:* 0 to 30 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Somewhat excessively drained
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high (0.20 to 0.57 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 20 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* High (about 9.1 inches)

**Interpretive groups**
*Land capability classification (irrigated):* 6e
*Land capability classification (nonirrigated):* 7s
*Hydrologic Soil Group:* C
*Ecological site:* R007XY502WA - SANDS 6-10 PZ
*Hydric soil rating:* No

## QuD—Quincy loamy sand, 2 to 15 percent slopes

**Map Unit Setting**
*National map unit symbol:* 2bd4
*Elevation:* 200 to 4,500 feet
*Mean annual precipitation:* 6 to 12 inches
*Mean annual air temperature:* 46 to 54 degrees F
*Frost-free period:* 100 to 200 days
*Farmland classification:* Farmland of statewide importance

**Map Unit Composition**

*Quincy and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Quincy**

**Setting**

*Landform:* Terraces
*Parent material:* Eolian sands

**Typical profile**

*H1 - 0 to 9 inches:* loamy sand
*H2 - 9 to 60 inches:* loamy fine sand

**Properties and qualities**

*Slope:* 2 to 15 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Excessively drained
*Capacity of the most limiting layer to transmit water (Ksat):* High to very high (5.95 to 19.98 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 3 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* Moderate (about 6.1 inches)

**Interpretive groups**

*Land capability classification (irrigated):* 4e
*Land capability classification (nonirrigated):* 3e
*Hydrologic Soil Group:* A
*Ecological site:* R007XY502WA - SANDS 6-10 PZ
*Hydric soil rating:* No

## WdC—Warden silt loam, 5 to 8 percent slopes

**Map Unit Setting**

*National map unit symbol:* 2bfm
*Elevation:* 600 to 1,300 feet
*Mean annual precipitation:* 6 to 9 inches
*Mean annual air temperature:* 48 to 52 degrees F
*Frost-free period:* 135 to 200 days
*Farmland classification:* Farmland of statewide importance

**Map Unit Composition**

*Warden and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Warden**

**Setting**

*Landform:* Terraces

*Parent material:* Loess over lacustrine deposits

**Typical profile**

*H1 - 0 to 9 inches:* silt loam
*H2 - 9 to 19 inches:* silt loam
*H3 - 19 to 60 inches:* stratified very fine sandy loam to silt loam

**Properties and qualities**

*Slope:* 5 to 8 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Well drained
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 30 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* High (about 11.8 inches)

**Interpretive groups**

*Land capability classification (irrigated):* 3e
*Land capability classification (nonirrigated):* 6e
*Hydrologic Soil Group:* B
*Ecological site:* R007XY102WA - LOAMY 6-10 PZ
*Hydric soil rating:* No

## WfD2—Warden very fine sandy loam, 8 to 15 percent slopes, eroded

**Map Unit Setting**

*National map unit symbol:* 2bfv
*Elevation:* 600 to 1,300 feet
*Mean annual precipitation:* 6 to 9 inches
*Mean annual air temperature:* 48 to 52 degrees F
*Frost-free period:* 135 to 200 days
*Farmland classification:* Farmland of unique importance

**Map Unit Composition**

*Warden and similar soils:* 100 percent
*Estimates are based on observations, descriptions, and transects of the mapunit.*

**Description of Warden**

**Setting**

*Landform:* Terraces
*Parent material:* Loess over lacustrine deposits

**Typical profile**

*H1 - 0 to 4 inches:* very fine sandy loam
*H2 - 4 to 14 inches:* silt loam
*H3 - 14 to 60 inches:* stratified very fine sandy loam to silt loam

**Properties and qualities**

*Slope:* 8 to 15 percent
*Depth to restrictive feature:* More than 80 inches
*Drainage class:* Well drained
*Capacity of the most limiting layer to transmit water (Ksat):* Moderately high to high (0.57 to 1.98 in/hr)
*Depth to water table:* More than 80 inches
*Frequency of flooding:* None
*Frequency of ponding:* None
*Calcium carbonate, maximum content:* 30 percent
*Maximum salinity:* Nonsaline to very slightly saline (0.0 to 2.0 mmhos/cm)
*Available water supply, 0 to 60 inches:* High (about 11.5 inches)

**Interpretive groups**

*Land capability classification (irrigated):* 4e
*Land capability classification (nonirrigated):* 6e
*Hydrologic Soil Group:* B
*Ecological site:* R007XY102WA - LOAMY 6-10 PZ
*Hydric soil rating:* No

CITY OF RICHLAND
DEVELOPMENT SERVICES DEPARTMENT
625 Swift Boulevard, MS-35
Richland, WA 99352
Telephone (509) 942-7794
Fax (509) 942-7764
CI.RICHLAND.WA.US · 509-942-7390

December 8, 2021

Cliff Mort
Big Creek Land Company, LLC
1950 W. Bellerive Lane #107
Coeur d' Alene, ID 83814

RE: Willowbrook Apartments SEPA Threshold Determination and Site Plan Review

Dear Mr. Mort:

The City of Richland is in receipt of the updated materials for your Willowbrook Apartments project. Our office has reviewed the information provided and has determined that not all of the previously requested information has been submitted. Please provide the following to our office:

1. Updated Traffic Impact Analysis (TIA). As indicated previously, the TIA needs to clearly take into consideration the build-out of the nearby Clearwater Creek housing development (including elementary school) and the future construction of the fully funded Center Parkway roadway extension. After careful review of the new TIA it appears that the only changes made were: 1. Updating the total units from 96 to 108 and 2. Updating the future year analysis from 2029 to 2031. Please review the Scope for Updated Traffic Impact Analysis that was provided to you last year as well as the public comments that were received. All of the public comments can be viewed online at www.ci.richland.wa.us .

2. Aquifer Recharge Area – Hydrogeologic assessment. As indicated previously, the site is located within a designated critical aquifer recharge area (CARA). A hydrogeologic assessment shall be submitted pursuant to RMC 22.10.330. Mapping for the critical aquifer recharge area can be found at https://fortress.wa.gov/doh/swap/index.html .

Continued review of your application is still on **HOLD** and no further review will occur until the requested information is received and considered sufficient. If you have any questions, please contact the Planning Division at 509-942-7794.

Sincerely,

Mike Stevens, Planning Manager

Cc: M2020-101 file

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.

File Original and First Copy with Department of Ecology
Second Copy — Owner's Copy
Third Copy — Driller's Copy

# WATER WELL REPORT
STATE OF WASHINGTON



Application No. G4-25960

Permit No. G4-25960 P

**(1) OWNER:** Name The Quadrant Corporation Address P.O. Box 130; Bellevue, WA 98009

**(2) LOCATION OF WELL:** County Benton — SE ¼ SW ¼ Sec. 36 T. 9 N., R 28E W.M.

Bearing and distance from section or subdivision corner 230' 529° 57' 32" of NE corner of SE½ SW½ S 36

**(3) PROPOSED USE:** Domestic ☐ Industrial ☐ Municipal XX
Irrigation ☐ Test Well ☐ Other ☐

**(4) TYPE OF WORK:** Owner's number of well (if more than one) 1
New well XX Method: Dug ☐ Bored ☐
Deepened ☐ Cable ☐ Driven ☐
Reconditioned ☐ Rotary XX Jetted ☐

**(5) DIMENSIONS:** Diameter of well 14"x12¼" inches.
Drilled 1208 ft. Depth of completed well 1208 ft.

**(6) CONSTRUCTION DETAILS:**

**Casing installed:** 22" Diam. from 0 ft. to 90 ft.
Threaded ☐ 14" Diam. from 0 ft. to 940 ft.
Welded XX " Diam. from ft. to ft.

**Perforations:** Yes ☐ No XX
Type of perforator used
SIZE of perforations in. by in.
perforations from ft. to ft.
perforations from ft. to ft.
perforations from ft. to ft.

**Screens:** Yes ☐ No XX
Manufacturer's Name
Type Model No
Diam. Slot size from ft. to ft.
Diam. Slot size from ft. to ft.

**Gravel packed:** Yes ☐ No XX Size of gravel:
Gravel placed from ft. to ft.

**Surface seal:** Yes XX No ☐ To what depth? 90 ft.
Material used in seal Neat Cement
Did any strata contain unusable water? Yes ☐ No ☐
Type of water? Depth of strata
Method of sealing strata off

**(7) PUMP:** Manufacturer's Name None
Type: H.P.

**(8) WATER LEVELS:** Land-surface elevation above mean sea level ft.
Static level 88 ft. below top of well Date 1-16-79
Artesian pressure lbs. per square inch Date
Artesian water is controlled by (Cap, valve, etc.)

**(9) WELL TESTS:** Drawdown is amount water level is lowered below static level
Was a pump test made? Yes XX No ☐ If yes, by whom? Layne - Western

| Yield: | gal./min. | with | ft. drawdown after | hrs. |
|---|---|---|---|---|
| " | 600 | " 104 | " 2 | " |
| " | 800 | " 174 | " 4 | " |
| " | 1000 | " 277 | " 6 | " |
| | 1200 | 362 | 8 | |

Recovery data (time taken as zero when pump turned off) (water level measured from well top to water level)

| Time | Water Level | Time | Water Level | Time | Water Level |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |

Date of test 1-18-79
Bailer test gal./min. with ft. drawdown after hrs.
Artesian flow g.p.m. Date
Temperature of water 53° F Was a chemical analysis made? Yes XX No ☐

**(10) WELL LOG:**

Formation: *Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation.*

| MATERIAL | FROM | TO |
|---|---|---|
| Fine sand small gravel | 0 | 25 |
| Medium & coarse gravel | 25 | 38 |
| Coarse gravel to ½" | 38 | 68 |
| Large rocks 4" or better | 68 | 85 |
| Gray & black hard basalt | 85 | 93 |
| Gray hard basalt | 93 | 170 |
| Blue silt with a yellow clay streak, soft | 170 | 178 |
| Blue clay | 178 | 199 |
| Fractured black basalt with blue clay interbeds | 199 | 212 |
| Gray & black basalt, some water, medium hard | 212 | 235 |
| Black medium hard basalt | 235 | 250 |
| Black medium hard basalt fractured | 250 | 259 |
| Gray hard basalt | 259 | 336 |
| Gray fractured basalt | 336 | 345 |
| Black silty clay some dominant blue included | 345 | 359 |
| Black medium hard basalt | 359 | 368 |
| Gray medium fractured basalt | 368 | 379 |
| Black basalt, clay, soft | 379 | 383 |
| Gray medium hard basalt | 383 | 398 |
| Gray hard basalt | 398 | 432 |
| Gray & black basalt, small amount of gray clay, soft | 432 | 439 |
| Black & gray hard basalt | 439 | 480 |
| Black hard basalt | 480 | 558 |
| Black hard basalt, sandstone | 558 | 588 |
| Black fractured medium basalt | 588 | 619 |
| Gray fractured very rough hard basalt | 619 | 672 |
| Clay, gray basalt, gray chips, silt | 672 | 672 |
| Black hard basalt | 672 | 728 |

-Continue on following page-------

Work started 10-----10, 1978 Completed 1-----18, 1979

**WELL DRILLER'S STATEMENT:**

This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.

NAME Layne - Western Company, Inc. (Person, firm, or corporation) (Type or print)

Address P.O. Box 336; Moses Lake, WA 98837

[Signed] Wells C. Dawson (Well Driller)

License No. 0733 Date Feb 20, 1980

(USE ADDITIONAL SHEETS IF NECESSARY)

ECY 050-1-20

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.



File Original and First Copy with Department of Ecology
Second Copy — Owner's Copy
Third Copy — Driller's Copy

# WATER WELL REPORT

**STATE OF WASHINGTON**

Application No G4-25960

Permit No G4-25960 P

**(1) OWNER:** Name The Quadrant Corporation Address P.O. Box 130; Bellevue, WA 98009

**(2) LOCATION OF WELL:** County Benton SE ¼ SW ¼ Sec. 36 T 9 N R 28E WM

Bearing and distance from section or subdivision corner 230' 529° 57' 32" of NE corner of SE½, SW½, S 36

**(3) PROPOSED USE:** Domestic ☐ Industrial ☐ Municipal ☐ Irrigation ☐ Test Well ☐ Other ☐

**(4) TYPE OF WORK:** Owner's number of well (if more than one)

New well ☐ Method Dug ☐ Bored ☐
Deepened ☐ Cable ☐ Driven ☐
Reconditioned ☐ Rotary ☐ Jetted ☐

**(5) DIMENSIONS:** Diameter of well inches. Drilled ft Depth of completed well ft.

**(6) CONSTRUCTION DETAILS:**

**Casing installed:** " Diam from ft to ft
Threaded ☐ " Diam from ft to ft
Welded ☐ " Diam from ft to ft

**Perforations:** Yes ☐ No ☐
Type of perforator used
SIZE of perforations in. by in.
perforations from ft to ft
perforations from ft to ft
perforations from ft to ft

**Screens:** Yes ☐ No ☐
Manufacturer's Name
Type Model No
Diam Slot size from ft to ft.
Diam Slot size from ft. to ft.

**Gravel packed:** Yes ☐ No ☐ Size of gravel
Gravel placed from ft to ft.

**Surface seal:** Yes ☐ No ☐ To what depth? ft.
Material used in seal
Did any strata contain unusable water? Yes ☐ No ☐
Type of water? Depth of strata
Method of sealing strata off

**(7) PUMP:** Manufacturer's Name
Type H.P.

**(8) WATER LEVELS:** Land-surface elevation above mean sea level ft
Static level ft. below top of well Date
Artesian pressure lbs per square inch Date
Artesian water is controlled by (Cap, valve, etc)

**(9) WELL TESTS:** Drawdown is amount water level is lowered below static level
Was a pump test made? Yes ☐ No ☐ If yes by whom?
Yield gal/min with ft drawdown after hrs

Recovery data (time taken as zero when pump turned off) (water level measured from well top to water level)

| Time | Water Level | Time | Water Level | Time | Water Level |
|---|---|---|---|---|---|
| | | | | | |

Date of test
Bailer test gal/min with ft drawdown after hrs
Artesian flow g.p.m. Date
Temperature of water Was a chemical analysis made? Yes ☐ No ☐

**(10) WELL LOG:**

Formation: Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation.

| MATERIAL | FROM | TO |
|---|---|---|
| -Continued from previous page---- | | |
| Black medium hard basalt | 728 | 732 |
| Gray hard basalt | 732 | 748 |
| Fine gravel, siltstone, hard | 748 | 770 |
| Clay, gray basalt, black chips | 770 | 783 |
| Green clay | 783 | 807 |
| Black basalt, medium soft basalt | 807 | 821 |
| Gray clay, clay mixed with mud | 821 | 833 |
| Black fine grained, medium hard siltstone | 833 | 854 |
| Gray clay streaked with soft beds of basalt | 854 | 924 |
| Clay, sand | 924 | 934 |
| Basalt, highly vesicular | 934 | 961 |
| Fractured, water bearing | 961 | 986 |
| Black & gray basalt, water bearing | 986 | 1075 |
| Black basalt | 1075 | 1125 |
| Siltstone | 1125 | 1128 |
| Gray basalt, water bearing | 1128 | 1195 |
| Green siltstone, water bearing | 1195 | 1208 |

RECEIVED
FEB 22 1980

Work started 10---10 , 1978 Completed 1----18 , 1979

**WELL DRILLER'S STATEMENT:**

This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief

NAME Layne - Western Company, Inc.
(Person, firm, or corporation) (Type or print)

Address P.O. Box 336; Moses Lake, Wa 98837

[Signed] (Well Driller)

License No 0733 Date FEB. 20 , 1980

(USE ADDITIONAL SHEETS IF NECESSARY)

ECY 060-1-20

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.

DOH-073

WASHINGTON STATE DEPARTMENT OF ECOLOGY

UNIQUE WELL I.D. NUMBER APR064
X Y Z 1 2 3

# WELL TAGGING FORM

Date of Field Visit July 19, 1994 By R. Handley

## ADDITIONAL WELL IDENTIFIERS

Department of Health System ID Number 72250W Source Number SO 10

USGS Site Identification _____

## RECORD VERIFICATION

☒ Well Report available *(please attach)*
☐ Well Report not available
☐ Verification inconclusive

## WELL OWNERSHIP, IF DIFFERENT FROM WELL REPORT

Name CITY OF RICHLAND, PETE SQUIRES, WATER MANAGER.

Street address 505 SWIFT BLVD MAIL TO: (PO. Box 190 Richland WA 99352)

City RICHLAND State WA

## LOCATION OF WELL, IF DIFFERENT FROM WELL REPORT

Well Address S.W CORNER CLAYBELL PARK TRACT "E" 400 BLOCK OF BROADMOOR ST.

City RICHLAND County BENTON

T. 09 N. R. 28 E WM. Sec. 36 S.E. ¼ of the S.W. ¼

Latitude ____° ____' ____"
Longitude ____° ____' ____"

☐ GPS (raw data)
☐ GPS (corrected)
☐ Topographic Map
☐ Survey
☐ Computer generated
☐ Other _____

RECEIVED
JUL 27 1994
WATER DIVISION
SOLID WASTE DIVISION

Elevation at land surface 500. (feet) meters *(circle one)*

☐ Digital Altimeter
☐ Topographic Map
☐ Other _____

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.

Additional information, if available:

☐ Location marked on topographic map *(please attach)*

☐ Location marked on air photo *(please attach)*

Water Right # G4-25960 P Priority Date Aug. 21, 1978

*Circle one:* Application Permit (Certificate) Claim Exempt

## WELL CHARACTERISTICS

Physical Description of Well (size of casing, type of well, housing, etc.): 22" 0-90' 14" -940', Drilled Well 14" x 12¼, Municipal Surface seal to 90' Neat cement. No perforations, No screens. Depth, 1208 ft.

Location of Well Identification Tag: _____

**Was Supplemental Tag needed for ease of identifying well?**

☐ NO ☐ YES

**If yes, where was tag placed?** _____

Scale 1:24,000 (1"=2,000')

| | | | |
|---|---|---|---|
| D | C | B | A |
| E | F | G | H |
| M | L | K | J |
| N | P | Q | R ◎ |

Indicate the location of the well within the Section by drawing a dot at that point.

SECTION 36

**COMMENTS:** _____

*Please attach this form to the Well Report and submit it to the Department of Ecology Water Resources Program Headquarters, Well Identification Program, P.O Box 47600, Olympia, WA 98504-7600*

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.

...al and First Copy with
...ent of Ecology
... Copy — Owner's Copy
...d Copy — Driller's Copy

# WATER WELL REPORT

STATE OF WASHINGTON

Application No G4-25960

Permit No G4-25960 P

(1) OWNER: Name The Quadrant Corporation Address P.O. Box 130; Bellevue, WA 98009

(2) LOCATION OF WELL: County Benton — SE ¼ SW ¼ Sec 36 T 9 N, R 28E W.M

Bearing and distance from section or subdivision corner 230' 529° 57' 32" of NE conner of SE½ SW¼ S 36

(3) PROPOSED USE: Domestic ☐ Industrial ☐ Municipal ☒
Irrigation ☐ Test Well ☐ Other ☐

(4) TYPE OF WORK: Owner's number of well (if more than one) 1
New well ☒ Method Dug ☐ Bored ☐
Deepened ☐ Cable ☐ Driven ☐
Reconditioned ☐ Rotary ☒ Jetted ☐

(5) DIMENSIONS: Diameter of well 14"x12½" inches
Drilled 1208 ft Depth of completed well 1208 ft

(6) CONSTRUCTION DETAILS:
Casing installed: 22" Diam from 0 ft to 90 ft
Threaded ☐ 14" Diam from 0 ft to 940 ft
Welded ☒ ____" Diam from ____ ft to ____ ft

Perforations: Yes ☐ No ☒
Type of perforator used
SIZE of perforations ____ in by ____ in.
____ perforations from ____ ft to ____ ft
____ perforations from ____ ft to ____ ft
____ perforations from ____ ft to ____ ft

Screens: Yes ☐ No ☒
Manufacturer's Name
Type ____ Model No
Diam ____ Slot size ____ from ____ ft to ____ ft
Diam ____ Slot size ____ from ____ ft to ____ ft

Gravel packed: Yes ☐ No ☒ Size of gravel
Gravel placed from ____ ft to ____ ft

Surface seal: Yes ☒ No ☐ To what depth? 90 ft
Material used in seal Neat cement
Did any strata contain unusable water? Yes ☐ No ☐
Type of water? ____ Depth of strata
Method of sealing strata off

(7) PUMP: Manufacturer's Name None
Type ____ H.P.

(8) WATER LEVELS: Land-surface elevation above mean sea level ____ ft
Static level 88 ft below top of well Date 1-16-79
Artesian pressure ____ lbs per square inch Date
Artesian water is controlled by (Cap, valve, etc)

(9) WELL TESTS: Drawdown is amount water level is lowered below static level
Was a pump test made? Yes ☐ No ☐ If yes by whom? Layne - Western

| Yield | | With | | Drawdown After | |
|---|---|---|---|---|---|
| 600 | gal/min | 104 | ft | 2 | hrs |
| 800 | " | 174 | " | 4 | " |
| 1000 | " | 277 | " | 6 | " |
| 1200 | " | 362 | " | 8 | " |

Recovery data (time taken as zero when pump turned off) (water level measured from well top to water level)

| Time | Water Level | Time | Water Level | Time | Water Level |
|---|---|---|---|---|---|
| | | | | | |

Date of test 1-16-79
Bailer test ____ gal/min with ____ ft drawdown after ____ hrs
Artesian flow 0 gpm Date
Temperature of water 53 F Was a chemical analysis made? Yes ☐ No ☐

(10) WELL LOG:

Formation: Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation.

| MATERIAL | FROM | TO |
|---|---|---|
| Fine sand small gravel | 0 | 25 |
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| Coarse gravel to ½" | 38 | 68 |
| Large rocks 4" or better | 68 | 85 |
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| Gray hard basalt | 93 | 170 |
| Blue silt with a yellow clay streak, soft | 170 | 178 |
| Blue clay | 178 | 199 |
| Fractured black basalt with blue clay interbeds | 199 | 212 |
| Gray & black basalt, some water, medium hard | 212 | 235 |
| Black medium hard basalt | 235 | 250 |
| Black medium hard basalt fractured | 250 | 259 |
| Gray hard basalt | 259 | 336 |
| Gray fractured basalt | 336 | 345 |
| Black silty clay some dominant blue included | 345 | 359 |
| Black medium hard basalt | 359 | 368 |
| Gray medium fractured basalt | 368 | 379 |
| Black basalt, clay, soft | 379 | 383 |
| Gray medium hard basalt | 383 | 398 |
| Gray hard basalt | 398 | 432 |
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| Black & gray hard basalt | 439 | 480 |
| Black hard basalt | 480 | 558 |
| Black hard basalt, sandstone | 558 | 588 |
| Black fractured medium basalt | 588 | 619 |
| Gray fractured very rough hard basalt | 619 | 672 |
| Clay, gray basalt, gray chips, silt | 672 | 672 |
| Black hard basalt | 672 | 728 |

-Continue on following page-

Work started 1-10 19 79 Completed 1-16 19 79

WELL DRILLER'S STATEMENT:

This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief

NAME Layne - Western Company, Inc. (Person, firm, or corporation) (Type or print)

Address P.O. Box 336, Moses Lake, WA 98837

[Signed] (Well Driller)

License No 0733 Date 1-[illegible], 19[illegible]

(USE ADDITIONAL SHEETS IF NECESSARY)

ECY 060-1 20

The Department of Ecology does NOT Warranty the Data and/or the Information on this Well Report.

Original and First Copy with Department of Ecology
Second Copy — Owner's Copy
Third Copy — Driller's Copy

# WATER WELL REPORT
STATE OF WASHINGTON

Application No 64-25960
Permit No 64-25960 P

(1) OWNER: Name The Quadrant Corporation Address P.O. Box 130 Bellevue, WA 98009

(2) LOCATION OF WELL: County Benton SE ¼ SW ¼ Sec 36 T. 9 N. R 28E WM
Bearing and distance from section or subdivision corner 230' 529° 57' 32" of NE corner of SE¼, SW¼, S 36

(3) PROPOSED USE: Domestic ☐ Industrial ☐ Municipal ☐
Irrigation ☐ Test Well ☐ Other ☐

(4) TYPE OF WORK: Owner's number of well (if more than one)
New well ☐ Method Dug ☐ Bored ☐
Deepened ☐ Cable ☐ Driven ☐
Reconditioned ☐ Rotary ☐ Jetted ☐

(5) DIMENSIONS: Diameter of well ____ inches.
Drilled 1208 ft Depth of completed well ____ ft.

(6) CONSTRUCTION DETAILS:
Casing installed. ____ Dia. from ____ ft. to ____ ft.
Threaded ☐ ____ Dia. from ____ ft. to ____ ft.
Welded ☐ ____ Dia. from ____ ft. to ____ ft.

Perforations: Yes ☐ No ☐
Type of perforator used ____
SIZE of perforations ____ in. by ____ in.
____ perforations from ____ ft. to ____ ft.
____ perforations from ____ ft. to ____ ft.
____ perforations from ____ ft. to ____ ft.

Screens: Yes ☐ No ☐
Manufacturer's Name ____
Type ____ Model No ____
Dia ____ Slot size ____ from ____ ft. to ____ ft.
Dia ____ Slot size ____ from ____ ft. to ____ ft.

Gravel packed: Yes ☐ No ☐ Size of gravel ____
Gravel placed from ____ ft. to ____ ft.

Surface seal Yes ☐ No ☐ To what depth? ____ ft
Material used in seal ____
Did any strata contain unusable water? Yes ☐ No ☐
Type of water? ____ Depth of strata ____
Method of sealing strata off ____

(7) PUMP: Manufacturer's Name ____
Type ____ H.P. ____

(8) WATER LEVELS: Land-surface elevation above mean sea level ____ ft
Static level ____ ft. below top of well Date ____
Artesian pressure ____ lbs per square inch Date ____
Artesian water is controlled by ____ (Cap, valve, etc.)

(9) WELL TESTS Drawdown is amount water level is lowered below static level
Was a pump test made? Yes ☐ No ☐ If yes by whom? ____
Yield ____ gal./min with ____ ft. drawdown after ____ hrs
" " " "
" " " "

Recovery data (time taken as zero when pump turned off) (water level measured from well top to water level)

| Time | Water Level | Time | Water Level | Time | Water Level |
|---|---|---|---|---|---|
| | | | | | |
| | | | | | |
| | | | | | |

Date of test ____
Bailer test ____ gal./min with ____ ft drawdown after ____ hrs
Artesian flow ____ g.p.m. Date ____
Temperature of water ____ Was a chemical analysis made? Yes ☐ No ☐

(10) WELL LOG:
Formation: Describe by color, character, size of material and structure, and show thickness of aquifers and the kind and nature of the material in each stratum penetrated, with at least one entry for each change of formation.

| MATERIAL | FROM | TO |
|---|---|---|
| -Continued from previous page---- | | |
| Black medium hard basalt | 728 | 732 |
| Gray hard basalt | 732 | 748 |
| Fine gravel, siltstone, hard | 748 | 770 |
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| Black basalt, medium soft basalt | 807 | 821 |
| Gray clay, clay mixed with mud | 821 | 833 |
| Black fine grained, medium hard siltstone | 833 | 854 |
| Gray clay streaked with soft beds of basalt | 854 | 924 |
| Clay, sand | 924 | 934 |
| Basalt, highly vesicular | 934 | 961 |
| Fractured, water bearing | 961 | 986 |
| Black & gray basalt, water bearing | 986 | 1075 |
| Black basalt | 1075 | 1125 |
| Siltstone | 1125 | 1128 |
| Gray basalt, water bearing | 1128 | 1195 |
| Green siltstone, water bearing | 1195 | 1208 |

Work started 10---10 19 78 Completed 1----10 19 7?

WELL DRILLER'S STATEMENT:
This well was drilled under my jurisdiction and this report is true to the best of my knowledge and belief.

NAME Layne - Western Company, Inc.
(Person, firm, or corporation) (Type or print)
Address P.O. Box 336, Moses Lake, Wa 98837

[Signed] ____ (Well Driller)
License No 0733 Date 10 10 78 19

(USE ADDITIONAL SHEETS IF NECESSARY)

ECY 060-1-20

**Source Water Assessment Program (SWAP)**
**Mapping Application**

Data | Legend | Clear | Buffer | County | Measure | Print | Help

More Help / Links

Auto Pan Map

Find system by name or id

Find address or place

Find surface source by name

Data

Group A Time of Travel

Sublayers | Legend | Opacity

- 6 Month Time of Travel
- 1 Year Time of Travel
- 5 Year Time of Travel
- 10 Year Time of Travel
- Buffered Time of Travel
- Assigned Time of Travel
- All Group A Time of Travel
- Labels

Group A Surface Water Protection Areas

Group B Surface Water Protection Areas

Group B Time of Travel

Service Areas

46.20421, -119.27973

0.3km

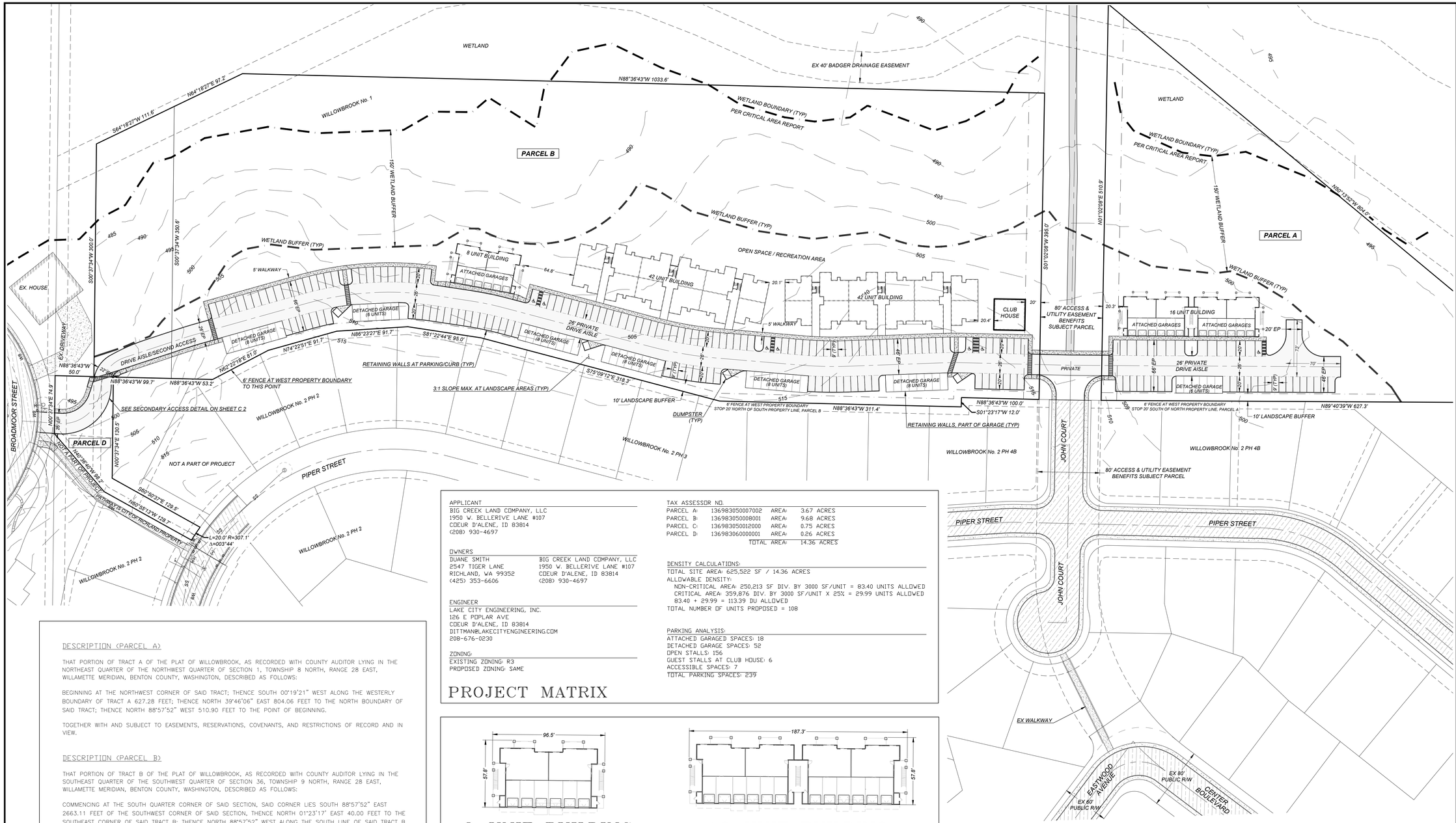
0.2mi

BADGER MOUNTAIN IRRIGATION DISTRICT

Bartlett Rd
Meadow Springs Country Club
Country Club Rd
Greenbrook Blvd
Sky Meadow Ave
Baum St
Firerock Ave
Newhaven Ln
Peachtree Ln
Orchard Way
Greenview Dr
High Meadows St
Pinetree Ln
Whitworth Ave
Michael Ave
Meadows Dr E
Mark Ave
Steptoe St
N Quebec St
N Pittsburg St
N Oklahoma
Bellevue Dr
Broadmoor St
Hillview Dr
Falconcrest Loop
Falcon Ln
1130 ft
Meadow Hills Dr
Leslie Rd
Claybell Park
RICHLAND CITY OF City Park
Willowbrook Ave
Eastwood Ave
Piper St
Meadows Dr S
Strange Dr
Woods Dr
Tiger Ln
Wishkah Dr
Center Pkwy
Amon Wasteway
Cedar Blvd
Chelan Loop
W Falls A
W Brun
Rue Ct
Leopold Ln
Bear Dr
Mattis Dr
Kyle Rd
Sell Ln
Kristen Ln
Canterbury Rd
Andrea Ln
Erica Dr
Lorayne J Blvd
W Clearwater Ave
Washington Central
S Utah St
S 56th Pl
S Texas
Clodfelter Rd
Caballo Pl
Vaca Rd

# Appendix B: Site Plans

- Site Plans: GN Northern Inc.




APPLICANT
BIG CREEK LAND COMPANY, LLC
1950 W. BELLERIVE LANE #107
COEUR D'ALENE, ID 83814
(208) 930-4697

OWNERS

| | |
|---|---|
| DUANE SMITH | BIG CREEK LAND COMPANY, LLC |
| 2547 TIGER LANE | 1950 W. BELLERIVE LANE #107 |
| RICHLAND, WA 99352 | COEUR D'ALENE, ID 83814 |
| (425) 353-6606 | (208) 930-4697 |

ENGINEER
LAKE CITY ENGINEERING, INC.
126 E POPLAR AVE
COEUR D'ALENE, ID 83814
DITTMAN@LAKECITYENGINEERING.COM
208-676-0230

ZONING:
EXISTING ZONING: R3
PROPOSED ZONING: SAME

TAX ASSESSOR NO.

| | | | |
|---|---|---|---|
| PARCEL A: | 136983050007002 | AREA: | 3.67 ACRES |
| PARCEL B: | 136983050008001 | AREA: | 9.68 ACRES |
| PARCEL C: | 136983050012000 | AREA: | 0.75 ACRES |
| PARCEL D: | 136983060000001 | AREA: | 0.26 ACRES |
| | | TOTAL AREA: | 14.36 ACRES |

DENSITY CALCULATIONS:
TOTAL SITE AREA: 625,522 SF / 14.36 ACRES
ALLOWABLE DENSITY:
NON-CRITICAL AREA: 250,213 SF DIV. BY 3000 SF/UNIT = 83.40 UNITS ALLOWED
CRITICAL AREA: 359,876 DIV. BY 3000 SF/UNIT X 25% = 29.99 UNITS ALLOWED
83.40 + 29.99 = 113.39 DU ALLOWED
TOTAL NUMBER OF UNITS PROPOSED = 108

PARKING ANALYSIS:
ATTACHED GARAGED SPACES: 18
DETACHED GARAGE SPACES: 52
OPEN STALLS: 156
GUEST STALLS AT CLUB HOUSE: 6
ACCESSIBLE SPACES: 7
TOTAL PARKING SPACES: 239

## PROJECT MATRIX




8–UNIT BUILDING

16–UNIT BUILDING

42–UNIT BUILDING

*MAX BUILDING HEIGHT = 40' AS DEFINED BY RMC 23.18.040

## BUILDING FOOTPRINTS

SCALE: 1"= 40'

DESCRIPTION (PARCEL A)

THAT PORTION OF TRACT A OF THE PLAT OF WILLOWBROOK, AS RECORDED WITH COUNTY AUDITOR LYING IN THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 1, TOWNSHIP 8 NORTH, RANGE 28 EAST, WILLAMETTE MERIDIAN, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID TRACT; THENCE SOUTH 00°19'21" WEST ALONG THE WESTERLY BOUNDARY OF TRACT A 627.28 FEET; THENCE NORTH 39°46'06" EAST 804.06 FEET TO THE NORTH BOUNDARY OF SAID TRACT; THENCE NORTH 88°57'52" WEST 510.90 FEET TO THE POINT OF BEGINNING.

TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS, AND RESTRICTIONS OF RECORD AND IN VIEW.

DESCRIPTION (PARCEL B)

THAT PORTION OF TRACT B OF THE PLAT OF WILLOWBROOK, AS RECORDED WITH COUNTY AUDITOR LYING IN THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 9 NORTH, RANGE 28 EAST, WILLAMETTE MERIDIAN, BENTON COUNTY, WASHINGTON, DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTH QUARTER CORNER OF SAID SECTION, SAID CORNER LIES SOUTH 88°57'52" EAST 2663.11 FEET OF THE SOUTHWEST CORNER OF SAID SECTION, THENCE NORTH 01°23'17" EAST 40.00 FEET TO THE SOUTHEAST CORNER OF SAID TRACT B; THENCE NORTH 88°57'52" WEST ALONG THE SOUTH LINE OF SAID TRACT B 470.00 FEET TO THE TRUE POINT OF BEGINNING; THENCE NORTH 1°23'17" EAST 1033.66 FEET; THENCE NORTH 25°41'33" WEST 97.16 FEET; THENCE NORTH 89°22'26" WEST 350.80 FEET; THENCE SOUTH 1°23'17" WEST 52.92 FEET; THENCE SOUTH 27°37'42" EAST 80.95 FEET; THENCE SOUTH 15°37'09" EAST 91.66 FEET; THENCE SOUTH 3°36'33" EAST 91.66 FEET; THENCE SOUTH 8°37'16" WEST 95.02 FEET; THENCE SOUTH 14°50'48" WEST 318.33 FEET; SOUTH 1°23'17" WEST 311.41 FEET; THENCE SOUTH 88°36'43" EAST 12.00 FEET; THENCE SOUTH 1°23'17" WEST 100.00 FEET; THENCE SOUTH 88°57'52" EAST 395.00 FEET TO THE SAID TRUE POINT OF BEGINNING.

TOGETHER WITH AND SUBJECT TO EASEMENTS, RESERVATIONS, COVENANTS, AND RESTRICTIONS OF RECORD AND IN VIEW.

DESCRIPTION (PARCEL C)

TRACT F OF THE PLAT OF WILLOWBROOK NO. 1, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 14 OF PLATS, PAGE 13, RECORDS OF BENTON COUNTY, WASHINGTON.

DESCRIPTION (PARCEL D)

LOT 1 OF THE PLAT OF WILLOWBROOK NO. 2 PHASE NO. 2, ACCORDING TO THE PLAT THEREOF RECORDED IN VOLUME 15 OF PLATS, PAGE 271, RECORDS OF BENTON COUNTY, WASHINGTON.

## LEGAL DESCRIPTIONS

## SHEET INDEX


C1 CONCEPTUAL SITE PLAN
C2 SECONDARY ACCESS DETAIL
C3 SITE OVERVIEW


NORTH
0 30 60 120
SCALE: 1" = 60'

REVISION BLOCK

| NO. | DESCRIPTION | INITIAL | DATE |
|---|---|---|---|
| | | | |


LAKE CITY ENGINEERING
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PHONE: 208.676.0230


PRELIMINARY
NOT FOR CONSTRUCTION

# WILLOWBROOK PLACE

CONCEPTUAL SITE PLAN
RICHLAND, WASHINGTON

ONE INCH
AT FULL SIZE IF NOT ONE INCH SCALE ACCORDINGLY

| | |
|---|---|
| DESIGNED BY: | LT/DCD |
| DRAFTED BY: | SMA |
| DATE: | 07/13/2021 |
| JOB NO: | LCE 18-023 |

C 1


Plotted: Jul 13, 2021 - 11:00am - I:\2018\18-023\CAD\18-023-City Plan.dwg

EX. HOUSE

MEADOW SPRINGS SECOND NINE PH 1

LOT 12, BLOCK 2

RICHARD & MARGARET SHALLMAN

NOT A PART OF PROJECT

WILLOWBROOK No. 1

TRACT D

RICHARD & MARGARET SHALLMAN

NOT A PART OF PROJECT

EX 15' PUBLIC EASEMENT PER PLAT OF MEADOW SPRINGS SECOND NINE PHASE ONE

EX. DRIVEWAY

EX 15' DRAINAGE, UTILITIES & IRRIGATION EASEMENT (BK 14, PG 13)

PARCEL B

PARCEL C

WETLAND BUFFER (TYP)

PROPERTY BOUNDARY (TYPICAL)

EX 40' R/W (± WIDTH)

EX ±21' TBC (± WIDTH)

EX 4' SIDEWALK

EX ±19' EP (± WIDTH)

BROADMOOR ST.

ACCESS EASEMENT TO BE OBTAINED BY OWNER PRIOR TO CONSTRUCTION (IF REQUIRED)

5' WALK

PC: 10+30.12

27' TBC

26' EP

10+00

/ 2.5%

NON-RESIDENTIAL DRIVEWAY PER ST2A (MODIFIED) (CITY APPROVAL REQUIRED)

RELOCATE EXISTING WALKWAY AS SHOWN

EX 10' STORM DRAINAGE EASEMENT

PARCEL D

NOT A PART OF PROJECT

PATHWAY IS CITY OF RICHLAND PROPERTY

TRACT A

MEADOW SPRINGS SECOND NINE PH 1

LOT 16, BLOCK 1

COLUMBIA VILLAS, LLC

NOT A PART OF PROJECT

TRACT Y

BIG CREEK LAND COMPANY, LLC

EX 6' SIDEWALK

EX 15' DRAINAGE & IRRIGATION EASEMENT

PROPERTY BOUNDARY (TYPICAL)

WILLOWBROOK No. 2 PH 2

FC: 11+07.60

25' TBC

24' EP

11+00

/ 9.4%

12.00

FC: 11+21.98

26' EP

27' TBC

/ 1.5%

5' WALK

LOT 2

JACOB & JENNIE STANFIELD

NOT A PART OF PROJECT

LOT 3

JACOB & JENNIE STANFIELD

NOT A PART OF PROJECT

LOT 4

KYLE BAILEY

NOT A PART OF PROJECT

NORTH

0 5 10 20

SCALE: 1" = 10'

## REVISION BLOCK

| NO. | DESCRIPTION | INITIAL | DATE |
|---|---|---|---|
| | | | |

LAKE CITY ENGINEERING
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PHONE: 208.676.0230

PRELIMINARY
NOT FOR CONSTRUCTION

# WILLOWBROOK PLACE

SECONDARY ACCESS DETAIL
RICHLAND, WASHINGTON

ONE INCH
AT FULL SIZE IF NOT ONE INCH SCALE ACCORDINGLY

| | |
|---|---|
| DESIGNED BY: | LT/DCD |
| DRAFTED BY: | SMA |
| DATE: | 07/13/2021 |
| JOB NO: | LCE 18-023 |

C 2

dwg, Plotted: Jul 13, 2021 - 11:02am, I:\2018\18-023\ACAD\18-023-Civ Plan.dwg




NORTH

0 50 100 200

SCALE: 1" = 100'

REVISION BLOCK

| NO. | DESCRIPTION | INITIAL | DATE |
|---|---|---|---|
| | | | |

LAKE CITY ENGINEERING
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PHONE: (208) 676-0230

PRELIMINARY
NOT FOR CONSTRUCTION

# WILLOWBROOK PLACE

SITE OVERVIEW
RICHLAND, WASHINGTON

ONE INCH
AT FULL SIZE IF NOT ONE INCH SCALE ACCORDINGLY

| | |
|---|---|
| DESIGNED BY: | LT/DCD |
| DRAFTED BY: | SMA |
| DATE: | 07/13/2021 |
| JOB NO: | LCE 18-023 |

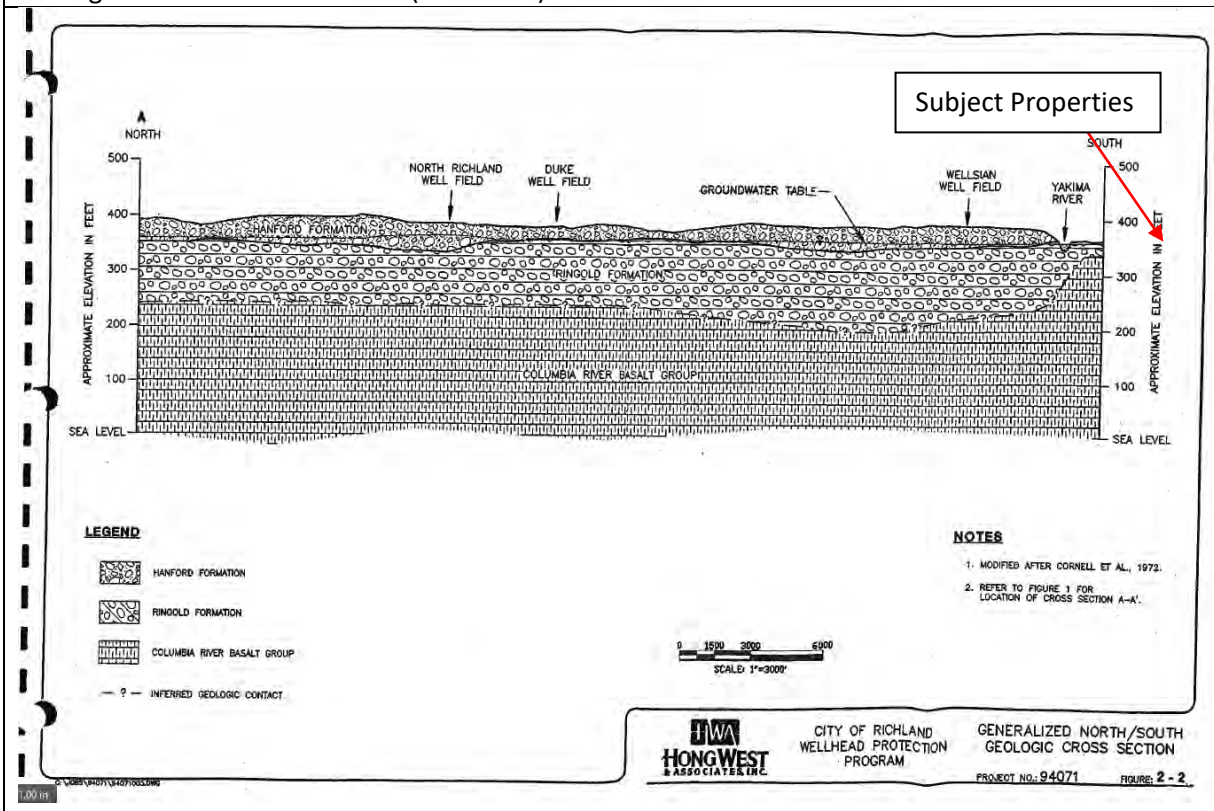
C 3

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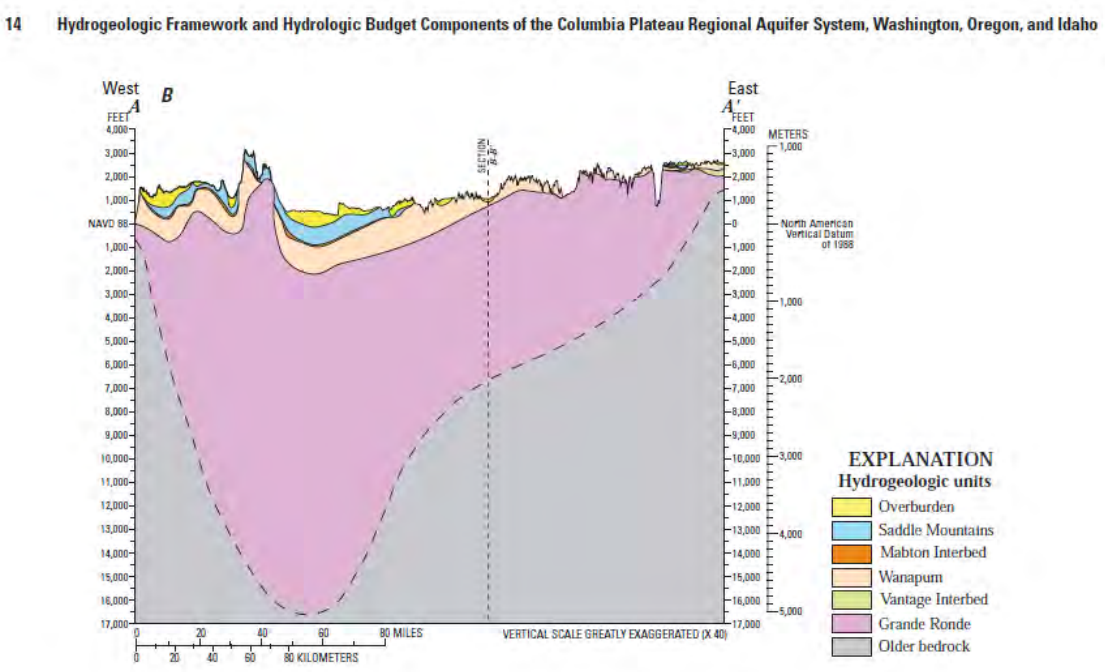
# Appendix C: Reference Materials

- Geological Profile of Pasco Basin
- Stratigraphy of the Pasco Basin
- Yakima Fold and Thrust Belt Maps and Cross-sections
- Anatomy of a Basalt Flow

Geological Profile of Pasco Basin (HDR 1998)




Geological Profile of Columbia Plateau (Kahle 2011)



| Stratigraphy of the Pasco Basin (Lindsey 1996) | Stratigraphy of Pasco Basin (Barnett 1998) |
|---|---|

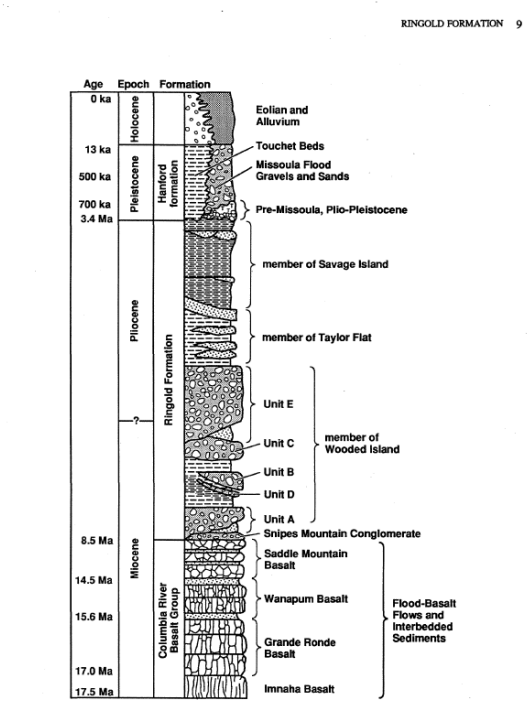



**Figure 5.** Late Neogene stratigraphy of the Pasco Basin emphasizing the Ringold Formation. Column not to scale.

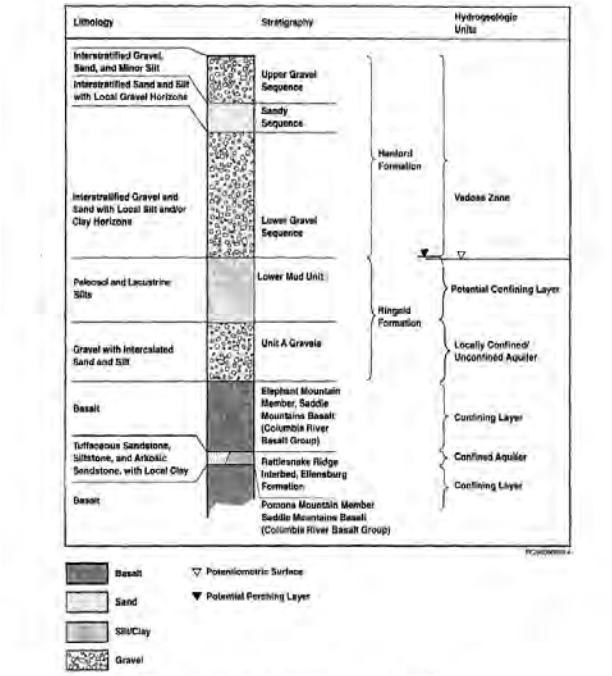



**Figure 3.1.** Representative Stratigraphic Column for the TEDF Area

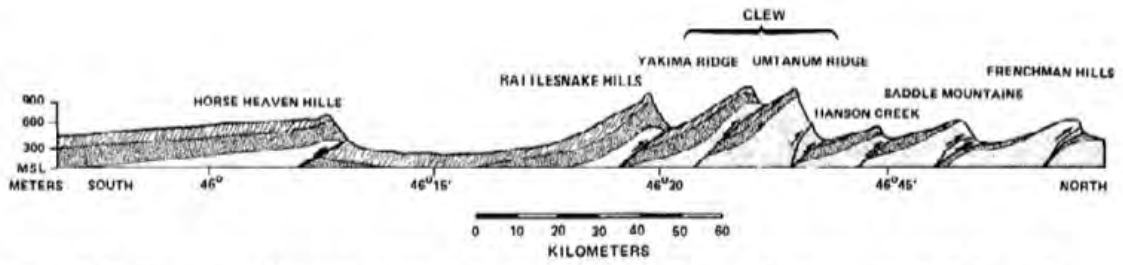



**Figure 2.3**. Generalized North-South Geologic Cross Section Through the Yakima Fold Belt and the Horse Heaven Hills (from Reidel et al. 1989)

Cross section of Pasco Basin near west of Prosser (Riedel 1987) below.

Not is exact location but this is where the subject properties would by stylistically.

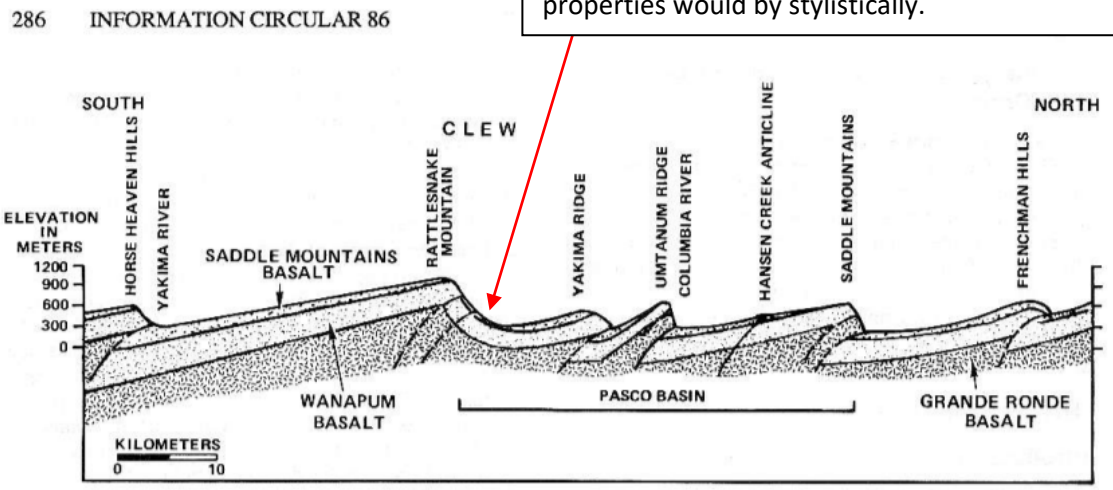



**Figure 6**. Schematic cross-section through the Yakima Fold Belt in the central Columbia Plateau at about long. N120°W.

Structure of the Yakima Fold and Thrust Belt Near Richland (Reidel 1987).

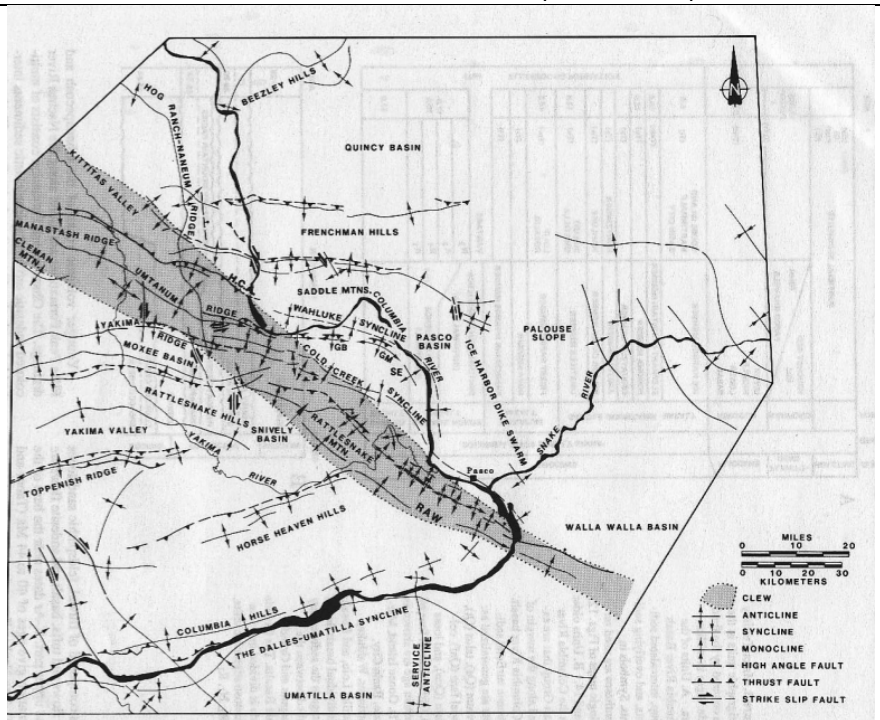
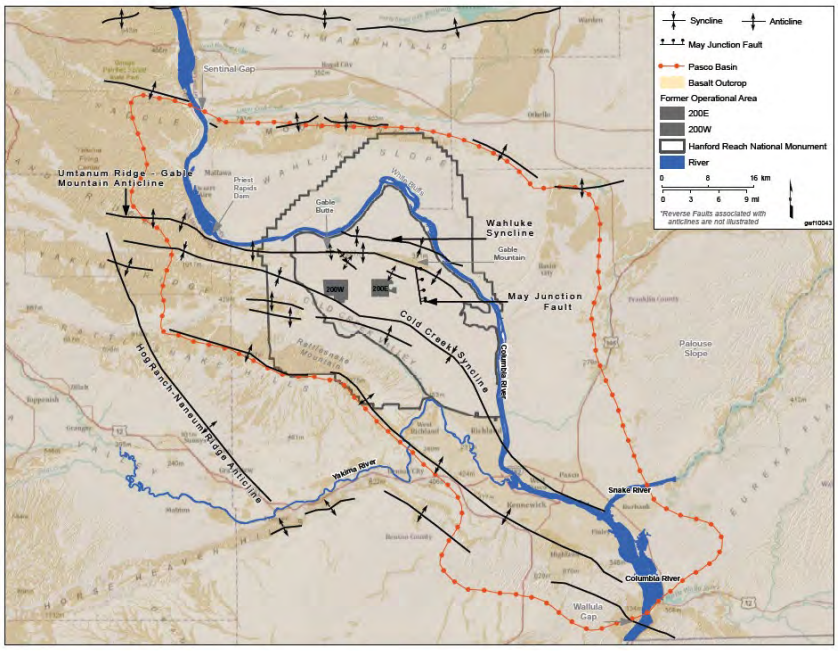



**Figure 2.** Major faults and folds in the central part of the Yakima Fold Belt and the western part of the Palouse (from Reidel and others, in press [b]). Shown are the Hog Ranch-Naneum Ridge anticline that forms the western boundary of the Pasco Basin, the Cle Elum-Wallula Deformed zone (CLEW, stippled), and the Rattlesnake-Wallula alignment (RAW) that forms that portion of the OWL and CLEW in the Pasco Basin. GB, Gable Butte; GM, Gable Mountain; SE, Southeast anticline along the Umtanum anticline; H.C.A., Hansen Creek anticline.

Structure of the Yakima Fold and Thrust Belt Near Richland (Martin 2011).

Figure 2-3. General Geologic Structures of the Pasco Basin and Hanford Site




Overview of Hanford Hydrogeology 2.0-33

Chapter 2.0

DOE/RL-2011-01, Rev 0

Structure of a Basalt Flow (USGS 2017).



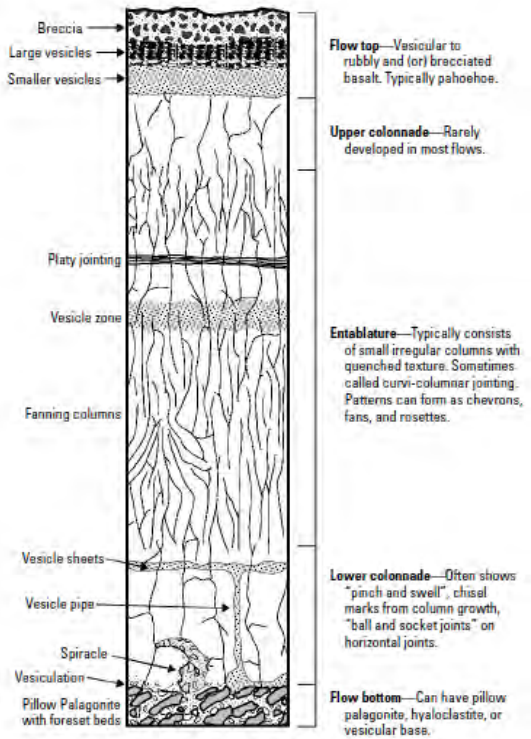



**Figure 10.** Composite diagram showing various intraflow features that can be found in Columbia River Basalt sheet flows. Modified from Swanson and others (1979) and Reidel and others (2013a).

Exhibit 7

# CRITICAL AREA REPORT

**ALPIN**

**FOR**

# WILLOWBROOK

Richland, WA

*Wetland Resources, Inc*. Project #16235


Prepared By
Wetland Resources, Inc.
9505 19th Avenue SE, Suite 106
Everett, WA 98208
(425) 337-3174


Prepared For
Alpine Resources
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

*Original:*
February 26, 2018

*Revision 4:*
April 29, 2021

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FIGURE 4: WETLAND WITH FLOWING WASTEWAY ..... 8

FIGURE 5: NON-WETLAND LOOKING SOUTH ..... 9

FIGURE 6: SEWER LINE BUFFER MITIGATION AREA ..... 9

## APPENDICES

APPENDIX A: WASHINGTON DEPT. OF ECOLOGY WETLAND RATING FORM

APPENDIX B: U.S. ARMY CORPS OF ENGINEERS WETLAND DETERMINATION DATA FORMS

APPENDIX C: CRITICAL AREA REPORT MAP

## Executive Summary

**Project Name**: Willowbrook

**Location**: East of Piper Street and the intersection of Center Boulevard and Eastwood Avenue, in the City of Richland WA. The site is comprised of Benton County Parcel #s 136983050008001, 136983050007002, and 136983050012000. Access to the site is from the terminus of Piper Street and just east of the intersection of Center Boulevard and Eastwood Avenue.

**Client**:
Alpine Resources
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

**Wetland Resources Staff**: Scott Brainard, PWS (Principal Ecologist); John Laufenberg, PWS (Principal Ecologist);

**Critical Areas Determination**: One Wetland (Amon Wasteway Wetland) was observed roughly paralleling the eastern portion of the subject property. This wetland was delineated, surveyed and categorized. The Amon Wasteway Wetland is a combination of riverine and depressional and is therefore given a depressional HGM. It is a Category II wetland with a moderate habitat score, and is typically designated a 150-foot buffer adjacent to high intensity land use.

**Proposed Project**: The applicant proposes to construct a multi-family residential development paralleling the Amon Wasteway Wetland buffer on its western side. The proposed project is consistent with adjacent land uses and adheres to critical area protections in the City of Richland, WA.

**Critical Areas Impacts and Mitigation**:
No impacts are proposed to the Amon Wasteway Wetland.

# 1.0 INTRODUCTION

## 1.1 PROJECT LOCATION

The proposed project is located east of the intersection of Center Boulevard and Eastwood Avenue, in the City of Richland WA. Access to the site is either from the terminus of Piper Street or just east of the intersection of Center Boulevard and Eastwood Avenue. The site is further located as a portion of Section 36, Township 9N, Range 28E, WM.




**Figure 1:** Vicinity Map of project location.
*Site is located between Leslie Road and N Steptoe St and North of West Clearwater Ave.*
*Section 36, Township 9N, Range 28E, W.M. Latitude: 46.211599 N Longitude: -119.257380 W.*

## 1.2 LANDSCAPE SETTING

**Basin**: Lower Yakima
**Sub-Basin**: Water Resource Inventory Area (WRIA) 37
**Watershed**: Columbia River

The subject property is located along the bottom of the East Badger Drain, in Richland, WA. Land use in the surrounding area consists of single-family/multi-family residential development, community park areas and a golf course. Topography within the study area slopes moderately to the east, and trends slightly to the north with hills to the east and west. No development currently exists within the boundary of the subject property; however, a network of utility roads is present. The climate of Richland is semi-arid desert.

The East Badger Drain is located on the eastern portion of the property and flows from south to north. Adjacent to the drain is a riparian area consisting of wetland conditions that receives the entirety of its hydrology from wastewater associated with the Kennewick Division of the Yakima project. The Kennewick Irrigation District (KID) main canal and Badger East lateral canal lie upland and parallel to the major portion of the East Badger Drain (see Figure 3, KID map - Amon Wasteway and Drain system). Both canals are unlined, and based on KID data, lose a combined total of approximately 2,800 acre-feet of water each irrigation season.

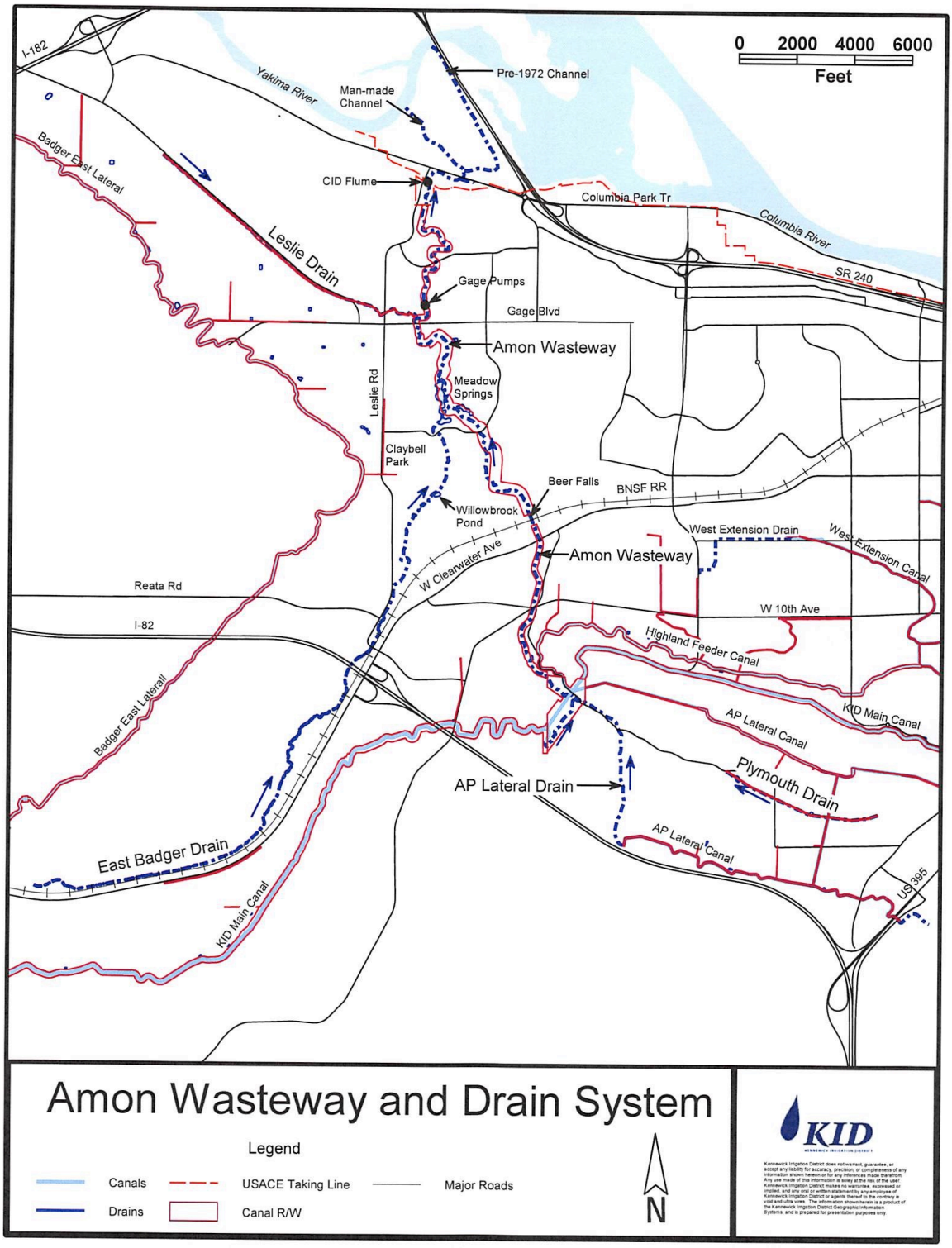



**Figure 2:** KID Map – Amon Wasteway and Drain System

On-site vegetation is a combination of the typical shrub-steppe community found in much of the non-developed upland surrounding the site and the riparian community located along the Amon Wasteway. Vegetation within the shrub steppe portion of the site has been impacted by surrounding land uses and generally consists of, but is not limited to: big sagebrush, rabbit brush,

Russian thistle and cheatgrass. Within the riparian corridor along the Amon Wastway, vegetation generally consists of: Russian olive, coyote willow and Russian knapweed along the exterior and reed canarygrass, common cattail, and hard-stem bulrush in the interior.

### 1.3 PROJECT DESCRIPTION

Alpine Resources, hereafter referred to as the applicant, proposes to construct a multi-family residential development east of Piper Street and the intersection of Center Blvd and Eastwood Avenue, paralleling the Amon Wasteway Wetland buffer on its western side. No impacts or modifications to the wetland or buffer are proposed as part of this application.

## 1.0 STATEMENT OF QUALIFICATIONS

The work for this Report was conducted by and Scott Brainard.

Scott Brainard holds a Bachelor's degree in Environmental Studies. He is a Professional Wetland Scientist and principal at *Wetland Resources, Inc.,* where he has been employed for over 20 years. Scott provides professional consultation on a wide range of environmental issues throughout the Puget Sound region and Eastern Washington. Scott has extensive knowledge and experience regarding wetland determinations as well as mitigation design and implementation.

### 1.1 CRITICAL AREAS COMPLIANCE

WRI was contracted by the applicant to delineate and categorize wetlands on the subject property and also to evaluate wetlands within 300 feet of the project area. The on-site portion of one wetland unit was delineated as part of this field investigation. The wetland area, flags and data sites are shown in the attached critical area study maps. Depicted wetland boundaries were surveyed based on delineation flagging hung in the field.

Given the proximity of the Amon Creek Natural Preserve (ACNP), a designated fish and wildlife habitat conservation area (HCA), the subject site was assessed for potential habitat meeting HCA designation criteria in the City of Richland. The assessment found that no development activity will occur within an HCA and, therefore, a Habitat Conservation Report is not required for this project. Site investigations were conducted on September 18 and 19, 2016.

## 2.0 REGULATORY SETTING

### 2.1 CRITICAL AREAS

#### 2.1.1 Reporting Requirements

The Amon Wasteway Wetland and its associated buffer are located within the boundary of the subject property. RMC 22.10.370 requires that, prior to issuance of a SEPA determination, applicants submit a wetland determination, wetland delineation report, habitat conservation report or geologic hazard report if critical areas are located within the subject property. In addition, this report must meet the minimum requirements for critical area reports as defined in RMC 22.10.370(B)(3) and (4).

#### 2.1.2 Mitigation

As previously stated, no impacts or modification to the on-site wetland, the Amon Wasteway, or associated buffers will occur and therefore no mitigation will be provided.

### 2.2 THREATENED & ENDANGERED SPECIES

Based on review of publicly available resources, there are no state or federally listed endangered species located on-site or within 300 feet of the subject property. On-site observations did not detect any conditions or species that contradict this.

## 3.0 CRITICAL AREAS DETERMINATION

### 3.1 LIMIT OF STUDY

The proposed project is within Benton County Tax Parcels 136983050008001, 136983050007002, and 136983050012000. In addition, adjacent parcels within 300 feet of the subject site were observed from existing available resources and the investigation boundary.

### 3.2 CRITICAL AREAS CLASSIFICATION METHODOLOGY

Wetlands were classified in accordance with the standards set forth in RMC 22.10.100, which requires the use of the Washington State Department of Ecology's *Wetland Rating System for Eastern Washington, Publication No. 14-06-030*. Standard Wetland buffer widths were determined based on RMC 22.10.110. This report accurately classifies the wetland unit that is partially contained within the subject property. Critical areas in the vicinity, but located outside of the subject property are beyond the scope of this report. If, however, they are located within 300 feet of the subject properties, they are briefly discussed.

Areas within 300 feet of the site that meet HCA definitions per RMC 20.10.185 are discussed in brief and on-site characteristics are evaluated to determine their potential to function as related habitat areas extending from the HCA.

#### 3.2.1 Wetland Determination and Delineation

Wetland boundaries were verified using the routine determination approach described in the Corps of Engineers Wetlands Delineation Manual (Environmental Laboratory 1987) and the Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0) (U.S. Army Corps of Engineers 2008), as required by RMC 22.10. Under the routine methodology, the process for making a wetland determination is based on three steps:

1) Examination of the site for hydrophytic vegetation (species present and percent cover);
2) Examination of the site for hydric soils;
3) Determining the presence of wetland hydrology

The following criteria must be met in order to make a positive wetland determination:

*Vegetation Criteria*

The Corps Manual and 2008 Regional Supplement define hydrophytic vegetation as "*the assemblage of macrophytes that occurs in areas where inundation or soil saturation is either permanent or of sufficient frequency and duration to influence plant occurrence.*" Field indicators are used to determine whether the hydrophytic vegetation criteria have been met. Examples of these indicators include, but are not limited to, the rapid test for hydrophytic vegetation, a dominance test result of greater than 50%, and/or a prevalence index score less than or equal to 3.0.

*Soils Criteria*

The 2008 Regional Supplement (per the National Technical Committee for Hydric Soils) defines hydric soils as soils *"that formed under conditions of saturation, flooding, or ponding long enough during the growing season to develop anaerobic conditions in the upper part."* Field indicators are used to determine whether a given soil meets the definition for hydric soils. Indicators are numerous and include, but are not limited to, presence of a histosol or histic epipedon, a sandy gleyed matrix, depleted matrix, and redoximorphic depressions.

*Hydrology Criteria*

Wetland hydrology encompasses all hydrologic characteristics of areas that are periodically inundated or have soils saturated to the surface for a sufficient duration during the growing season. Areas with evident characteristics of wetland hydrology are those where the presence of water has an overriding influence on the characteristics of vegetation and soils due to anaerobic and chemically reducing conditions, respectively. The strongest indicators include the presence of surface water, a high water table, and/or soil saturation within at least 12 inches of the soil surface.

### 3.2.2 Wetland Rating

Wetland Ratings were prepared in accordance with RMC 22.10.100(A) - *Category I, II, III, and IV are set forth in the* Washington State Department of Ecology's *Wetland Rating System for Eastern Washington*, Publication No. 14-06-030 *or as amended.* (Rating System). The entire wetland unit was evaluated with the Rating System as required by the City of Richland. The wetland has a total score of 20 and a habitat score of 7. This equates to a Category II designation with a 150-foot protective buffer adjacent to high intensity land uses (expected).

### 3.2.3 Habitat Assessment

The habitat assessment was performed in accordance with RMC 22.10 Article IV, Fish and Wildlife Habitat Conservation Areas. Environmental characteristics were evaluated in view of their opportunity and potential to provide high-value habitat functions at the site as well as part of the broader landscape. More specifically, the site was evaluated to determine if any HCAs are present within the subject site. Observations made during the site investigation were considered in conjunction with publicly available information about habitat use on and near the site.

## 3.3 Review of Existing Information

Prior to conducting the on-site investigations, public resources information was reviewed to gather background information on the project study area and surrounding areas in regards to wetlands, streams, and other critical areas.

### 3.3.1 USFWS National Wetlands Inventory

The NWI map tool depicts a wetland roughly in the same location as the Amon Wasteway wetland unit. No other wetlands are depicted by the NWI in the vicinity of the project area.

### 3.3.2 Benton County Soils

The Natural Resources Conservation Service (NRCS) web soil survey was used to identify soil types in the project area. The subject property consists of Finley stony fine sandy loam 0 to 30 percent slopes, Warden very fine sandy loam 8 to 15 percent slopes and Hezel loamy fine sand, 2 to 15 percent slopes.

### 3.3.3 Fish Presence

The Washington Department of Fish and Wildlife (WDFW), Pacific States Marine Fisheries Commission (PSMFC), and the Washington Dept. of Natural Resources (WADNR) are the primary agencies that provide publicly available information used for making fish presence determinations consistent with the water typing rules set forth in WAC 222-16-030. The following information represents the findings from each source.

*WDFW SalmonScape Map Tool*

SalmonScape is an online GIS database that contains publicly available resource information for fish population studies and general species distribution (both documented and modeled presence). SalmonScape shows Spring Chinook and Coho both as presumed within the Amon Wasteway.

*PSMFC StreamNet Map Tool*

StreamNet is a fish distribution database maintained by the PSMFC as a regional clearinghouse for fish data. StreamNet identifies Coho within the Amon Wasteway.

### 3.3.4 WDNR Forest Practices Activity Mapping Tool (FPAMT)

FPAMT is an online GIS database that aids the process of submitting a Forest Practices permit application. The tool is useful for the purposes of this study, because WADNR models fish presence. FPAMT shows an unclassified stream flowing through the subject property.

### 3.3.5 Benton County GIS

Benton County GIS Web Mapping does not depict information on wetlands and streams.

### 3.3.6 WDFW PHS Map (Hard Copy)

The previous version of this report referred to the online version of the PHS data, which often does not include specific locations of certain priority habitats and species. This revision makes use of the hard copy for the area in which the project site is located. The more accurate hard copy has revealed less use by protected species than previously indicated by the more generalized polygons available on the public online version.

The only mapped priority area recorded in the vicinity by WDFW is Burrowing Owl (*Athene cunicularia*) a foraging area, although no nests are recorded on or adjacent to the site. South of the site, shrub-step areas are mapped as present that may provide quality habitat for black-tailed jackrabbits (*Lepus californicus*), American badgers (*Taxidea taxus*), and side-blotched lizards (*Uta* spp.). Given the disturbed nature on-site habitat and the dominance of cheatgrass (*Bromus techtorum*) in the grass layer, which is non-native and annual, the on-site area does not meet the definition of priority shrub-step habitat. The site may potentially get some use by jackrabbits. Jackrabbits and Burrowing Owls are state candidate species, which do not constitute an HCA designation. No native scrub-steppe habitat, black-tailed jackrabbits, burrowing owls, Townsend's ground squirrels or other priority species were observed at the time of investigation

Amon Creek is a fish-bearing stream and a water of the state flowing through a portion of the site, within the Amon wasteway wetland. However, this area is protected and no development activity is proposed within this HCA. The nearby Amon Creek Natural Preserve HCA does not extend onto the subject site. No other potential habitats species occur in the project area that meet HCA designation.

Discussions of the presence and/or absence of mapped habitats and species were field verified at the time of the September 2016 site investigations.

## 3.4 CRITICAL AREAS DETERMINATION FINDINGS

### 3.4.1 Amon Wasteway Wetland

**Jurisdiction:** City of Richland
**HGM Class:** Riverine/Depressional - rated as Depressional
**Cowardin Classification:** Palustrine Forested and Palustrine Scrub-shrub components
**Ecology Score for Functions:** 20/7 (total score/habitat score)
**Ecology Rating:** Category II (for functions)
**City of Richland Buffer Requirement:** 150 feet



**Figure 3:** Wetland



**Figure 4:** Wetland with flowing wasteway

The wetland unit is estimated as a 23.5-acre depressional wetland. The delineated wetland boundary was limited to the subject property; however, the entire unit was evaluated from the intersection of Clearwater Avenue and Leslie Road to Broadmoor Street. The portions of the unit located outside of the delineated boundary were approximated and determined based on visual observation of standing water and the distinct prevalence of facultative (FAC) or wetter vegetation. No formal soils, vegetation, or hydrology data was taken for off-site areas.

Vegetation within the on-site portion of the wetland generally consists of: Pacific willow (*Salix lucida*; FAC), coyote willow (*Salix exigua*; FACW), reed canarygrass (*Phalaris arundinacea*; FACW), common cattail (*Typha latifolia*; OBL), hardstem bulrush (*Schoenoplectus acutus*; OBL), and Watson's willowherb (*Epilobium ciliatum*; FACW).

Soils were sampled within the boundary of the on-site portion of the wetland. Excavated soils were dark grayish brown (10YR 4/2) loamy sand from 0 to 18 inches below the soil surface. Redoximorphic concentrations of dark yellowish brown (10YR 4/6) were present from throughout the profile.

The source of hydrology for the on-site wetland is wastewater from the Kennewick Irrigation District (KID). Aerial photo analysis and groundwater monitoring indicated that the summer months present the highest shallow groundwater levels within the Amon Basin. These findings are

consistent with the fact that the source of hydrology to the on-site wetland is from wastewater return from the Kennewick Division of the Yakima project.

This wetland received an overall score of 20 points on the 2014 Washington State Wetland Rating System for Eastern Washington, with a habitat functions score of 7 points. Wetlands with scores between 20 and 22 are classified as Category II wetlands. Adjacent to high intensity land uses, the Amon Wasteway wetland is designated a 150-foot protective buffer.



**Figure 5:** Non-wetland looking south



**Figure 6:** Sewer line buffer mitigation area

Non-wetland areas located within the boundary of the subject property are consistent with an altered shrub-steppe ecosystem. Topography slopes to the east from an adjacent residential subdivision to the clearly demarcated wetland boundary. Existing roads and sewer lines cut through a portion of the non-wetland area. A recent buffer enhancement area associated with a sewer project was noted within the investigation area.

Vegetation within the on-site portion of the non-wetland area generally consists of: Russian olive (*Elaeagnus angustifolia*; FAC) along the outer edge of the riparian area and big sagebrush (*Artemisia tridentata*), common rabbitbrush (*Chrysothamnus nauseosa*) Russian thistle (*Salsola tragus*; FACU) and cheatgrass (*Bromus tectorum*).

Soils were sampled within the boundary of the on-site portion of the wetland. Excavated soils were olive brown (2.5Y 4/3) to olive (5Y 4/3) loamy sand from 0 to 18 inches below the soil surface. No redoximorphic features were noted anywhere within the soil profile.

Soils throughout the non-wetland area were dry at the time of investigation and consistent with a non-irrigated arid shrub-steppe environment. No primary or secondary indicators of hydrology were observed in any of the on-site non-wetland areas.

### 3.4.2 Fish and Wildlife Habitat Conservation Area (summary)

On-site observations confirm habitat designations established by WDFW (see *section 3.3.6*). The shrub-steppe environment may provide habitat suitable for Burrowing Owls and black-tailed jackrabbits, which are not threatened or endangered at either the state nor the federal level. The habitat is relatively consistent throughout the site, with the exception of where an existing east-west

road bisects the area, creating some edge effects within the buffer habitat. Vegetation for the entire site, including wetland and non-wetland areas is discussed above in *section 3.4.1*.

Per RMC 22.10.185(A)(5), The Amon Creek Natural Preserve (ACNP) is considered a Fish and Wildlife Habitat Conservation area (HCA). While the site is hydrologically connected and contiguous with the ACNP, it is private property and not part of the ACNP. As such, the ACNP HCA does not extend into the proposed project area.

The overall habitat on the site provides moderate functions to common wildlife species in the area, but does not constitute an HCA.

## 4.0 COMPLIANCE WITH RMC 20.10.220(A) [MITIGATION SEQUENCING]

In the City of Richland, proposed projects shall be designed to properly avoid or mitigate any potential adverse environmental effects to critical areas or their associated buffers through the application of mitigation sequencing per RMC 20.10.220(A). Language from this part of the code is presented below in *italics* with responses in normal text.

*A. Adverse impacts to habitat functions and values shall be mitigated to the extent feasible and reasonable. Mitigation actions by an applicant or property owner shall occur in the following preferred sequence:*

*1. Avoiding the impact altogether by not taking a certain action or parts of actions;*

No impacts or modifications are proposed as part of this development proposal and therefore have been avoided.

*2. Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology and engineering, or by taking affirmative steps to avoid or reduce adverse impacts;*

No impacts or modifications are proposed as part of this development proposal and therefore have been minimized.

*3. Rectifying the impact by repairing, rehabilitating, or restoring the affected environment;*

No impacts or modifications are proposed as part of this development proposal and therefore no rectifying, repairing, rehabilitating or restoration measures are necessary.

*4. Reducing or eliminating the impact over time by preservation and maintenance operations during the life of the action;*

No impacts are proposed

*5. Compensating for the impact by replacing, enhancing, or providing similar substitute resources or environments. Preference shall be given to measures that replace the impacted functions on site or in the immediate vicinity of the impact;*

Since no impacts are proposed, no compensation is proposed.

*6. Monitoring the impact over time and taking corrective measures to minimize additional impacts.*

No monitoring will occur since no mitigation is proposed.

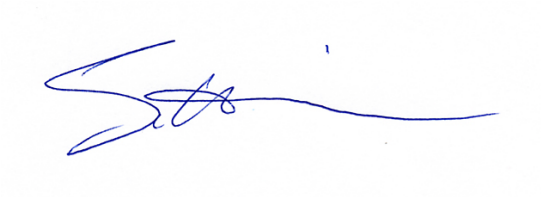
## 5.0 USE OF THIS REPORT

This Critical Area Report is supplied to Alpine Resources as a means of determining critical area conditions, as required by the City of Richland. This report is based largely on readily observable conditions and, to a lesser extent, on readily ascertainable conditions. No attempt has been made to determine hidden or concealed conditions.

The laws applicable to wetlands are subject to varying interpretations and may be changed at any time by the courts or legislative bodies. This report is intended to provide information deemed relevant in the applicant's attempt to comply with the laws now in effect.

The work for this report has conformed to the standard of care employed by wetland ecologists. No other representation or warranty is made concerning the work or this report and any implied representation or warranty is disclaimed.

*Wetland Resources, Inc.*



Scott Brainard, PWS
Principal Ecologist

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# APPENDIX A:

## WASHINGTON DEPT. OF ECOLOGY WETLAND RATING FORM

Wetland name or number_____

# RATING SUMMARY – Eastern Washington

Name of wetland (or ID #): Amon Wasteway Date of site visit: _____

Rated by SB Trained by Ecology? X Yes ___ No Date of training 6/15

**HGM Class used for rating** Depressional Wetland has multiple HGM classes? X Y ____N

**NOTE: Form is not complete without the figures requested** (*figures can be combined*).
Source of base aerial photo/map _____

## OVERALL WETLAND CATEGORY _____ (based on functions___ or special characteristics___)

### 1. Category of wetland based on FUNCTIONS

_____**Category I** – Total score = 22-27
__✓__**Category II** – Total score = 19-21
_____**Category III** – Total score = 16-18
_____**Category IV** – Total score = 9-15

| FUNCTION | Improving Water Quality | | | Hydrologic | | | Habitat | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | *Circle the appropriate ratings* | | | | | | | | | |
| Site Potential | H | (M) | L | H | M | (L) | (H) | M | L | |
| Landscape Potential | (H) | M | L | (H) | M | L | H | M | (L) | |
| Value | (H) | M | L | H | M | (L) | (H) | M | L | TOTAL |
| **Score Based on Ratings** | 8 | | | 5 | | | 7 | | | 20 |

**Score for each function based on three ratings** *(order of ratings is not important)*

9 = H,H,H
8 = H,H,M
7 = H,H,L
7 = H,M,M
6 = H,M,L
6 = M,M,M
5 = H,L,L
5 = M,M,L
4 = M,L,L
3 = L,L,L

### 2. Category based on SPECIAL CHARACTERISTICS of wetland

| CHARACTERISTIC | CATEGORY *Circle the appropriate category* |
|---|---|
| **Vernal Pools** | II III |
| **Alkali** | I |
| **Wetland of High Conservation Value** | I |
| **Bog and Calcareous Fens** | I |
| **Old Growth or Mature Forest – slow growing** | I |
| **Aspen Forest** | I |
| **Old Growth or Mature Forest – fast growing** | II |
| **Floodplain forest** | II |
| None of the above | |

Wetland name or number_____

## Maps and figures required to answer questions correctly for Eastern Washington

### Depressional Wetlands

| Map of: | To answer questions: | Figure # |
|---|---|---|
| Cowardin plant classes and classes of emergents | D 1.3, H 1.1, H 1.5 | A1 |
| Hydroperiods (including area of open water for H 1.3) | D 1.4, H 1.2, H 1.3 | A1 |
| Location of outlet (*can be added to map of hydroperiods)* | D 1.1, D 4.1 | A1 |
| Boundary of area within 150 ft of the wetland *(can be added to another figure)* | D 2.2, D 5.2 | A1 |
| Map of the contributing basin | D 5.3 | N/A |
| 1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat | H 2.1, H 2.2, H 2.3 | A2 |
| Screen capture of map of 303(d) listed waters in basin (from Ecology website) | D 3.1, D 3.2 | A3 |
| Screen capture of list of TMDLs for WRIA in which wetland is found (website) | D 3.3 | A4 |

### Riverine Wetlands

| Map of: | To answer questions: | Figure # |
|---|---|---|
| Cowardin plant classes and classes of emergents | H 1.1, H 1.5 | |
| Hydroperiods | H 1.2, H 1.3 | |
| Ponded depressions | R 1.1 | |
| Boundary of area within 150 ft of the wetland *(can be added to another figure)* | R 2.4 | |
| Map of the contributing basin | R 2.2, R 2.3, R 5.2 | |
| Plant cover of trees, shrubs, and herbaceous plants | R 1.2, R 4.2 | |
| Width of wetland vs. width of stream *(can be added to another figure)* | R 4.1 | |
| 1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat | H 2.1, H 2.2, H 2.3 | |
| Screen capture of map of 303(d) listed waters in basin (from Ecology website) | R 3.1 | |
| Screen capture of list of TMDLs for WRIA in which wetland is found (website) | R 3.2, R 3.3 | |

### Lake Fringe Wetlands

| Map of: | To answer questions: | Figure # |
|---|---|---|
| Cowardin plant classes and classes of emergents | L 1.1, L 4.1, H 1.1, H 1.5 | |
| Plant cover of trees, shrubs, and herbaceous plants | L 1.2 | |
| Boundary of area within 150 ft of the wetland *(can be added to another figure)* | L 2.2 | |
| 1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat | H 2.1, H 2.2, H 2.3 | |
| Screen capture of map of 303(d) listed waters in basin (from Ecology website) | L 3.1, L 3.2 | |
| Screen capture of list of TMDLs for WRIA in which wetland is found (website) | L 3.3 | |

### Slope Wetlands

| Map of: | To answer questions: | Figure # |
|---|---|---|
| Cowardin plant classes and classes of emergents | H 1.1, H 1.5 | |
| Hydroperiods | H 1.2, H 1.3 | |
| Plant cover of **dense** trees, shrubs, and herbaceous plants | S 1.3 | |
| Plant cover of **dense, rigid** trees, shrubs, and herbaceous plants *(can be added to figure above)* | S 4.1 | |
| Boundary of area within 150 ft of the wetland (*can be added to another figure*) | S 2.1, S 5.1 | |
| 1 km Polygon: Area that extends 1 km from entire wetland edge - including polygons for accessible habitat and undisturbed habitat | H 2.1, H 2.2, H 2.3 | |
| Screen capture of map of 303(d) listed waters in basin (from Ecology website) | S 3.1, S 3.2 | |
| Screen capture of list of TMDLs for WRIA in which wetland is found (website) | S 3.3 | |

Wetland name or number_____

# HGM Classification of Wetland in Eastern Washington

For questions 1-4, the criteria described must apply to the entire unit being rated.

If the hydrologic criteria listed in each question do not apply to the entire unit being rated, you probably have a unit with multiple HGM classes. In this case, identify which hydrologic criteria in questions 1-4 apply, and go to Question 5.

1. Does the entire unit **meet both** of the following criteria?
   ___The vegetated part of the wetland is on the water side of the Ordinary High Water Mark of a body of permanent open water (without any plants on the surface) that is at least 20 ac (8 ha) in size
   ___At least 30% of the open water area is deeper than 10 ft (3 m)

   (NO) – go to 2 **YES –** The wetland class is **Lake Fringe** (Lacustrine Fringe)

2. Does the entire wetland unit **meet all** of the following criteria?
   ___The wetland is on a slope (*slope can be very gradual*),
   ___The water flows through the wetland in one direction (unidirectional) and usually comes from seeps. It may flow subsurface, as sheetflow, or in a swale without distinct banks;
   ___The water leaves the wetland **without being impounded**.

   (NO) - go to 3 YES – The wetland class is **Slope**
   **NOTE:** Surface water does not pond in these type of wetlands except occasionally in very small and shallow depressions or behind hummocks (depressions are usually <3 ft diameter and less than 1 foot deep).

3. Does the entire wetland unit **meet all** of the following criteria?
   X The unit is in a valley, or stream channel, where it gets inundated by overbank flooding from that stream or river;
   X The overbank flooding occurs at least once every 10 years.

   NO - go to 4 (YES) – The wetland class is **Riverine**
   **NOTE:** The Riverine wetland can contain depressions that are filled with water when the river is not flooding.

4. Is the entire wetland unit in a topographic depression in which water ponds, or is saturated to the surface, at some time during the year. *This means that any outlet, if present, is higher than the interior of the wetland.*

   NO – go to 5 (YES) – The wetland class is **Depressional**

5. Your wetland unit seems to be difficult to classify and probably contains several different HGM classes. For example, seeps at the base of a slope may grade into a riverine floodplain, or a small stream within a Depressional wetland has a zone of flooding along its sides. GO BACK AND IDENTIFY WHICH OF THE HYDROLOGIC REGIMES DESCRIBED IN QUESTIONS 1-4 APPLY TO DIFFERENT AREAS IN THE WETLAND UNIT (make a rough sketch to help you decide). Use the following table to identify the appropriate class to use for the rating system if you have several HGM classes present within the wetland unit being scored.

**NOTE:** Use this table only if the class that is recommended in the second column represents 10% or more of the total area of the wetland unit being rated. If the area of the HGM class listed in column 2 is less than 10% of the wetland unit; classify the wetland using the class that represents more than 90% of the total area.

| HGM classes within the wetland unit being rated | HGM Class to use in rating |
|---|---|
| Slope + Riverine | Riverine |
| Slope + Depressional | Depressional |
| Slope + Lake Fringe | Lake Fringe |
| Depressional + Riverine (the riverine portion is within the boundary of depression) | Depressional |
| Depressional + Lake Fringe | Depressional |
| Riverine + Lake Fringe | Riverine |

*If you are still unable to determine which of the above criteria apply to your wetland, or if you have* ***more than 2 HGM classes*** *within a wetland boundary, classify the wetland as Depressional for the rating.*

Wetland name or number_____

| **DEPRESSIONAL WETLANDS**<br>**Water Quality Functions** - Indicators that the site functions to improve water quality | Points (only 1 score per box) |
|---|---|
| **D 1.0. Does the site have the potential to improve water quality?** | |
| D 1.1. Characteristics of surface water outflows from the wetland:<br>Wetland has no surface water outlet — points = 5<br>Wetland has an intermittently flowing outlet — points = 3<br>Wetland has a highly constricted permanently flowing outlet — points = 3<br>Wetland has a permanently flowing, unconstricted, surface outlet — points = 1 | 1 |
| D 1.2. The soil 2 in below the surface (or duff layer) is true clay or true organic *(use NRCS definitions of soils)*<br>YES = 3 NO = 0 | 0 |
| D 1.3. Characteristics of persistent vegetation (Emergent, Scrub-shrub, and/or Forested Cowardin classes)<br>Wetland has persistent, ungrazed, vegetation for > $^2/_3$ of area — points = 5<br>Wetland has persistent, ungrazed, vegetation from $^1/_3$ to $^2/_3$ of area — points = 3<br>Wetland has persistent, ungrazed vegetation from $^1/_{10}$ to < $^1/_3$ of area — points = 1<br>Wetland has persistent, ungrazed vegetation < $^1/_{10}$ of area — points = 0 | 5 |
| D 1.4. Characteristics of seasonal ponding or inundation:<br>*This is the area of ponding that fluctuates every year. Do not count the area that is permanently ponded.*<br>Area seasonally ponded is > ½ total area of wetland — points = 3<br>Area seasonally ponded is ¼ - ½ total area of wetland — points = 1<br>Area seasonally ponded is < ¼ total area of wetland — points = 0 | 1 |
| Total for D 1 — Add the points in the boxes above | 7 |

**Rating of Site Potential** If score is:___**12- 16 = H** X **6- 11 = M** ___**0- 5 = L** *Record the rating on the first page*

| **D 2.0. Does the landscape have the potential to support the water quality function of the site?** | |
|---|---|
| D 2.1. Does the wetland receive stormwater discharges? Yes = 1 No = 0 | 1 |
| D 2.2. Is > 10% of the area within 150 ft of the wetland in land uses that generate pollutants? Yes = 1 No = 0 | 1 |
| D 2.3. Are there septic systems within 250 ft of the wetland? Yes = 1 No = 0 | 0 |
| D 2.4. Are there other sources of pollutants coming into the wetland that are not listed in questions D 2.1- D 2.3? Source Pet Waste Yes = 1 No = 0 | 1 |
| Total for D 2 — Add the points in the boxes above | 3 |

**Rating of Landscape Potential** If score is: X **3 or 4 = H** ___**1 or 2 = M** ___**0 = L** *Record the rating on the first page*

| **D 3.0. Is the water quality improvement provided by the site valuable to society?** | |
|---|---|
| D 3.1. Does the wetland discharge directly (i.e., within 1 mi) to a stream, river, or lake that is on the 303(d) list? Yes = 1 No = 0 | 0 |
| D 3.2. Is the wetland in a basin or sub-basin where water quality is an issue in some aquatic resource [303(d) list, eutrophic lakes, problems with nuisance and toxic algae]? Yes = 1 No = 0 | 1 |
| D 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality (*answer YES if there is a TMDL for the drainage or basin in which the wetland is found*)? Yes = 2 No = 0 | 2 |
| Total for D 3 — Add the points in the boxes above | 3 |

**Rating of Value** If score is: X **2-4 = H** ___**1 = M** ___**0 = L** *Record the rating on the first page*

Wetland name or number_____

| **DEPRESSIONAL WETLANDS**<br>**Hydrologic Functions** - Indicators that the site functions to reduce flooding and erosion. | Points (only 1 score per box) |
|---|---|
| D 4.0. Does the site have the potential to reduce flooding and erosion? | |
| D 4.1. Characteristics of surface water outflows from the wetland:<br>Wetland has no surface water outlet points = 8<br>Wetland has an intermittently flowing outlet points = 4<br>Wetland has a highly constricted permanently flowing outlet points = 4<br>Wetland has a permanently flowing unconstricted surface outlet points = 0<br>*(If outlet is a ditch and not permanently flowing treat wetland as "intermittently flowing")* | 0 |
| D 4.2. Depth of storage during wet periods: *Estimate the height of ponding above the bottom of the outlet. For wetlands with no outlet, measure from the surface of permanent water or deepest part (if dry).*<br>Seasonal ponding: > 3 ft above the lowest point in wetland or the surface of permanent ponding points = 8<br>Seasonal ponding: 2 ft - < 3 ft above the lowest point in wetland or the surface of permanent ponding points = 6<br>The wetland is a headwater wetland points = 4<br>Seasonal ponding: 1 ft - < 2 ft points = 4<br>Seasonal ponding: 6 in - < 1 ft points = 2<br>Seasonal ponding: < 6 in or wetland has only saturated soils points = 0 | 4 |
| Total for D 4 — Add the points in the boxes above | 4 |

**Rating of Site Potential** If score is:___**12-16 = H** ___**6-11 = M** X **0-5 = L** *Record the rating on the first page*

| D 5.0. Does the landscape have the potential to support the hydrologic functions of the site? | |
|---|---|
| D 5.1. Does the wetland receive stormwater discharges? Yes = 1 No = 0 | 1 |
| D 5.2. Is > 10% of the area within 150 ft of the wetland in a land use that generates runoff? Yes = 1 No = 0 | 1 |
| D 5.3. Is more than 25% of the contributing basin of the wetland covered with intensive human land uses? Yes = 1 No = 0 | 1 |
| Total for D 5 — Add the points in the boxes above | 3 |

**Rating of Landscape Potential** If score is:_X_**3 = H** ___**1 or 2 = M** ___**0 = L** *Record the rating on the first page*

| D 6.0. Are the hydrologic functions provided by the site valuable to society? | |
|---|---|
| D 6.1. The wetland is in a landscape that has flooding problems.<br>Choose the description that best matches conditions around the wetland being rated. *Do not add points. Choose the highest score if more than one condition is met.*<br>The wetland captures surface water that would otherwise flow down-gradient into areas where flooding has damaged human or natural resources (e.g., houses or salmon redds), AND<br>Flooding occurs in sub-basin that is immediately down-gradient of wetland points = 2<br>Surface flooding problems are in a sub-basin farther down-gradient points = 1<br>The existing or potential outflow from the wetland is so constrained by human or natural conditions that the water stored by the wetland cannot reach areas that flood.<br>*Explain why* FLOODFLOWS ARE IRRIGATION CONTROLLED points = 0<br>There are no problems with flooding downstream of the wetland ← points = 0 | 0 |
| D 6.2. Has the site has been identified as important for flood storage or flood conveyance in a regional flood control plan? Yes = 2 No = 0 | 0 |
| Total for D 6 — Add the points in the boxes above | 0 |

**Rating of Value** If score is:___**2-4 = H** ___**1 = M** X **0 = L** *Record the rating on the first page*

Wetland name or number_____

| **RIVERINE WETLANDS**<br>**Water Quality Functions** - Indicators that the site functions to improve water quality | Points (only 1 score per box) |
|---|---|
| R 1.0. Does the site have the potential to improve water quality? | |
| R 1.1. Area of surface depressions within the Riverine wetland that can trap sediments during a flooding event:<br>Depressions cover > $^1/_3$ area of wetland points = 6<br>Depressions cover > $^1/_{10}$ area of wetland points = 3<br>Depressions present but cover < $^1/_{10}$ area of wetland points = 1<br>No depressions present points = 0 | |
| R 1.2. Structure of plants in the wetland (areas with >90% cover at person height; **not** Cowardin classes):<br>Forest or shrub > $^2/_3$ the area of the wetland points = 10<br>Forest or shrub $^1/_3$ – $^2/_3$ area of the wetland points = 5<br>Ungrazed, herbaceous plants > $^2/_3$ area of wetland points = 5<br>Ungrazed herbaceous plants $^1/_3$ – $^2/_3$ area of wetland points = 2<br>Forest, shrub, and ungrazed herbaceous < $^1/_3$ area of wetland points = 0 | |
| Total for R 1 Add the points in the boxes above | |

**Rating of Site Potential** If score is:___**12-16 = H** ___**6-11 = M** ___**0-5 = L** *Record the rating on the first page*

| R 2.0. Does the landscape have the potential to support the water quality function of the site? | |
|---|---|
| R 2.1. Is the wetland within an incorporated city or within its UGA? Yes = 2 No = 0 | |
| R 2.2. Does the contributing basin include a UGA or incorporated area? Yes = 1 No = 0 | |
| R 2.3. Does at least 10% of the contributing basin contain tilled fields, pastures, or forests that have been clearcut within the last 5 years? Yes = 1 No = 0 | |
| R 2.4. Is > 10% of the area within 150 ft of wetland in land uses that generate pollutants Yes = 1 No = 0 | |
| R 2.5. Are there other sources of pollutants coming into the wetland that are not listed in questions R 2.1-R 2.4? Source_____ Yes = 1 No = 0 | |
| Total for R 2 Add the points in the boxes above | |

**Rating of Landscape Potential** If score is:___**3-6 = H** ___**1 or 2 = M** ___**0 = L** *Record the rating on the first page*

| R 3.0. Is the water quality improvement provided by the site valuable to society? | |
|---|---|
| R 3.1. Is the wetland along a stream or river that is on the 303(d) list or on a tributary that drains to one within 1 mi? Yes = 1 No = 0 | |
| R 3.2. Does the river or stream have TMDL limits for nutrients, toxics, or pathogens? Yes = 1 No = 0 | |
| R 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality? *Answer YES if there is a TMDL for the drainage in which wetland is found.* Yes = 2 No = 0 | |
| Total for R 3 Add the points in the boxes above | |

**Rating of Value** If score is:___**2-4 = H** ___**1 = M** ___**0 = L** *Record the rating on the first page*

Wetland name or number_____

| **RIVERINE WETLANDS**<br>**Hydrologic Functions** - Indicators that site functions to reduce flooding and stream erosion | Points (only 1 score per box) |
|---|---|
| R 4.0. Does the site have the potential to reduce flooding and erosion? | |
| R 4.1. Characteristics of the overbank storage the wetland provides:<br>*Estimate the average width of the wetland perpendicular to the direction of the flow and the width of the stream or river channel (distance between banks). Calculate the ratio: (average width of wetland)/(average width of stream between banks).*<br>If the ratio is more than 2 points = 10<br>If the ratio is 1-2 points = 8<br>If the ratio is ½-<1 points = 4<br>If the ratio is ¼-< ½ points = 2<br>If the ratio is < ¼ points = 1 | |
| R 4.2. Characteristics of plants that slow down water velocities during floods: *Treat large woody debris as forest or shrub. Choose the points appropriate for the best description (polygons need to have > 90% cover at person height. These are NOT Cowardin classes).*<br>Forest or shrub for more than $^2/_3$ the area of the wetland points = 6<br>Forest or shrub for >$^1/_3$ area OR emergent plants > $^2/_3$ area points = 4<br>Forest or shrub for > $^1/_{10}$ area OR emergent plants > $^1/_3$ area points = 2<br>Plants do not meet above criteria points = 0 | |
| Total for R 5 Add the points in the boxes above | |

**Rating of Site Potential** If score is:___**12-16 = H** ___**6-11 = M** ___**0-5 = L** *Record the rating on the first page*

| R 5.0. Does the landscape have the potential to support the hydrologic functions of the site? | | |
|---|---|---|
| R 5.1. Is the stream or river adjacent to the wetland downcut? | Yes = 0 No = 1 | |
| R 5.2. Does the up-gradient watershed include a UGA or incorporated area? | Yes = 1 No = 0 | |
| R 5.3. Is the up-gradient stream or river controlled by dams? | Yes = 0 No = 1 | |
| Total for R 5 | Add the points in the boxes above | |

**Rating of Landscape Potential** If score is:___**3 = H** ___**1 or 2 = M** ___**0 = L** *Record the rating on the first page*

| R 6.0. Are the hydrologic functions provided by the site valuable to society? | |
|---|---|
| R 6.1. Distance to the nearest areas downstream that have flooding problems? *Choose the description that best fits the site.*<br>The sub-basin immediately down-gradient of site has surface flooding problems that result in damage to human or natural resources points = 2<br>Surface flooding problems are in a basin farther down-gradient points = 1<br>No flooding problems anywhere downstream points = 0 | |
| R 6.2. Has the site been identified as important for flood storage or flood conveyance in a regional flood control plan? Yes = 2 No = 0 | |
| Total for R 6 Add the points in the boxes above | |

**Rating of Value** If score is:___**2-4 = H** ___**1 = M** ___**0 = L** *Record the rating on the first page*

Wetland name or number_____

| **LAKE FRINGE WETLANDS**<br>**Water Quality Functions** - Indicators that the site functions to improve water quality. | | Points (only 1 score per box) |
|---|---|---|
| L 1.0. Does the site have the potential to improve water quality? | | |
| L 1.1. Average width of plants along the lakeshore *(use polygons of Cowardin classes)*: | | |
| Plants are more than 33 ft (10 m) wide | points = 6 | |
| Plants are more than 16 ft (5 m) and < 33 ft (10 m) wide | points = 3 | |
| Plants are more than 6 ft (2 m) and < 16 ft (5 m) wide | points = 1 | |
| Plants are less than 6 ft wide | points = 0 | |
| L 1.2. Characteristics of the plants in the wetland: Choose the appropriate description that results in the highest points, and do not include any open water in your estimate of coverage. The herbaceous plants can be either the dominant form or as an understory in a shrub or forest community. *These are not Cowardin classes. Area of cover is total cover in the wetland, but it can be in patches. Herbaceous does not include aquatic bed.* | | |
| Cover of herbaceous plants is > 90% of the vegetated area | points = 6 | |
| Cover of herbaceous plants is > $^2/_3$ of the vegetated area | points = 4 | |
| Cover of herbaceous plants is > $^1/_3$ of the vegetated area | points = 3 | |
| Other plants that are not aquatic bed > $^2/_3$ wetland | points = 3 | |
| Other plants that are not aquatic bed in > $^1/_3$ vegetated area | points = 1 | |
| Aquatic bed plants and open water cover > $^2/_3$ of the wetland | points = 0 | |
| Total for L 1 | Add the points in the boxes above | |

**Rating of Site Potential** If score is:___**8-12 = H** ___**4-7 = M** ___**0-3 = L** *Record the rating on the first page*

| L 2.0. Does the landscape have the potential to support the water quality function of the site? | | |
|---|---|---|
| L 2.1. Is the lake used by power boats? | Yes = 1 No = 0 | |
| L 2.2. Is > 10% of the area within 150 ft of wetland on the upland side in land uses that generate pollutants? | Yes = 1 No = 0 | |
| L 2.3. Does the lake have problems with algal blooms or excessive plants such as milfoil? | Yes = 1 No = 0 | |
| Total for L 2 | Add the points in the boxes above | |

**Rating of Landscape Potential** If score is:___**2 or 3 = H** ___**1 = M** ___**0 = L** *Record the rating on the first page*

| L 3.0. Is the water quality improvement provided by the site valuable to society? | | |
|---|---|---|
| L 3.1. Is the lake on the 303(d) list of degraded aquatic resources? | Yes = 1 No = 0 | |
| L 3.2. Is the lake in a sub-basin where water quality is an issue (at least one aquatic resource in the basin is on the 303(d) list)? | Yes = 1 No = 0 | |
| L 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality? *Answer YES if there is a TMDL for the lake or basin in which wetland is found.* | Yes = 2 No = 0 | |
| Total for L 3 | Add the points in the boxes above | |

**Rating of Value** If score is:___**2-4 = H** ___**1 = M** ___**0 = L** *Record the rating on the first page*

Wetland name or number_____

| **LAKE FRINGE WETLANDS**<br>**Hydrologic Functions** - Indicators that the wetland unit functions to reduce shoreline erosion | Points (only 1 score per box) |
|---|---|
| L 4.0. Does the site have the potential to reduce shoreline erosion? | |
| L 4.1. Distance along shore and average width of Cowardin classes along the lakeshore (**do not** include Aquatic Bed):<br>*Choose the highest scoring description that matches conditions in the wetland.*<br>> ¾ of distance is Scrub-shrub or Forested at least 33 ft (10 m) wide — points = 6<br>> ¾ of distance is Scrub-shrub or Forested at least 6 ft (2 m) wide — points = 4<br>> ¼ distance is Scrub-shrub or Forested at least 33 ft (10 m) wide — points = 4<br>Plants are at least 6 ft (2 m) wide (do not include Aquatic Bed) — points = 2<br>Plants are less than 6 ft (2 m) wide (do not include Aquatic Bed) — points = 0 | |

**Rating of Site Potential** If score is: ___**6 = M** ___**0-5 = L** *Record the rating on the first page*

| | | |
|---|---|---|
| L 5.0. Does the landscape have the potential to support hydrologic functions of the site? | | |
| L 5.1. Is the lake used by power boats with more than 10 hp? | Yes = 1 No = 0 | |
| L 5.2. Is the fetch on the lake side of the wetland at least 1 mile in distance? | Yes = 1 No = 0 | |
| Total for L 5 | Add the points in the boxes above | |

**Rating of Landscape Potential** If score is:___**2 = H** ___**1 = M** ___**0 = L** *Record the rating on the first page*

| | |
|---|---|
| L 6.0. Are the hydrologic functions provided by the site valuable to society? | |
| L 6.1. Are there resources, both human and natural, along the shore that can be impacted by erosion?<br>If more than one resource is present, choose the one with the highest score.<br>There are human structures or old growth/mature forests within 25 ft of OHWM of the shore in the wetland — points = 2<br>There are nature trails or other paths and recreational activities within 25 ft of OHWM — points = 1<br>Other resources that could be impacted by erosion — points = 1<br>There are no resources that can be impacted by erosion along the shores of the wetland — points = 0 | |

**Rating of Value** If score is:___**2 = H** ___**1 = M** ___**0 = L** *Record the rating on the first page*

NOTES and FIELD OBSERVATIONS:

Wetland name or number_____

| **SLOPE WETLANDS**<br>**Water Quality Functions** - Indicators that the site functions to improve water quality | Points (only 1 score per box) |
|---|---|
| S 1.0. Does the site have the potential to improve water quality? | |
| S 1.1. Characteristics of average slope of wetland: *(a 1% slope has a 1 ft vertical drop in elevation for every 100 ft of horizontal distance)*<br>Slope is 1% or less points = 3<br>Slope is > 1% - 2% points = 2<br>Slope is > 2% - 5% points = 1<br>Slope is greater than 5% points = 0 | |
| S 1.2. The soil 2 in below the surface (or duff layer) is true clay or tureorganic *(use NRCS definitions)*: Yes = 3 No = 0 | |
| S 1.3. Characteristics of the plants in the wetland that trap sediments and pollutants:<br>Choose the points appropriate for the description that best fits the plants in the wetland. *Dense means you have trouble seeing the soil surface (>75% cover), and uncut means not grazed or mowed and plants are higher than 6 in.*<br>Dense, uncut, herbaceous plants > 90% of the wetland area points = 6<br>Dense, uncut, herbaceous plants > ½ of area points = 3<br>Dense, woody, plants > ½ of area points = 2<br>Dense, uncut, herbaceous plants > ¼ of area points = 1<br>Does not meet any of the criteria above for plants points = 0 | |
| Total for S 1 Add the points in the boxes above | |

**Rating of Site Potential** If score is:___**12 = H** ___**6-11 = M** ___**0-5 = L** *Record the rating on the first page*

| S 2.0. Does the landscape have the potential to support the water quality function at the site? | |
|---|---|
| S 2.1. Is > 10% of the area within 150 ft on the uphill side of the wetland in land uses that generate pollutants? Yes = 1 No = 0 | |
| S 2.2. Are there other sources of pollutants coming into the wetland that are not listed in question S 2.1?<br>Other sources _____ Yes = 1 No = 0 | |
| Total for S 2 Add the points in the boxes above | |

**Rating of Landscape Potential** If score is:___**1-2 = M** ___**0 = L** *Record the rating on the first page*

| S 3.0. Is the water quality improvement provided by the site valuable to society? | |
|---|---|
| S 3.1. Does the wetland discharge directly to a stream, river, or lake that is on the 303(d) list (*within 1 mi*)? Yes = 1 No = 0 | |
| S 3.2. Is the wetland in a basin or sub-basin where water quality is an issue? *At least one aquatic resource in the basin is on the 303(d) list.* Yes = 1 No = 0 | |
| S 3.3. Has the site been identified in a watershed or local plan as important for maintaining water quality (*answer YES if there is a TMDL for the drainage or basin in which wetland is found*)? Yes = 2 No = 0 | |
| Total for S 3 Add the points in the boxes above | |

**Rating of Value** If score is:___**2-4 = H** ___**1 = M** ___**0 = L** *Record the rating on the first page*

Wetland name or number_____

| **SLOPE WETLANDS**<br>**Hydrologic Functions** - Indicators that the site functions to reduce flooding and erosion | Points (only 1 score per box) |
|---|---|
| S 4.0. Does the site have the potential to reduce flooding and erosion? | |
| S 4.1. Characteristics of plants that reduce the velocity of surface flows during storms: Choose the points appropriate for the description that best fits conditions in the wetland. *Stems of plants should be thick enough (usually > $^1/_8$ in), or dense enough, to remain erect during surface flows.*<br>Dense, uncut, **rigid** plants cover > 90% of the area of the wetland — points = 1<br>All other conditions — points = 0 | |

**Rating of Site Potential** If score is:___**1 = M** ___**0 = L** *Record the rating on the first page*

| | |
|---|---|
| S 5.0. Does the landscape have the potential to support the hydrologic functions of the site? | |
| S 5.1. Is more than 25% of the area within 150 ft upslope of wetland in land uses that generate excess surface runoff? Yes = 1 No = 0 | |

**Rating of Landscape Potential** If score is:___**1 = M** ___**0 = L** *Record the rating on the first page*

| | |
|---|---|
| S 6.0. Are the hydrologic functions provided by the site valuable to society? | |
| S 6.1. Distance to the nearest areas downstream that have flooding problems:<br>The sub-basin immediately down-gradient of site has surface flooding problems that result in damage to human or natural resources (e.g., houses or salmon redds) — points = 2<br>Surface flooding problems are in a sub-basin farther down-gradient — points = 1<br>No flooding problems anywhere downstream — points = 0 | |
| S 6.2. Has the site been identified as important for flood storage and flood conveyance in a regional flood control plan? Yes = 2 No = 0 | |
| Total for S 6 — Add the points in the boxes above | |

**Rating of Value** If score is:___**2-4 = H** ___**1 = M** ___**0 = L** *Record the rating on the first page*

NOTES and FIELD OBSERVATIONS:

Wetland name or number_____

| | |
|---|---|
| H 1.6. Special habitat features<br>*Check the habitat features that are present in the wetland. The number of checks is the number of points.*<br>___ Loose rocks larger than 4 in OR large, downed, woody debris (> 4 in diameter) within the area of surface ponding or in stream.<br>__1__ Cattails or bulrushes are present within the wetland.<br>__1__ Standing snags (diameter at the bottom > 4 in) in the wetland or within 30 m (100 ft) of the edge.<br>__1__ Emergent or shrub vegetation in areas that are permanently inundated/ponded.<br>__1__ Stable steep banks of fine material that might be used by beaver or muskrat for denning (> 45 degree slope) OR signs of recent beaver activity<br>____ Invasive species cover less than 20% in each stratum of vegetation *(canopy, sub-canopy, shrubs, herbaceous, moss/ground cover)* | 5 |
| Total for H 1 — Add the points in the boxes above | 17 |

**Rating of Site Potential** If score is: _X_ **15-18 = H** ___ **7-14 = M** ___ **0-6 = L** *Record the rating on the first page*

| | |
|---|---|
| H 2.0. Does the landscape have the potential to support habitat functions of the site? | |
| H 2.1. Accessible habitat (only area of habitat abutting wetland). If total accessible habitat is:<br>*Calculate:* % undisturbed habitat _1_ + [(% moderate and low intensity land uses)/2] 8.3 = 4.65 %<br>> 1/3 (33.3%) of 1 km Polygon — points = 3<br>20-33% of 1km Polygon — points = 2<br>10-19% of 1km Polygon — points = 1<br><10% of 1km Polygon — points = 0 | 0 |
| H 2.2. Undisturbed habitat in 1 km Polygon around wetland.<br>*Calculate:* % undisturbed habitat 3.3 + [(% moderate and low intensity land uses)/2] 9.8 = 6.65 %<br>Undisturbed habitat > 50% of Polygon — points = 3<br>Undisturbed habitat 10 - 50% and in 1-3 patches — points = 2<br>Undisturbed habitat 10 - 50% and > 3 patches — points = 1<br>Undisturbed habitat < 10% of Polygon — points = 0 | 0 |
| H 2.3. Land use intensity in 1 km Polygon:<br>> 50% of Polygon is high intensity land use — points = (- 2)<br>Does not meet criterion above 58% — points = 0 | -2 |
| H 2.4. The wetland is in an area where annual rainfall is less than 12 in, and its water regime is not influenced by irrigation practices, dams, or water control structures. *Generally, this means outside boundaries of reclamation areas, irrigation districts, or reservoirs* — Yes = 3 No = 0 | |
| Total for H 2 — Add the points in the boxes above | -2 |

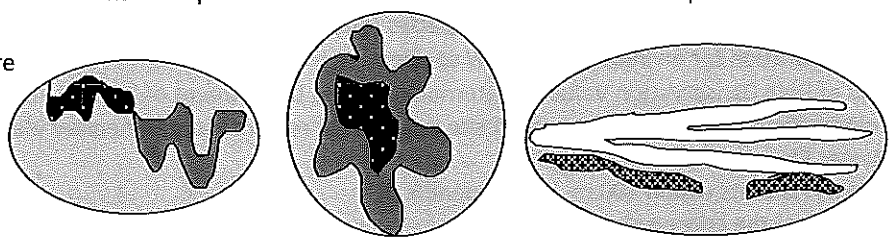
CHECK

**Rating of Landscape Potential** If score is: ___ **4-9 = H** ___ **1-3 = M** _X_ **< 1 = L** *Record the rating on the first page*

| | |
|---|---|
| H 3.0. Is the habitat provided by the site valuable to society? | |
| H 3.1. Does the site provide habitat for species valued in laws, regulations, or policies? *Choose the highest score that applies to the wetland being rated*<br>Site meets ANY of the following criteria: (points = 2)<br>X It has 3 or more priority habitats within 100 m (see Appendix B)<br>— It provides habitat for Threatened or Endangered species (any plant or animal on state or federal lists)<br>— It is mapped as a location for an individual WDFW species<br>— It is a Wetland of High Conservation Value as determined by the Department of Natural Resources<br>— It has been categorized as an important habitat site in a local or regional comprehensive plan, in a Shoreline Master Plan, or in a watershed plan<br>Site has 1 or 2 priority habitats within 100 m (see Appendix B) — points = 1<br>Site does not meet any of the criteria above — points = 0 | 2 |

**Rating of Value** If score is: _X_ **2 = H** ___ **1 = M** ___ **0 = L** *Record the rating on the first page*

Wetland name or number_____

| **These questions apply to wetlands of all HGM classes.**<br>**HABITAT FUNCTIONS** - Indicators that site functions to provide important habitat | (only 1 score per box) |
|---|---|
| H 1.0. Does the wetland have the potential to provide habitat for many species? | |
| H 1.1. Structure of the plant community:<br>*Check the Cowardin vegetation classes present and categories of emergent plants. Size threshold for each category is >= ¼ ac or >= 10% of the wetland if wetland is < 2.5 ac.*<br>X Aquatic bed<br>____Emergent plants 0-12 in (0-30 cm) high are the highest layer and have > 30% cover<br>X Emergent plants >12-40 in (>30-100 cm) high are the highest layer with >30% cover<br>X Emergent plants > 40 in (> 100 cm) high are the highest layer with >30% cover<br>X Scrub-shrub (areas where shrubs have >30% cover)<br>____Forested (areas where trees have >30% cover)<br>4 or more checks: points = 3<br>3 checks: points = 2<br>2 checks: points = 1<br>1 check: points = 0 | 3 |
| H 1.2. Is one of the vegetation types Aquatic Bed? Yes = 1 No = 0 | 1 |
| H 1.3. Surface water<br>H 1.3.1. Does the wetland have areas of open water (without emergent or shrub plants) over at least ¼ ac **OR** 10% of its area during the March to early June **OR** in August to the end of September? ***Answer YES for Lake Fringe wetlands.*** Yes = 3 points & go to H 1.4 No = go to H 1.3.2<br>H 1.3.2. Does the wetland have an intermittent or permanent, and unvegetated stream within its boundaries, or along one side, over at least ¼ ac or 10% of its area? *Answer yes only if H 1.3.1 is No.*<br>(Yes = 3) No = 0 | 3 |
| H 1.4. Richness of plant species<br>Count the number of plant species in the wetland that cover at least 10 ft$^2$. D*ifferent patches of the same species can be combined to meet the size threshold. You do not have to name the species.*<br>*Do not include Eurasian milfoil, reed canarygrass, purple loosestrife, Russian olive, Phragmites, Canadian thistle, yellow-flag iris, and saltcedar (Tamarisk)*<br># of species ____<br>Scoring: (> 9 species: points = 2)<br>4-9 species: points = 1<br>< 4 species: points = 0 | 2 |
| H 1.5. Interspersion of habitats<br>Decide from the diagrams below whether interspersion among types of plant structures (described in H 1.1), and unvegetated areas (open water or mudflats) is high, moderate, low, or none.<br>*Use map of Cowardin and emergent plant classes prepared for questions H 1.1 and map of open water from H 1.3. If you have four or more plant classes or three classes and open water, the rating is always high.*<br><br>**None** = 0 points **Low** = 1 point **Moderate** = 2 points<br>All three diagrams in this row are (**High** = 3 points)<br><br>Riparian braided channels with 2 classes | Figure__<br>3 |

Wetland name or number_____

## CATEGORIZATION BASED ON SPECIAL CHARACTERISTICS

***Please determine if the wetland meets the attributes described below and circle the appropriate category. NOTE: A wetland may meet the criteria for more than one set of special characteristics. Record all those that apply. NOTE: All wetlands should also be characterized based on their functions.***

| **Wetland Type**<br>*Check off any criteria that apply to the wetland. Circle the category when the appropriate criteria are met.* | **Category** |
|---|---|
| **SC 1.0. Vernal pools**<br>Is the wetland **less than 4000 ft²**, and does it meet at least **two** of the following criteria?<br>— Its only source of water is rainfall or snowmelt from a small contributing basin and has no groundwater input.<br>— Wetland plants are typically present only in the spring; the summer vegetation is typically upland annuals. *If you find perennial, obligate, wetland plants, the wetland is probably NOT a vernal pool.*<br>— The soil in the wetland is shallow [< 1 ft (30 cm)deep] and is underlain by an impermeable layer such as basalt or clay.<br>— Surface water is present for less than 120 days during the wet season.<br>Yes – Go to **SC 1.1** No = **Not a vernal pool**<br>SC 1.1. Is the vernal pool relatively undisturbed in February and March?<br>Yes – Go to **SC 1.2** No = **Not a vernal pool with special characteristics** | |
| SC 1.2. Is the vernal pool in an area where there are at least 3 separate aquatic resources within 0.5 mi (other wetlands, rivers, lakes etc.)? Yes = **Category II** No = **Category III** | **Cat. II**<br>**Cat. III** |
| **SC 2.0. Alkali wetlands**<br>Does the wetland meet **one** of the following criteria?<br>— The wetland has a conductivity > 3.0 mS/cm.<br>— The wetland has a conductivity between 2.0 and 3.0 mS, and more than 50% of the plant cover in the wetland can be classified as "alkali" species (see Table 4 for list of plants found in alkali systems).<br>— If the wetland is dry at the time of your field visit, the central part of the area is covered with a layer of salt.<br>**OR** does the wetland unit meet two of the following three sub-criteria?<br>— Salt encrustations around more than 75% of the edge of the wetland<br>— More than ¾ of the plant cover consists of species listed on Table 4<br>— A pH above 9.0. All alkali wetlands have a high pH, but please note that some freshwater wetlands may also have a high pH. Thus, pH alone is not a good indicator of alkali wetlands.<br>Yes = **Category I** No= **Not an alkali wetland** | **Cat. I** |
| **SC 3.0. Wetlands of High Conservation Value (WHCV)**<br>SC 3.1. Has the WA Department of Natural Resources updated their website to include the list of Wetlands of High Conservation Value? Yes – Go to **SC 3.2** No – Go to **SC 3.3**<br>SC 3.2. Is the wetland listed on the WDNR database as a Wetland of High Conservation Value?<br>Yes = **Category I** No = **Not a WHCV**<br>SC 3.3. Is the wetland in a Section/Township/Range that contains a Natural Heritage wetland?<br>http://www1.dnr.wa.gov/nhp/refdesk/datasearch/wnhpwetlands.pdf<br>Yes – **Contact WNHP/WDNR and go to SC 3.4** No = **Not a WHCV**<br>SC 3.4. Has WDNR identified the wetland within the S/T/R as a Wetland of High Conservation Value and it is listed on their website? Yes = **Category I** No =**Not a WHCV** | **Cat. I** |

Wetland name or number_____

| | |
|---|---|
| **SC 4.0 Bogs and Calcareous Fens**<br>Does the wetland (or any part of the wetland unit) meet both the criteria for soils and vegetation in bogs or calcareous fens? *Use the key below to identify if the wetland is a bog or calcareous fen.* ***If you answer yes you will still need to rate the wetland based on its functions.***<br>SC 4.1. Does an area within the wetland have organic soil horizons (i.e., layers of organic soil), either peats or mucks, that compose 16 in or more of the first 32 in of the soil profile? *See Appendix C for a field key to identify organic soils.* Yes – Go to **SC 4.3** No – Go to **SC 4.2**<br>SC 4.2. Does an area within the wetland have organic soils, either peats or mucks, that are less than 16 in deep over bedrock or an impermeable hardpan such as clay or volcanic ash, or that are floating on top of a lake or pond? Yes – Go to **SC 4.3** No = **Is not a bog for rating**<br>SC 4.3. Does an area within the wetland have more than 70% cover of mosses at ground level AND at least 30% of the total plant cover consists of species in Table 5? Yes = **Category I bog** No – Go to **SC 4.4**<br>**NOTE:** If you are uncertain about the extent of mosses in the understory, you may substitute that criterion by measuring the pH of the water that seeps into a hole dug at least 16 in deep. If the pH is less than 5.0 and the plant species in Table 5 are present, the wetland is a bog.<br>SC 4.4. Is an area with peats or mucks forested (> 30% cover) with subalpine fir, western red cedar, western hemlock, lodgepole pine, quaking aspen, Engelmann spruce, or western white pine, AND any of the species (or combination of species) listed in Table 5 provide more than 30% of the cover under the canopy? Yes = **Category I bog** No – Go to **SC 4.5**<br>SC 4.5. Do the species listed in Table 6 comprise at least 20% of the total plant cover within an area of peats and mucks? Yes = **Is a Calcareous Fen for purpose of rating** No – Go to **SC 4.6**<br>SC 4.6. Do the species listed in Table 6 comprise at least 10% of the total plant cover in an area of peats and mucks, AND one of the two following conditions is met:<br>— Marl deposits [calcium carbonate ($CaCO_3$) precipitate] occur on the soil surface or plant stems<br>— The pH of free water is ≥ 6.8 AND electrical conductivity is ≥ 200 uS/cm at multiple locations within the wetland Yes = **Is a Category I calcareous fen** No = **Is not a calcareous fen** | **Cat. I**<br><br>**Cat. I** |

| | |
|---|---|
| **SC 5.0. Forested Wetlands**<br>Does the wetland have an area of forest rooted within its boundary that meets **at least one** of the following three criteria? (*Continue only if you have identified that a forested class is present in question H 1.1*)<br>— The wetland is within the 100 year floodplain of a river or stream<br>— Aspen (*Populus tremuloides*) represents at least 20% of the total cover of woody species<br>— There is at least ¼ ac of trees (even in wetlands smaller than 2.5 ac) that are "mature" or "old-growth" according to the definitions for these priority habitats developed by WDFW *(see definitions in question H3.1)*<br>Yes – Go to **SC 5.1** No = **Not a forested wetland with special characteristics** | |
| SC 5.1. Does the wetland have a forest canopy where more than 50% of the tree species (by cover) are slow growing native trees (*see Table 7*)? Yes = **Category I** No – Go to **SC 5.2**<br>SC 5.2. Does the wetland have areas where aspen (*Populus tremuloides*) represents at least 20% of the total cover of woody species? Yes = **Category I** No – Go to **SC 5.3**<br>SC 5.3. Does the wetland have at least ¼ acre with a forest canopy where more than 50% of the tree species (by cover) are fast growing species (*see Table 7*)? Yes = **Category II** No – Go to **SC 5.4**<br>SC 5.4. Is the forested component of the wetland within the 100 year floodplain of a river or stream?<br>Yes = **Category II** No = **Not a forested wetland with special characteristics** | **Cat. I**<br><br>**Cat. I**<br><br>**Cat. II**<br><br>**Cat. II** |
| **Category of wetland based on Special Characteristics**<br>*Choose the highest rating if wetland falls into several categories*<br>If you answered No for all types, enter "Not Applicable" on Summary Form | |

# Appendix B: WDFW Priority Habitats in Eastern Washington

Priority habitats listed by WDFW (see complete descriptions of WDFW priority habitats, and the counties in which they can be found, in: Washington Department of Fish and Wildlife. 2008. Priority Habitat and Species List. Olympia, Washington. 177 pp. http://wdfw.wa.gov/publications/00165/wdfw00165.pdf or access the list from here: http://wdfw.wa.gov/conservation/phs/list/)

Count how many of the following priority habitats are within 330 ft (100 m) of the wetland: ***NOTE:*** *This question is independent of the land use between the wetland and the priority habitat.*

— **Aspen Stands:** Pure or mixed stands of aspen greater than 1 ac (0.4 ha).

— **Biodiversity Areas and Corridors**: Areas of habitat that are relatively important to various species of native fish and wildlife (*full descriptions in WDFW PHS report*).

— **Old-growth/Mature forests:** Old-growth east of Cascade crest – Stands are highly variable in tree species composition and structural characteristics due to the influence of fire, climate, and soils. In general, stands will be >150 years of age, with 10 trees/ac (25 trees/ha) that are > 21 in (53 cm) dbh, and 1-3 snags/ac (2.5-7.5 snags/ha) that are > 12-14 in (30-35 cm) diameter. Downed logs may vary from abundant to absent. Canopies may be single or multi-layered. Evidence of human-caused alterations to the stand will be absent or so slight as to not affect the ecosystem's essential structures and functions. Mature forests – Stands with average diameters exceeding 21 in (53 cm) dbh; crown cover may be less than 100%; decay, decadence, numbers of snags, and quantity of large downed material is generally less than that found in old-growth; 80-200 years old west and 80-160 years old east of the Cascade crest.

— **Oregon White Oak:** Woodland stands of pure oak or oak/conifer associations where canopy coverage of the oak component is important (*full descriptions in WDFW PHS report p. 158 – see web link above*).

— **Riparian**: The area adjacent to aquatic systems with flowing water that contains elements of both aquatic and terrestrial ecosystems which mutually influence each other.

— **Instream:** The combination of physical, biological, and chemical processes and conditions that interact to provide functional life history requirements for instream fish and wildlife resources.

— **Caves:** A naturally occurring cavity, recess, void, or system of interconnected passages under the earth in soils, rock, ice, or other geological formations and is large enough to contain a human.

— **Cliffs:** Greater than 25 ft (7.6 m) high and occurring below 5000 ft elevation.

— **Talus:** Homogenous areas of rock rubble ranging in average size 0.5 - 6.5 ft (0.15 - 2.0 m), composed of basalt, andesite, and/or sedimentary rock, including riprap slides and mine tailings. May be associated with cliffs.

— **Snags and Logs:** Trees are considered snags if they are dead or dying and exhibit sufficient decay characteristics to enable cavity excavation/use by wildlife. Priority snags have a diameter at breast height of > 12 in (30 cm)in eastern Washington and are > 6.5 ft (2 m) in height. Priority logs are > 12 in (30 cm ) in diameter at the largest end, and > 20 ft (6 m) long.

— **Shrub-steppe:** A nonforested vegetation type consisting of one or more layers of perennial bunchgrasses and a conspicuous but discontinuous layer of shrubs (see Eastside Steppe for sites with little or no shrub cover).

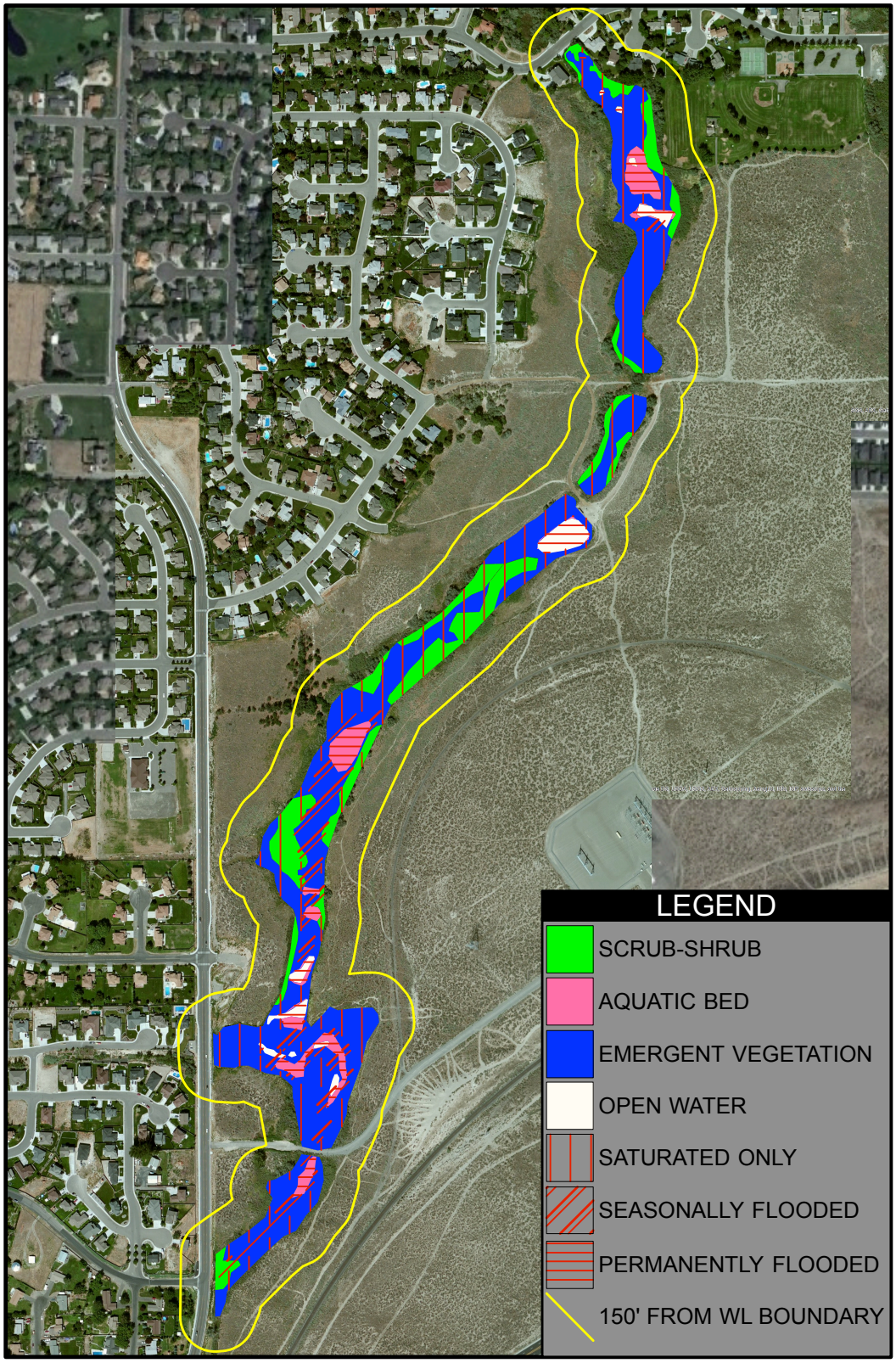
— **Eastside Steppe:** Nonforested vegetation type dominated by broadleaf herbaceous flora (i.e., forbs), perennial bunchgrasses, or a combination of both. Bluebunch wheatgrass (*Pseudoroegneria spicata*) is often the prevailing cover component along with Idaho fescue (*Festuca idahoensis*), Sandberg bluegrass (*Poa secunda*), rough fescue (*F. campestris*), or needlegrasses (*Achnatherum* spp.).

— **Juniper Savannah:** All juniper woodlands.

**Note:** All vegetated wetlands are by definition a priority habitat but are not included in this list because they are addressed elsewhere.

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WILLOWBROOK
WETLAND RATING FIGURE A1 - WETLAND A




Scale 1" = 250'

0 250 500

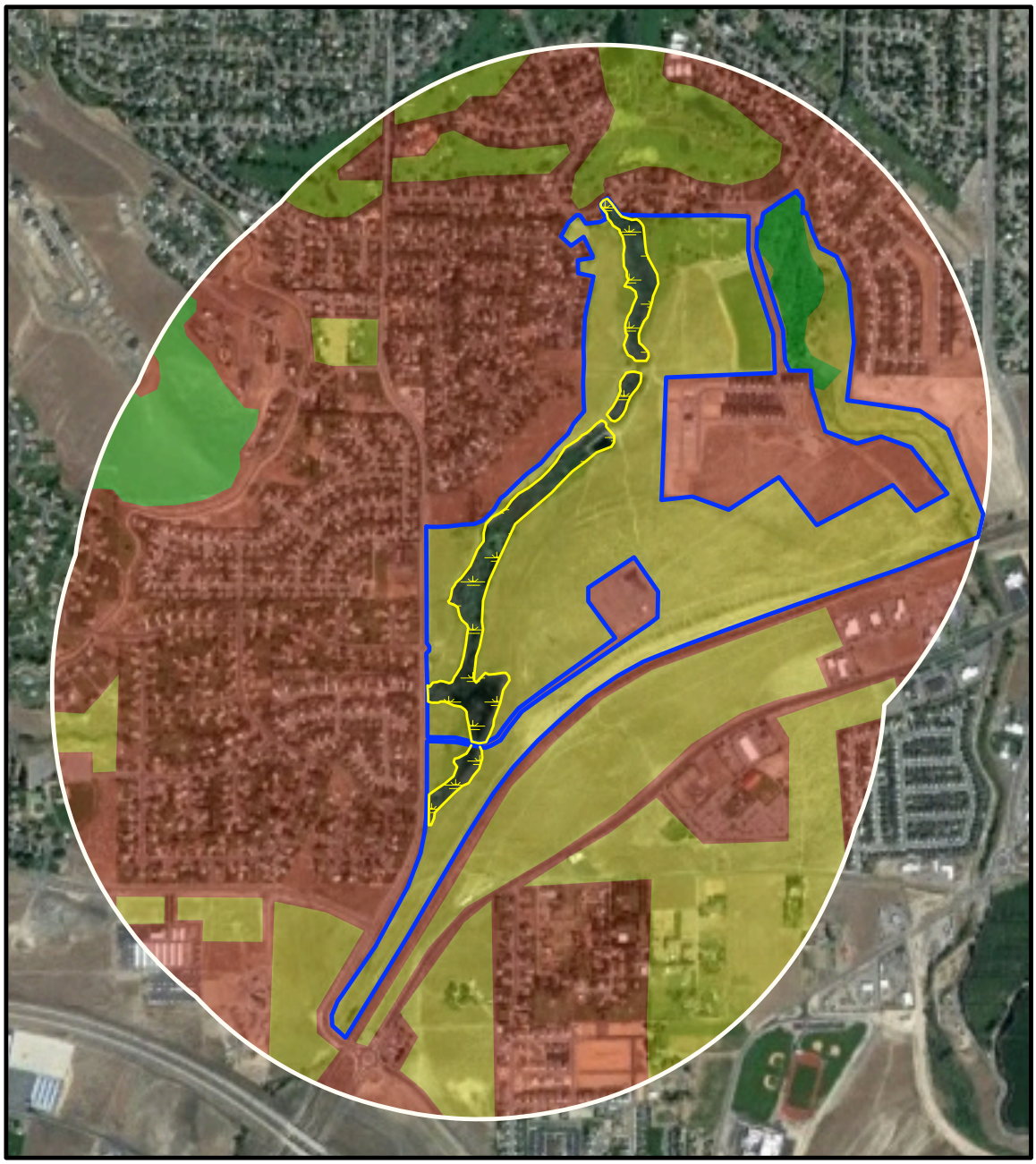
Wetland Resources, Inc.
Delineation / Mitigation / Restoration / Habitat Creation / Permit Assistance
9505 19th Avenue S.E. Suite 106 Everett, Washington 98208
Phone: (425) 337-3174
Fax: (425) 337-3045
Email: mailbox@wetlandresources .com

**WETLAND RATING**
**Wetland A**

Alpine Resources
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

Figure A1
WRI Job # 16235
Drawn by: SB

WILLOWBROOK
WETLAND RATING FIGURE A2 - WETLAND A




Scale 1" = 1,500'

0 1,500 3,000

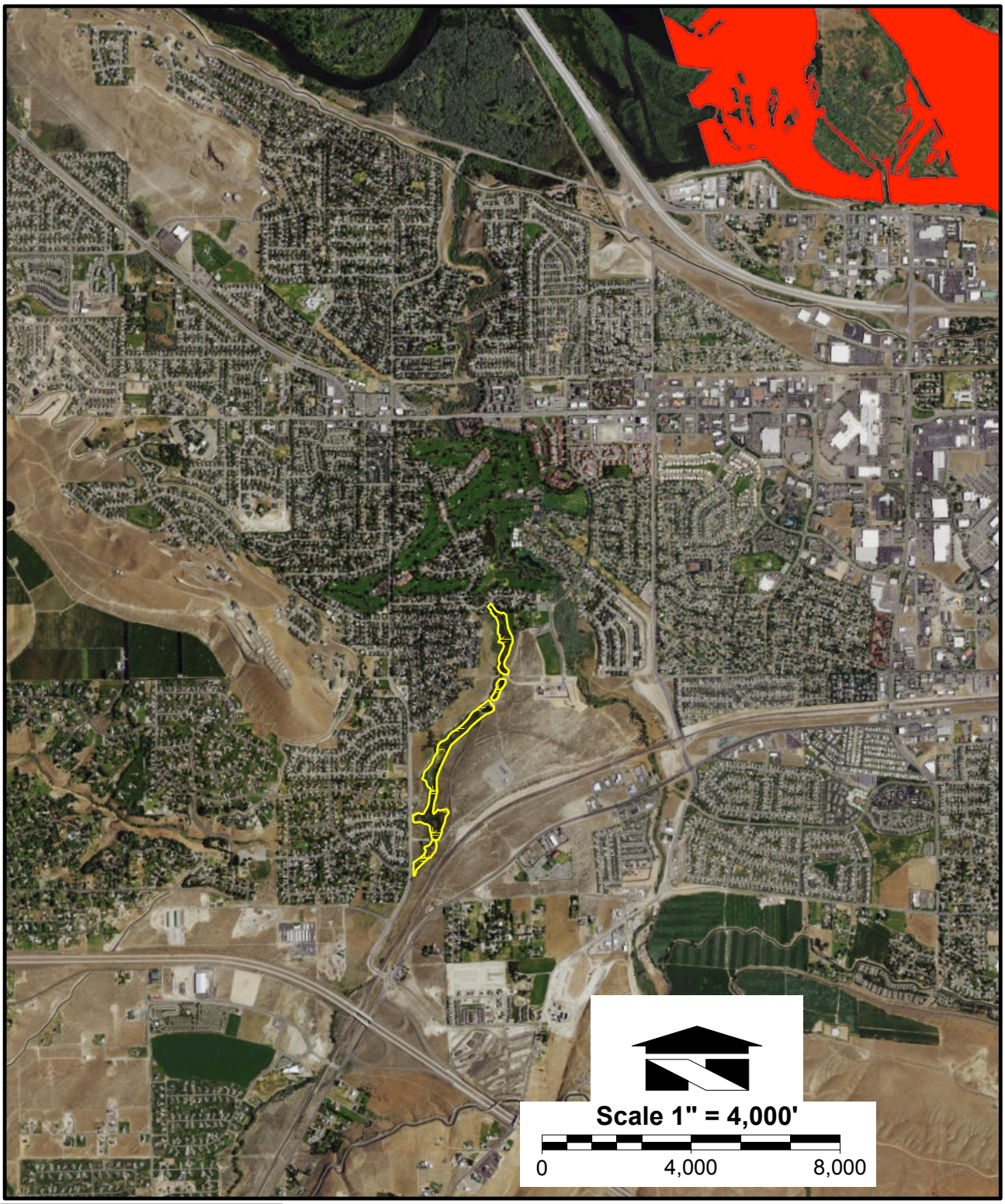
Wetland Resources, Inc.
Delineation / Mitigation / Restoration / Habitat Creation / Permit Assistance
9505 19th Avenue S.E. Suite 106 Everett, Washington 98208
Phone: (425) 337-3174
Fax: (425) 337-3045
Email: mailbox@wetlandresources .com

**WETLAND RATING**
**Wetland A**

Alpine Resources
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

Figure A2
WRI Job # 16235
Drawn by: SB

WILLOWBROOK
WETLAND RATING FIGURE A3 - WETLAND A




## LEGEND

WETLAND

AQUATIC RESOURCES ON THE 303(d) LIST

Wetland Resources, Inc.
Delineation / Mitigation / Restoration / Habitat Creation / Permit Assistance
9505 19th Avenue S.E. Suite 106 Everett, Washington 98208
Phone: (425) 337-3174
Fax: (425) 337-3045
Email: mailbox@wetlandresources .com

**WETLAND RATING**
**Wetland A**

Alpine Resources
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

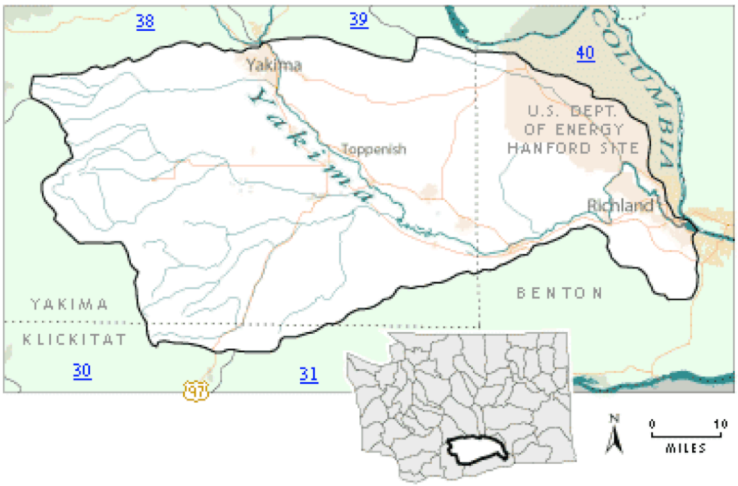
Figure A3
WRI Job # 16235
Drawn by: SB

WILLOWBROOK
WETLAND RATING FIGURE A4 - WETLAND A

## WRIA 37: Lower Yakima

The following table lists overview information and links to specific water quality improvement projects (including total maximum daily loads, or TMDLs) for this water resource inventory area (WRIA). Please use links (where available) for more information on a project.

**Yakima River basin project index:**




**www.ecy.wa.gov/programs/wq/tmdl/yakima_wq/index.html**

**Counties**

- Benton
- Klickitat
- Yakima

| Waterbody Name | Pollutant(s) | Status** | TMDL Lead |
|---|---|---|---|
| Granger Drain | Fecal Coliform | EPA approved<br>Has an implementation plan | Greg Bohn<br>509-454-4174 |
| Griffin Lake | Total Phosphorus | Under development | Terry Wittmeier<br>509-574-3991 |
| Yakima River, Mid Basin Tributaries | Fecal Coliform<br>Moxie Drain<br>Wide Hollow<br>Cowiche Creek | Under development | Greg Bohn<br>509-454-4174 |
| | Temperature<br>Moxie Drain<br>Wide Hollow | Under development | Laine Young<br>509-575-2642 |
| Yakima River | Toxics | Under development | Jane Creech<br>509-454-7860 |
| Yakima River, Lower | DDT<br>Turbidity | EPA approved | Jane Creech<br>509-454-7860 |

*** Status** will be listed as one of the following: Approved by EPA, Under Development or Implementation. No status means project work has not yet started.*


Wetland Resources, Inc.
Delineation / Mitigation / Restoration / Habitat Creation / Permit Assistance
9505 19th Avenue S.E. Suite 106 Everett, Washington 98208
Phone: (425) 337-3174
Fax: (425) 337-3045
Email: mailbox@wetlandresources .com


**WETLAND RATING**
**Wetland A**

Alpine Resources
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

Figure A4
WRI Job # 16235
Drawn by: SB

# APPENDIX B:

## U.S. ARMY CORPS OF ENGINEERS
## WETLAND DETERMINATION DATA FORMS

## WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Smith Multifamily City/County: Richland/Benton Sampling Date: 9/19/16

Applicant/Owner: Alpine Resources - Duane Smith State: WA Sampling Point: S1

Investigator(s): Sb/JL Section, Township, Range: S36, Twp 28N, Rge 8E

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): <1%

Subregion (LRR): LRRB Lat: 46.211599 Long: -119.257380 Datum:

Soil Map Unit Name: Finley stony fine sandy loam, 0 to 30 percent slopes NWI classification: Palustrine emergent

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☑ No ☐ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ☑ No ☐

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | |
|---|---|---|
| Hydrophytic Vegetation Present? | Yes ☑ No ☐ | **Is the Sampled Area within a Wetland?** Yes ☑ No ☐ |
| Hydric Soil Present? | Yes ☑ No ☐ | |
| Wetland Hydrology Present? | Yes ☑ No ☐ | |

Remarks:

### VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: ____) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| | = Total Cover | | |
| **Sapling/Shrub Stratum** (Plot size: ____) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | = Total Cover | | |
| **Herb Stratum** (Plot size: 3m) | | | |
| 1. Phalaris arundinacea | 40 | Y | FacW |
| 2. Acroptilon repens | 30 | Y | Not listed |
| 3. Scirpus acutus | 20 | Y | Obl |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | 90 = Total Cover | | |
| **Woody Vine Stratum** (Plot size: ____) | | | |
| 1. | | | |
| 2. | | | |
| | = Total Cover | | |

% Bare Ground in Herb Stratum ____ % Cover of Biotic Crust ____

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 66% (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species ____ | x 1 = ____ |
| FACW species ____ | x 2 = ____ |
| FAC species ____ | x 3 = ____ |
| FACU species ____ | x 4 = ____ |
| UPL species ____ | x 5 = ____ |
| Column Totals: ____ (A) | ____ (B) |

Prevalence Index = B/A = ____

**Hydrophytic Vegetation Indicators:**

☑ Dominance Test is >50%

☐ Prevalence Index is ≤3.0[1]

☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ☑ No ☐

Remarks:

## SOIL

Sampling Point: _____

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth (inches) | Matrix Color (moist) | % | Redox Features Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-18+" | 2.5Y 4/2 | 90 | 10YR 4/6 | 2% | C | M | ls | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (**LRR C**)
- ☐ 1 cm Muck (A9) (**LRR D**)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☑ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

**Indicators for Problematic Hydric Soils[3]:**

- ☑ 1 cm Muck (A9) (**LRR C**)
- ☑ 2 cm Muck (A10) (**LRR B**)
- ☑ Reduced Vertic (F18)
- ☑ Red Parent Material (TF2)
- ☑ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** Yes ☑ No ☐

Remarks:

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (**Nonriverine**)
- ☐ Sediment Deposits (B2) (**Nonriverine**)
- ☐ Drift Deposits (B3) (**Nonriverine**)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (**Riverine**)
- ☐ Sediment Deposits (B2) (**Riverine**)
- ☐ Drift Deposits (B3) (**Riverine**)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☑ Depth (inches): _____

**Wetland Hydrology Present?** Yes ☑ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Smith Multifamily City/County: Richland/Benton Sampling Date: 9/19/16

Applicant/Owner: Alpine Resources - Duane Smith State: WA Sampling Point: S2

Investigator(s): Sb/JL Section, Township, Range: S36, Twp 9N, Rge 28E

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): ~5%

Subregion (LRR): LRRB Lat: 46.211599 Long: -119.257380 Datum:

Soil Map Unit Name: Finley stony fine sandy loam, 0 to 30 percent slopes NWI classification: Palustrine emergent

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☑ No ☐ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ☑ No ☐

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | |
|---|---|---|
| Hydrophytic Vegetation Present? | Yes ☑ | No ☐ |
| Hydric Soil Present? | Yes ☐ | No ☑ |
| Wetland Hydrology Present? | Yes ☐ | No ☑ |

**Is the Sampled Area within a Wetland?** Yes ☐ No ☑

Remarks:

### VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: 10m) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. Elaeagnus angustifolia | 20 | Y | Fac |
| 2. Populus balsamifera | 20 | Y | Fac |
| 3. Betula Paperifera | 10 | Y | Fac |
| 4. | | | |
| | 50 | = Total Cover | |
| **Sapling/Shrub Stratum** (Plot size: 10m) | | | |
| 1. Rosa gymnocarpa | 10 | Y | FacU |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | 10 | = Total Cover | |
| **Herb Stratum** (Plot size: ____) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | ____ | = Total Cover | |
| **Woody Vine Stratum** (Plot size: ____) | | | |
| 1. | | | |
| 2. | | | |
| | ____ | = Total Cover | |

% Bare Ground in Herb Stratum ____ % Cover of Biotic Crust ____

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 3 (A)

Total Number of Dominant Species Across All Strata: 4 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 75 (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species ____ | x 1 = ____ |
| FACW species ____ | x 2 = ____ |
| FAC species ____ | x 3 = ____ |
| FACU species ____ | x 4 = ____ |
| UPL species ____ | x 5 = ____ |
| Column Totals: ____ (A) | ____ (B) |

Prevalence Index = B/A = ____

**Hydrophytic Vegetation Indicators:**

☑ Dominance Test is >50%

☐ Prevalence Index is ≤3.0[1]

☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ☑ No ☐

Remarks:

Distinct vegetation transition.

## SOIL

Sampling Point: S2

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-18+" | 2.5Y 4/2 | 90 | | | | | | No redox |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (**LRR C**)
- ☐ 1 cm Muck (A9) (**LRR D**)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

**Indicators for Problematic Hydric Soils[3]:**

- ☐ 1 cm Muck (A9) (**LRR C**)
- ☐ 2 cm Muck (A10) (**LRR B**)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** Yes ☐ No ☑

Remarks:

No redox observed throughout profile,

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (**Nonriverine**)
- ☐ Sediment Deposits (B2) (**Nonriverine**)
- ☐ Drift Deposits (B3) (**Nonriverine**)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (**Riverine**)
- ☐ Sediment Deposits (B2) (**Riverine**)
- ☐ Drift Deposits (B3) (**Riverine**)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☑ Depth (inches): _____

**Wetland Hydrology Present?** Yes ☐ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Smith Multifamily City/County: Richland/Benton Sampling Date: 9/19/16

Applicant/Owner: Alpine Resources - Duane Smith State: WA Sampling Point: S3

Investigator(s): Sb/JL Section, Township, Range: S36, Twp 9N, Rge 28E

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): ~5%

Subregion (LRR): LRRB Lat: 46.211599 Long: -119.257380 Datum:

Soil Map Unit Name: Finley stony fine sandy loam, 0 to 30 percent slopes NWI classification: Palustrine emergent

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☑ No ☐ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ☑ No ☐

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | |
|---|---|---|
| Hydrophytic Vegetation Present? | Yes ☑ No ☐ | **Is the Sampled Area within a Wetland?** Yes ☑ No ☐ |
| Hydric Soil Present? | Yes ☑ No ☐ | |
| Wetland Hydrology Present? | Yes ☑ No ☐ | |

Remarks:

### VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: ____) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| | = Total Cover | | |
| **Sapling/Shrub Stratum** (Plot size: ____) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | = Total Cover | | |
| **Herb Stratum** (Plot size: ____) | | | |
| 1. Phalaris arundinacea | 90 | Y | FacW |
| 2. Typha latifolia | 10 | N | Obl |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | 100 = Total Cover | | |
| **Woody Vine Stratum** (Plot size: ____) | | | |
| 1. | | | |
| 2. | | | |
| | = Total Cover | | |

% Bare Ground in Herb Stratum ____ % Cover of Biotic Crust ____

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species ____ | x 1 = ____ |
| FACW species ____ | x 2 = ____ |
| FAC species ____ | x 3 = ____ |
| FACU species ____ | x 4 = ____ |
| UPL species ____ | x 5 = ____ |
| Column Totals: ____ (A) | ____ (B) |

Prevalence Index = B/A = ____

**Hydrophytic Vegetation Indicators:**

☑ Dominance Test is >50%

☐ Prevalence Index is ≤3.0[1]

☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ☑ No ☐

Remarks:

Distinct vegetation transition.

## SOIL

Sampling Point: S3

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-16" | 2.5Y 4/2 | 90 | 10YR 4/6 | 5% | C | M | ls | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (**LRR C**)
- ☐ 1 cm Muck (A9) (**LRR D**)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☑ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

**Indicators for Problematic Hydric Soils[3]:**

- ☐ 1 cm Muck (A9) (**LRR C**)
- ☐ 2 cm Muck (A10) (**LRR B**)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** Yes ☑ No ☐

Remarks:

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (**Nonriverine**)
- ☐ Sediment Deposits (B2) (**Nonriverine**)
- ☐ Drift Deposits (B3) (**Nonriverine**)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (**Riverine**)
- ☐ Sediment Deposits (B2) (**Riverine**)
- ☐ Drift Deposits (B3) (**Riverine**)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☑ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☑ No ☑ Depth (inches): 10"

**Wetland Hydrology Present?** Yes ☑ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

## WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Smith Multifamily City/County: Richland/Benton Sampling Date: 9/19/16

Applicant/Owner: Alpine Resources - Duane Smith State: WA Sampling Point: S4

Investigator(s): Sb/JL Section, Township, Range: S36, Twp 9N, Rge 28E

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): ~5%

Subregion (LRR): LRRB Lat: 46.211599 Long: -119.257380 Datum:

Soil Map Unit Name: Finley stony fine sandy loam, 0 to 30 percent slopes NWI classification: Palustrine emergent

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☑ No ☐ (If no, explain in Remarks.)

Are Vegetation _____, Soil _____, or Hydrology _____ significantly disturbed? Are "Normal Circumstances" present? Yes ☑ No ☐

Are Vegetation _____, Soil _____, or Hydrology _____ naturally problematic? (If needed, explain any answers in Remarks.)

### SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes ☑ | No ☐ | **Is the Sampled Area within a Wetland?** Yes ☐ No ☑ |
| Hydric Soil Present? | Yes ☐ | No ☑ | |
| Wetland Hydrology Present? | Yes ☐ | No ☑ | |

Remarks:

### VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: _____) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. Elaeagnus angustifolia | 80 | Y | Fac |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| | 80 | = Total Cover | |
| **Sapling/Shrub Stratum** (Plot size: _____) | | | |
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | | = Total Cover | |
| **Herb Stratum** (Plot size: _____) | | | |
| 1. Phalaris arundinacea | 80 | Y | FacW |
| 2. Acroptiln repens | 10 | N | not listed |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | 90 | = Total Cover | |
| **Woody Vine Stratum** (Plot size: _____) | | | |
| 1. | | | |
| 2. | | | |
| | | = Total Cover | |

% Bare Ground in Herb Stratum _____ % Cover of Biotic Crust _____

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species _____ | x 1 = _____ |
| FACW species _____ | x 2 = _____ |
| FAC species _____ | x 3 = _____ |
| FACU species _____ | x 4 = _____ |
| UPL species _____ | x 5 = _____ |
| Column Totals: _____ (A) | _____ (B) |

Prevalence Index = B/A = _____

**Hydrophytic Vegetation Indicators:**

☑ Dominance Test is >50%

☐ Prevalence Index is ≤3.0[1]

☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ☑ No ☐

Remarks:

## SOIL

Sampling Point: S3

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-18+" | 5Y 4/3 | 90 | | | | | ls | Moistened |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (**LRR C**)
- ☐ 1 cm Muck (A9) (**LRR D**)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

**Indicators for Problematic Hydric Soils[3]:**

- ☐ 1 cm Muck (A9) (**LRR C**)
- ☐ 2 cm Muck (A10) (**LRR B**)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** Yes ☐ No ☑

Remarks:

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (**Nonriverine**)
- ☐ Sediment Deposits (B2) (**Nonriverine**)
- ☐ Drift Deposits (B3) (**Nonriverine**)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (**Riverine**)
- ☐ Sediment Deposits (B2) (**Riverine**)
- ☐ Drift Deposits (B3) (**Riverine**)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☑ Depth (inches): _____

**Wetland Hydrology Present?** Yes ☑ No ☑

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Soil was dry at the time of investigation.

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Smith Multifamily City/County: Richland/Benton Sampling Date: 9/19/16

Applicant/Owner: Alpine Resources - Duane Smith State: WA Sampling Point: S5

Investigator(s): Sb/JL Section, Township, Range: S36, Twp 9N, Rge 28E

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): ~5%

Subregion (LRR): LRRB Lat: 46.211599 Long: -119.257380 Datum:

Soil Map Unit Name: Finley stony fine sandy loam, 0 to 30 percent slopes NWI classification: Palustrine emergent

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☑ No ☐ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ☑ No ☐

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes ☑ | No ☐ | **Is the Sampled Area within a Wetland?** Yes ☑ No ☐ |
| Hydric Soil Present? | Yes ☑ | No ☐ | |
| Wetland Hydrology Present? | Yes ☑ | No ☐ | |

Remarks:

## VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: ____) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| | = Total Cover | | |
| **Sapling/Shrub Stratum** (Plot size: ____) | | | |
| 1. Salix exigua | 20 | Y | FacW |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | = Total Cover | | |
| **Herb Stratum** (Plot size: ____) | | | |
| 1. Epilobium ciliatum | 90 | Y | FacW |
| 2. Typha latifolia | 10 | N | Obl |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | 100 = Total Cover | | |
| **Woody Vine Stratum** (Plot size: ____) | | | |
| 1. | | | |
| 2. | | | |
| | = Total Cover | | |

% Bare Ground in Herb Stratum ____ % Cover of Biotic Crust ____

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 2 (A)

Total Number of Dominant Species Across All Strata: 2 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: | |
|---|---|---|
| OBL species | x 1 = | |
| FACW species | x 2 = | |
| FAC species | x 3 = | |
| FACU species | x 4 = | |
| UPL species | x 5 = | |
| Column Totals: (A) | | (B) |

Prevalence Index = B/A = ____

**Hydrophytic Vegetation Indicators:**

☑ Dominance Test is >50%

☐ Prevalence Index is ≤3.0[1]

☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ☑ No ☐

Remarks:

Distinct vegetation transition.

## SOIL

Sampling Point: S5

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth (inches) | Matrix Color (moist) | % | Redox Features Color (moist) | % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-18+" | 2.5Y 4/2 | 90 | 10YR 4/6 | 3% | C | M | ls | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (**LRR C**)
- ☐ 1 cm Muck (A9) (**LRR D**)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☑ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

**Indicators for Problematic Hydric Soils[3]:**

- ☐ 1 cm Muck (A9) (**LRR C**)
- ☐ 2 cm Muck (A10) (**LRR B**)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** Yes ☑ No ☐

Remarks:

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (**Nonriverine**)
- ☐ Sediment Deposits (B2) (**Nonriverine**)
- ☐ Drift Deposits (B3) (**Nonriverine**)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (**Riverine**)
- ☐ Sediment Deposits (B2) (**Riverine**)
- ☐ Drift Deposits (B3) (**Riverine**)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☑ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☑ FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☑ Depth (inches): _____

**Wetland Hydrology Present?** Yes ☑ No ☐

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Soils moist throughout profile

# WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Smith Multifamily City/County: Richland/Benton Sampling Date: 9/19/16

Applicant/Owner: Alpine Resources - Duane Smith State: WA Sampling Point: S6

Investigator(s): Sb/JL Section, Township, Range: S36, Twp 9N, Rge 28E

Landform (hillslope, terrace, etc.): Depression Local relief (concave, convex, none): Concave Slope (%): ~5%

Subregion (LRR): LRRB Lat: 46.211599 Long: -119.257380 Datum:

Soil Map Unit Name: Finley stony fine sandy loam, 0 to 30 percent slopes NWI classification: Palustrine emergent

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ☑ No ☐ (If no, explain in Remarks.)

Are Vegetation ____, Soil ____, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ☑ No ☐

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

## SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

| | | | |
|---|---|---|---|
| Hydrophytic Vegetation Present? | Yes ☑ | No ☐ | **Is the Sampled Area within a Wetland?** Yes ☐ No ☑ |
| Hydric Soil Present? | Yes ☐ | No ☑ | |
| Wetland Hydrology Present? | Yes ☐ | No ☑ | |

Remarks:

## VEGETATION – Use scientific names of plants.

| Tree Stratum (Plot size: ____) | Absolute % Cover | Dominant Species? | Indicator Status |
|---|---|---|---|
| 1. | | | |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| | = Total Cover | | |
| **Sapling/Shrub Stratum** (Plot size: ____) | | | |
| 1. Salix exigua | 10 | Y | FacW |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| | = Total Cover | | |
| **Herb Stratum** (Plot size: ____) | | | |
| 1. Phalaris arundinacea | 90 | Y | FacW |
| 2. | | | |
| 3. | | | |
| 4. | | | |
| 5. | | | |
| 6. | | | |
| 7. | | | |
| 8. | | | |
| | 90 = Total Cover | | |
| **Woody Vine Stratum** (Plot size: ____) | | | |
| 1. | | | |
| 2. | | | |
| | = Total Cover | | |

% Bare Ground in Herb Stratum ____ % Cover of Biotic Crust ____

**Dominance Test worksheet:**

Number of Dominant Species That Are OBL, FACW, or FAC: 1 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 100 (A/B)

**Prevalence Index worksheet:**

| Total % Cover of: | Multiply by: |
|---|---|
| OBL species ____ | x 1 = ____ |
| FACW species ____ | x 2 = ____ |
| FAC species ____ | x 3 = ____ |
| FACU species ____ | x 4 = ____ |
| UPL species ____ | x 5 = ____ |
| Column Totals: ____ (A) | ____ (B) |

Prevalence Index = B/A = ____

**Hydrophytic Vegetation Indicators:**

☑ Dominance Test is >50%

☐ Prevalence Index is ≤3.0[1]

☐ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

☐ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

**Hydrophytic Vegetation Present?** Yes ☑ No ☐

Remarks:

## SOIL

Sampling Point: S6

**Profile Description: (Describe to the depth needed to document the indicator or confirm the absence of indicators.)**

| Depth (inches) | Matrix Color (moist) | Matrix % | Redox Features Color (moist) | Redox Features % | Type[1] | Loc[2] | Texture | Remarks |
|---|---|---|---|---|---|---|---|---|
| 0-18+" | 5Y 4/3 | 90 | | | | | ls | Moistened |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |

[1]Type: C=Concentration, D=Depletion, RM=Reduced Matrix, CS=Covered or Coated Sand Grains. [2]Location: PL=Pore Lining, M=Matrix.

**Hydric Soil Indicators: (Applicable to all LRRs, unless otherwise noted.)**

- ☐ Histosol (A1)
- ☐ Histic Epipedon (A2)
- ☐ Black Histic (A3)
- ☐ Hydrogen Sulfide (A4)
- ☐ Stratified Layers (A5) (**LRR C**)
- ☐ 1 cm Muck (A9) (**LRR D**)
- ☐ Depleted Below Dark Surface (A11)
- ☐ Thick Dark Surface (A12)
- ☐ Sandy Mucky Mineral (S1)
- ☐ Sandy Gleyed Matrix (S4)
- ☐ Sandy Redox (S5)
- ☐ Stripped Matrix (S6)
- ☐ Loamy Mucky Mineral (F1)
- ☐ Loamy Gleyed Matrix (F2)
- ☐ Depleted Matrix (F3)
- ☐ Redox Dark Surface (F6)
- ☐ Depleted Dark Surface (F7)
- ☐ Redox Depressions (F8)
- ☐ Vernal Pools (F9)

**Indicators for Problematic Hydric Soils[3]:**

- ☐ 1 cm Muck (A9) (**LRR C**)
- ☐ 2 cm Muck (A10) (**LRR B**)
- ☐ Reduced Vertic (F18)
- ☐ Red Parent Material (TF2)
- ☐ Other (Explain in Remarks)

[3]Indicators of hydrophytic vegetation and wetland hydrology must be present, unless disturbed or problematic.

**Restrictive Layer (if present):**

Type: _____

Depth (inches): _____

**Hydric Soil Present?** Yes ☐ No ☑

Remarks:

## HYDROLOGY

**Wetland Hydrology Indicators:**

Primary Indicators (minimum of one required; check all that apply)

- ☐ Surface Water (A1)
- ☐ High Water Table (A2)
- ☐ Saturation (A3)
- ☐ Water Marks (B1) (**Nonriverine**)
- ☐ Sediment Deposits (B2) (**Nonriverine**)
- ☐ Drift Deposits (B3) (**Nonriverine**)
- ☐ Surface Soil Cracks (B6)
- ☐ Inundation Visible on Aerial Imagery (B7)
- ☐ Water-Stained Leaves (B9)
- ☐ Salt Crust (B11)
- ☐ Biotic Crust (B12)
- ☐ Aquatic Invertebrates (B13)
- ☐ Hydrogen Sulfide Odor (C1)
- ☐ Oxidized Rhizospheres along Living Roots (C3)
- ☐ Presence of Reduced Iron (C4)
- ☐ Recent Iron Reduction in Tilled Soils (C6)
- ☐ Thin Muck Surface (C7)
- ☐ Other (Explain in Remarks)

Secondary Indicators (2 or more required)

- ☐ Water Marks (B1) (**Riverine**)
- ☐ Sediment Deposits (B2) (**Riverine**)
- ☐ Drift Deposits (B3) (**Riverine**)
- ☐ Drainage Patterns (B10)
- ☐ Dry-Season Water Table (C2)
- ☐ Crayfish Burrows (C8)
- ☐ Saturation Visible on Aerial Imagery (C9)
- ☐ Shallow Aquitard (D3)
- ☐ FAC-Neutral Test (D5)

**Field Observations:**

Surface Water Present? Yes ☐ No ☑ Depth (inches): _____

Water Table Present? Yes ☐ No ☑ Depth (inches): _____

Saturation Present? (includes capillary fringe) Yes ☐ No ☑ Depth (inches): _____

**Wetland Hydrology Present?** Yes ☑ No ☑

Describe Recorded Data (stream gauge, monitoring well, aerial photos, previous inspections), if available:

Remarks:

Soil was dry at the time of investigation.

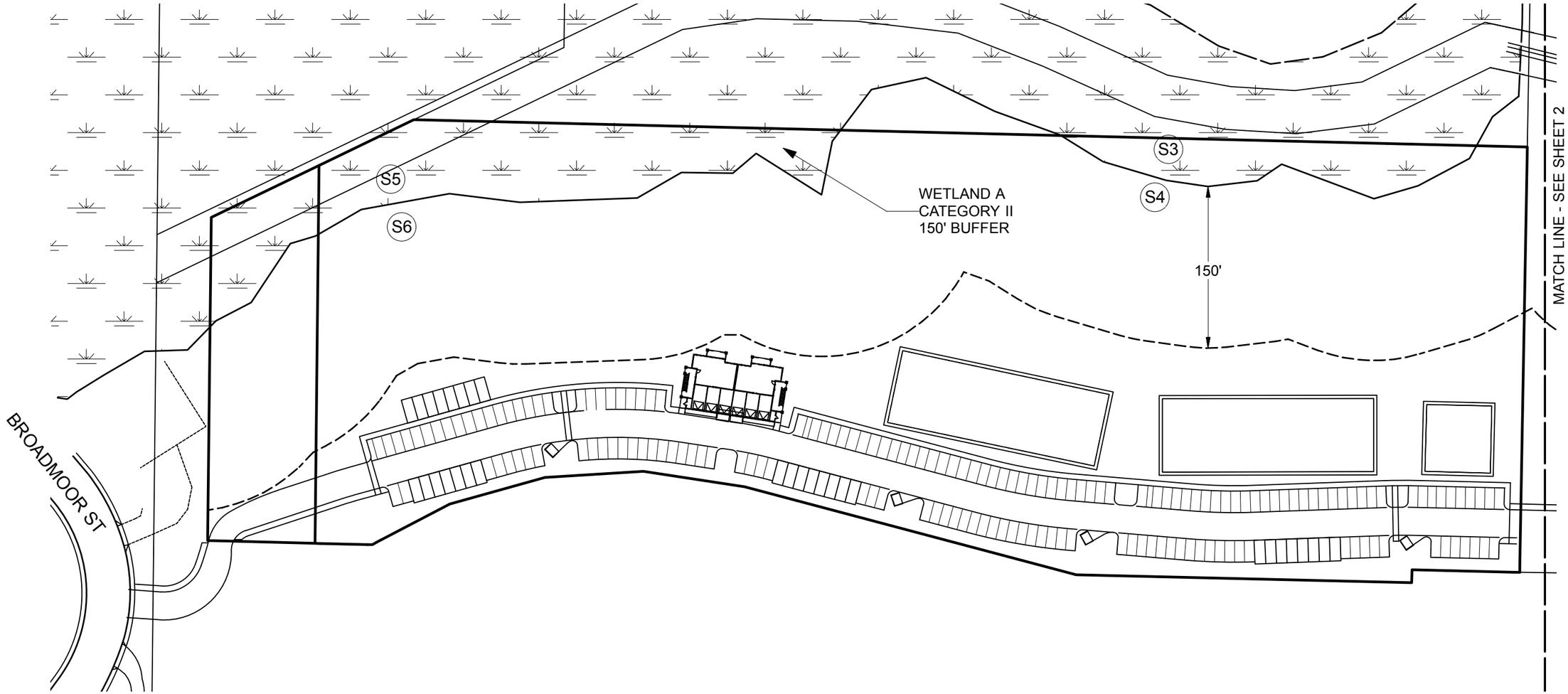
# APPENDIX C:

## CRITICAL AREA REPORT MAP

# CRITICAL AREA MAP

## ***ALPINE RESOURCES - WILLOWBROOK***

PORTION OF SECTION 36, TOWNSHIP 9N, RANGE 28E, W.M.




NORTH

**Scale 1" = 100'**

0 50 100 150 200

| LEGEND | |
|---|---|
| | WETLAND |
| | WETLAND (ESTIMATED) |
| | STANDARD BUFFER |
| S3 | DATA SITES (S3 - S6) |


Wetland Resources, Inc.
Delineation / Mitigation / Restoration / Habitat Creation / Permit Assistance
9505 19th Avenue S.E. Suite 106 Everett, Washington 98208
Phone: (425) 337-3174
Fax: (425) 337-3045
Email: mailbox@wetlandresources .com


Critical Areas Report Map
***Alpine Resources - Willowbrook***

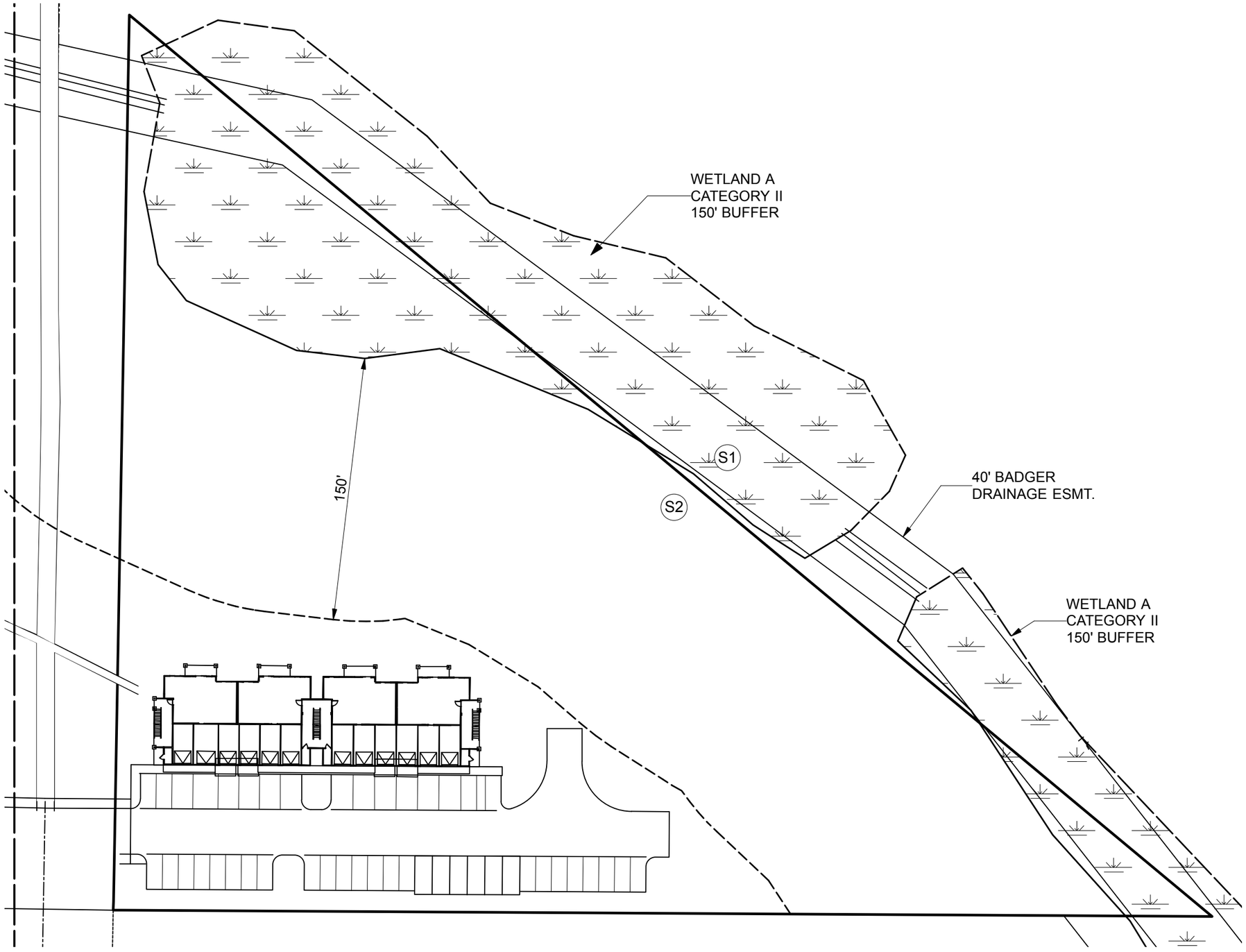
Alpine Resources
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

Sheet 1/2
WRI Job#: 16235
Drawn by: EC
Rev. 4: 4/29/2021

# CRITICAL AREA REPORT MAP

## ***ALPINE RESOURCES - WILLOWBROOK***

PORTION OF SECTION 36, TOWNSHIP 9N, RANGE 28E, W.M.




NORTH

**Inset 2 Scale 1" = 60'**

0 30 60 90 120

LEGEND

- WETLAND
- WETLAND (ESTIMATED)
- STANDARD BUFFER
- S1 DATA SITES (S1 - S2)


Wetland Resources, Inc.
Delineation / Mitigation / Restoration / Habitat Creation / Permit Assistance
9505 19th Avenue S.E. Suite 106 Everett,Washington 98208
Phone: (425) 337-3174
Fax: (425) 337-3045
Email: mailbox@wetlandresources .com


Critical Area Report Map
***Alpine Resources - Willowbrook***

Alpine Resources
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

Sheet 2/2
WRI Job#: 16235
Drawn by: EC
Rev. 4: 4/29/2021

Exhibit 8

# WILDLIFE HABITAT ASSESSMENT REPORT

**FOR**

## *WILLOWBROOK*
### *CITY OF RICHLAND, WA*

*Wetland Resources, Inc.* Project #16235


Prepared By
Wetland Resources, Inc.
9505 19th Avenue SE, Suite 106
Everett, WA 98208
(425) 337-3174


Prepared For
*Alpine Resources*
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

April 23, 2020
Revision 1: April 28, 2021

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## Appendices

Appendix A: Habitat Unit Map

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## 1.0 INTRODUCTION

The site is comprised of two Benton County parcel numbers: 136983050008001 and 136983050007002. These parcels are located east of Piper Street and the intersection of Center Boulevard and Eastwood Avenue, in the City of Richland Washington. Access is from the terminus of Piper Street and just east of the intersection of Center Boulevard and Eastwood Avenue. The site is further located in a portion of Sections 36 in Township 9N, and Range 28E, W.M.

*Wetland Resources, Inc.* (*WRI*) completed a site investigation on March 19th of 2020 to conduct a wildlife habitat assessment on and in the vicinity of the subject properties in order to determine if any wildlife species or habitats are present that require protection under the City of Richland Municipal Code (RMC). This report presents the findings of the investigation, and provides management recommendations to protect wildlife use and functions associated with the subject site. Conditions and proposals related to wetlands and streams present on the subject site are discussed in a Critical Areas Study prepared by *WRI*. As any potential on-site fish habitat is limited to East Badger Drain/West Fork Amon Creek and its associated tributaries, the determination of fish use and of appropriate protections for these critical areas are also discussed in the aforementioned Critical Areas Study.

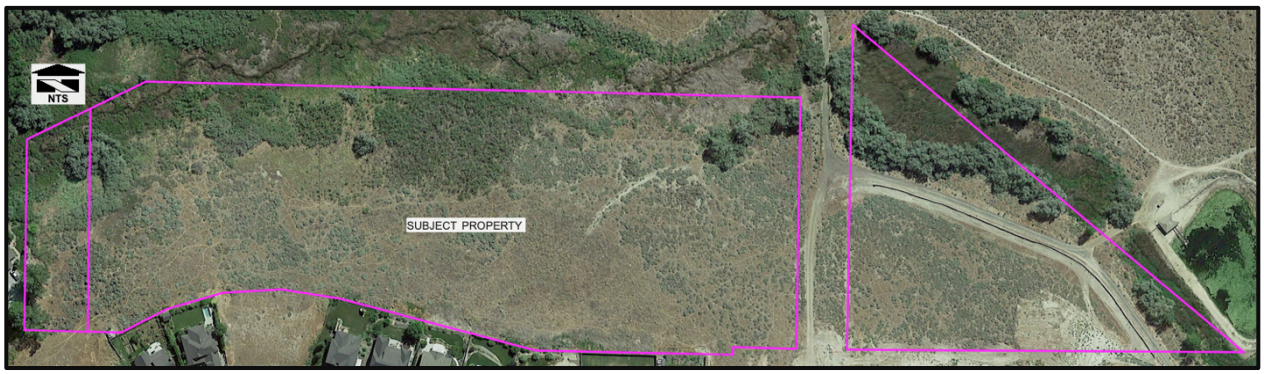



**Figure 1** - Aerial View of Subject Property

The subject property is located along the northern portion of the East Badger Drain, in Richland, WA. Land use in the surrounding area consists of single-family/multi-family residential development, community park areas and a golf course. Topography within the study area slopes moderately to the east, and trends slightly to the north with hills to the east and west. No development currently exists within the boundary of the subject property; however, a network of utility roads is present. The climate of Richland is semi-arid desert.

The East Badger Drain/West Fork Amon Creek is located on the eastern portion of the property and flows from south to north. Adjacent to the drain is a riparian area consisting of wetland conditions that receives the entirety of its hydrology from wastewater associated with the Kennewick Division of the Yakima project. The Kennewick Irrigation District (KID) main canal and Badger East lateral canal lie upland and parallel to the major portion of the East Badger Drain (see Figure 3, KID map - Amon Wasteway and Drain system). Both canals are unlined, and based on KID data, lose a combined total of approximately 2,800 acre-feet of water each irrigation season.

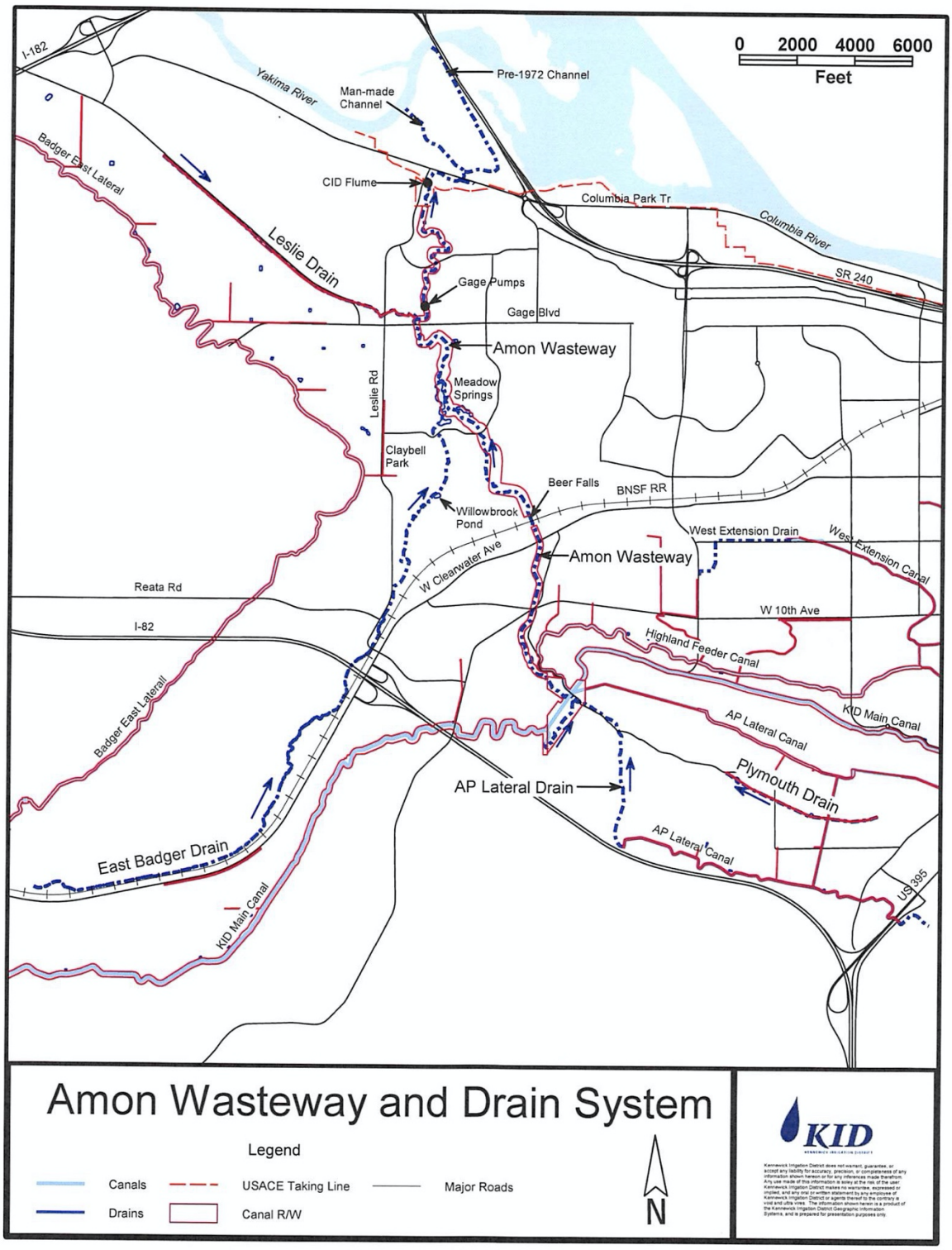



**Figure 1** - KID Map – Amon Wasteway and Drain System

On-site vegetation is a combination of the typical non-native shrub-steppe community found in much of the non-developed upland surrounding the site and the riparian community located along the Amon Wasteway. Outside of the riparian area vegetation has been impacted by surrounding

land uses and generally consists of, but is not limited to: big sagebrush (*Artemisia tridentata*), rabbit brush (*Chrysothamnus nauseosa*), Russian thistle (*Salsola tragus*), and cheatgrass (*Bromus techtorum*). Within the riparian corridor along the Amon Wasteway, vegetation generally consists of: Russian olive (*Elaeagnus angustifolia*), coyote willow (*Salix exigua*), and Russian knapweed (*Acroptilon repens*) along the exterior and reed canarygrass (*Phalaris arundinacea*), common cattail (*Typha latifolia*), and hard-stem bulrush (*Schoenoplectus acutus*) in the interior.

### 1.1 PROJECT DESCRIPTION

Alpine Resources, hereafter referred to as the applicant, proposes to construct a multi-family residential development east of Piper Street and the intersection of Center Blvd and Eastwood Avenue, paralleling the Amon Wasteway Wetland buffer on its western side. No impacts or modifications to the wetland or buffer are proposed as part of this application.

## 2.0 STATEMENT OF QUALIFICATIONS

Hailey Starr, conducted the field assessment for this Wildlife Habitat Assessment Report.

Hailey Starr holds a Bachelor of Science degree in Natural Resources (Wildlife Ecology Focus) and a Master's of Environmental Studies (Wildlife Management and Habitat Connectivity Focus). Additional training includes, Wildlife Capture and Immobilization through Washington State University, Emergency Medical Care of Wildlife through Washington State University, and Marbled Murrelet Monitoring through Washington State Department of Transportation. Hailey has worked as an ecologist on projects within the Pacific Northwest for over 12 years, including scientific study of mule deer, white-tailed deer, Columbia Basin pygmy rabbits, captive breeding of endangered species, wildlife-vehicle collisions, wildlife habitat connectivity, highway influences on elk movement, wildlife habitat assessments, wetland and stream determinations, and environmental mitigation monitoring. During these 12 years of experience, Hailey has specialized in the consultation of proposed land use and development permit applications as they pertain to critical areas (wetlands, rivers, streams, lakes, and habitats of protected fish and wildlife species).

## 3.0 WILDLIFE HABITAT ASSESSMENT

The purpose of this wildlife habitat assessment was to identify any Wildlife Habitat Conservation Areas that are regulated pursuant to the City of Richland Municipal Code (RMC) sections 22.10.180 through 22.10.220. Please note that the purpose of this assessment was related to potential wildlife habitat and is not intended to represent a wildlife survey for particular species. Therefore, this section presents the findings of the investigation, as well as, an analysis of how City of Richland fish and wildlife protections apply to the subject site.

## 3.1 CITY OF RICHLAND WILDLIFE HABITAT PROTECTIONS

The Richland Municipal Code (RMC) 22.10.185 designates Fish and Wildlife Habitat Conservation Areas (HCAs) as those areas identified in the subsections below.

*A. Fish and wildlife habitat conservation areas include the following:*

*1. Areas where state or federal designated endangered, threatened, and sensitive species have a primary association.*

*a. Federal designated endangered and threatened species are those fish, wildlife and plant species identified by the U.S. Fish and Wildlife Service and the National Marine Fisheries Service that are in danger of extinction or threatened to become endangered. The U.S. Fish and Wildlife Service and the National Marine Fisheries Service should be consulted as necessary for current listing status.*

*b. State designated endangered, threatened and sensitive species are those fish, wildlife and plant species native to the state of Washington identified by the State Department of Fish and Wildlife and/or State of Washington Natural Heritage Program that are in danger of extinction, threatened to become endangered, vulnerable, or declining and are likely to become endangered or threatened in a significant portion of their range within the state without cooperative management or removal of threats. The state of Washington's Department of Fish and Wildlife and/or Natural Heritage Program maintains the most current listings and should be consulted as necessary for current state listing status;*

*2. State priority habitats and areas associated with state priority species.*

*a. State of Washington priority habitats and species are considered priorities for conservation and management. The state of Washington's Department of Fish and Wildlife should be consulted for current listing of priority habitats and species;*

*3. Habitats and species of local importance. The city of Richland hereby adopts by reference those priority habitats and species considered priorities for conservation and management identified by the State Department of Fish and Wildlife and State of Washington Natural Heritage Program as now exist or as may be amended;*

*4. In addition to the priority habitats and species recognized by WDFW and/or State of Washington Natural Heritage Program, a process is provided for listing other habitats and species that are important locally to the people of Richland.*

*5. The areas listed as a national wildlife refuge, national park, natural area preserve or any preserve or reserve 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 HCA regulated species and habitats identified on or within 300 feet of the site includes Amon Creek Natural Preserve (off site), PHS mapped Priority Habitat - wetland (partially on site), and PHS (hard copy) mapped fall chinook located within with West Fork Amon Creek (partially on site).

## 4.0 SITE INVESTIGATION

### 4.1 REVIEW OF EXISTING INFORMATION

Prior to conducting the on-site investigation of the subject site, public resource information was reviewed to identify the presence of any priority habitats or species within and near the project area. These sources included:

- WDFW Priority Habitat and Species (PHS) Hard Copy Map: The only mapped priority area recorded in the vicinity by WDFW is Burrowing Owl (*Athene cunicularia*) a regular occurrence area, although no nests are recorded on or adjacent to the site. Southeast of the site, shrub-step areas are mapped as present that may provide quality habitat for black-tailed jackrabbits (*Lepus californicus*), American badgers (*Taxidea taxus*), and side-blotched lizards (*Uta* spp.). Given the disturbed nature on-site habitat and the dominance of cheatgrass (*Bromus techtorum*) in the grass layer, which is non-native and annual, the on-site area does not meet the definition of priority shrub-step habitat.

  West Fork Amon Creek is a fish-bearing stream and a water of the state flowing through a portion of the site, within the Amon Wasteway wetland. However, this area is protected and no development activity is proposed within this HCA. The nearby Amon Creek Natural Preserve HCA does not extend onto the subject site. No other potential habitats species occur in the project area that meet HCA designation.

Discussions of the presence and/or absence of mapped habitats and species were field verified and discussed in detail below.

- USFWS National Wetlands Inventory: The NWI map tool depicts a wetland roughly in the same location as the Amon Wasteway wetland unit. No other wetlands are depicted by the NWI in the vicinity of the project area.

- StreamNet Online Mapping Application: StreamNet is a fish distribution database maintained by the PSMFC as a regional clearinghouse for fish data. StreamNet identifies Coho within the West Fork Amon Creek.

- WDFW SalmonScape Interactive Mapping System: SalmonScape is an online GIS database that contains publicly available resource information for fish population studies and general species distribution (both documented and modeled presence). SalmonScape shows spring chinook and coho both as presumed within the West Fork Amon Creek.

- Washington DNR Natural Heritage and All Features List: No features were found present within the township, range, and section where the site is located.

- Benton County GIS: Benton County GIS Web Mapping does not depict information on wetlands and streams.

- WDNR Forest Practices Activity Mapping Tool (FPAMT): FPAMT is an online GIS database that aids the process of submitting a Forest Practices permit application. The tool is useful for the purposes of this study, because WADNR models fish presence. FPAMT shows an unclassified stream flowing through the subject property.

### 4.2 HABITAT ASSESSMENT

The subject property was assessed for Fish and Wildlife Habitat Conservation Areas during the March 19, 2020 field visit. Below describes the on-site habitat conditions and wildlife findings. Please see Appendix A (Habitat Unit Map) for the graphical approximation of the described habitat types.

On-site Habitat Unit A – East Badger Drain Habitat Corridor

*Mixed Willow / Reed Canarygrass*

The area along the eastern property line within the West Fork Amon Creek habitat corridor, is primarily comprised of a mixed aged willow and herbaceous species. Vegetation within the on-site portion of the wetland generally consists of: Pacific willow (*Salix lucida*), coyote willow (*Salix exigua*), reed canarygrass (*Phalaris arundinacea*), common cattail (*Typha latifolia*), hardstem bulrush (*Schoenoplectus acutus*), Watson's willowherb (*Epilobium ciliatum*), Russian olive (*Elaeagnus angustifolia*), and Black locust (*Robinia pseudoacacia).* For more information about the West Fork Amon Creek and the associated wetland, please see the Critical Area Report prepared by *WRI*.



**Figure 2** - Site Photos: Wetland and Stream Corridor

The areas of mature and immature willow bordering the stream and wetland corridor create transitional zones considered "edge" habitat space. The on-site forest and shrub system provide patches quality native cover, as well as a wide variety of small to medium sized perches within the forest and along the edge habitat. The larger willows and shrubs within these areas provide perches for a variety of bird species. Large woody debris in the form of snags and downed logs were only found in areas comprised of mature willows. Portions of this habitat unit offer open water features providing habitat for a variety of water dependent species. The wildlife observed within this habitat unit during our March site visit were primarily waterfowl and song birds.



**Figure 3** - Site Photos: Fenced Restoration Areas and Gravel Road Used by Pedestrians

The forest structure is relatively diverse, comprised of pockets of deciduous trees interspersed within immature willow, various native shrub species, and pockets of herbaceous vegetation. This habitat corridor, including West Fork Amon Creek, the associated wetland, and non-wetland area,

create a relatively contiguous habitat corridor that extends off-site to the east and south. As this habitat extends eastward (off site) it becomes the Amon Creek Natural Preserve (regulated HCA). This corridor continues south for approximately 2,800 feet. The size and complexity of the different systems present (stream, wetland, and non-wetland) provide a mixed assemblage of habitat for a diversity flora and fauna to thrive in. However, the relatively narrow width of the unit (160 - 400 feet) creates limitation for refuge for larger and sensitive species. This habitat provides moderate-quality hiding and thermal cover, potential nest locations for passerines, and arboreal food resources. Habitat function and wildlife use of this habitat type is in part limited by landscape fragmentation due to public roads and high-density residential development. This level of habitat fragmentation can influence the use of the site by highly sensitive and some highly mobile terrestrial species that necessitate specific habitat requirements. Please see Section 2.3.1 Wildlife Species Detections below for a detailed description of species observed on site.

Overall, this habitat unit appears to have experienced relatively limited disturbance as of recently. However, areas dominated by invasive non-native reed canarygrass does indicate historical disturbance. Portions of this habitat located near the gravel access road used by pedestrians traveling east to access the Amon Creek Natural Preserve are fenced with woven metal wire, protecting the area from human disturbance. These areas appear to be part of a restoration project where non-native species were removed and shrub-steppe vegetation was installed. This habitat unit also borders the Amon Creek Natural Preserve affording connectivity to protected and managed lands. The off-site shrub-steppe ecosystem offered by the Amon Creek Natural Preserve located east of the project site is of higher quality shrub-steppe habitat when compared to what is found on site. It is mostly comprised of native species and structural diversity within the shrub overstory and intermixed with areas of poor herbaceous understory. The connectivity between the protected lands and on-site Habitat Unit A provides a movement corridor for a variety of species. However, there are several hiking trails throughout the nature preserve that present a level of frequent human disturbance that may be intolerable by a variety of species not accustom to frequent human presence.

On-site Habitat Unit B – Moderately Disturbed Shrub-steppe Habitat

*Mixed Common Rabbitbrush / Russian Thistle / Tumble Mustard*

A large majority of the site is comprised of this habitat type that borders Habitat Unit A to the west. This area is comprised of common rabbitbrush (*Chrysothamnus nauseosa*), Russian thistle (*Salsola tragus*), Canada thistle (*Circium arvense*), desert parsley (*Lomatium leptocarprum*), Indian ricegrass (*Achnatherum hymenoides*), western yarrow (*Achillea millefolium*), cheatgrass (*Bromus tectorum*), and tumble mustard (*Sisumbrium altissimum*). The lack of species and structural diversity offered by this habitat type is likely because of human disturbance. Several unofficial walking trails were found throughout this habitat unit along with signs of recent clearing and grading.



**Figure 4** - Site Photos: Area dominated by rabbitbrush

Despite human disturbance and lack of species and structural diversity, abundant signs of rabbits and coyotes was identified throughout this habitat unit. Large quantities of scat and tracts were found throughout the area. Several species of birds were found perching on large rabbitbrush and finding refuge /cover within the denser portions of the site. The majority of the wildlife trails observed within this habitat were of small mammals mostly used by rabbit species and coyote. Therefore, the primary usage of this habitat type is by small mammals, highly mobile species, and avian species.



**Figure 5** - Site Photos: Abundant Signs of Usage by Rabbits

*Big Sagebrush / Rabbitbrush / Yarrow*

A small portion of the property located within the northwest property corner is comprised of different structural and species diversity then the rest of this Habitat Unit B. This area is primarily comprised of mature big sagebrush (*Artemisia tridentata*), a species indicative of a more native shrub-

steppe habitat then the rest of the unit. More mature individuals of rabbitbrush were found intermixed with western yarrow (*Achillea millefolium*), tumble mustard (*Sisumbrium altissimum*), and cheatgrass (*Bromus tectorum*) within this portion of the habitat unit. The presence of structural diversity and cover offered by the larger shrubs creates perching opportunities for bird species that prefer mature sage such as Sage Sparrow (*Artemisiospiza nevadensis*) and Brewers Sparrow (*Spizella breweri*) and opportunities for refuge and cover for California Quail (*Callipepla californica*) and a variety of small mammal species. Several of the aforementioned species were visually identified within this habitat patch during our on-site evaluations.



**Figure 6** - Site Photos: Area dominated by big sagebrush

Overall, this habitat unit appears to have abundant use by a variety of species, especially rabbits, coyote, and a variety of bird species. However, the limited quantity of native plant species in both the shrub overstory and herbaceous understory as well as, the limited structural diversity offer by this habitat unit greatly limits wildlife use by a variety of species. A native herbaceous understory is mostly absent from this habitat unit thus inhibiting many ground dwelling species that require a more native shrub-steppe ecosystem.

On-site Habitat Unit C – Heavily Disturbed Shrub-steppe Habitat

*Mixed Cheatgrass / Tumble Mustard*

A portion of the property located along the western property line is comprised of this habitat type. The dominance of non-native species - cheatgrass (*Bromus tectorum*) as well as, species that occupy disturbed shrub-steppe environments - tumble mustard (*Sisumbrium altissimum*) indicates that this portion of the property has a history of disturbance. Other species found within this portion of the site are typically found within disturbed sites, including Russian thistle (*Salsola tragus*), Canada thistle (*Circium arvense*), prickly lettuce (*Lactuca serriola*) western yarrow (*Achillea millefolium*), and bedstraw spp. (*Galium spp.*). The absence of structural diversity offered by a more native shrub-steppe plant community mostly found within the nearby nature preserve, limits the ability for wildlife to seek cover, forage on native herbaceous and shrub plants, and perching opportunities for avian species. Thereby, limiting the use of this portion of the site by a large variety of wildlife.



**Figure 7** - Site Photos: Heavily Disturbed Area on the Right

Wildlife that use this portion of the site are likely transient and don't reside in the area for long due to the lack of high-quality forage and cover options. Therefore, it is presumed that wildlife does not spend a significant amount of time here, but are instead moving through this low-quality habitat to higher quality habitat found in other portions of the site and within the adjacent nature preserve. This is evident by the lack of wildlife signs in this area when compared to other portions of the site.

Overall, the habitat quality offered by this highly disturbed portion of Habitat Unit C is low and extremely limited in comparison to other areas found on site. Given these considerations, the wildlife in this area likely prefer to utilize the nearby nature preserve and Habitat Unit A. As evident by the difference of wildlife usage observed. Please see Section 2.3.1 Wildlife Species Detections below for a detailed description of species observed on site.

## 4.3 WILDLIFE FINDINGS

One field visit was performed to evaluate habitat conditions and potential wildlife presence. Use of the subject site by at least fourteen (14) avian species and four (4) mammalian species was observed. Other species and groups that may use the site are predicted and described below.

### 4.3.1 Wildlife Species Detections

Direct species observations occurred during the site visit conducted in March 2020. Indirect observations included evidence of use by species, such as tracks, scat, and signs of behavioral interactions with habitat features (ex. signs of foraging).

A Note About Bird Names: *This report follows the IOC World Bird List naming convention for birds, where official bird names are capitalized. This convention was adopted because it distinguishes a taxonomic species from a general description of a bird. For instance, several species of flycatcher could be described as "gray flycatchers," but a "Gray Flycatcher" is a specific taxonomic species.*

**Direct Observations**

Habitat Unit A

Two Black-tailed jack rabbits (*Lepus californicus*) were found within this habitat type near the gravel road entrance to the off-site nature preserve. Other small mammals visually identified within this habitat unit include eastern cottontail (*Sylvilagus floridanus*) and Douglas Squirrel (*Tamiasciurus douglasii*). Several bird species were observed occupying this habitat unit including Song Sparrow (*Melospiza melodia*), Red-winged Blackbird (*Agelaius phoeniceus*), Mallard (*Anas platyrhynchos*), Northern Flicker (*Colaptes auratus*), Anna's Hummingbird (*Calypte anna*), Killdeer (*Charadrius vociferus*), American Crow (*Corvus brachyrhynchos*), White-crowned sparrow (*Zonotrichia leucophrys*), Sharp-shinned Hawk (*Accipiter striatus*), House Finch (*Haemorphous mexicanus*), and Glaucus-winged Gull (*Larus glaucescens*).

Habitat Unit B

Several Sage Sparrows (*Artemisiospiza nevadensis*) and Brewer's Sparrows (*Spizella breweri*) were found flying from shrub to shrub within this habitat unit, especially between larger shrubs. California Quail (*Callipepla californica*) were observed seeking cover within larger shrubs. The only small mammal visually observed within this habitat unit was the eastern cottontail (*Sylvilagus floridanus*).

Habitat Unit C

No direct observations of species were observed in this habitat unit.

**Indirect Observation**

Habitat Unit A

Several trails were observed throughout this habitat type. They did not appear to be regularly used by ungulates but instead by small mammals, likely used by either coyote (*Canis latrans*), rabbits (*Sylvilagus* spp. and Lepus spp.), raccoons (*Procyon lotor*), and / or skunks (*Mephitis* spp.). Signs of rabbit and coyote scat and prints were abundant within this habitat type. Several old medium sized bird nests were observed within the larger trees found within this habitat unit.

Habitat Unit B

This habitat unit appears to be used abundantly by rabbits due to the large amount of scat observed. The eastern cottontail and black-tailed jack rabbit are the species likely occupying this area for foraging opportunities and cover. Several signs of coyote were found along the small mammal trails throughout this habitat unit.

Habitat Unit C

Signs of wildlife within this habitat unit scant. Minor signs of rabbit and coyote were found.

### 4.3.2 General Wildlife Predictions

Based on the available habitat, other avian species likely to occur on-site include Brown-headed cowbird (*Molothrus ater*), Ring-necked Duck (*Aythya collaris*), American Coot (*Fulica americana*), Yellow-rumped Warbler (*Setophaga coronata*), Cedar Waxwing (*Bombycilla cedrorum*), Say's Phoebe (*Sayornis saya*), and Belted Kingfisher (*Megaceryle alcyon*).

Other possible mammalian species that may utilize this site include species such as: beaver (*Castor canadensis*), mink (*Mustela vison*), muskrat (*Ondatra zibethicus*), deer mice (*Peromyscus maniculatus*), moles (*Scapanus spp.*), and white-tailed deer (*Odocoileus virginianus*).

Reptilian and amphibian species likely to use this site include American bullfrog (*Rana catesbeianna*) and gopher snake (*Pituophis catenifer*).

### 4.3.3 Use by Special Status Wildlife Species

While the heterogeneous environments within the project area are clearly used by a variety of wildlife species, only federally or state listed species, WDFW priority species and habitats, and regulated species that have a primary association afford protection by the Richland Municipal Code (Title 22.10).

No terrestrial or avian federal or state listed endangered or threatened species were found on site. WDFW PHS maps a portion of the subject property near the on-site wetland as a regular occurrence area for Burrowing Owls (*Athene cunicularia*), a State Candidate species. However, no signs of Burrowing Owls or habitats of primary association were observed while on-site. Two black-tailed jackrabbits, a State Candidate species, and WDFW priority species were identified on-site along the eastern property line bordering Amon Creek Natural Preserve near the gravel road utilized by pedestrians to access the Amon Creek Natural Preserve. The black-tailed jackrabbits were observed utilizing the east side of the Habitat Unit A likely for cover since this portion of the habitat unit has dense shrub and tree cover. However, habitats of primary association are located off site within the more native shrub-steppe system found within the Amon Creek Natural Preserve. Please see below for a detailed discussion about these species.

WDFW PHS database revealed that a portion of the property near the wetland area, as regular occurrence areas for Burrowing Owls. While on site, no visual observations of the species or its burrows were observed. Burrowing Owls use burrows dug by prairie dogs, ground squirrels, badgers, and marmots. None of the aforementioned species or their burrows were observed on site. Therefore, the property does not currently provide primary habitat for this species to occupy.

As mention above, two black-tailed jackrabbits were observed along the eastern property line. The individuals were seeking refuge within the dense shrub and tree overstory. The on-site disturbed shrub-steppe habitat is of low quality when compared to the more native system located off-site within the nature preserve. While on site, abundant evidence of rabbit scat was observed and is likely a combination of cottontail and black-tailed jackrabbit. The on-site shrub-steppe habitat does provide low quality foraging and cover opportunities for the species. However, the off-site shrub-steppe habitat found within the nature preserve is of higher quality. Therefore, this species is presumed to primarily occupy the nature preserve and occasionally come on-site to forage.

A habitat of primary association typically refers to a critical habitat component that federally or state-listed endangered, threatened, candidate, sensitive, or priority wildlife require, which if altered may reduce the likelihood of that species to persist and reproduce over the long term (Everett 2006). Black-tailed jackrabbits prefer big sagebrush and generally does not prefer grasslands or areas that lack shrub cover (WHCWG 2010). Research has found that this species is positively correlated with shrub density (Thompson and Gese 2007). Size of home range varies from 16 to 300 ha with no seasonal migrations (WHCWG 2010). As mentioned above, the on-site shrub-steppe habitat showed limited availability of big sagebrush and had a large area devoid of shrubs in general. The off-site nature preserve provides the best habitat characteristics preferred by this species. Therefore, this species is presumed to primarily occupy the off-site shrub-steppe area within the nature preserve.

Several public resources map West Fork Amon Creek as supporting fall chinook which is a federally threatened species. Therefore, West Fork Amon Creek is presumed to support this species and should be managed appropriately. This species meets the requirements outlined in RMC 22.10.185 to be protected. The wetland and stream area also meet the requirements outlined in 22.10.185 as WDFW priority habitats. Please see Section 3.0 Proposed Habitat Conservation Area Plan for the proposed HCAs associated with the protection of this species and the West Fork Amon Creek corridor.

# 5.0 PROPOSED HABITAT CONSERVATION AREA PROTECTIONS

## 5.1 CITY OF RICHLAND FISH AND WILDLIFE HABITAT CONSERVATION AREA PROTECTIONS

As mentioned above, in Section 3.1 City of Richland Wildlife Habitat Protections, RMC defines Fish and Wildlife Habitat Conservation Areas (HCAs) as areas that show the presence of species proposed or listed by the federal government or the State of Washington as endangered, threatened, sensitive, or priority; or streams and wetlands that provide significant habitat for fish and wildlife. As noted above the only special status species includes the federally threatened chinook mapped utilizing West Fork Amon Creek. Therefore, the only on-site HCAs are associated with West Fork Amon Creek and the associated wetland. The associated protective 150-foot wetland buffer will effectively protect these systems.

## 5.2 HABITAT CONSERVATION AREA PROTECTIONS

### 5.2.1 Proposed Development Plan

RMC Section 22.10.210 details standards for protecting HCAs during site planning and design of development proposals. The applicant has taken these avoidance and minimization measures into consideration when designing the proposed development plan. The applicant, proposes to construct a multi-family residential development east of Piper Street and the intersection of Center Blvd and Eastwood Avenue, paralleling the Amon Wasteway Wetland buffer on its western side.

### 5.2.2 Determination of Management Recommendations

As mentioned above, no proposed development activity will be located within any on-site HCAs. The City of Requires adoption of WDFW management recommendations for HCAs. However, the City of Richland also has specific regulations for protection of these wetland and stream critical area features. Therefore, our management recommendations for these features follow the requirements outlined in the Critical Areas Study prepared by *WRI*, as required by RMC 20.10.220 (Mitigation Sequencing) and 22.10.210 (Fish and Wildlife Habitat Conservation Areas – Performance Standards). No other areas were found to be definitively used as active breeding sites by any protected species on the subject property.

### 5.2.3 Habitat Protection (HCA's)

The Critical Areas Study prepared by *WRI* identifies the approved protection measures for West Fork Amon Creek and the associated wetland complex. The approved protection measures found in this report are summarized below:

Associated Amon Wasteway Wetland Complex (Category II): 150-Foot Buffer

The overriding and final protective wetland buffer will protect the boundary of the HCA as a whole. Therefore, the proposed protection of the wetland and stream discussed above meets the City of Richland regulations. Please see the Critical Areas Study that specifically outlines proposed protective management plans. RMC 22.10 Article III outlines protection requirements for wetlands, and RMC 22.10 Article IV specifically addresses HCAs, which include streams and wetlands. Any future impacts to these areas will be mitigated for per the standards outlined in RMC Title 18, Chapter 22.10.

## 6.0 CONCLUSION

A thorough investigation of the subject site revealed regular and intermittent use by a diverse assemblage of wildlife species. However, no species make use of the subject site that are specifically regulated by the City of Richland, except for fall chinook (hatchery planted). Research of publicly available resources depicted regular occurrence areas for Burrowing Owls (mapped on-site by PHS) and that West Fork Amon Creek is mapped as supporting fall chinook (federally threatened species). Field observations by WRI determined that the subject site does not appear to be used by Burrowing Owls. Therefore, no HCAs for Burrowing Owls, as defined by the City of Richland are present on-site.

Black-tailed jackrabbits were observed along the eastern property line. However, existing on-site habitat conditions are not preferred by black-tailed jackrabbits. The off-site nature preserve offers a variety of vegetative communities and structural diversity that the species prefers. Therefore, no HCAs for black-tailed jackrabbits are present on-site.

HCA protections only apply to West Fork Amon Creek (fall chinook habitat) and the associated wetland, which are regulated and protected by Chapter 22.10 (Critical Areas) of the City of Richland Municipal Code.

The proposed development plan has been specifically designed in consideration of on-site HCAs, as required by the City of Richland. The proposed development has been placed in the best possible location to avoid impacting on-site HCAs. No impacts to on-site HCAs will occur in association with the proposed development plan.

## 7.0 USE OF THIS REPORT

This Wildlife Habitat Assessment Report is supplied to *Alpine Resources* as a means of determining possible presence of protected wildlife species or habitat and to determine what wildlife species or habitats are present that should be accommodated in the design of the future development proposal, as required by the City of Richland. This report is based largely on readily observable conditions and, to a lesser extent, on readily ascertainable conditions. No attempt has been made to determine hidden or concealed conditions.

The laws applicable to wildlife species and habitats are subject to varying interpretations and may be changed at any time by the courts or legislative bodies. This report is intended to provide information deemed relevant in the applicant's attempt to comply with the laws now in effect.

This report conforms to the standard of care employed by wildlife biologist. No other representation or warranty is made concerning the work or this report, and any implied representation or warranty is disclaimed.

*Wetland Resources, Inc.*





Hailey Starr
*Associated Ecologist & Wildlife Biologist*

Scott Brainard, PWS
*Principal Ecologist*

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# Appendix A

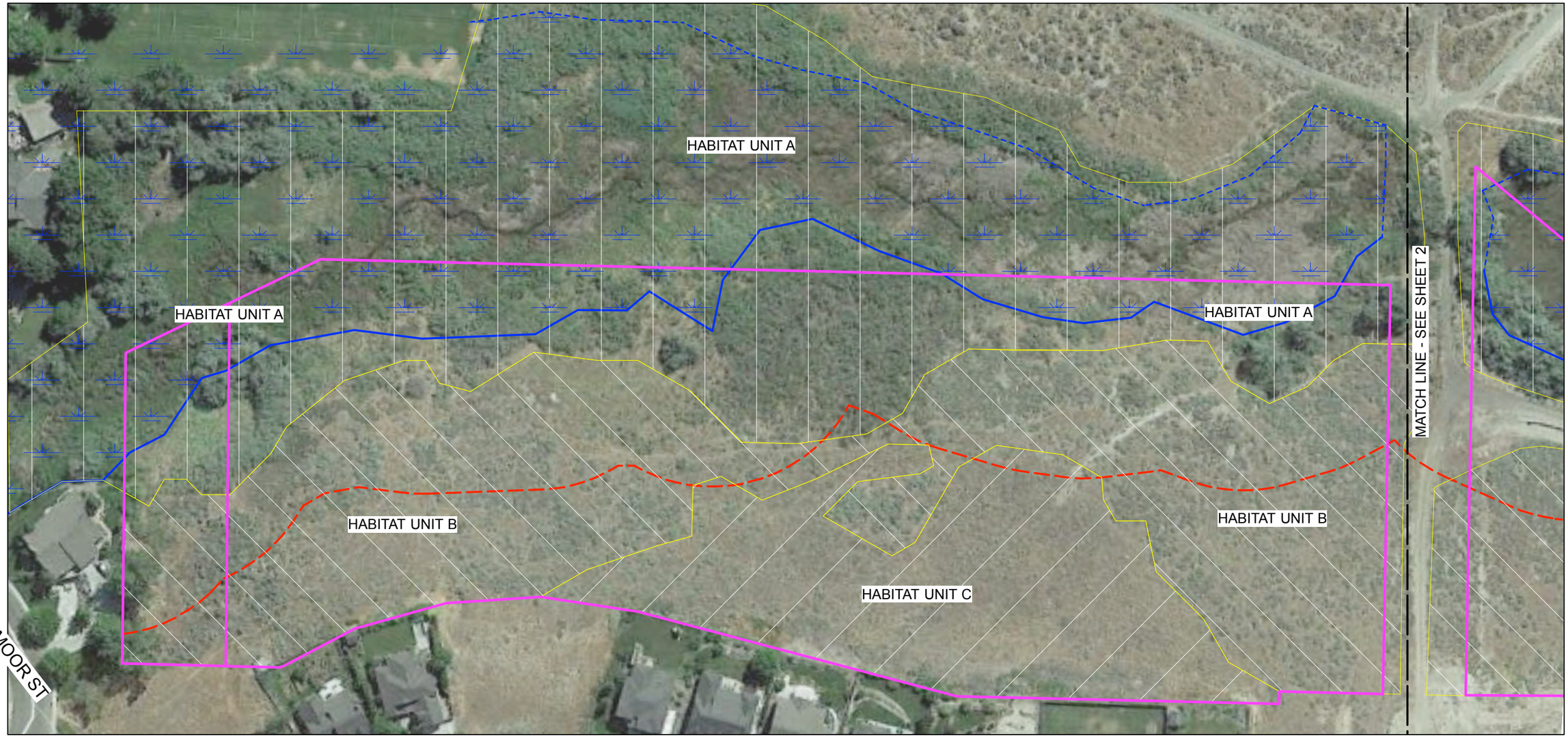
HABITAT UNIT MAP

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# HABITAT UNIT MAP (SHEET 1/2)

## ***ALPINE RESOURCES - WILLOWBROOK***

PORTION OF SECTION 36, TOWNSHIP 9N, RANGE 28E, W.M.




NORTH

**Scale 1" = 100'**

0 50 100 150 200

| LEGEND | | | |
|---|---|---|---|
| | WETLAND | | HABITAT UNIT A |
| | WETLAND (ESTIMATED) | | HABITAT UNIT B |
| | STANDARD BUFFER | | HABITAT UNIT C |


Wetland Resources, Inc.
Delineation / Mitigation / Restoration / Habitat Creation / Permit Assistance
9505 19th Avenue S.E. Suite 106 Everett,Washington 98208
Phone: (425) 337-3174
Fax: (425) 337-3045
Email: mailbox@wetlandresources .com


Habitat Unit Map
***Alpine Resources - Willowbrook***

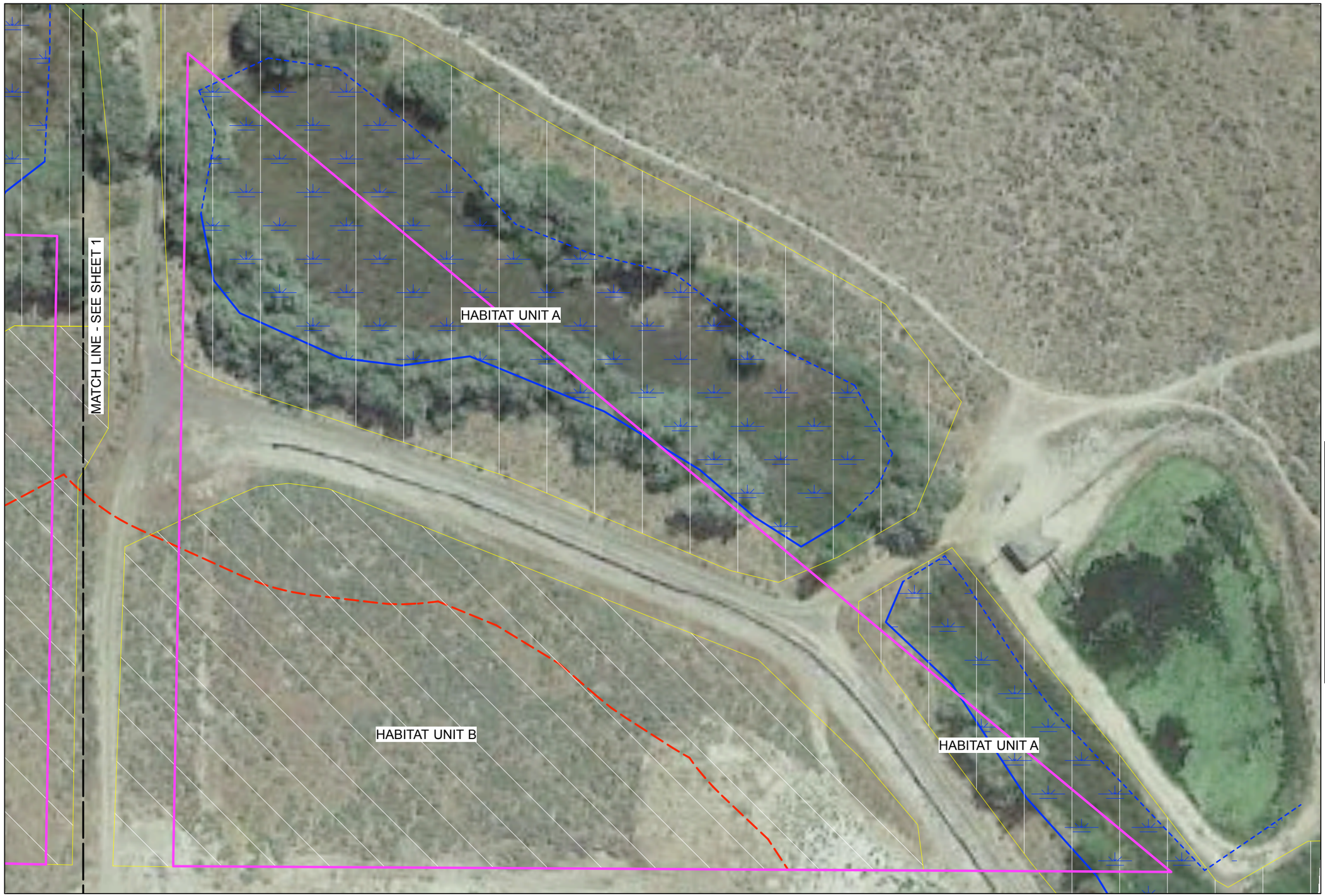
Alpine Resources
Attn: Duane Smith
8914 56th Place W.
Mukilteo, WA 98275

Sheet 1/2
WRI Job#: 16235
Drawn by: HS
4/23/2020
Revision: 4/28/2021

# HABITAT UNIT MAP (SHEET 2/2)

## ***ALPINE RESOURCES - WILLOWBROOK***

PORTION OF SECTION 36, TOWNSHIP 9N, RANGE 28E, W.M.




NORTH

**Inset 2 Scale 1" = 60'**

0 30 60 90 120

## LEGEND

- WETLAND
- WETLAND (ESTIMATED)
- STANDARD BUFFER
- HABITAT UNIT A
- HABITAT UNIT B


Wetland Resources, Inc.
Delineation / Mitigation / Restoration / Habitat Creation / Permit Assistance
9505 19th Avenue S.E. Suite 106 Everett, Washington 98208
Phone: (425) 337-3174
Fax: (425) 337-3045
Email: mailbox@wetlandresources .com


Habitat Unit Map
***Alpine Resources - Willowbrook***

Alpine Resources
Attn: Duane Smith
8914 56th Place W
Mukilteo, WA 98275

Sheet 2/2
WRI Job#: 16235
Drawn by: HS
Date: 4/23/2020
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Exhibit 9

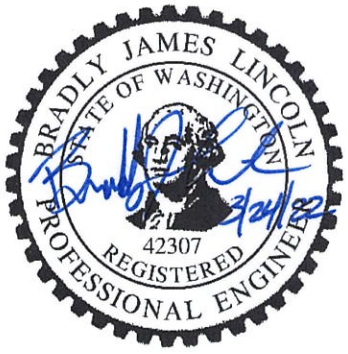
Kimley»Horn

22722 29th Drive SE
Suite 100
Bothell, WA 98021
425.339.8266

# Willowbrook Place
# Traffic Impact Analysis

**Jurisdiction: City of Richland**

**March 2022**




090222038

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## 1. DEVELOPMENT IDENTIFICATION

Kimley-Horn and Associates, Inc. has been retained to provide a traffic impact analysis for the proposed Willowbrook Place development. The scope of the analysis in this report is based on previous comments and discussions with City of Richland staff. Brad Lincoln, responsible for this report and traffic analysis, is a licensed professional engineer (Civil) in the State of Washington and member of the Washington State section of ITE.

The Willowbrook Place development is proposed to consist of a total of 108 apartment units on land that is currently vacant. The development site is located east of Leslie Road and south of Broadmoor Street and is adjacent to the Willowbrook #2 development. The development is proposed to have two accesses, one via Center Boulevard east of Piper Street and one to Broadmoor Street. A site vicinity map has been included in Figure 1.

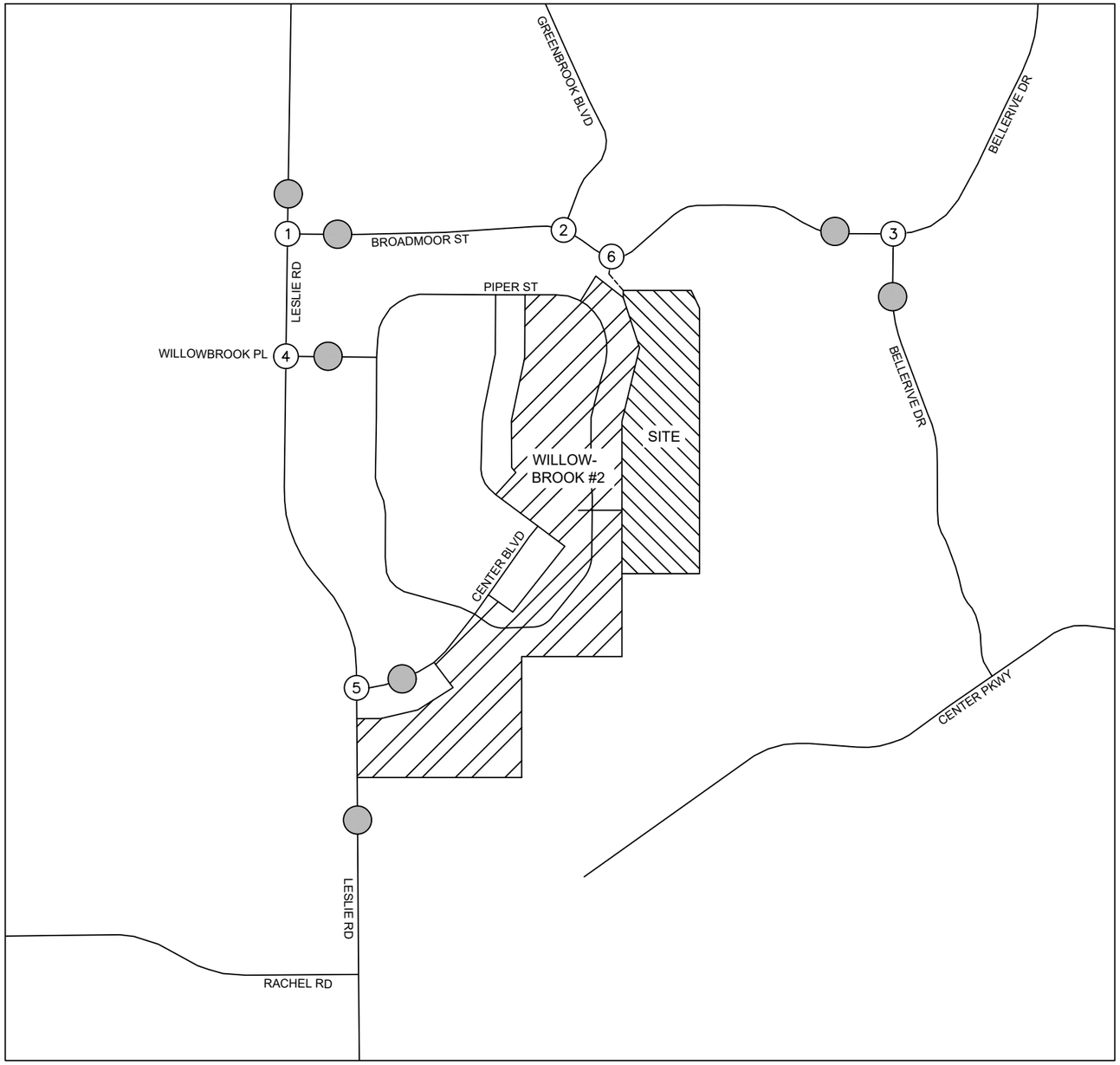
## 2. METHODOLOGY

Trip generation calculations for the Willowbrook Place development have been performed utilizing average trip generation data contained in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual, 10th Edition (2017)* to be consistent with the previous analysis. It is important to note that the rates in the *Trip Generation Manual, 11th Edition (2021)* are lower than the previous addition. The distribution of trips generated by the site is based on the counts at the study intersections, surrounding land uses and comments from City of Richland staff.

Intersection level of service analysis has been performed for the AM peak-hour, the highest four consecutive 15-minute periods between 7:00 AM and 9:00 AM, and the PM peak-hour, the highest four consecutive 15-minute periods between 4:00 PM and 6:00 PM. The intersection level of service analysis has been performed for the following intersections:

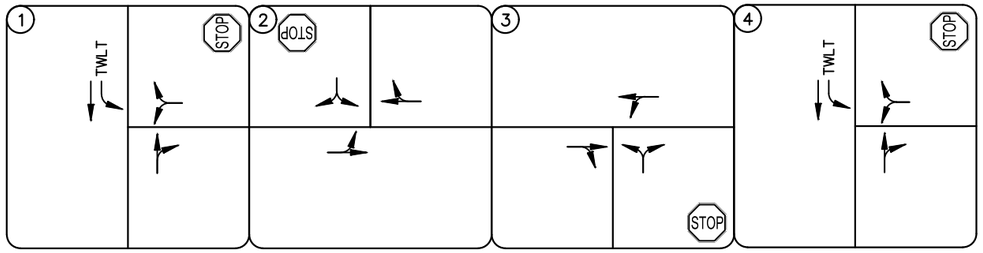
1. Leslie Road at Broadmoor Street
2. Greenbrook Boulevard at Broadmoor Street
3. Bellerive Drive at Broadmoor Street
4. Leslie Road at Willowbrook Place
5. Leslie Road at Center Boulevard
6. Site Access at Broadmoor Street (future with the development only)

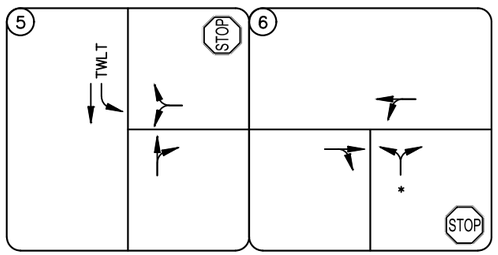
Congestion at intersections is generally measured in terms of level of service (LOS). In accordance with *Highway Capacity Manual: 6th Edition (HCM)* by the Transportation Research Board, road facilities and intersections are rated between LOS A and LOS F, with LOS A being free flow and LOS F being forced flow or over-capacity conditions. The level of service at signalized, roundabout, and all-way stop-controlled intersections is based on the average delay of all approaches. The level of service for two-way stop-controlled intersections is based on average delays for the stopped approach with the highest delay. Geometric characteristics and conflicting traffic movements are taken into consideration when determining level of service values. A summary of the intersection level of service criteria is included in Table 1.




## STUDY INTERSECTIONS

1. LESLIE RD AT BROADMOOR ST
2. GREENBROOK BLVD AT BROADMOOR ST
3. BELLERIVE RD AT BROADMOOR ST
4. LESLIE RD AT WILLOWBROOK PL
5. LESLIE RD AT CENTER BLVD
6. SITE ACCESS AT BROADMOOR ST




*NORTHBOUND APPROACH IS A SITE ACCESS POINT AND ONLY ANALYZED IN THE FUTURE WITH PROJECT CONDITIONS

**LEGEND:**

| | |
|---|---|
| 1 | STUDY INTERSECTION |
| STOP | STOP–CONTROLLED APPROACH |
| | DAILY TRIP VOLUME COUNT LOCATION |

# WILLOWBROOK PLACE
# SITE VICINITY MAP

FIGURE 1

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**Table 1: Level of Service Criteria for Intersections**

| Level of Service[1] | Expected Delay | Intersection Control Delay (Seconds per Vehicle) | |
|---|---|---|---|
| | | Unsignalized Intersections | Signalized Intersections |
| A | Little/No Delay | ≤10 | ≤10 |
| B | Short Delays | >10 and ≤15 | >10 and ≤20 |
| C | Average Delays | >15 and ≤25 | >20 and ≤35 |
| D | Long Delays | >25 and ≤35 | >35 and ≤55 |
| E | Very Long Delays | >35 and ≤50 | >55 and ≤80 |
| F | Extreme Delays[2] | >50 | >80 |

The City of Richland utilizes an intersection level of service threshold of LOS D.

The analysis in this report is based on scoping discussions with City of Richland staff and includes an analysis of daily trip volumes, speeds, and intersection operations. The daily trips along the following roadways have been compared to typical City of Richland volumes:

- Leslie Road – North of Broadmoor Street
- Broadmoor Street – East of Leslie Road
- Broadmoor Street – West of Bellerive Drive
- Bellerive Drive – South of Broadmoor Street
- Willowbrook Place – East of Leslie Road
- Center Boulevard – East of Leslie Road
- Leslie Road – South of Center Boulevard

The typical City of Richland daily trip volumes for roadways is based on Richland Municipal Code (RMC) Chapter 12.02.

[1] **Source:** *Highway Capacity Manual: 6th Edition*.

LOS A: Free-flow traffic conditions, with minimal delay to stopped vehicles (no vehicle is delayed longer than one cycle at signalized intersection).
LOS B: Generally stable traffic flow conditions.
LOS C: Occasional back-ups may develop, but delay to vehicles is short term and still tolerable.
LOS D: During short periods of the peak hour, delays to approaching vehicles may be substantial but are tolerable during times of less demand (i.e. vehicles delayed one cycle or less at signal).
LOS E: Intersections operate at or near capacity, with long queues developing on all approaches and long delays.
LOS F: Jammed conditions on all approaches with excessively long delays and vehicles unable to move at times.

[2] When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection.

## 3. SURROUNDING AREA

The primary roadway in the site vicinity is Leslie Road, which is a 3-lane arterial roadway with a posted speed limit of 40 mph. Broadmoor Street, Center Boulevard and Willowbrook Place are 2-lane roadways with posted speed limits of 25 mph. These roadways have approximately 36 to 40 feet of pavement and include curb, gutter, and sidewalk. All of the study intersections are two-way stop-controlled intersections. There is left-turn channelization on Leslie Road at the Willowbrook Place and Center Boulevard intersections.

Speed data was collected at several locations identified by City of Richland staff. The speed data was collected over a 3-day period on Tuesday, Wednesday, and Thursday in February 2022. The existing 85$^{th}$ Percentile speed data is summarized in Table 2.

**Table 2: Speed Data Summary**

| Location | Posted Speed Limit | Northbound or Eastbound | Southbound or Westbound |
|---|---|---|---|
| Leslie Road – North of Broadmoor Street | 40 mph | 44.3 mph | 43.7 mph |
| Broadmoor Street – East of Leslie Road | 25 mph | 33.3 mph | 32.4 mph |
| Broadmoor Street – West of Bellerive Drive | 25 mph | 25.8 mph | 27.2 mph |
| Bellerive Drive – South of Broadmoor Street | 25 mph | 37.0 mph | 33.0 mph |
| Willowbrook Place – East of Leslie Road | 25 mph | 24.8 mph | 25.3 mph |
| Center Boulevard – East of Leslie Road | 25 mph | 26.8 mph | 29.0 mph |
| Leslie Road – South of Center Boulevard | 40 mph | 47.3 mph | 45.5 mph |

The speed data shows that the existing speeds at the study locations are within the typical range, based on the posted speed limit.

The surrounding land use is primarily residential. The major commercial areas are west and north of the site. The major highway in the site vicinity is I-82 with the nearest access being south of the development.

## 4. TRIP GENERATION

The trip generation calculations for the Willowbrook Place development are based on the average trip generation rates for Institute of transportation Engineers ITE Land Use Code 220, Multifamily Housing (Low-Rise). It is important to note that the trip generation calculations in this report are based on the data published in the *Trip Generation Manual, 10$^{th}$ Edition (2017)*. This historical data has been used to be consistent with the previous analysis completed for the site and to represent a conservatively high estimate of the trip generation since the current data published in *Trip Generation Manual, 11$^{th}$ Edition (2021)* shows a lower trip generation for multifamily housing (low-rise) unit. The trip generation of the Willowbrook Place development is summarized in Table 3.

**Table 3: Willowbrook Place Trip Generation Summary**

| 108 Units of Multifamily (Low-Rise) | Average Daily Trips | | | AM Peak-Hour Trips | | | PM Peak-Hour Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Total | Inbound | Outbound | Total | Inbound | Outbound | Total |
| Generation Rate | 7.32 trips per unit | | | 0.46 trips per unit | | | 0.56 trips per unit | | |
| Splits | 50% | 50% | 100% | 23% | 77% | 100% | 63% | 37% | 100% |
| Trips | 396 | 395 | 791 | 12 | 38 | 50 | 38 | 22 | 60 |

In addition to the Willowbrook Place development, City of Richland staff asked that the Willowbrook #2 development be included as a pipeline development. The Willowbrook #2 development is proposed to consist of 98 total single-family residential units. There are 14 units remaining to be constructed at the time of the data collection, based on available aerial data and field observations. The trip generation of the remaining 14 single-family units of the Willowbrook #2 development is based on ITE Land Use Code 210, Single-Family Detached Housing. The trip generation for the remaining units of the Willowbrook #2 development is summarized in Table 4.

**Table 4: Willowbrook #2 Trip Generation Summary**

| 14 Single-Family Residential Units | Average Daily Trips | | | AM Peak-Hour Trips | | | PM Peak-Hour Trips | | |
|---|---|---|---|---|---|---|---|---|---|
| | Inbound | Outbound | Total | Inbound | Outbound | Total | Inbound | Outbound | Total |
| Generation Rate | 9.44 trips per unit | | | 0.74 trips per unit | | | 0.99 trips per unit | | |
| Splits | 50% | 50% | 100% | 25% | 75% | 100% | 63% | 37% | 100% |
| Trips | 66 | 66 | 132 | 3 | 8 | 11 | 9 | 5 | 14 |

## 5. TRIP DISTRIBUTION

The trips generated by the Willowbrook Place development and the remaining units of the Willowbrook #2 development have been distributed to the surrounding roadways based on the existing count data, how the internal roadways will be connected and comments from City of Richland staff.

### 5.1 Willowbrook Place

It is anticipated that 70% of the trips generated by the Willowbrook Place development will travel to and from the north, forty-five percent along Leslie Road and twenty-five percent along Bellerive Drive. Approximately 25% of the trips generated by the development will travel to and from the south along Leslie Road. The remaining 5% of the trips generated by the development are estimated to travel to and from the south along Bellerive Drive.

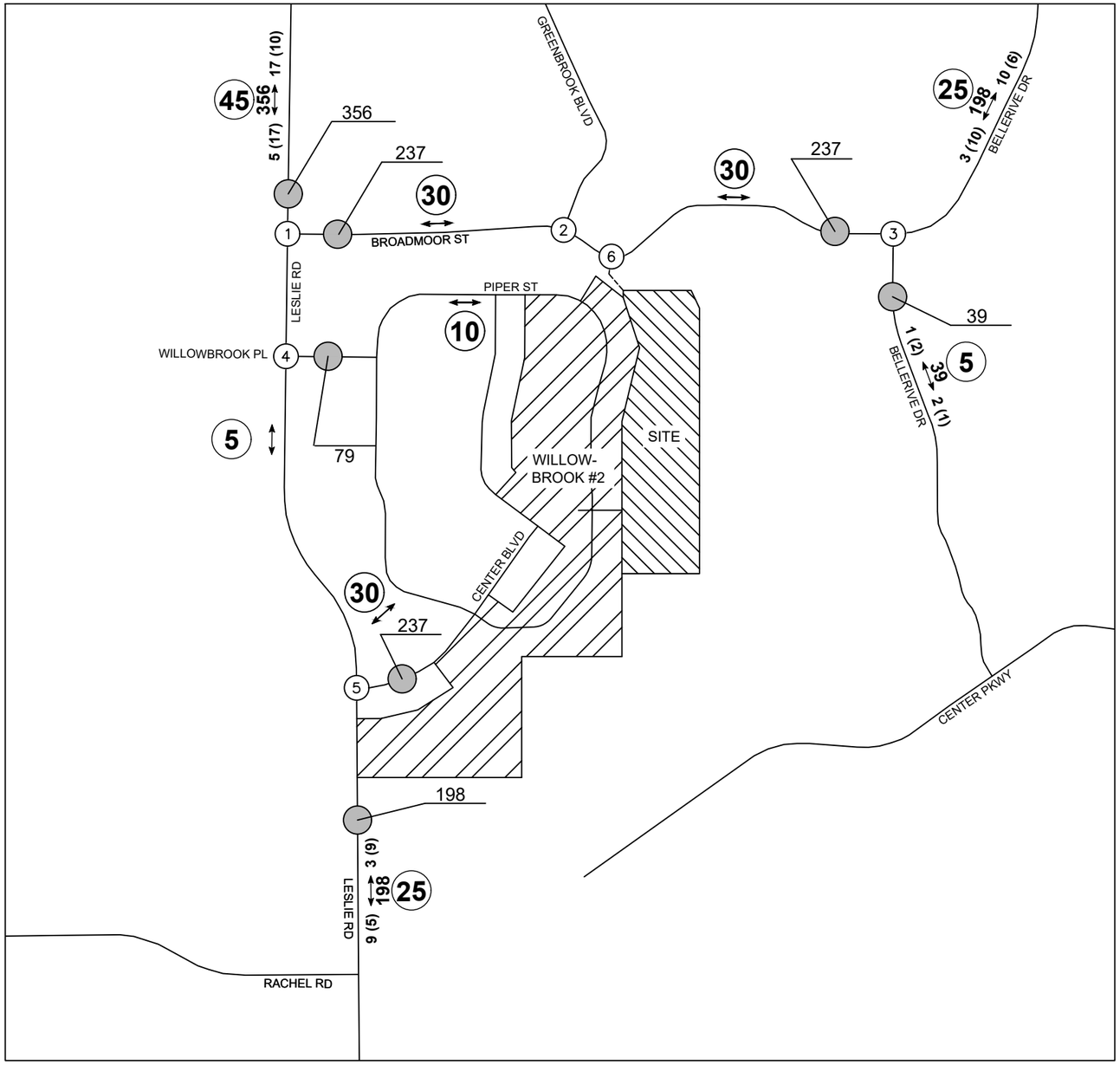
It is anticipated that sixty percent of the trips generated by the Willowbrook Place development will utilize the access to Broadmoor Street. Approximately thirty percent of the trips generated by the Willowbrook Place development will utilize the intersection of Leslie Road at Center Boulevard. The remaining ten percent of the trips are anticipated to utilize the intersection of Leslie Road at Willowbrook Place. The trip distribution and assignments of the trips generated by the Willowbrook Place development are shown in Figure 2.

### 5.2 Willowbrook #2

The trip distribution of the remaining units of the Willowbrook #2 development is based on turning movement counts at the study intersections and surrounding land uses. It is anticipated that 70% of the trips generated by the remaining Willowbrook #2 units will travel to and from the north, sixty-five percent along Leslie Road and five percent along Broadmoor Street. Approximately 25% of the trips generated by the remaining Willowbrook #2 units will travel to and from the south along Leslie Road. The remaining 5% of the trips from the remaining Willowbrook #2 units are estimated to travel to and from the south along Bellerive Drive.

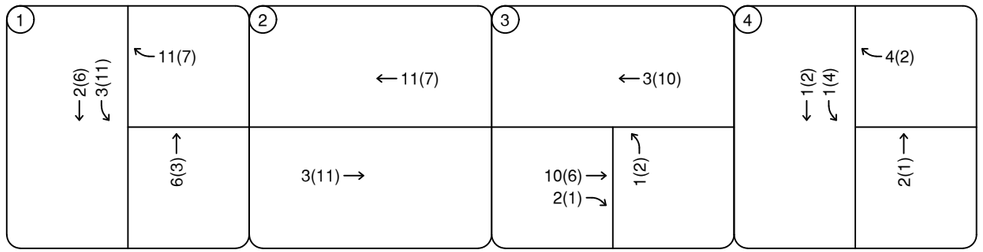
All of the trips generated by the remaining units of the Willowbrook #2 development have been assigned to Leslie Road, sixty percent at the Willowbrook Place intersection and forty percent at the Center Boulevard intersection. The trip assignments for the remaining units of the Willowbrook #2 development are shown in the attachments.

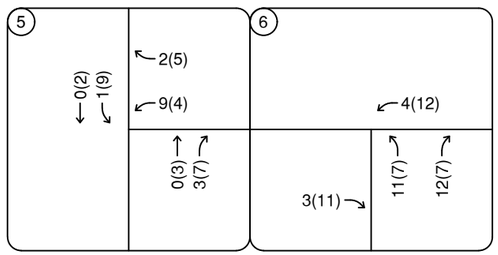
It is important to note that the analysis in this report does not assume any of the trips generated by the remaining units of Willowbrook #2 will utilize the access through Willowbrook Place to Broadmoor Street. This is based on the access through the Willowbrook Place development being narrower than the surrounding roadways and will likely include speed bumps. A qualitative analysis of the potential for trips to utilize the access to Broadmoor Street is discussed in more detail later in this report.




## STUDY INTERSECTIONS

1. LESLIE RD AT BROADMOOR ST
2. GREENBROOK BLVD AT BROADMOOR ST
3. BELLERIVE RD AT BROADMOOR ST
4. LESLIE RD AT WILLOWBROOK PL
5. LESLIE RD AT CENTER BLVD
6. SITE ACCESS AT BROADMOOR ST




**LEGEND:**

| | |
|---|---|
| (1) | STUDY INTERSECTION |
| ← XXX | AM (PM) PEAK-HOUR TRIPS |
| ## | PERCENTAGE OF TRIPS |
| X,XXX | NEW DAILY TIRPS |
| XX (XX)←→XX (XX) | AM (PM) PEAK-HOUR TRIPS |
| X,XXX | DAILY TRAFFIC VOLUME |

# WILLOWBROOK PLACE
# DEVELOPMENT TRIP DISTRIBUTION

FIGURE 2

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# 6. INTERSECTION LEVEL OF SERVICE ANALYSIS

The intersections that have been analyzed as part of this report are based on scoping discussions with City of Richland staff. Level of service analysis has been performed for the following intersections for the weekday AM peak-hour (7:00 AM to 9:00 AM) and PM peak-hour (4:00 PM to 6:00 PM):

1. Leslie Road at Broadmoor Street
2. Leslie Road at Willowbrook Place
3. Leslie Road at Center Boulevard
4. Greenbrook Boulevard at Broadmoor Street
5. Site Access at Broadmoor Street
6. Bellerive Drive at Broadmoor Street (future with development only)

The AM peak-hour is the highest consecutive 15-minute periods between 7:00 AM and 9:00 AM. The PM peak-hour is the highest consecutive 15-minute periods between 4:00 PM and 6:00 PM.

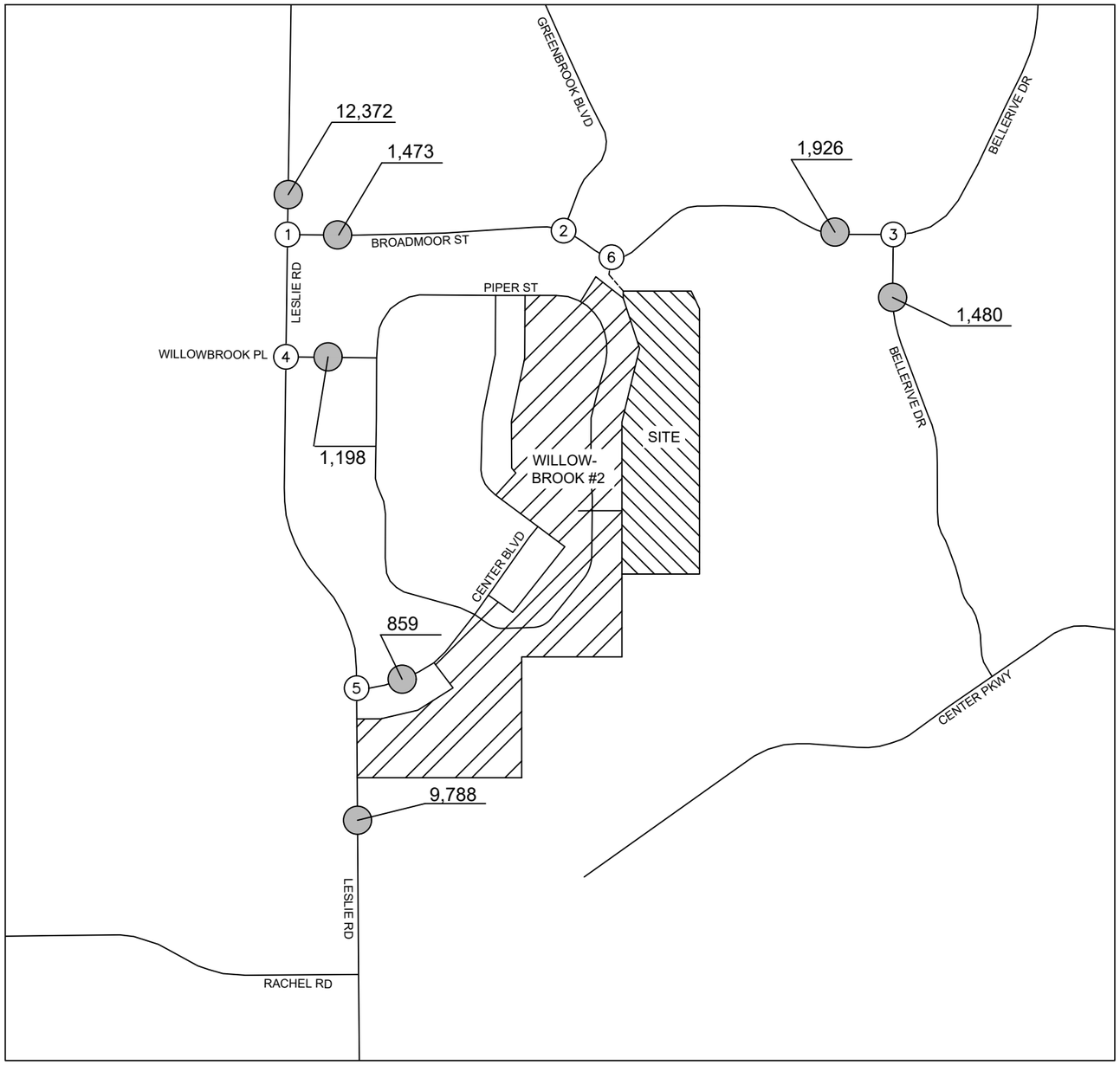
## 6.1 Turning Movement Volumes

The existing turning movements at the study intersections were counted by the independent count firm of IDAX. The turning movement counts were collected in February 2022. The existing turning movements at the study intersections are shown in Figure 3.

The future volumes have been calculated for the year 2032, which represents a 10-year horizon period. The 2032 baseline turning movements have been calculated by applying a 1.8% annually compounding growth rate. The growth rate is based on historical growth in the site vicinity and is based on discussions with City of Richland staff. Additionally, trips generated by the remaining units of the Willowbrook #2 development and trips from the Center Parkway extension to Leslie Road. The growth rate and pipeline data result in a total growth of approximately 20% to 45% at the study intersections with an average total growth of approximately 35%. The 2032 baseline turning movements are shown in Figure 4. The 2032 future with development turning movements have been calculated by adding the trips generated by the Willowbrook Place development to the 2032 baseline turning movements. The 2032 future with development turning movements at the study intersections are shown in Figure 5. The existing count data and turning movement calculations are included in the attachments.

## 6.2 Intersection Level of Service Results

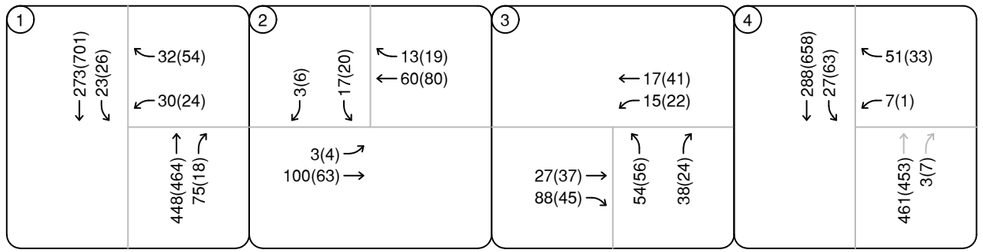
The level of service analysis has been performed utilizing the existing control, channelization, peak-hour factors and heavy-vehicle factors. The level of service for the AM peak-hour are summarized in Table 5.

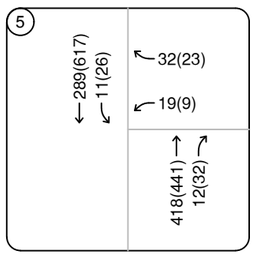



## STUDY INTERSECTIONS

1. LESLIE RD AT BROADMOOR ST
2. GREENBROOK BLVD AT BROADMOOR ST
3. BELLERIVE RD AT BROADMOOR ST
4. LESLIE RD AT WILLOWBROOK PL
5. LESLIE RD AT CENTER BLVD

NORTH
NTS




**LEGEND:**

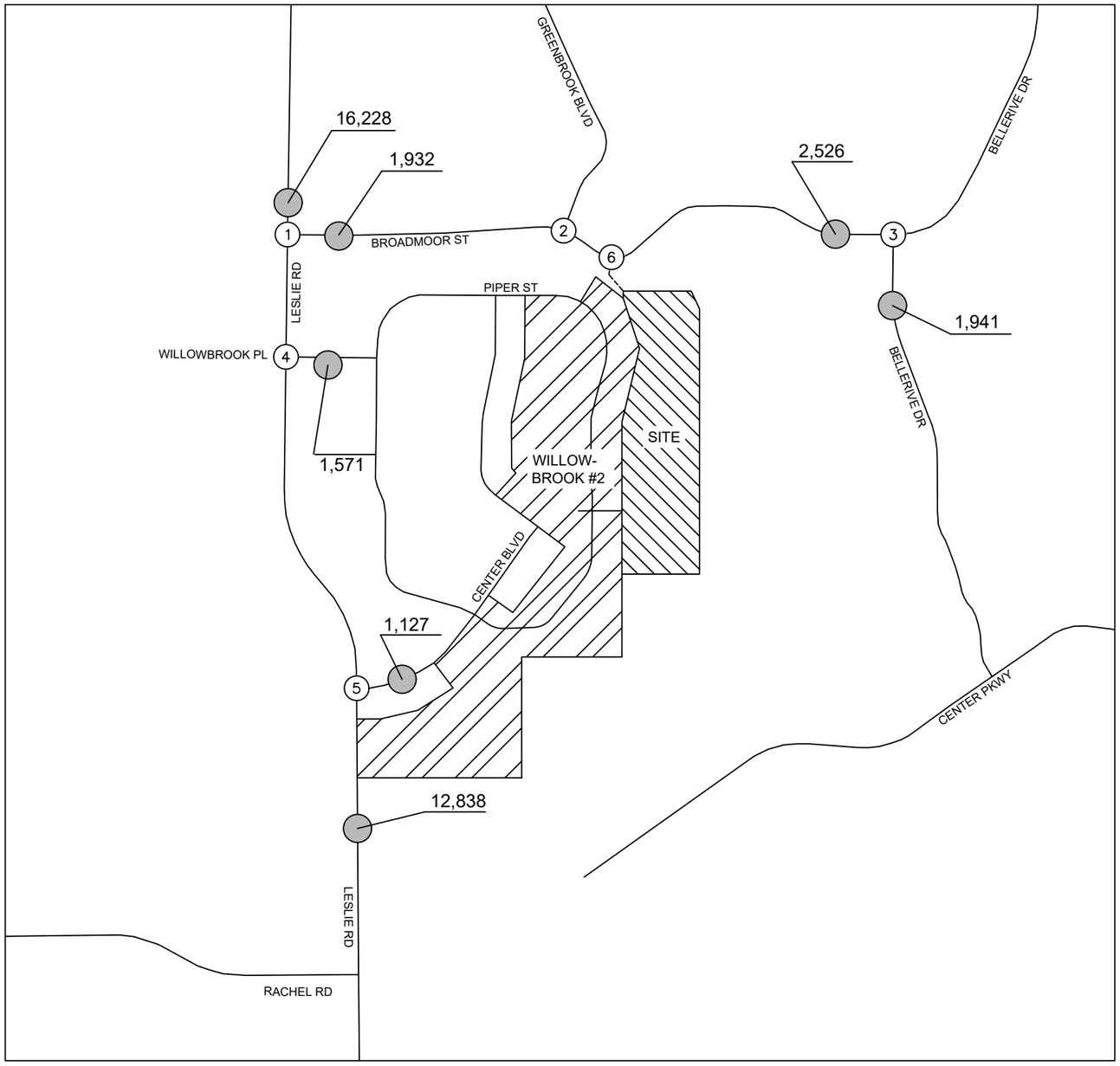
| | |
|---|---|
| (1) | STUDY INTERSECTION |
| ← XX (XX) | AM (PM) PEAK-HOUR VOLUME |
| X,XXX | DAILY TRAFFIC VOLUME |

# WILLOWBROOK PLACE
# 2022 EXISTING TURNING MOVEMENT VOLUMES

FIGURE 3

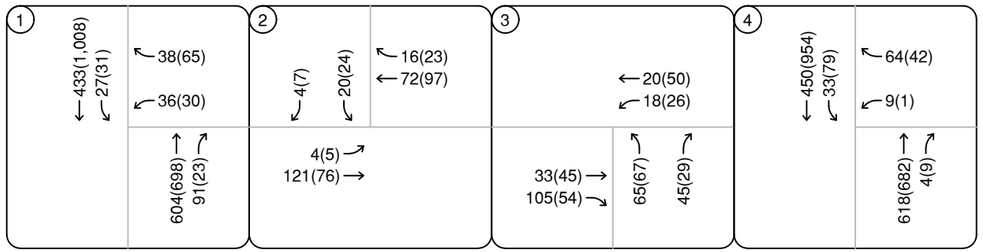
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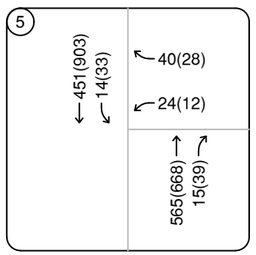
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## STUDY INTERSECTIONS

1. LESLIE RD AT BROADMOOR ST
2. GREENBROOK BLVD AT BROADMOOR ST
3. BELLERIVE RD AT BROADMOOR ST
4. LESLIE RD AT WILLOWBROOK PL
5. LESLIE RD AT CENTER BLVD




**LEGEND:**

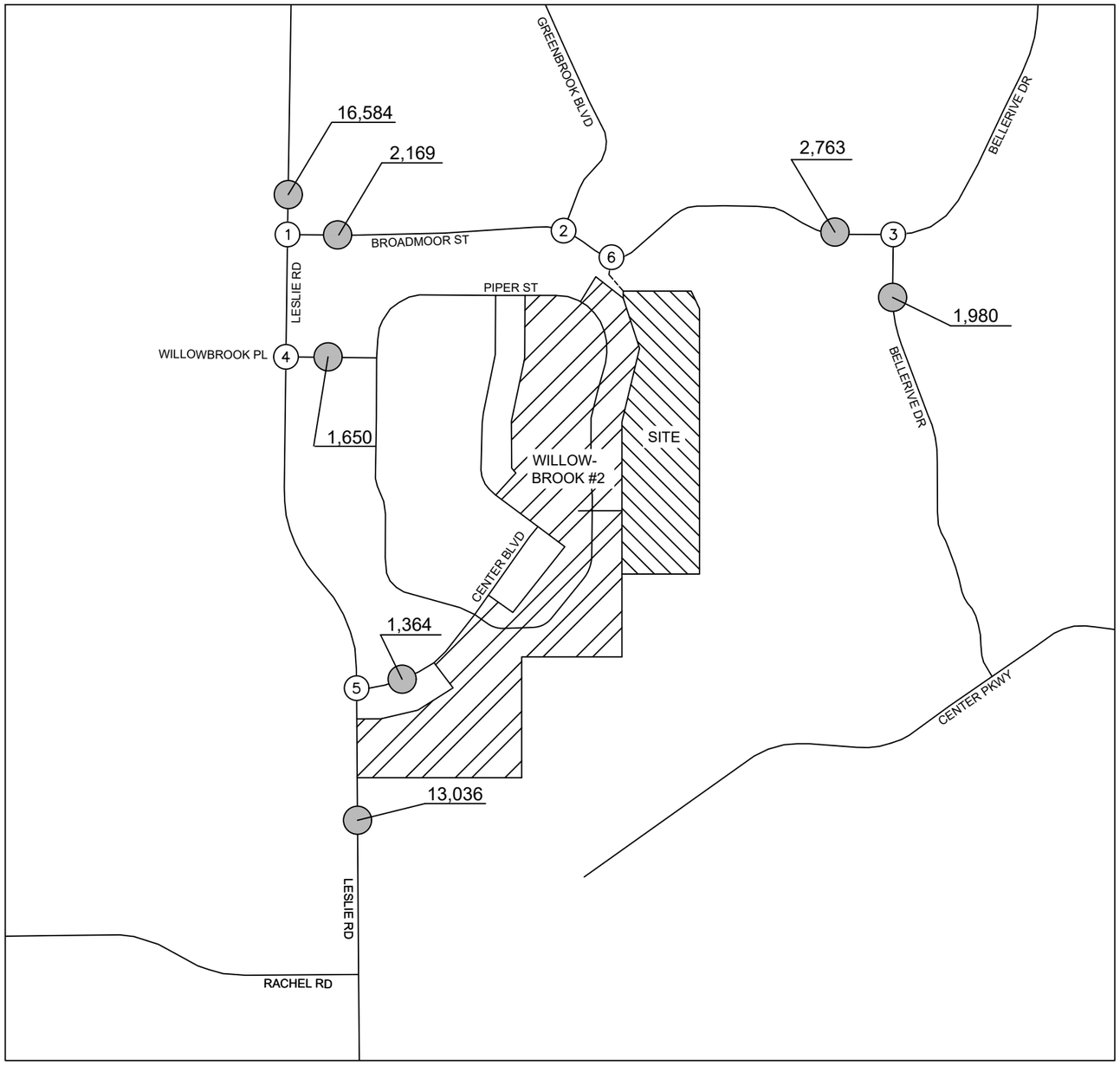
| | |
|---|---|
| (1) | STUDY INTERSECTION |
| ← XX (XX) | AM (PM) PEAK-HOUR VOLUME |
| X,XXX | DAILY TRAFFIC VOLUME |

# WILLOWBROOK PLACE
# 2032 BASELINE TURNING MOVEMENTS

FIGURE 4

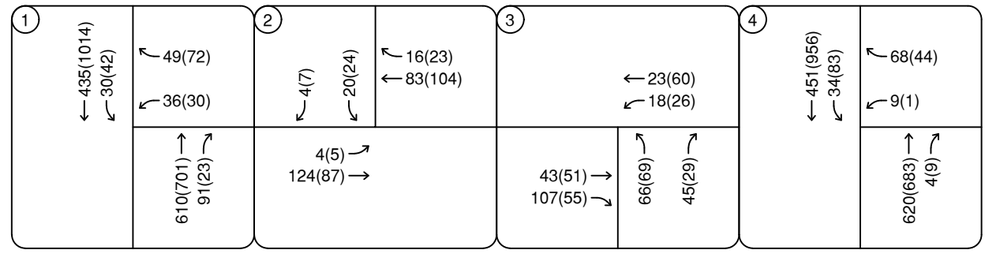
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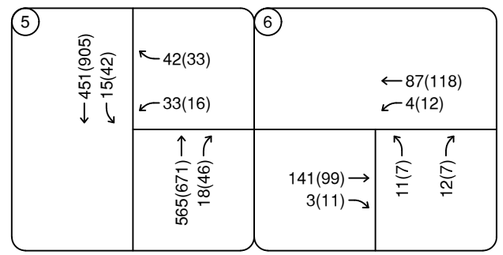
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## STUDY INTERSECTIONS

1. LESLIE RD AT BROADMOOR ST
2. GREENBROOK BLVD AT BROADMOOR ST
3. BELLERIVE RD AT BROADMOOR ST
4. LESLIE RD AT WILLOWBROOK PL
5. LESLIE RD AT CENTER BLVD
6. SITE ACCESS AT BROADMOOR ST




**LEGEND:**

| | |
|---|---|
| (1) | STUDY INTERSECTION |
| ← XX (XX) | AM (PM) PEAK-HOUR VOLUME |
| X,XXX | DAILY TRAFFIC VOLUME |

# WILLOWBROOK PLACE
# 2032 FUTURE WITH DEVELOPMENT TURNING MOVEMENTS

FIGURE 5

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**Table 5: AM Peak-Hour Intersection Level of Service Summary**

| Intersection | 2022 Existing Conditions | | 2032 Baseline Conditions | | 2032 Future with Development Conditions | |
|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| 1. Leslie Road at Broadmoor Street | B | 14.1 sec | C | 16.7 sec | C | 17.0 sec |
| 2. Greenbrook Boulevard at Broadmoor Street | A | 9.8 sec | B | 10.1 sec | B | 10.2 sec |
| 3. Bellerive Drive at Broadmoor Street | B | 10.2 sec | B | 10.2 sec | B | 10.4 sec |
| 4. Leslie Road at Willowbrook Place | B | 12.7 sec | B | 14.6 sec | B | 14.7 sec |
| 5. Leslie Road at Center Boulevard | B | 12.5 sec | B | 14.3 sec | B | 14.9 sec |
| 6. Site Access at Broadmoor Street | --- | --- | --- | --- | A | 9.6 sec |

The level of service results for the PM peak-hour are summarized in Table 6.

**Table 6: AM Peak-Hour Intersection Level of Service Summary**

| Intersection | 2022 Existing Conditions | | 2032 Baseline Conditions | | 2032 Future with Development Conditions | |
|---|---|---|---|---|---|---|
| | LOS | Delay | LOS | Delay | LOS | Delay |
| 1. Leslie Road at Broadmoor Street | B | 14.7 sec | C | 22.2 sec | C | 22.9 sec |
| 2. Greenbrook Boulevard at Broadmoor Street | A | 9.7 sec | B | 10.0 sec | B | 10.2 sec |
| 3. Bellerive Drive at Broadmoor Street | B | 10. 0 sec | B | 10.4 sec | B | 10.6 sec |
| 4. Leslie Road at Willowbrook Place | B | 11.7 sec | B | 14.6 sec | B | 14.6 sec |
| 5. Leslie Road at Center Boulevard | B | 12.8 sec | C | 16.8 sec | C | 17.7 sec |
| 6. Site Access at Broadmoor Street | --- | --- | --- | --- | A | 9.5 sec |

The level of service analysis shows that the study intersections currently operate at LOS B or better during the AM and PM peak-hours and are anticipated to operate at LOS C or better with the Willowbrook Place development. The level of service calculations are included in the attachments.

### 6.3 Broadmoor Street Access

The intersection analysis discussed above assumes that only trips from the Willowbrook Place development will utilize the access to Broadmoor Street. The site access to Broadmoor Street is anticipated to operate at LOS A with this assumption. The site access to Broadmoor Street is anticipated to remain at LOS D or better, the acceptable level of service threshold, with trips from surrounding units due to the amount of volume that a two-way stop-control intersection can accommodate. Trips utilizing the Broadmoor Street access from surrounding units are therefore not anticipated to significantly change the operations of the study intersections.

## 7. DAILY VOLUME ANALYSIS

The daily volumes along the surrounding roadways have been evaluated for the following locations:

- Leslie Road – North of Broadmoor Street
- Broadmoor Street – East of Leslie Road
- Broadmoor Street – West of Bellerive Drive
- Bellerive Drive – South of Broadmoor Street
- Willowbrook Place – East of Leslie Road
- Center Boulevard – East of Leslie Road
- Leslie Road – South of Center Boulevard

Leslie Road is classified as a Minor Arterial and has a typical threshold of approximately 5,000 to 15,000 daily trips. Broadmoor Street is classified as a Minor Collector and has a typical threshold of approximately 500 to 2,000 daily trips. Bellerive Drive is classified as a Major Collector and has a typical threshold of approximately 1,500 to 8,000 daily trips. Willowbrook Place and Center Boulevard are classified as Local Streets and have a typical threshold of approximately 1,000 daily trips. It is important to note that these thresholds are approximate and are not analogous to the intersection level of service thresholds. RMC 12.02.020 identifies the classification process as "defining the part that any particular street should play in serving the flow of trips through a street network." Additionally, the classification of a roadway can change over time. Therefore, a roadway with more daily trips than what is identified in RMC 12.02 would not be deemed as operating at a deficient level.

The 2022 existing, 2032 baseline, and 2032 future with development daily volumes at the study locations have been calculated using the same methodology as the peak-hour turning movements. The 2022 existing daily volumes are based on a 3-day period of data. The daily volumes at the study locations are summarized in Table 7.

**Table 7: Daily Trips Volume Summary**

| Location | RMC 12.02 Daily Trip Range | 2022 Existing Conditions | 2032 Baseline Conditions | 2032 Future with Development Conditions |
|---|---|---|---|---|
| Leslie Road<br>North of Broadmoor Street | 5,000 to 15,000 | 12,372 | 16,228 | 16,584 |
| Broadmoor Street<br>East of Leslie Road | 500 to 2,000 | 1,473 | 1,932 | 2,169 |
| Broadmoor Street<br>West of Bellerive Drive | 500 to 2,000 | 1,926 | 2,526 | 2,763 |
| Willowbrook Place<br>East of Leslie Road | 0 to 1,000 | 1,198 | 1,571 | 1,650 |
| Center Boulevard<br>East of Leslie Road | 0 to 1,000 | 237 | 1,127 | 1,364 |
| Leslie Road<br>South of Center Boulevard | 5,000 to 15,000 | 9,788 | 12,838 | 13,036 |

The daily volume analysis shows that many of the study locations are or will have volumes higher than what is identified in RMC 12.02. However, this does not mean that the roadways will operate deficiently. The level of service analysis shows that the study intersections are all anticipated to operate at LOS C or better. Additionally, Leslie Road has a 3-lane section with a center two-way-left-turn lanes and Broadmoor Street and Center Boulevard have sufficient width for a lane in each direction and on-street parking on both sides of the roadway. Additionally, the concurrency determination of a development is based on the operations of intersections, which are shown to operate acceptably, and not necessarily the roadway daily volumes.

## 8. TRAFFIC MITIGATION FEES

The City of Richland has instituted traffic mitigation fees. The Willowbrook Place development is located in Zone 1, which has a traffic mitigation fee of $1,991.25 per PM peak-hour trip. The Willowbrook Place development is anticipated to generate 60 PM peak-hour trips. The Willowbrook Place development will result in traffic mitigation fees of $119,475.00.

## 9. CONCLUSIONS AND RECOMMENDATIONS

The 108 multifamily units of the Willowbrook Place development is anticipated to generate 791 daily trips with 50 AM peak-hour trips and 60 PM peak-hour trips. The study intersections are all anticipated to operate at LOS C or better with the Willowbrook Place development. The daily trip analysis shows that some of the locations that have been evaluated will have volumes higher than what is identified in RMC 12.02. The daily volumes should not affect the concurrency determination of the development. The traffic mitigation fees for the Willowbrook Place development will be $119,475.00 for the 60 PM peak-hour trips that are anticipated to be generated.

# Daily Counts and Speed Data

**Location:** Leslie Rd N-O Broadmoor St
**Date Range:** 2/15/2022 - 2/21/2022
**Site Code:** 01

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | Mid-Week Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/15/2022 | | | 2/16/2022 | | | 2/17/2022 | | | 2/18/2022 | | | 2/19/2022 | | | 2/20/2022 | | | 2/21/2022 | | | | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 8 | 15 | 23 | 10 | 19 | 29 | 9 | 14 | 23 | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 16 | 25 |
| 1:00 AM | 10 | 13 | 23 | 10 | 13 | 23 | 7 | 5 | 12 | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 10 | 19 |
| 2:00 AM | 10 | 3 | 13 | 8 | 4 | 12 | 5 | 7 | 12 | - | - | - | - | - | - | - | - | - | - | - | - | 8 | 5 | 12 |
| 3:00 AM | 20 | 8 | 28 | 17 | 3 | 20 | 16 | 4 | 20 | - | - | - | - | - | - | - | - | - | - | - | - | 18 | 5 | 23 |
| 4:00 AM | 91 | 28 | 119 | 89 | 32 | 121 | 93 | 32 | 125 | - | - | - | - | - | - | - | - | - | - | - | - | 91 | 31 | 122 |
| 5:00 AM | 166 | 81 | 247 | 194 | 83 | 277 | 155 | 74 | 229 | - | - | - | - | - | - | - | - | - | - | - | - | 172 | 79 | 251 |
| 6:00 AM | 269 | 202 | 471 | 247 | 171 | 418 | 227 | 169 | 396 | - | - | - | - | - | - | - | - | - | - | - | - | 248 | 181 | 428 |
| 7:00 AM | 435 | 298 | 733 | 403 | 282 | 685 | 359 | 282 | 641 | - | - | - | - | - | - | - | - | - | - | - | - | 399 | 287 | 686 |
| 8:00 AM | 484 | 299 | 783 | 466 | 339 | 805 | 456 | 304 | 760 | - | - | - | - | - | - | - | - | - | - | - | - | 469 | 314 | 783 |
| 9:00 AM | 307 | 311 | 618 | 311 | 273 | 584 | 348 | 305 | 653 | - | - | - | - | - | - | - | - | - | - | - | - | 322 | 296 | 618 |
| 10:00 AM | 336 | 294 | 630 | 374 | 324 | 698 | 350 | 297 | 647 | - | - | - | - | - | - | - | - | - | - | - | - | 353 | 305 | 658 |
| 11:00 AM | 405 | 402 | 807 | 430 | 412 | 842 | 403 | 434 | 837 | - | - | - | - | - | - | - | - | - | - | - | - | 413 | 416 | 829 |
| 12:00 PM | 402 | 415 | 817 | 374 | 435 | 809 | 385 | 416 | 801 | - | - | - | - | - | - | - | - | - | - | - | - | 387 | 422 | 809 |
| 1:00 PM | 338 | 361 | 699 | 378 | 393 | 771 | 331 | 362 | 693 | - | - | - | - | - | - | - | - | - | - | - | - | 349 | 372 | 721 |
| 2:00 PM | 395 | 402 | 797 | 411 | 423 | 834 | 396 | 447 | 843 | - | - | - | - | - | - | - | - | - | - | - | - | 401 | 424 | 825 |
| 3:00 PM | 460 | 577 | 1,037 | 480 | 561 | 1,041 | 523 | 507 | 1,030 | - | - | - | - | - | - | - | - | - | - | - | - | 488 | 548 | 1,036 |
| 4:00 PM | 504 | 660 | 1,164 | 543 | 643 | 1,186 | 523 | 652 | 1,175 | - | - | - | - | - | - | - | - | - | - | - | - | 523 | 652 | 1,175 |
| 5:00 PM | 516 | 689 | 1,205 | 550 | 730 | 1,280 | 509 | 679 | 1,188 | - | - | - | - | - | - | - | - | - | - | - | - | 525 | 699 | 1,224 |
| 6:00 PM | 359 | 451 | 810 | 402 | 489 | 891 | 374 | 479 | 853 | - | - | - | - | - | - | - | - | - | - | - | - | 378 | 473 | 851 |
| 7:00 PM | 217 | 308 | 525 | 191 | 318 | 509 | 230 | 360 | 590 | - | - | - | - | - | - | - | - | - | - | - | - | 213 | 329 | 541 |
| 8:00 PM | 160 | 227 | 387 | 132 | 247 | 379 | 148 | 211 | 359 | - | - | - | - | - | - | - | - | - | - | - | - | 147 | 228 | 375 |
| 9:00 PM | 92 | 120 | 212 | 81 | 110 | 191 | 88 | 144 | 232 | - | - | - | - | - | - | - | - | - | - | - | - | 87 | 125 | 212 |
| 10:00 PM | 39 | 57 | 96 | 41 | 39 | 80 | 50 | 53 | 103 | - | - | - | - | - | - | - | - | - | - | - | - | 43 | 50 | 93 |
| 11:00 PM | 24 | 22 | 46 | 29 | 31 | 60 | 35 | 25 | 60 | - | - | - | - | - | - | - | - | - | - | - | - | 29 | 26 | 55 |
| **Total** | **6,047** | **6,243** | **12,290** | **6,171** | **6,374** | **12,545** | **6,020** | **6,262** | **12,282** | - | - | - | - | - | - | - | - | - | - | - | - | **6,079** | **6,293** | **12,372** |
| **Percent** | **49%** | **51%** | - | **49%** | **51%** | - | **49%** | **51%** | - | - | - | - | - | - | - | - | - | - | - | - | - | **49%** | **51%** | - |

1. Mid-week average includes data between Tuesday and Thursday.



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** Broadmoor St E-O Leslie Rd
**Date Range:** 2/15/2022 - 2/21/2022
**Site Code:** 02

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | Mid-Week Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/15/2022 | | | 2/16/2022 | | | 2/17/2022 | | | 2/18/2022 | | | 2/19/2022 | | | 2/20/2022 | | | 2/21/2022 | | | | | |
| Time | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total |
| 12:00 AM | 1 | 0 | 1 | 2 | 0 | 2 | 1 | 1 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 0 | 2 |
| 1:00 AM | 0 | 0 | 0 | 1 | 2 | 3 | 0 | 2 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 1 | 2 |
| 2:00 AM | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| 3:00 AM | 1 | 5 | 6 | 0 | 1 | 1 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 2 | 2 |
| 4:00 AM | 1 | 8 | 9 | 1 | 7 | 8 | 3 | 7 | 10 | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 7 | 9 |
| 5:00 AM | 1 | 6 | 7 | 1 | 10 | 11 | 2 | 6 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 7 | 9 |
| 6:00 AM | 15 | 20 | 35 | 9 | 15 | 24 | 6 | 15 | 21 | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 17 | 27 |
| 7:00 AM | 34 | 30 | 64 | 40 | 28 | 68 | 32 | 34 | 66 | - | - | - | - | - | - | - | - | - | - | - | - | 35 | 31 | 66 |
| 8:00 AM | 102 | 63 | 165 | 106 | 75 | 181 | 98 | 58 | 156 | - | - | - | - | - | - | - | - | - | - | - | - | 102 | 65 | 167 |
| 9:00 AM | 38 | 27 | 65 | 34 | 26 | 60 | 25 | 43 | 68 | - | - | - | - | - | - | - | - | - | - | - | - | 32 | 32 | 64 |
| 10:00 AM | 33 | 39 | 72 | 33 | 29 | 62 | 41 | 38 | 79 | - | - | - | - | - | - | - | - | - | - | - | - | 36 | 35 | 71 |
| 11:00 AM | 29 | 38 | 67 | 56 | 51 | 107 | 44 | 46 | 90 | - | - | - | - | - | - | - | - | - | - | - | - | 43 | 45 | 88 |
| 12:00 PM | 36 | 43 | 79 | 50 | 57 | 107 | 41 | 50 | 91 | - | - | - | - | - | - | - | - | - | - | - | - | 42 | 50 | 92 |
| 1:00 PM | 32 | 38 | 70 | 93 | 58 | 151 | 35 | 44 | 79 | - | - | - | - | - | - | - | - | - | - | - | - | 53 | 47 | 100 |
| 2:00 PM | 53 | 59 | 112 | 41 | 86 | 127 | 51 | 49 | 100 | - | - | - | - | - | - | - | - | - | - | - | - | 48 | 65 | 113 |
| 3:00 PM | 104 | 93 | 197 | 61 | 57 | 118 | 74 | 107 | 181 | - | - | - | - | - | - | - | - | - | - | - | - | 80 | 86 | 165 |
| 4:00 PM | 70 | 80 | 150 | 42 | 76 | 118 | 61 | 77 | 138 | - | - | - | - | - | - | - | - | - | - | - | - | 58 | 78 | 135 |
| 5:00 PM | 35 | 74 | 109 | 53 | 77 | 130 | 53 | 68 | 121 | - | - | - | - | - | - | - | - | - | - | - | - | 47 | 73 | 120 |
| 6:00 PM | 25 | 31 | 56 | 41 | 55 | 96 | 45 | 56 | 101 | - | - | - | - | - | - | - | - | - | - | - | - | 37 | 47 | 84 |
| 7:00 PM | 21 | 28 | 49 | 28 | 23 | 51 | 36 | 37 | 73 | - | - | - | - | - | - | - | - | - | - | - | - | 28 | 29 | 58 |
| 8:00 PM | 27 | 26 | 53 | 21 | 18 | 39 | 20 | 26 | 46 | - | - | - | - | - | - | - | - | - | - | - | - | 23 | 23 | 46 |
| 9:00 PM | 10 | 21 | 31 | 18 | 19 | 37 | 13 | 16 | 29 | - | - | - | - | - | - | - | - | - | - | - | - | 14 | 19 | 32 |
| 10:00 PM | 7 | 6 | 13 | 3 | 3 | 6 | 12 | 17 | 29 | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 9 | 16 |
| 11:00 PM | 0 | 3 | 3 | 1 | 1 | 2 | 2 | 4 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 3 | 4 |
| **Total** | **675** | **738** | **1,413** | **736** | **774** | **1,510** | **695** | **801** | **1,496** | - | - | - | - | - | - | - | - | - | - | - | - | **702** | **771** | **1,473** |
| **Percent** | **48%** | **52%** | - | **49%** | **51%** | - | **46%** | **54%** | - | - | - | - | - | - | - | - | - | - | - | - | - | **48%** | **52%** | - |

1. Mid-week average includes data between Tuesday and Thursday.



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** Broadmoor St S-O Bellerive Dr
**Date Range:** 2/15/2022 - 2/21/2022
**Site Code:** 07

# Mislabeled - Actually is Bellerive Dr S-O Broadmoor St

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | Mid-Week Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/15/2022 | | | 2/16/2022 | | | 2/17/2022 | | | 2/18/2022 | | | 2/19/2022 | | | 2/20/2022 | | | 2/21/2022 | | | | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 1 | 1 | 2 | 0 | 2 | 2 | 1 | 1 | 2 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 |
| 1:00 AM | 1 | 1 | 2 | 4 | 0 | 4 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 0 | 2 |
| 2:00 AM | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| 3:00 AM | 2 | 1 | 3 | 0 | 1 | 1 | 1 | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 2 | 3 |
| 4:00 AM | 4 | 0 | 4 | 6 | 0 | 6 | 4 | 3 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 1 | 6 |
| 5:00 AM | 5 | 1 | 6 | 7 | 0 | 7 | 10 | 3 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 1 | 9 |
| 6:00 AM | 20 | 6 | 26 | 16 | 12 | 28 | 16 | 8 | 24 | - | - | - | - | - | - | - | - | - | - | - | - | 17 | 9 | 26 |
| 7:00 AM | 22 | 37 | 59 | 27 | 36 | 63 | 30 | 35 | 65 | - | - | - | - | - | - | - | - | - | - | - | - | 26 | 36 | 62 |
| 8:00 AM | 91 | 101 | 192 | 90 | 105 | 195 | 82 | 95 | 177 | - | - | - | - | - | - | - | - | - | - | - | - | 88 | 100 | 188 |
| 9:00 AM | 28 | 36 | 64 | 28 | 23 | 51 | 34 | 26 | 60 | - | - | - | - | - | - | - | - | - | - | - | - | 30 | 28 | 58 |
| 10:00 AM | 41 | 29 | 70 | 34 | 25 | 59 | 30 | 36 | 66 | - | - | - | - | - | - | - | - | - | - | - | - | 35 | 30 | 65 |
| 11:00 AM | 43 | 40 | 83 | 46 | 60 | 106 | 53 | 39 | 92 | - | - | - | - | - | - | - | - | - | - | - | - | 47 | 46 | 94 |
| 12:00 PM | 47 | 38 | 85 | 60 | 58 | 118 | 40 | 50 | 90 | - | - | - | - | - | - | - | - | - | - | - | - | 49 | 49 | 98 |
| 1:00 PM | 43 | 30 | 73 | 47 | 95 | 142 | 33 | 36 | 69 | - | - | - | - | - | - | - | - | - | - | - | - | 41 | 54 | 95 |
| 2:00 PM | 52 | 53 | 105 | 100 | 48 | 148 | 43 | 44 | 87 | - | - | - | - | - | - | - | - | - | - | - | - | 65 | 48 | 113 |
| 3:00 PM | 124 | 104 | 228 | 58 | 46 | 104 | 109 | 74 | 183 | - | - | - | - | - | - | - | - | - | - | - | - | 97 | 75 | 172 |
| 4:00 PM | 72 | 63 | 135 | 74 | 50 | 124 | 65 | 52 | 117 | - | - | - | - | - | - | - | - | - | - | - | - | 70 | 55 | 125 |
| 5:00 PM | 60 | 50 | 110 | 83 | 51 | 134 | 69 | 51 | 120 | - | - | - | - | - | - | - | - | - | - | - | - | 71 | 51 | 121 |
| 6:00 PM | 35 | 31 | 66 | 44 | 39 | 83 | 42 | 36 | 78 | - | - | - | - | - | - | - | - | - | - | - | - | 40 | 35 | 76 |
| 7:00 PM | 29 | 24 | 53 | 30 | 36 | 66 | 38 | 36 | 74 | - | - | - | - | - | - | - | - | - | - | - | - | 32 | 32 | 64 |
| 8:00 PM | 29 | 26 | 55 | 21 | 25 | 46 | 20 | 23 | 43 | - | - | - | - | - | - | - | - | - | - | - | - | 23 | 25 | 48 |
| 9:00 PM | 24 | 14 | 38 | 16 | 21 | 37 | 15 | 9 | 24 | - | - | - | - | - | - | - | - | - | - | - | - | 18 | 15 | 33 |
| 10:00 PM | 10 | 6 | 16 | 4 | 4 | 8 | 12 | 12 | 24 | - | - | - | - | - | - | - | - | - | - | - | - | 9 | 7 | 16 |
| 11:00 PM | 6 | 1 | 7 | 1 | 0 | 1 | 0 | 4 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 2 | 4 |
| **Total** | **789** | **693** | **1,482** | **796** | **738** | **1,534** | **747** | **676** | **1,423** | - | - | - | - | - | - | - | - | - | - | - | - | **777** | **702** | **1,480** |
| **Percent** | **53%** | **47%** | - | **52%** | **48%** | - | **52%** | **48%** | - | - | - | - | - | - | - | - | - | - | - | - | - | **53%** | **47%** | - |

1. Mid-week average includes data between Tuesday and Thursday.



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** Broadmoor St W-O Bellerive Dr
**Date Range:** 2/15/2022 - 2/21/2022
**Site Code:** 06

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | Mid-Week Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/15/2022 | | | 2/16/2022 | | | 2/17/2022 | | | 2/18/2022 | | | 2/19/2022 | | | 2/20/2022 | | | 2/21/2022 | | | | | |
| Time | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total |
| 12:00 AM | 1 | 0 | 1 | 2 | 1 | 3 | 1 | 3 | 4 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 3 |
| 1:00 AM | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 3 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 2 | 2 |
| 2:00 AM | 0 | 0 | 0 | 1 | 1 | 2 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 1 |
| 3:00 AM | 1 | 4 | 5 | 0 | 1 | 1 | 1 | 2 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 2 | 3 |
| 4:00 AM | 5 | 6 | 11 | 3 | 7 | 10 | 2 | 5 | 7 | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 6 | 9 |
| 5:00 AM | 1 | 3 | 4 | 2 | 6 | 8 | 4 | 6 | 10 | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 5 | 7 |
| 6:00 AM | 16 | 17 | 33 | 17 | 11 | 28 | 14 | 16 | 30 | - | - | - | - | - | - | - | - | - | - | - | - | 16 | 15 | 30 |
| 7:00 AM | 59 | 33 | 92 | 57 | 30 | 87 | 50 | 39 | 89 | - | - | - | - | - | - | - | - | - | - | - | - | 55 | 34 | 89 |
| 8:00 AM | 118 | 74 | 192 | 120 | 81 | 201 | 120 | 65 | 185 | - | - | - | - | - | - | - | - | - | - | - | - | 119 | 73 | 193 |
| 9:00 AM | 47 | 37 | 84 | 44 | 37 | 81 | 44 | 47 | 91 | - | - | - | - | - | - | - | - | - | - | - | - | 45 | 40 | 85 |
| 10:00 AM | 43 | 53 | 96 | 48 | 41 | 89 | 55 | 53 | 108 | - | - | - | - | - | - | - | - | - | - | - | - | 49 | 49 | 98 |
| 11:00 AM | 58 | 43 | 101 | 72 | 59 | 131 | 59 | 60 | 119 | - | - | - | - | - | - | - | - | - | - | - | - | 63 | 54 | 117 |
| 12:00 PM | 53 | 62 | 115 | 62 | 74 | 136 | 51 | 71 | 122 | - | - | - | - | - | - | - | - | - | - | - | - | 55 | 69 | 124 |
| 1:00 PM | 50 | 52 | 102 | 125 | 74 | 199 | 53 | 48 | 101 | - | - | - | - | - | - | - | - | - | - | - | - | 76 | 58 | 134 |
| 2:00 PM | 76 | 69 | 145 | 72 | 104 | 176 | 76 | 60 | 136 | - | - | - | - | - | - | - | - | - | - | - | - | 75 | 78 | 152 |
| 3:00 PM | 145 | 125 | 270 | 82 | 80 | 162 | 108 | 128 | 236 | - | - | - | - | - | - | - | - | - | - | - | - | 112 | 111 | 223 |
| 4:00 PM | 94 | 100 | 194 | 70 | 104 | 174 | 105 | 103 | 208 | - | - | - | - | - | - | - | - | - | - | - | - | 90 | 102 | 192 |
| 5:00 PM | 59 | 89 | 148 | 71 | 87 | 158 | 82 | 84 | 166 | - | - | - | - | - | - | - | - | - | - | - | - | 71 | 87 | 157 |
| 6:00 PM | 37 | 44 | 81 | 49 | 76 | 125 | 56 | 62 | 118 | - | - | - | - | - | - | - | - | - | - | - | - | 47 | 61 | 108 |
| 7:00 PM | 29 | 41 | 70 | 30 | 38 | 68 | 43 | 55 | 98 | - | - | - | - | - | - | - | - | - | - | - | - | 34 | 45 | 79 |
| 8:00 PM | 29 | 31 | 60 | 32 | 29 | 61 | 25 | 26 | 51 | - | - | - | - | - | - | - | - | - | - | - | - | 29 | 29 | 57 |
| 9:00 PM | 17 | 29 | 46 | 18 | 17 | 35 | 12 | 20 | 32 | - | - | - | - | - | - | - | - | - | - | - | - | 16 | 22 | 38 |
| 10:00 PM | 6 | 8 | 14 | 5 | 5 | 10 | 11 | 19 | 30 | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 11 | 18 |
| 11:00 PM | 2 | 4 | 6 | 3 | 2 | 5 | 6 | 2 | 8 | - | - | - | - | - | - | - | - | - | - | - | - | 4 | 3 | 6 |
| **Total** | **946** | **924** | **1,870** | **985** | **968** | **1,953** | **978** | **977** | **1,955** | - | - | - | - | - | - | - | - | - | - | - | - | **970** | **956** | **1,926** |
| **Percent** | **51%** | **49%** | - | **50%** | **50%** | - | **50%** | **50%** | - | - | - | - | - | - | - | - | - | - | - | - | - | **50%** | **50%** | - |

1. Mid-week average includes data between Tuesday and Thursday.



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** Willowbrook Ave E-O Leslie Rd
**Date Range:** 2/15/2022 - 2/21/2022
**Site Code:** 03

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | Mid-Week Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/15/2022 | | | 2/16/2022 | | | 2/17/2022 | | | 2/18/2022 | | | 2/19/2022 | | | 2/20/2022 | | | 2/21/2022 | | | | | |
| Time | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total |
| 12:00 AM | 2 | 0 | 2 | 0 | 0 | 0 | 2 | 1 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 0 | 2 |
| 1:00 AM | 1 | 0 | 1 | 2 | 1 | 3 | 0 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 |
| 2:00 AM | 0 | 1 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 1 | 1 |
| 3:00 AM | 2 | 2 | 4 | 0 | 1 | 1 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 |
| 4:00 AM | 3 | 11 | 14 | 3 | 9 | 12 | 4 | 11 | 15 | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 10 | 14 |
| 5:00 AM | 1 | 14 | 15 | 1 | 10 | 11 | 2 | 11 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 12 | 13 |
| 6:00 AM | 5 | 34 | 39 | 4 | 29 | 33 | 3 | 28 | 31 | - | - | - | - | - | - | - | - | - | - | - | - | 4 | 30 | 34 |
| 7:00 AM | 27 | 73 | 100 | 11 | 48 | 59 | 12 | 42 | 54 | - | - | - | - | - | - | - | - | - | - | - | - | 17 | 54 | 71 |
| 8:00 AM | 34 | 59 | 93 | 39 | 49 | 88 | 31 | 63 | 94 | - | - | - | - | - | - | - | - | - | - | - | - | 35 | 57 | 92 |
| 9:00 AM | 30 | 24 | 54 | 27 | 29 | 56 | 29 | 34 | 63 | - | - | - | - | - | - | - | - | - | - | - | - | 29 | 29 | 58 |
| 10:00 AM | 27 | 34 | 61 | 24 | 36 | 60 | 42 | 39 | 81 | - | - | - | - | - | - | - | - | - | - | - | - | 31 | 36 | 67 |
| 11:00 AM | 38 | 31 | 69 | 37 | 42 | 79 | 49 | 49 | 98 | - | - | - | - | - | - | - | - | - | - | - | - | 41 | 41 | 82 |
| 12:00 PM | 55 | 43 | 98 | 35 | 28 | 63 | 67 | 45 | 112 | - | - | - | - | - | - | - | - | - | - | - | - | 52 | 39 | 91 |
| 1:00 PM | 33 | 31 | 64 | 38 | 29 | 67 | 45 | 31 | 76 | - | - | - | - | - | - | - | - | - | - | - | - | 39 | 30 | 69 |
| 2:00 PM | 37 | 48 | 85 | 39 | 38 | 77 | 56 | 48 | 104 | - | - | - | - | - | - | - | - | - | - | - | - | 44 | 45 | 89 |
| 3:00 PM | 62 | 35 | 97 | 59 | 36 | 95 | 64 | 42 | 106 | - | - | - | - | - | - | - | - | - | - | - | - | 62 | 38 | 99 |
| 4:00 PM | 55 | 37 | 92 | 65 | 31 | 96 | 76 | 34 | 110 | - | - | - | - | - | - | - | - | - | - | - | - | 65 | 34 | 99 |
| 5:00 PM | 78 | 37 | 115 | 72 | 38 | 110 | 82 | 37 | 119 | - | - | - | - | - | - | - | - | - | - | - | - | 77 | 37 | 115 |
| 6:00 PM | 40 | 25 | 65 | 55 | 34 | 89 | 61 | 27 | 88 | - | - | - | - | - | - | - | - | - | - | - | - | 52 | 29 | 81 |
| 7:00 PM | 29 | 17 | 46 | 34 | 15 | 49 | 33 | 15 | 48 | - | - | - | - | - | - | - | - | - | - | - | - | 32 | 16 | 48 |
| 8:00 PM | 26 | 10 | 36 | 25 | 5 | 30 | 20 | 13 | 33 | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 9 | 33 |
| 9:00 PM | 17 | 6 | 23 | 12 | 5 | 17 | 13 | 9 | 22 | - | - | - | - | - | - | - | - | - | - | - | - | 14 | 7 | 21 |
| 10:00 PM | 5 | 2 | 7 | 4 | 4 | 8 | 2 | 4 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | 4 | 3 | 7 |
| 11:00 PM | 4 | 2 | 6 | 13 | 5 | 18 | 5 | 4 | 9 | - | - | - | - | - | - | - | - | - | - | - | - | 7 | 4 | 11 |
| **Total** | **611** | **576** | **1,187** | **599** | **523** | **1,122** | **698** | **588** | **1,286** | - | - | - | - | - | - | - | - | - | - | - | - | **636** | **562** | **1,198** |
| **Percent** | **51%** | **49%** | - | **53%** | **47%** | - | **54%** | **46%** | - | - | - | - | - | - | - | - | - | - | - | - | - | **53%** | **47%** | - |

1. Mid-week average includes data between Tuesday and Thursday.



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** Center Blvd E-O Leslie Rd
**Date Range:** 2/15/2022 - 2/21/2022
**Site Code:** 04

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | Mid-Week Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/15/2022 | | | 2/16/2022 | | | 2/17/2022 | | | 2/18/2022 | | | 2/19/2022 | | | 2/20/2022 | | | 2/21/2022 | | | | | |
| Time | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total | EB | WB | Total |
| 12:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 0 | 0 | 0 |
| 1:00 AM | 1 | 0 | 1 | 1 | 0 | 1 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 0 | 1 |
| 2:00 AM | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 0 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 0 | 1 |
| 3:00 AM | 2 | 2 | 4 | 0 | 1 | 1 | 0 | 1 | 1 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 1 | 2 |
| 4:00 AM | 0 | 6 | 6 | 2 | 8 | 10 | 2 | 4 | 6 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 6 | 7 |
| 5:00 AM | 1 | 18 | 19 | 3 | 11 | 14 | 0 | 13 | 13 | - | - | - | - | - | - | - | - | - | - | - | - | 1 | 14 | 15 |
| 6:00 AM | 4 | 21 | 25 | 7 | 28 | 35 | 4 | 22 | 26 | - | - | - | - | - | - | - | - | - | - | - | - | 5 | 24 | 29 |
| 7:00 AM | 15 | 35 | 50 | 24 | 41 | 65 | 21 | 41 | 62 | - | - | - | - | - | - | - | - | - | - | - | - | 20 | 39 | 59 |
| 8:00 AM | 27 | 48 | 75 | 26 | 40 | 66 | 24 | 43 | 67 | - | - | - | - | - | - | - | - | - | - | - | - | 26 | 44 | 69 |
| 9:00 AM | 19 | 21 | 40 | 26 | 26 | 52 | 25 | 23 | 48 | - | - | - | - | - | - | - | - | - | - | - | - | 23 | 23 | 47 |
| 10:00 AM | 26 | 13 | 39 | 21 | 12 | 33 | 39 | 28 | 67 | - | - | - | - | - | - | - | - | - | - | - | - | 29 | 18 | 46 |
| 11:00 AM | 22 | 22 | 44 | 22 | 29 | 51 | 46 | 19 | 65 | - | - | - | - | - | - | - | - | - | - | - | - | 30 | 23 | 53 |
| 12:00 PM | 19 | 20 | 39 | 25 | 30 | 55 | 27 | 26 | 53 | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 25 | 49 |
| 1:00 PM | 16 | 20 | 36 | 22 | 28 | 50 | 29 | 19 | 48 | - | - | - | - | - | - | - | - | - | - | - | - | 22 | 22 | 45 |
| 2:00 PM | 29 | 23 | 52 | 39 | 33 | 72 | 30 | 28 | 58 | - | - | - | - | - | - | - | - | - | - | - | - | 33 | 28 | 61 |
| 3:00 PM | 42 | 27 | 69 | 37 | 24 | 61 | 41 | 28 | 69 | - | - | - | - | - | - | - | - | - | - | - | - | 40 | 26 | 66 |
| 4:00 PM | 44 | 26 | 70 | 59 | 24 | 83 | 45 | 27 | 72 | - | - | - | - | - | - | - | - | - | - | - | - | 49 | 26 | 75 |
| 5:00 PM | 65 | 37 | 102 | 50 | 29 | 79 | 57 | 37 | 94 | - | - | - | - | - | - | - | - | - | - | - | - | 57 | 34 | 92 |
| 6:00 PM | 36 | 25 | 61 | 34 | 26 | 60 | 27 | 24 | 51 | - | - | - | - | - | - | - | - | - | - | - | - | 32 | 25 | 57 |
| 7:00 PM | 25 | 14 | 39 | 27 | 10 | 37 | 19 | 14 | 33 | - | - | - | - | - | - | - | - | - | - | - | - | 24 | 13 | 36 |
| 8:00 PM | 16 | 6 | 22 | 24 | 8 | 32 | 18 | 7 | 25 | - | - | - | - | - | - | - | - | - | - | - | - | 19 | 7 | 26 |
| 9:00 PM | 12 | 5 | 17 | 7 | 4 | 11 | 12 | 2 | 14 | - | - | - | - | - | - | - | - | - | - | - | - | 10 | 4 | 14 |
| 10:00 PM | 5 | 1 | 6 | 2 | 4 | 6 | 3 | 0 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 3 | 2 | 5 |
| 11:00 PM | 3 | 0 | 3 | 1 | 1 | 2 | 2 | 1 | 3 | - | - | - | - | - | - | - | - | - | - | - | - | 2 | 1 | 3 |
| **Total** | **429** | **390** | **819** | **462** | **417** | **879** | **471** | **407** | **878** | - | - | - | - | - | - | - | - | - | - | - | - | **454** | **405** | **859** |
| **Percent** | **52%** | **48%** | - | **53%** | **47%** | - | **54%** | **46%** | - | - | - | - | - | - | - | - | - | - | - | - | - | **53%** | **47%** | - |

1. Mid-week average includes data between Tuesday and Thursday.



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

**Location:** Leslie Rd S-O Center Blvd
**Date Range:** 2/22/2022 - 2/28/2022
**Site Code:** 05

| | Tuesday | | | Wednesday | | | Thursday | | | Friday | | | Saturday | | | Sunday | | | Monday | | | Mid-Week Average | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2/22/2022 | | | 2/23/2022 | | | 2/24/2022 | | | 2/25/2022 | | | 2/26/2022 | | | 2/27/2022 | | | 2/28/2022 | | | | | |
| Time | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total | NB | SB | Total |
| 12:00 AM | 15 | 10 | 25 | 15 | 8 | 23 | 6 | 10 | 16 | - | - | - | - | - | - | - | - | - | - | - | - | 12 | 9 | 21 |
| 1:00 AM | 6 | 10 | 16 | 8 | 11 | 19 | 11 | 12 | 23 | - | - | - | - | - | - | - | - | - | - | - | - | 8 | 11 | 19 |
| 2:00 AM | 2 | 1 | 3 | 4 | 4 | 8 | 11 | 4 | 15 | - | - | - | - | - | - | - | - | - | - | - | - | 6 | 3 | 9 |
| 3:00 AM | 11 | 8 | 19 | 14 | 2 | 16 | 16 | 7 | 23 | - | - | - | - | - | - | - | - | - | - | - | - | 14 | 6 | 19 |
| 4:00 AM | 56 | 32 | 88 | 58 | 29 | 87 | 61 | 16 | 77 | - | - | - | - | - | - | - | - | - | - | - | - | 58 | 26 | 84 |
| 5:00 AM | 141 | 72 | 213 | 139 | 79 | 218 | 128 | 82 | 210 | - | - | - | - | - | - | - | - | - | - | - | - | 136 | 78 | 214 |
| 6:00 AM | 172 | 172 | 344 | 180 | 164 | 344 | 176 | 133 | 309 | - | - | - | - | - | - | - | - | - | - | - | - | 176 | 156 | 332 |
| 7:00 AM | 297 | 283 | 580 | 289 | 297 | 586 | 296 | 284 | 580 | - | - | - | - | - | - | - | - | - | - | - | - | 294 | 288 | 582 |
| 8:00 AM | 423 | 306 | 729 | 416 | 300 | 716 | 412 | 283 | 695 | - | - | - | - | - | - | - | - | - | - | - | - | 417 | 296 | 713 |
| 9:00 AM | 276 | 231 | 507 | 273 | 196 | 469 | 234 | 208 | 442 | - | - | - | - | - | - | - | - | - | - | - | - | 261 | 212 | 473 |
| 10:00 AM | 245 | 210 | 455 | 251 | 238 | 489 | 197 | 227 | 424 | - | - | - | - | - | - | - | - | - | - | - | - | 231 | 225 | 456 |
| 11:00 AM | 287 | 314 | 601 | 301 | 267 | 568 | 302 | 279 | 581 | - | - | - | - | - | - | - | - | - | - | - | - | 297 | 287 | 583 |
| 12:00 PM | 305 | 331 | 636 | 291 | 313 | 604 | 289 | 301 | 590 | - | - | - | - | - | - | - | - | - | - | - | - | 295 | 315 | 610 |
| 1:00 PM | 277 | 313 | 590 | 306 | 327 | 633 | 237 | 278 | 515 | - | - | - | - | - | - | - | - | - | - | - | - | 273 | 306 | 579 |
| 2:00 PM | 302 | 323 | 625 | 345 | 363 | 708 | 313 | 338 | 651 | - | - | - | - | - | - | - | - | - | - | - | - | 320 | 341 | 661 |
| 3:00 PM | 398 | 458 | 856 | 385 | 448 | 833 | 376 | 425 | 801 | - | - | - | - | - | - | - | - | - | - | - | - | 386 | 444 | 830 |
| 4:00 PM | 397 | 529 | 926 | 450 | 494 | 944 | 413 | 462 | 875 | - | - | - | - | - | - | - | - | - | - | - | - | 420 | 495 | 915 |
| 5:00 PM | 478 | 558 | 1,036 | 444 | 565 | 1,009 | 441 | 512 | 953 | - | - | - | - | - | - | - | - | - | - | - | - | 454 | 545 | 999 |
| 6:00 PM | 280 | 335 | 615 | 322 | 404 | 726 | 303 | 368 | 671 | - | - | - | - | - | - | - | - | - | - | - | - | 302 | 369 | 671 |
| 7:00 PM | 181 | 234 | 415 | 175 | 244 | 419 | 179 | 222 | 401 | - | - | - | - | - | - | - | - | - | - | - | - | 178 | 233 | 412 |
| 8:00 PM | 123 | 178 | 301 | 144 | 180 | 324 | 137 | 181 | 318 | - | - | - | - | - | - | - | - | - | - | - | - | 135 | 180 | 314 |
| 9:00 PM | 66 | 98 | 164 | 65 | 82 | 147 | 81 | 121 | 202 | - | - | - | - | - | - | - | - | - | - | - | - | 71 | 100 | 171 |
| 10:00 PM | 28 | 38 | 66 | 33 | 44 | 77 | 35 | 51 | 86 | - | - | - | - | - | - | - | - | - | - | - | - | 32 | 44 | 76 |
| 11:00 PM | 18 | 24 | 42 | 21 | 17 | 38 | 26 | 23 | 49 | - | - | - | - | - | - | - | - | - | - | - | - | 22 | 21 | 43 |
| **Total** | **4,784** | **5,068** | **9,852** | **4,929** | **5,076** | **10,005** | **4,680** | **4,827** | **9,507** | - | - | - | - | - | - | - | - | - | - | - | - | **4,798** | **4,990** | **9,788** |
| **Percent** | **49%** | **51%** | - | **49%** | **51%** | - | **49%** | **51%** | - | - | - | - | - | - | - | - | - | - | - | - | - | **49%** | **51%** | - |

1. Mid-week average includes data between Tuesday and Thursday.



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Vehicle Speed Report Summary

**Location:** Leslie Rd N-O Broadmoor St

**Count Direction:** Northbound / Southbound

**Date Range:** 2/15/2022 to 2/17/2022

**Site Code:** 01

| | Speed Range (mph) | | | | | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 + | Volume |
| **Study Total** | | | | | | | | | | | | | | | | | | |
| **Northbound** | 1 | 5 | 18 | 100 | 312 | 1,599 | 5,925 | 8,253 | 1,838 | 160 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 18,238 |
| **Percent** | 0.0% | 0.0% | 0.1% | 0.5% | 1.7% | 8.8% | 32.5% | 45.3% | 10.1% | 0.9% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Southbound** | 12 | 42 | 43 | 57 | 232 | 1,573 | 7,095 | 8,184 | 1,484 | 138 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 18,879 |
| **Percent** | 0.1% | 0.2% | 0.2% | 0.3% | 1.2% | 8.3% | 37.6% | 43.3% | 7.9% | 0.7% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 13 | 47 | 61 | 157 | 544 | 3,172 | 13,020 | 16,437 | 3,322 | 298 | 40 | 4 | 1 | 0 | 0 | 0 | 1 | 37,117 |
| **Percent** | 0.0% | 0.1% | 0.2% | 0.4% | 1.5% | 8.5% | 35.1% | 44.3% | 9.0% | 0.8% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| Total Study Percentile Speed Summary | | | Total Study Speed Statistics | | |
|---|---|---|---|---|---|
| **Northbound** | | | **Northbound** | | |
| 50th Percentile (Median) | 40.6 | mph | Mean (Average) Speed | 40.2 | mph |
| 85th Percentile | 44.3 | mph | 10 mph Pace | 35.8 - 45.8 | mph |
| 95th Percentile | 46.6 | mph | Percent in Pace | 78.2 | % |
| **Southbound** | | | **Southbound** | | |
| 50th Percentile (Median) | 40.2 | mph | Mean (Average) Speed | 39.9 | mph |
| 85th Percentile | 43.7 | mph | 10 mph Pace | 35.2 - 45.2 | mph |
| 95th Percentile | 46.1 | mph | Percent in Pace | 80.9 | % |



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Vehicle Speed Report Summary

**Location:** Broadmoor St E-O Leslie Rd

**Count Direction:** Eastbound / Westbound

**Date Range:** 2/15/2022 to 2/17/2022

**Site Code:** 02

| | Speed Range (mph) | | | | | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 + | Volume |
| **Study Total** | | | | | | | | | | | | | | | | | | |
| **Eastbound** | 5 | 9 | 27 | 298 | 935 | 664 | 148 | 15 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 2,106 |
| **Percent** | 0.2% | 0.4% | 1.3% | 14.2% | 44.4% | 31.5% | 7.0% | 0.7% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Westbound** | 16 | 7 | 42 | 439 | 1,060 | 609 | 117 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,313 |
| **Percent** | 0.7% | 0.3% | 1.8% | 19.0% | 45.8% | 26.3% | 5.1% | 0.8% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 21 | 16 | 69 | 737 | 1,995 | 1,273 | 265 | 34 | 7 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 4,419 |
| **Percent** | 0.5% | 0.4% | 1.6% | 16.7% | 45.1% | 28.8% | 6.0% | 0.8% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| Total Study Percentile Speed Summary | | | Total Study Speed Statistics | | |
|---|---|---|---|---|---|
| **Eastbound** | | | **Eastbound** | | |
| 50th Percentile (Median) | 28.9 | mph | Mean (Average) Speed | 28.9 | mph |
| 85th Percentile | 33.3 | mph | 10 mph Pace | 24.0 - 34.0 | mph |
| 95th Percentile | 36.2 | mph | Percent in Pace | 77.2 | % |
| **Westbound** | | | **Westbound** | | |
| 50th Percentile (Median) | 28.1 | mph | Mean (Average) Speed | 28.1 | mph |
| 85th Percentile | 32.4 | mph | 10 mph Pace | 23.0 - 33.0 | mph |
| 95th Percentile | 35.4 | mph | Percent in Pace | 78.8 | % |



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Vehicle Speed Report Summary

**Location:** Broadmoor St W-O Bellerive Dr

**Count Direction:** Eastbound / Westbound

**Date Range:** 2/15/2022 to 2/17/2022

**Site Code:** 06

| | Speed Range (mph) | | | | | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 + | Volume |
| **Study Total** | | | | | | | | | | | | | | | | | | |
| **Eastbound** | 65 | 276 | 774 | 1,223 | 502 | 64 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,909 |
| **Percent** | 2.2% | 9.5% | 26.6% | 42.0% | 17.3% | 2.2% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Westbound** | 15 | 91 | 461 | 1,342 | 847 | 105 | 6 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,869 |
| **Percent** | 0.5% | 3.2% | 16.1% | 46.8% | 29.5% | 3.7% | 0.2% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 80 | 367 | 1,235 | 2,565 | 1,349 | 169 | 10 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 5,778 |
| **Percent** | 1.4% | 6.4% | 21.4% | 44.4% | 23.3% | 2.9% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| Total Study Percentile Speed Summary | | | Total Study Speed Statistics | | |
|---|---|---|---|---|---|
| **Eastbound** | | | **Eastbound** | | |
| 50th Percentile (Median) | 21.4 | mph | Mean (Average) Speed | 21.0 | mph |
| 85th Percentile | 25.8 | mph | 10 mph Pace | 16.9 - 26.9 | mph |
| 95th Percentile | 28.3 | mph | Percent in Pace | 71.2 | % |
| **Westbound** | | | **Westbound** | | |
| 50th Percentile (Median) | 23.3 | mph | Mean (Average) Speed | 23.2 | mph |
| 85th Percentile | 27.2 | mph | 10 mph Pace | 19.1 - 29.1 | mph |
| 95th Percentile | 29.4 | mph | Percent in Pace | 79.3 | % |



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

## Vehicle Speed Report Summary

**Location:** **Broadmoor St S-O Bellerive Dr** Mislabeled - Actually is Bellerive Drive S-O Broadmoor St

**Count Direction:** **Northbound / Southbound**

**Date Range:** **2/15/2022 to 2/17/2022**

**Site Code:** **07**

| | Speed Range (mph) | | | | | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 + | Volume |
| **Study Total** | | | | | | | | | | | | | | | | | | |
| **Northbound** | 1 | 1 | 53 | 138 | 458 | 1,014 | 561 | 87 | 15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2,332 |
| **Percent** | 0.0% | 0.0% | 2.3% | 5.9% | 19.6% | 43.5% | 24.1% | 3.7% | 0.6% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Southbound** | 0 | 7 | 91 | 358 | 886 | 613 | 136 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,107 |
| **Percent** | 0.0% | 0.3% | 4.3% | 17.0% | 42.1% | 29.1% | 6.5% | 0.7% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 1 | 8 | 144 | 496 | 1,344 | 1,627 | 697 | 101 | 17 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 4,439 |
| **Percent** | 0.0% | 0.2% | 3.2% | 11.2% | 30.3% | 36.7% | 15.7% | 2.3% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| Total Study Percentile Speed Summary | | | Total Study Speed Statistics | | |
|---|---|---|---|---|---|
| **Northbound** | | | **Northbound** | | |
| 50th Percentile (Median) | 32.7 | mph | Mean (Average) Speed | 32.3 | mph |
| 85th Percentile | 37.0 | mph | 10 mph Pace | 28.5 - 38.5 | mph |
| 95th Percentile | 39.8 | mph | Percent in Pace | 72.7 | % |
| **Southbound** | | | **Southbound** | | |
| 50th Percentile (Median) | 28.5 | mph | Mean (Average) Speed | 28.4 | mph |
| 85th Percentile | 33.0 | mph | 10 mph Pace | 23.7 - 33.7 | mph |
| 95th Percentile | 35.8 | mph | Percent in Pace | 73.2 | % |



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Vehicle Speed Report Summary

**Location:** Willowbrook Ave E-O Leslie Rd

**Count Direction:** Eastbound / Westbound

**Date Range:** 2/15/2022 to 2/17/2022

**Site Code:** 03

| | Speed Range (mph) | | | | | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 + | Volume |
| **Study Total** | | | | | | | | | | | | | | | | | | |
| **Eastbound** | 5 | 30 | 325 | 1,291 | 247 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,908 |
| **Percent** | 0.3% | 1.6% | 17.0% | 67.7% | 12.9% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Westbound** | 8 | 44 | 358 | 987 | 275 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,687 |
| **Percent** | 0.5% | 2.6% | 21.2% | 58.5% | 16.3% | 0.8% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 13 | 74 | 683 | 2,278 | 522 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 3,595 |
| **Percent** | 0.4% | 2.1% | 19.0% | 63.4% | 14.5% | 0.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| Total Study Percentile Speed Summary | | | Total Study Speed Statistics | | |
|---|---|---|---|---|---|
| **Eastbound** | | | **Eastbound** | | |
| 50th Percentile (Median) | 22.3 | mph | Mean (Average) Speed | 22.1 | mph |
| 85th Percentile | 24.8 | mph | 10 mph Pace | 17.2 - 27.2 | mph |
| 95th Percentile | 26.7 | mph | Percent in Pace | 91.1 | % |
| **Westbound** | | | **Westbound** | | |
| 50th Percentile (Median) | 22.1 | mph | Mean (Average) Speed | 22.0 | mph |
| 85th Percentile | 25.3 | mph | 10 mph Pace | 16.9 - 26.9 | mph |
| 95th Percentile | 27.1 | mph | Percent in Pace | 87.7 | % |



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Vehicle Speed Report Summary

**Location:** Center Blvd E-O Leslie Rd

**Count Direction:** Eastbound / Westbound

**Date Range:** 2/15/2022 to 2/17/2022

**Site Code:** 04

| | Speed Range (mph) | | | | | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 + | Volume |
| **Study Total** | | | | | | | | | | | | | | | | | | |
| **Eastbound** | 11 | 28 | 200 | 689 | 385 | 42 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,362 |
| **Percent** | 0.8% | 2.1% | 14.7% | 50.6% | 28.3% | 3.1% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Westbound** | 11 | 24 | 106 | 457 | 504 | 103 | 7 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1,214 |
| **Percent** | 0.9% | 2.0% | 8.7% | 37.6% | 41.5% | 8.5% | 0.6% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 22 | 52 | 306 | 1,146 | 889 | 145 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2,576 |
| **Percent** | 0.9% | 2.0% | 11.9% | 44.5% | 34.5% | 5.6% | 0.5% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| Total Study Percentile Speed Summary | | | Total Study Speed Statistics | | |
|---|---|---|---|---|---|
| **Eastbound** | | | **Eastbound** | | |
| 50th Percentile (Median) | 23.2 | mph | Mean (Average) Speed | 23.1 | mph |
| 85th Percentile | 26.8 | mph | 10 mph Pace | 18.3 - 28.3 | mph |
| 95th Percentile | 29.3 | mph | Percent in Pace | 82.3 | % |
| **Westbound** | | | **Westbound** | | |
| 50th Percentile (Median) | 25.1 | mph | Mean (Average) Speed | 24.7 | mph |
| 85th Percentile | 29.0 | mph | 10 mph Pace | 20.2 - 30.2 | mph |
| 95th Percentile | 31.5 | mph | Percent in Pace | 79.0 | % |



Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

# Vehicle Speed Report Summary

**Location:** Leslie Rd S-O Center Blvd

**Count Direction:** Northbound / Southbound

**Date Range:** 2/22/2022 to 2/24/2022

**Site Code:** 05

| | Speed Range (mph) | | | | | | | | | | | | | | | | | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 0 - 10 | 10 - 15 | 15 - 20 | 20 - 25 | 25 - 30 | 30 - 35 | 35 - 40 | 40 - 45 | 45 - 50 | 50 - 55 | 55 - 60 | 60 - 65 | 65 - 70 | 70 - 75 | 75 - 80 | 80 - 85 | 85 + | Volume |
| **Study Total** | | | | | | | | | | | | | | | | | | |
| **Northbound** | 1 | 0 | 3 | 10 | 54 | 404 | 2,347 | 7,042 | 3,786 | 648 | 85 | 11 | 1 | 0 | 0 | 0 | 1 | 14,393 |
| **Percent** | 0.0% | 0.0% | 0.0% | 0.1% | 0.4% | 2.8% | 16.3% | 48.9% | 26.3% | 4.5% | 0.6% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Southbound** | 0 | 0 | 0 | 18 | 111 | 677 | 3,661 | 7,760 | 2,427 | 281 | 31 | 2 | 1 | 0 | 2 | 0 | 0 | 14,971 |
| **Percent** | 0.0% | 0.0% | 0.0% | 0.1% | 0.7% | 4.5% | 24.5% | 51.8% | 16.2% | 1.9% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |
| **Total** | 1 | 0 | 3 | 28 | 165 | 1,081 | 6,008 | 14,802 | 6,213 | 929 | 116 | 13 | 2 | 0 | 2 | 0 | 1 | 29,364 |
| **Percent** | 0.0% | 0.0% | 0.0% | 0.1% | 0.6% | 3.7% | 20.5% | 50.4% | 21.2% | 3.2% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100% |

| Total Study Percentile Speed Summary | | |
|---|---|---|
| **Northbound** | | |
| 50th Percentile (Median) | 43.2 | mph |
| 85th Percentile | 47.3 | mph |
| 95th Percentile | 50.1 | mph |
| **Southbound** | | |
| 50th Percentile (Median) | 41.8 | mph |
| 85th Percentile | 45.5 | mph |
| 95th Percentile | 48.1 | mph |

| Total Study Speed Statistics | | |
|---|---|---|
| **Northbound** | | |
| Mean (Average) Speed | 43.2 | mph |
| 10 mph Pace | 38.3 - 48.3 | mph |
| Percent in Pace | 78.6 | % |
| **Southbound** | | |
| Mean (Average) Speed | 41.7 | mph |
| 10 mph Pace | 37.0 - 47.0 | mph |
| Percent in Pace | 80.9 | % |

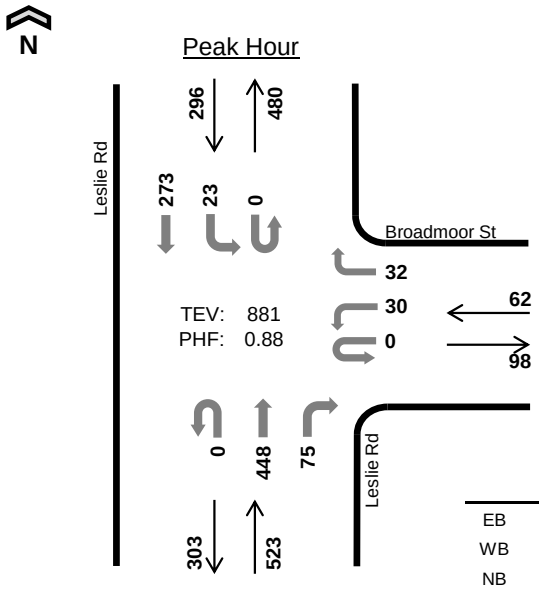


Mark Skaggs:425-250-0777
mark.skaggs@idaxdata.com

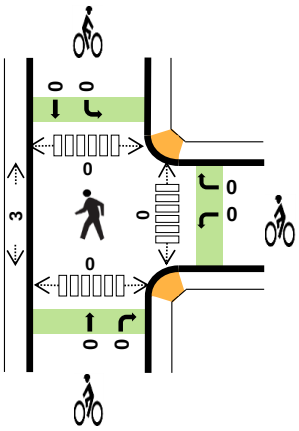
# AM Peak-Hour Counts and Turning Movement Calculations

# Leslie Rd
# Broadmoor St

**Date: 02/15/2022**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 8:00 AM to 9:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 1.6% | 0.65 |
| NB | 4.0% | 0.93 |
| SB | 5.1% | 0.81 |
| TOTAL | 4.2% | 0.88 |



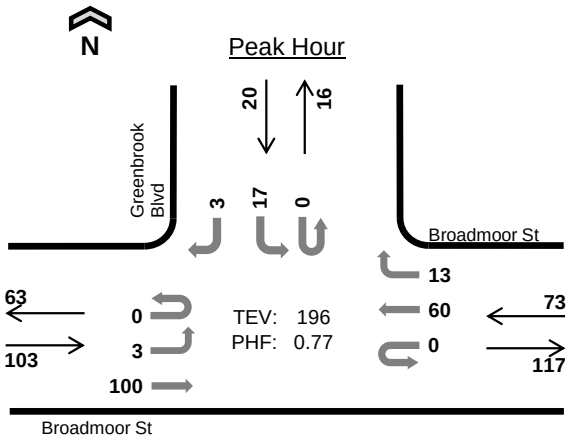

## Two-Hour Count Summaries

| Interval Start | 0 Eastbound | | | | Broadmoor St Westbound | | | | Leslie Rd Northbound | | | | Leslie Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 1 | 0 | 0 | 84 | 1 | 0 | 9 | 49 | 0 | 150 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 104 | 5 | 0 | 5 | 69 | 0 | 190 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 9 | 0 | 0 | 117 | 5 | 0 | 6 | 71 | 0 | 213 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 5 | 0 | 0 | 113 | 4 | 0 | 0 | 85 | 0 | 209 | 762 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **3** | **0** | **0** | **111** | **13** | **0** | **9** | **56** | **0** | **196** | 808 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **6** | **0** | **0** | **101** | **31** | **0** | **1** | **79** | **0** | **225** | 843 |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **11** | **0** | **13** | **0** | **0** | **101** | **26** | **0** | **6** | **54** | **0** | **211** | 841 |
| **8:45 AM** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **10** | **0** | **0** | **135** | **5** | **0** | **7** | **84** | **0** | **249** | **881** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 45 | 0 | 52 | 0 | 0 | 866 | 90 | 0 | 43 | 547 | 0 | 1,643 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **30** | **0** | **32** | **0** | **0** | **448** | **75** | **0** | **23** | **273** | **0** | **881** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **14** | **7** | **0** | **2** | **13** | **0** | **37** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **3%** | **-** | **-** | **3%** | **9%** | **-** | **9%** | **5%** | **-** | **4%** | **0** |

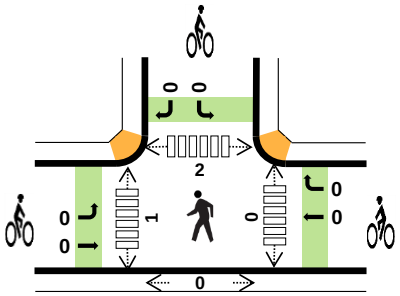
*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 7 | 1 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 0 | 0 | 4 | 5 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 0 | 0 | 6 | 3 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 0 | 0 | 3 | 8 | *11* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **8:00 AM** | **0** | **0** | **3** | **4** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **0** | **0** | **12** | **4** | ***16*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | *1* |
| **8:30 AM** | **0** | **0** | **3** | **4** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | *1* |
| **8:45 AM** | **0** | **1** | **3** | **3** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | ***1*** |
| Count Total | 0 | 1 | 41 | 32 | *74* | 0 | 0 | 0 | 0 | *0* | 0 | 3 | 0 | 0 | *3* |
| **Peak Hr** | **0** | **1** | **21** | **15** | ***37*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **3** | **0** | **0** | ***3*** |

# Greenbrook Blvd
# Broadmoor St




**Date: 02/15/2022**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 8:00 AM to 9:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 7.8% | 0.74 |
| WB | 2.7% | 0.73 |
| NB | - | - |
| SB | 5.0% | 0.63 |
| TOTAL | 5.6% | 0.77 |

## Two-Hour Count Summaries

| Interval Start | | Broadmoor St Eastbound | | | | Broadmoor St Westbound | | | | 0 Northbound | | | | Greenbrook Blvd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | | 0 | 0 | 10 | 0 | 0 | 0 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 19 | 0 |
| 7:15 AM | | 0 | 1 | 10 | 0 | 0 | 0 | 5 | 2 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 0 |
| 7:30 AM | | 0 | 1 | 8 | 0 | 0 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 23 | 0 |
| 7:45 AM | | 0 | 0 | 5 | 0 | 0 | 0 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 11 | 72 |
| **8:00 AM** | | **0** | **0** | **24** | **0** | **0** | **0** | **7** | **8** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **1** | **45** | 98 |
| **8:15 AM** | | **0** | **2** | **30** | **0** | **0** | **0** | **12** | **4** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **56** | 135 |
| **8:30 AM** | | **0** | **0** | **35** | **0** | **0** | **0** | **24** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **2** | **64** | 176 |
| **8:45 AM** | | **0** | **1** | **11** | **0** | **0** | **0** | **17** | **0** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **31** | **196** |
| Count Total | | 0 | 5 | 133 | 0 | 0 | 0 | 85 | 16 | 0 | 0 | 0 | 0 | 0 | 25 | 0 | 4 | 268 | 0 |
| **Peak Hour** | **All** | **0** | **3** | **100** | **0** | **0** | **0** | **60** | **13** | **0** | **0** | **0** | **0** | **0** | **17** | **0** | **3** | **196** | **0** |
| | **HV** | **0** | **0** | **8** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **11** | **0** |
| | **HV%** | **-** | **0%** | **8%** | **-** | **-** | **-** | **0%** | **15%** | **-** | **-** | **-** | **-** | **-** | **6%** | **-** | **0%** | **6%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

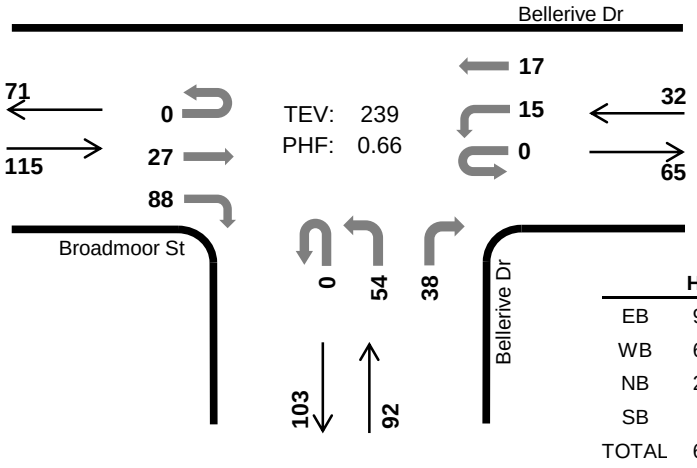
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 1 | 0 | 0 | 0 | *1* | 0 | 1 | 0 | 0 | *1* | 1 | 0 | 0 | 0 | *1* |
| 7:15 AM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **8:00 AM** | **2** | **2** | **0** | **0** | ***4*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **8:15 AM** | **6** | **0** | **0** | **0** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **8:30 AM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | *1* |
| **8:45 AM** | **0** | **0** | **0** | **1** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 11 | 2 | 0 | 1 | *14* | 0 | 1 | 0 | 0 | *1* | 1 | 1 | 2 | 0 | *4* |
| **Peak Hr** | **8** | **2** | **0** | **1** | ***11*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **2** | **0** | ***3*** |

# Bellerive Dr
# Broadmoor St

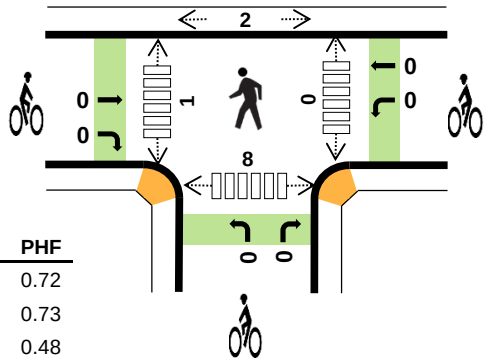
N

Peak Hour

**Date: 02/15/2022**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 8:00 AM to 9:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | 9.6% | 0.72 |
| WB | 6.3% | 0.73 |
| NB | 2.2% | 0.48 |
| SB | - | - |
| TOTAL | 6.3% | 0.66 |




## Two-Hour Count Summaries

| Interval Start | Broadmoor St Eastbound | | | | Bellerive Dr Westbound | | | | Bellerive Dr Northbound | | | | 0 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 3 | 7 | 0 | 2 | 4 | 0 | 0 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 20 | 0 |
| 7:15 AM | 0 | 0 | 3 | 12 | 0 | 1 | 3 | 0 | 0 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 0 |
| 7:30 AM | 0 | 0 | 9 | 8 | 0 | 1 | 6 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 0 | 0 | 32 | 0 |
| 7:45 AM | 0 | 0 | 6 | 2 | 0 | 4 | 2 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 19 | 95 |
| **8:00 AM** | **0** | **0** | **6** | **18** | **0** | **3** | **8** | **0** | **0** | **5** | **0** | **4** | **0** | **0** | **0** | **0** | **44** | 119 |
| **8:15 AM** | **0** | **0** | **9** | **27** | **0** | **6** | **4** | **0** | **0** | **13** | **0** | **8** | **0** | **0** | **0** | **0** | **67** | 162 |
| **8:30 AM** | **0** | **0** | **4** | **36** | **0** | **3** | **0** | **0** | **0** | **26** | **0** | **22** | **0** | **0** | **0** | **0** | **91** | 221 |
| **8:45 AM** | **0** | **0** | **8** | **7** | **0** | **3** | **5** | **0** | **0** | **10** | **0** | **4** | **0** | **0** | **0** | **0** | **37** | **239** |
| Count Total | 0 | 0 | 48 | 117 | 0 | 23 | 32 | 0 | 0 | 71 | 0 | 43 | 0 | 0 | 0 | 0 | 334 | 0 |
| **Peak Hour All** | **0** | **0** | **27** | **88** | **0** | **15** | **17** | **0** | **0** | **54** | **0** | **38** | **0** | **0** | **0** | **0** | **239** | **0** |
| **Peak Hour HV** | **0** | **0** | **4** | **7** | **0** | **0** | **2** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **15** | **0** |
| **Peak Hour HV%** | **-** | **-** | **15%** | **8%** | **-** | **0%** | **12%** | **-** | **-** | **4%** | **-** | **0%** | **-** | **-** | **-** | **-** | **6%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

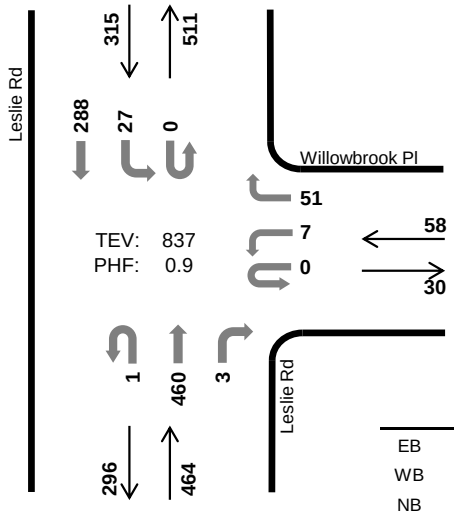
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| 7:15 AM | 1 | 1 | 0 | 0 | *2* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 0 | *1* |
| 7:30 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 7:45 AM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| **8:00 AM** | **1** | **1** | **0** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **7** | **1** | **0** | **0** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **4** | *4* |
| **8:30 AM** | **2** | **0** | **1** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **3** | *4* |
| **8:45 AM** | **1** | **0** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **2** | **1** | ***3*** |
| Count Total | 12 | 3 | 2 | 0 | *17* | 0 | 1 | 0 | 0 | *1* | 0 | 2 | 2 | 10 | *14* |
| **Peak Hr** | **11** | **2** | **2** | **0** | ***15*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **2** | **8** | ***11*** |

# Leslie Rd
# Willowbrook Pl

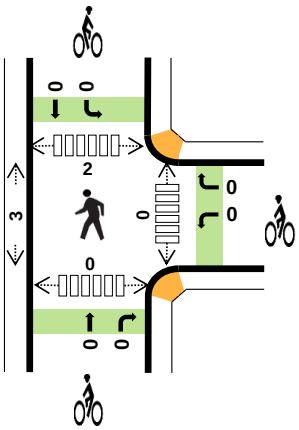
**Date: 02/15/2022**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 8:00 AM to 9:00 AM**

N

Peak Hour




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 6.9% | 0.76 |
| NB | 3.9% | 0.91 |
| SB | 4.1% | 0.84 |
| TOTAL | 4.2% | 0.90 |




## Two-Hour Count Summaries

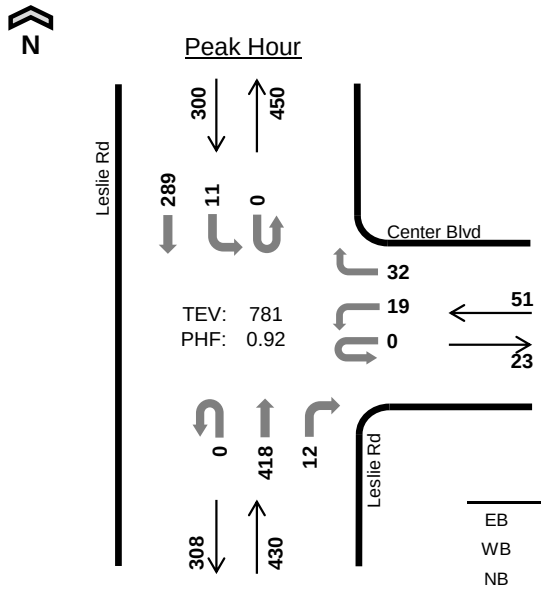
| Interval Start | 0 Eastbound | | | | Willowbrook Pl Westbound | | | | Leslie Rd Northbound | | | | Leslie Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 14 | 0 | 0 | 70 | 0 | 0 | 5 | 50 | 0 | 141 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 86 | 2 | 0 | 3 | 68 | 0 | 178 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 19 | 0 | 0 | 99 | 0 | 0 | 9 | 66 | 0 | 195 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 17 | 0 | 0 | 98 | 0 | 0 | 7 | 80 | 0 | 204 | 718 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **12** | **1** | **0** | **106** | **0** | **0** | **4** | **57** | **0** | **182** | 759 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **13** | **0** | **0** | **122** | **2** | **0** | **7** | **85** | **0** | **230** | 811 |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **17** | **0** | **0** | **105** | **0** | **0** | **9** | **59** | **0** | **192** | 808 |
| **8:45 AM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **9** | **0** | **0** | **127** | **1** | **0** | **7** | **87** | **0** | **233** | **837** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 15 | 0 | 118 | 1 | 0 | 813 | 5 | 0 | 51 | 552 | 0 | 1,555 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **51** | **1** | **0** | **460** | **3** | **0** | **27** | **288** | **0** | **837** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **3** | **0** | **0** | **18** | **0** | **0** | **2** | **11** | **0** | **35** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **14%** | **-** | **6%** | **0%** | **-** | **4%** | **0%** | **-** | **7%** | **4%** | **-** | **4%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

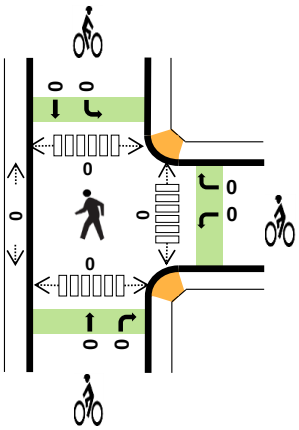
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 3 | 4 | 1 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 0 | *1* |
| 7:15 AM | 0 | 1 | 2 | 4 | *7* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 0 | 0 | 6 | 4 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 0 | 0 | 3 | 7 | *10* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **8:00 AM** | **0** | **2** | **2** | **3** | ***7*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **0** | **1** | **11** | **5** | ***17*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:30 AM** | **0** | **1** | **2** | **2** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **1** | **0** | *3* |
| **8:45 AM** | **0** | **0** | **3** | **3** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **1** | **0** | ***2*** |
| Count Total | 0 | 8 | 33 | 29 | *70* | 0 | 0 | 0 | 0 | *0* | 0 | 4 | 2 | 0 | *6* |
| **Peak Hr** | **0** | **4** | **18** | **13** | ***35*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **3** | **2** | **0** | ***5*** |

# Leslie Rd
# Center Blvd

**Date: 02/15/2022**
**Count Period: 7:00 AM to 9:00 AM**
**Peak Hour: 8:00 AM to 9:00 AM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 7.8% | 0.85 |
| NB | 4.2% | 0.96 |
| SB | 3.7% | 0.85 |
| TOTAL | 4.2% | 0.92 |




## Two-Hour Count Summaries

| Interval Start | 0 Eastbound | | | | Center Blvd Westbound | | | | Leslie Rd Northbound | | | | Leslie Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 7:00 AM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 67 | 3 | 0 | 3 | 49 | 0 | 128 | 0 |
| 7:15 AM | 0 | 0 | 0 | 0 | 0 | 5 | 0 | 3 | 0 | 0 | 86 | 4 | 0 | 1 | 71 | 0 | 170 | 0 |
| 7:30 AM | 0 | 0 | 0 | 0 | 0 | 10 | 0 | 6 | 0 | 0 | 92 | 0 | 0 | 0 | 67 | 0 | 175 | 0 |
| 7:45 AM | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 3 | 0 | 0 | 94 | 2 | 0 | 5 | 77 | 0 | 185 | 658 |
| **8:00 AM** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **10** | **0** | **0** | **97** | **5** | **0** | **0** | **64** | **0** | **181** | 711 |
| **8:15 AM** | **0** | **0** | **0** | **0** | **0** | **6** | **0** | **8** | **0** | **0** | **109** | **3** | **0** | **1** | **85** | **0** | **212** | 753 |
| **8:30 AM** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **5** | **0** | **0** | **103** | **1** | **0** | **3** | **59** | **0** | **176** | 754 |
| **8:45 AM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **9** | **0** | **0** | **109** | **3** | **0** | **7** | **81** | **0** | **212** | **781** |
| Count Total | 0 | 0 | 0 | 0 | 0 | 41 | 0 | 47 | 0 | 0 | 757 | 21 | 0 | 20 | 553 | 0 | 1,439 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **19** | **0** | **32** | **0** | **0** | **418** | **12** | **0** | **11** | **289** | **0** | **781** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **3** | **0** | **0** | **15** | **3** | **0** | **1** | **10** | **0** | **33** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **5%** | **-** | **9%** | **-** | **-** | **4%** | **25%** | **-** | **9%** | **3%** | **-** | **4%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 7:00 AM | 0 | 0 | 7 | 2 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| 7:15 AM | 0 | 0 | 4 | 4 | *8* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:30 AM | 0 | 0 | 5 | 1 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 7:45 AM | 0 | 0 | 3 | 6 | *9* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **8:00 AM** | **0** | **1** | **4** | **3** | ***8*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:15 AM** | **0** | **3** | **8** | **3** | ***14*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:30 AM** | **0** | **0** | **3** | **2** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **8:45 AM** | **0** | **0** | **3** | **3** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| Count Total | 0 | 4 | 37 | 24 | *65* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 1 | *1* |
| **Peak Hr** | **0** | **4** | **18** | **11** | ***33*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |

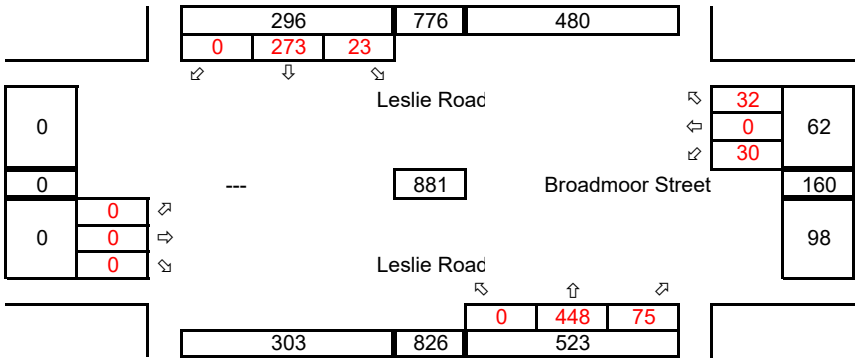
# 1 Leslie Rd @ Broadmoor St

Synchro ID: 1

**Existing**
Average Weekday
AM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

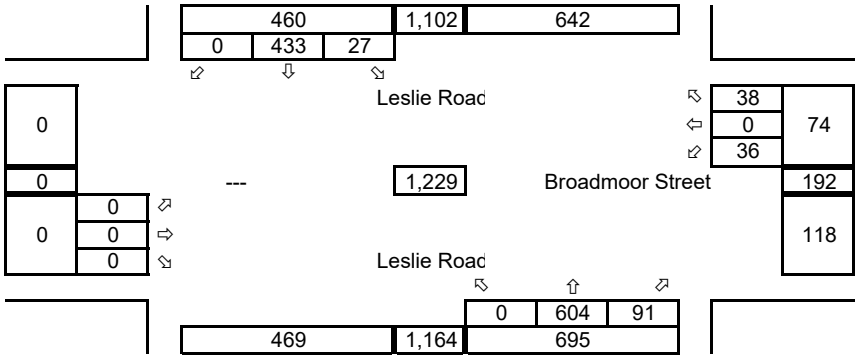



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**Baseline**
Average Weekday
AM Peak-Hour

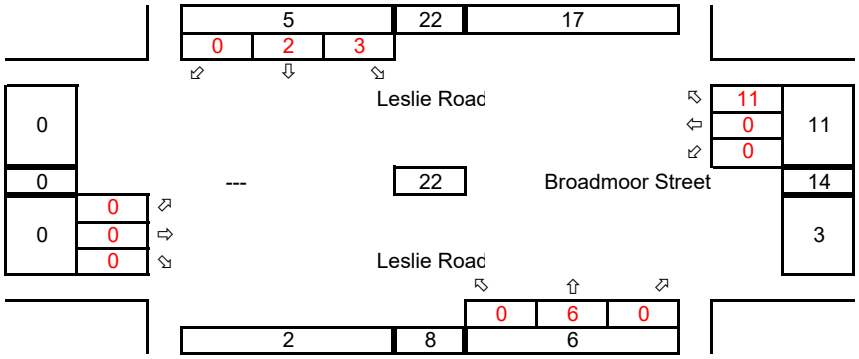
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments



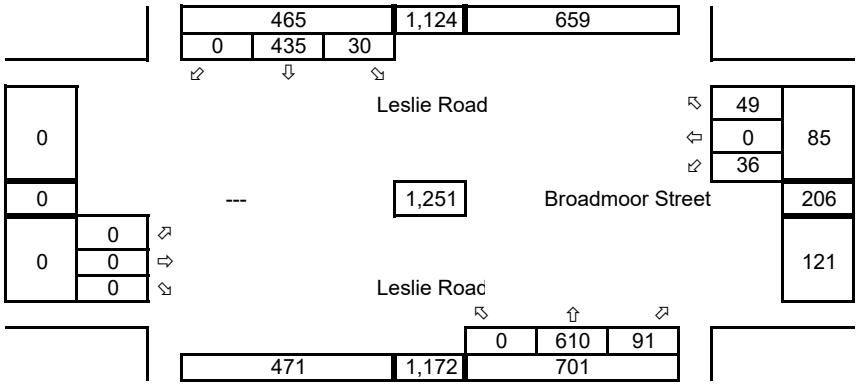

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**Development Trips**
Average Weekday
AM Peak-Hour




---

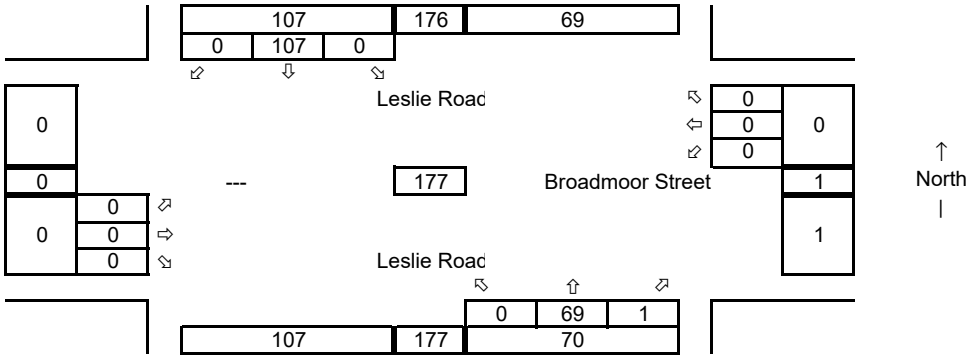
**Future w Development**
Average Weekday
AM Peak-Hour




---

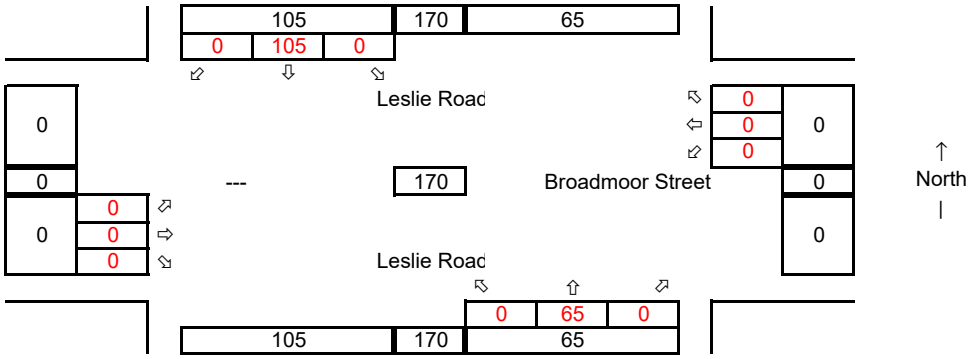
# 1 Leslie Rd @ Broadmoor St

**Total Pipeline Trips**
Average Weekday
AM Peak-Hour



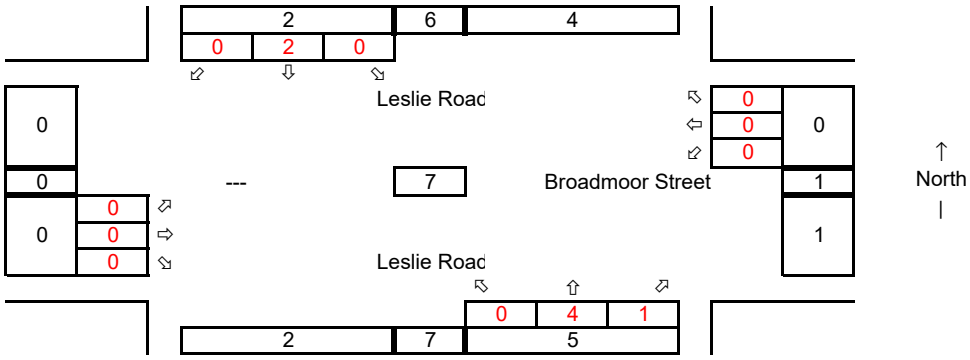

**Pipeline Trips**
Average Weekday
AM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
AM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



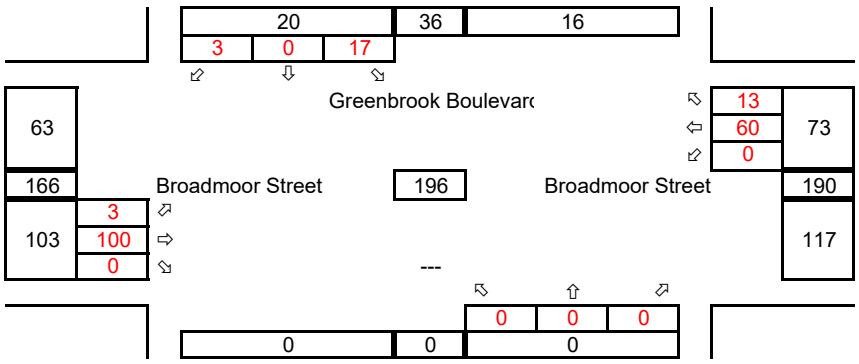
# 2 Greenbrook Blvd @Broadmoor St

Synchro ID: 2

**Existing**
Average Weekday
AM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

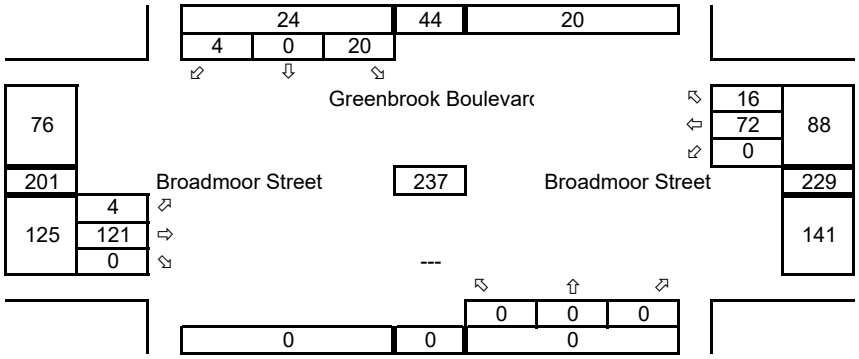



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**Baseline**
Average Weekday
AM Peak-Hour

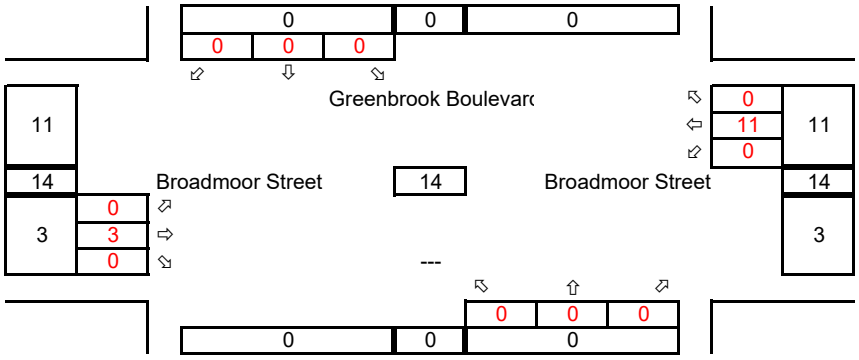
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments




---

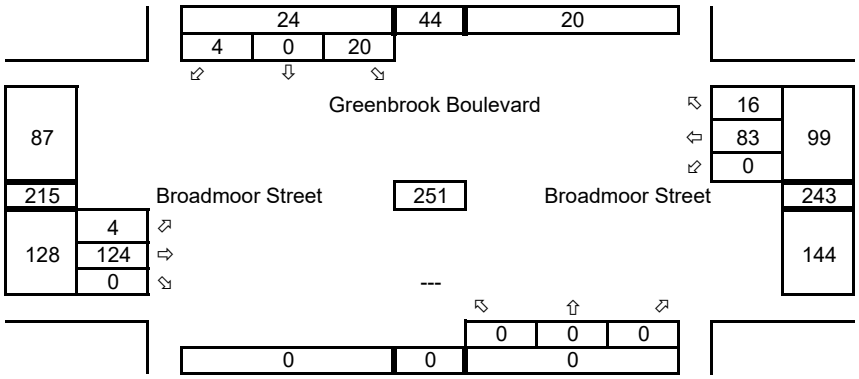
**Development Trips**
Average Weekday
AM Peak-Hour




---

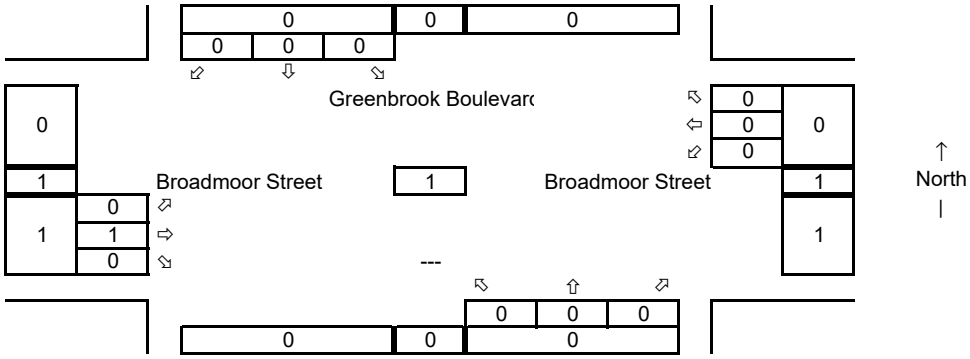
**Future w Development**
Average Weekday
AM Peak-Hour

Also includes potential diversion of existing trips using Swarout Road at Summer Breeze Road



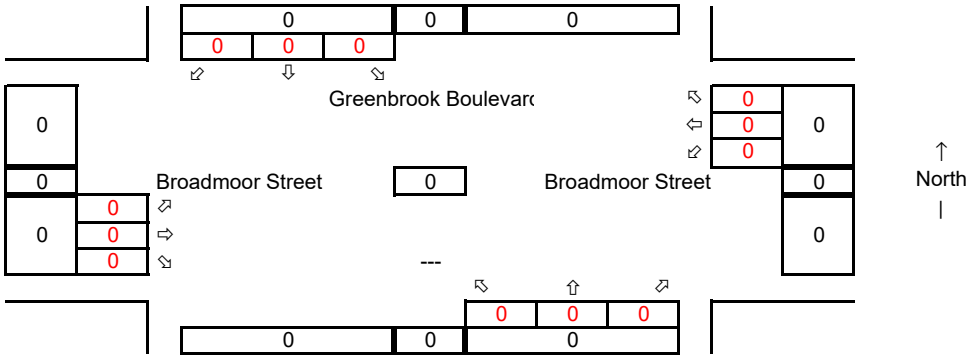

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**Total Pipeline Trips**
Average Weekday
AM Peak-Hour



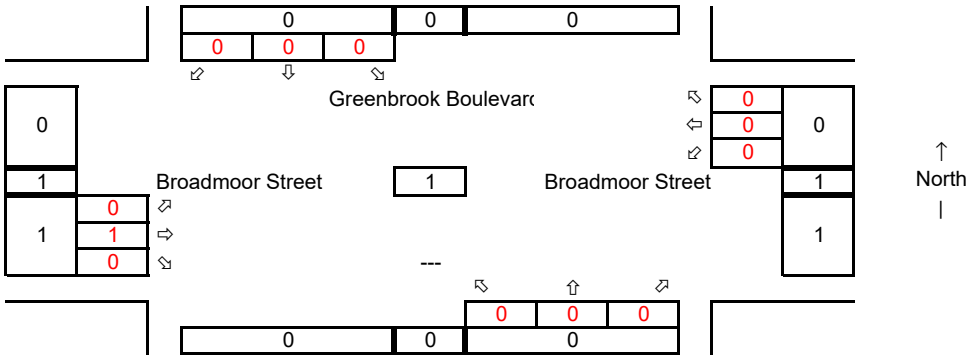

**Pipeline Trips**
Average Weekday
AM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
AM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



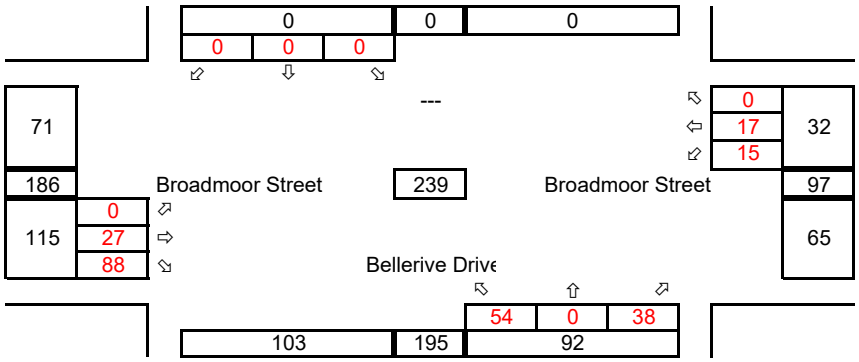
# 3 Bellerive Dr @ Broadmoor St

Synchro ID: 3

**Existing**
Average Weekday
AM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

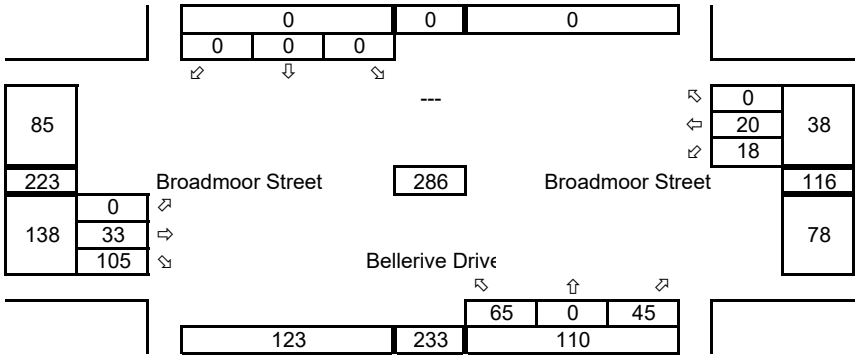



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**Baseline**
Average Weekday
AM Peak-Hour

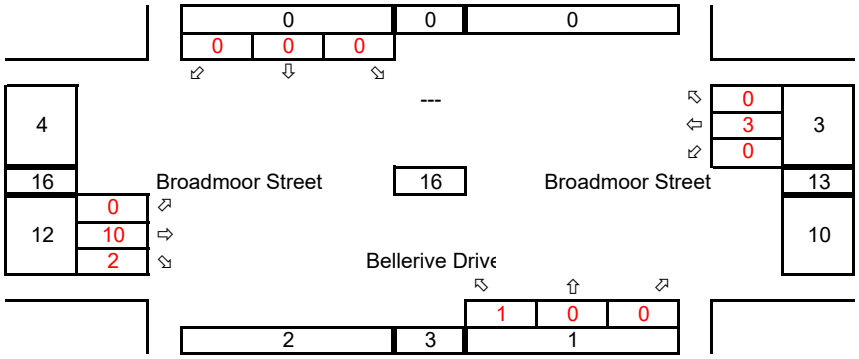
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments




---

**Development Trips**
Average Weekday
AM Peak-Hour



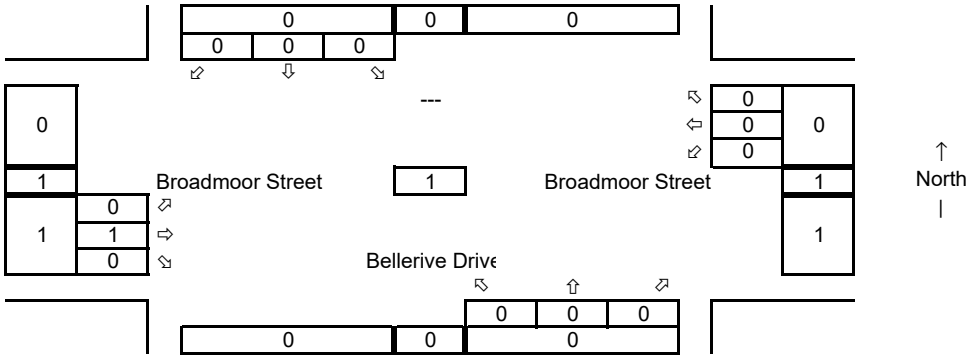

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**Future w Development**
Average Weekday
AM Peak-Hour



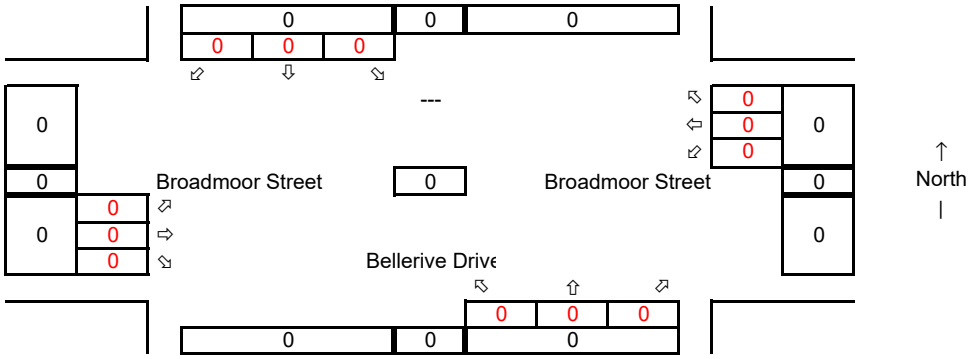

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**Total Pipeline Trips**
Average Weekday
AM Peak-Hour



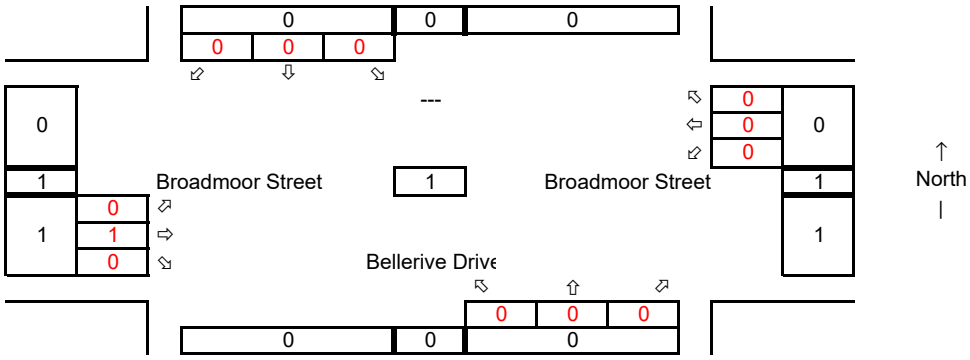

**Pipeline Trips**
Average Weekday
AM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
AM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



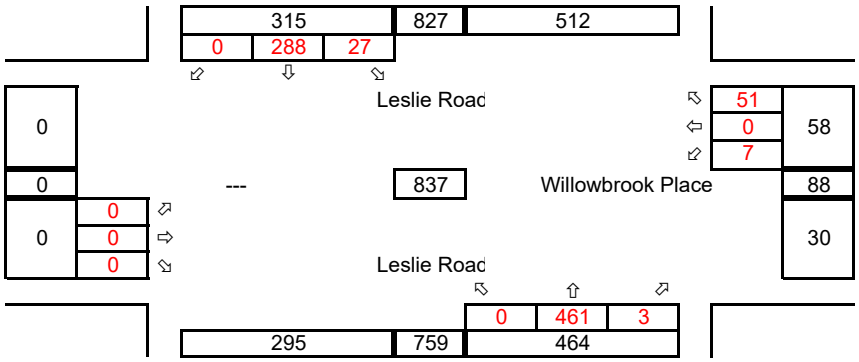
# 4 Leslie Rd @ Willowbrook Pl

Synchro ID: 4

**Existing**
Average Weekday
AM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

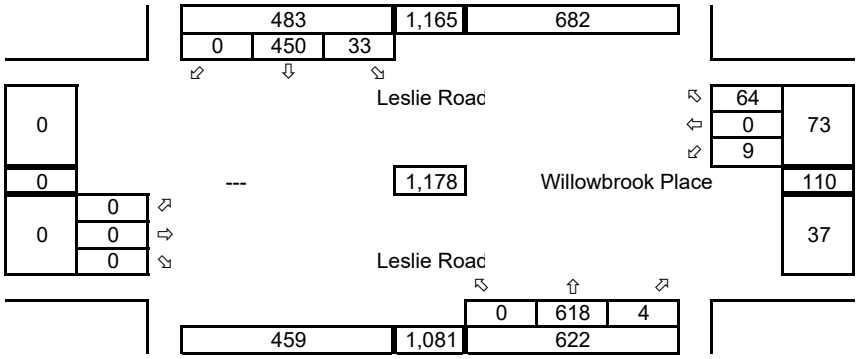



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**Baseline**
Average Weekday
AM Peak-Hour

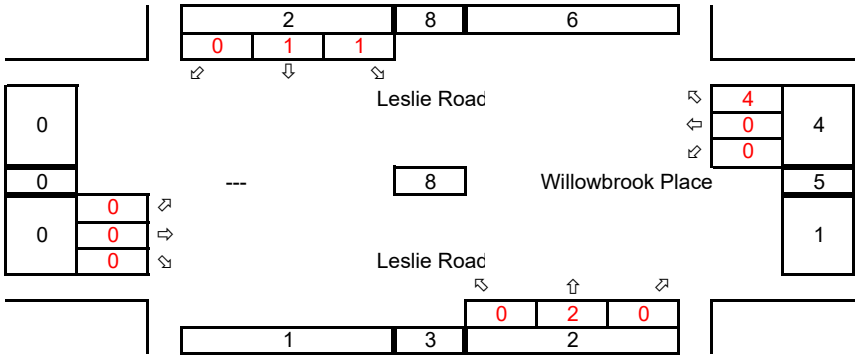
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments



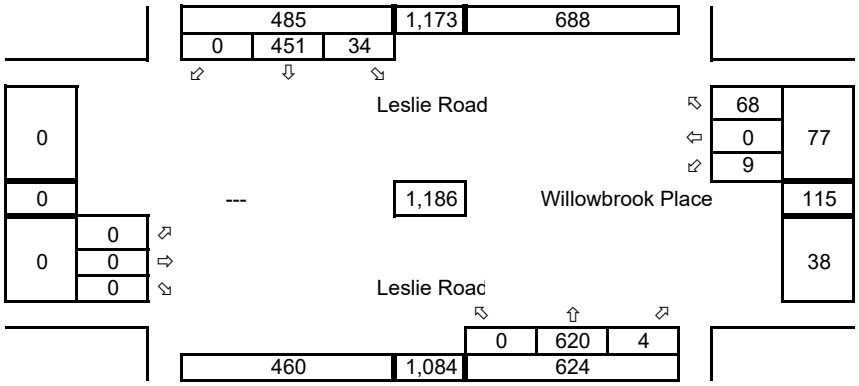

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**Development Trips**
Average Weekday
AM Peak-Hour




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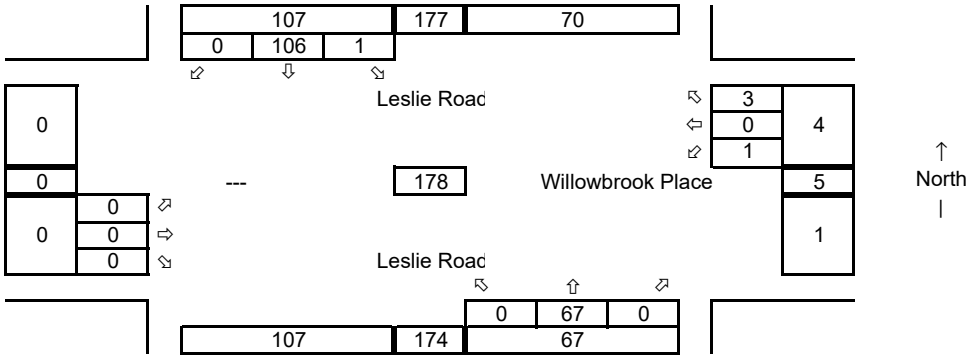
**Future w Development**
Average Weekday
AM Peak-Hour




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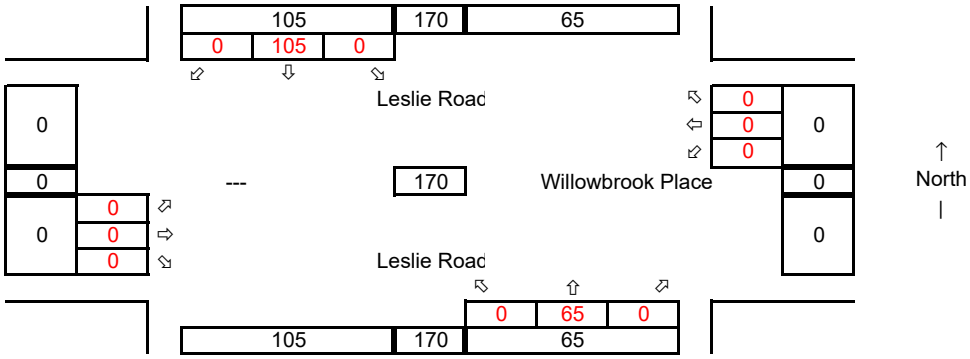
# 4 Leslie Rd @ Willowbrook Pl

**Total Pipeline Trips**
Average Weekday
AM Peak-Hour



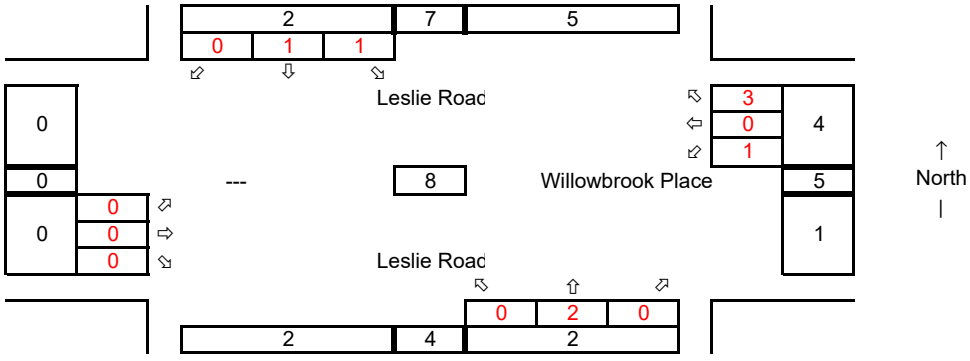

**Pipeline Trips**
Average Weekday
AM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
AM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



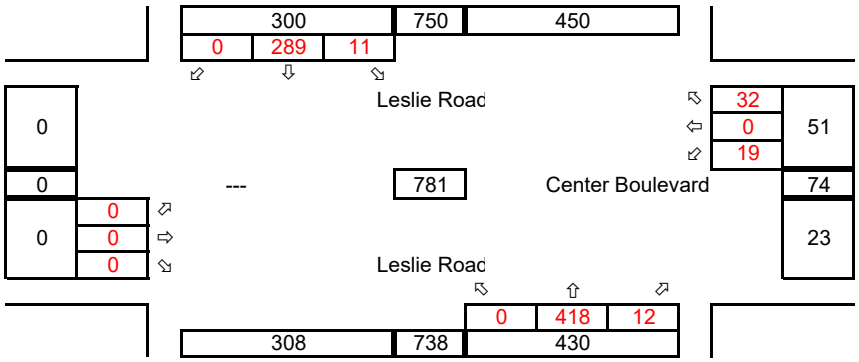
# 5 Leslie Rd @ Center Blvd

Synchro ID: 5

**Existing**
Average Weekday
AM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

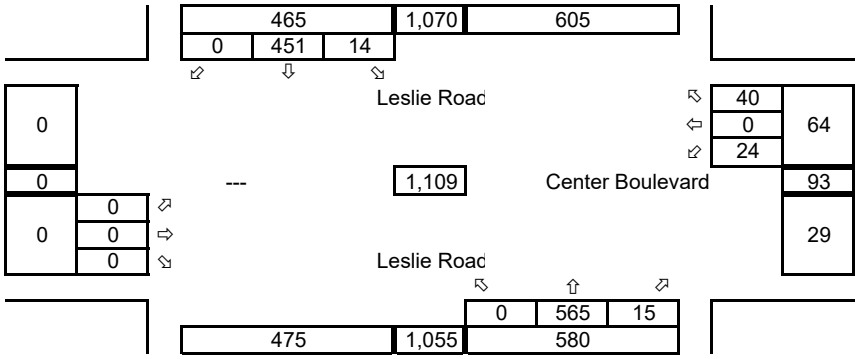



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**Baseline**
Average Weekday
AM Peak-Hour

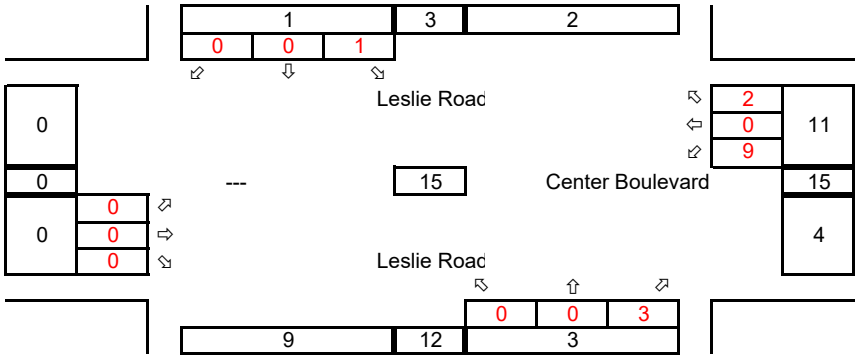
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments



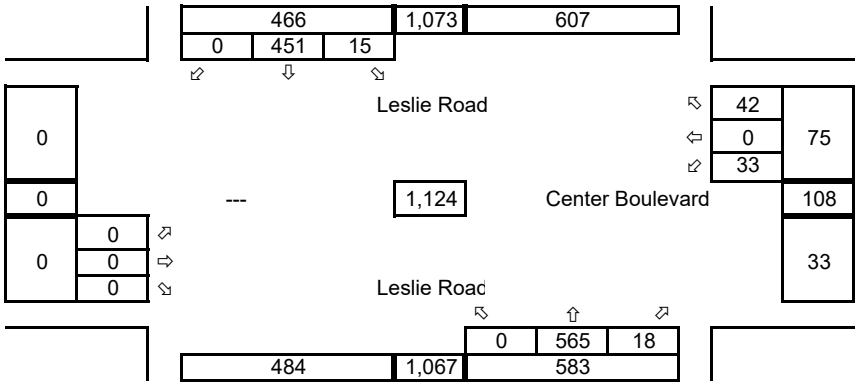

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**Development Trips**
Average Weekday
AM Peak-Hour




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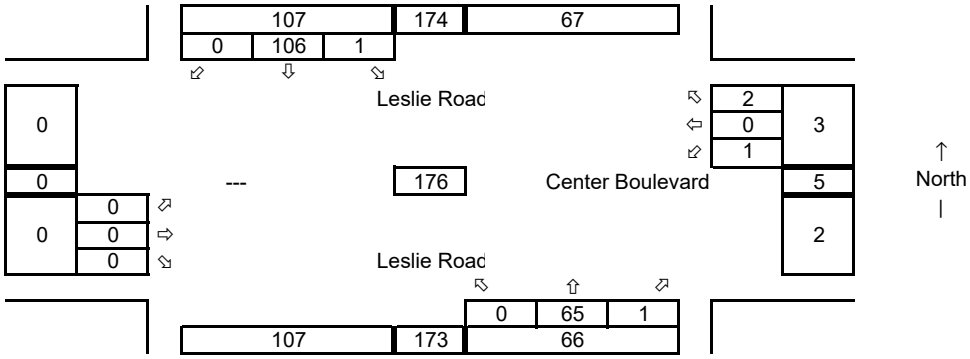
**Future w Development**
Average Weekday
AM Peak-Hour




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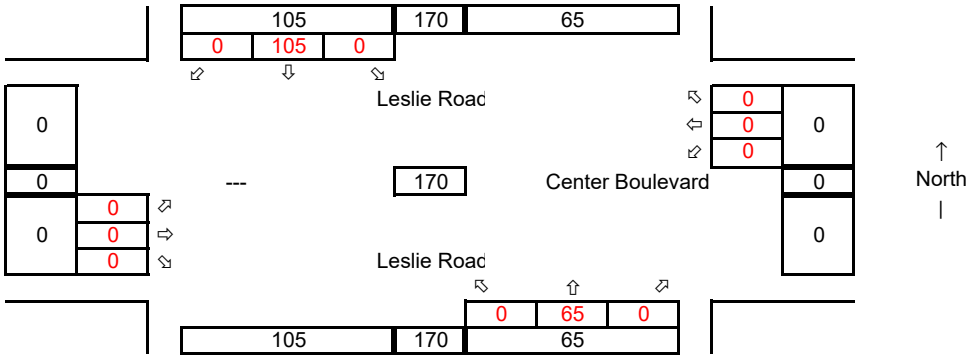
# 5 Leslie Rd @ Center Blvd

**Total Pipeline Trips**
Average Weekday
AM Peak-Hour



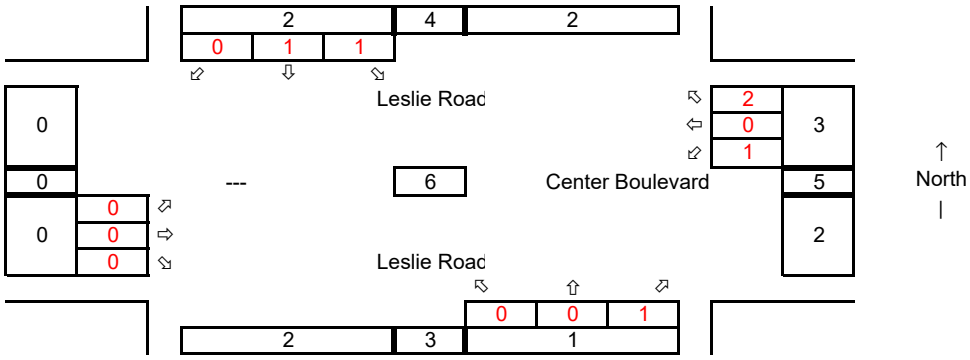

**Pipeline Trips**
Average Weekday
AM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
AM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



# 6 N Site Access @ Broadmoor St

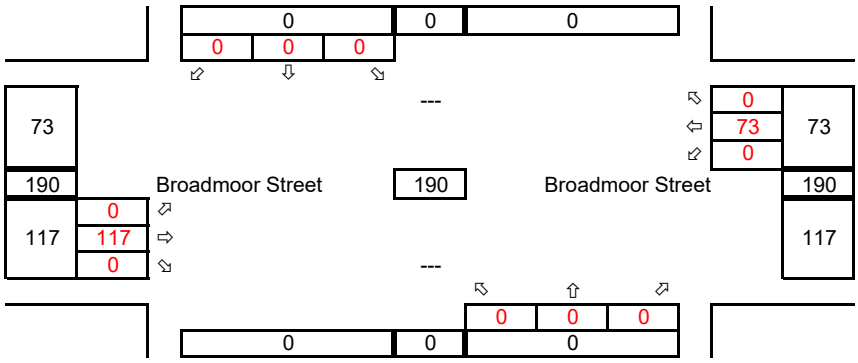
Synchro ID: 6

**Existing**
Average Weekday
AM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

Volumes extrapolated from the east leg of Greenbrook Boulevard at Broadmoor Street.

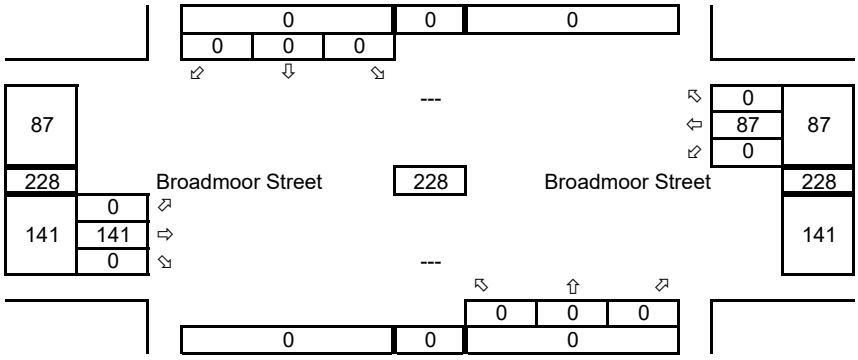



---

**Baseline**
Average Weekday
AM Peak-Hour

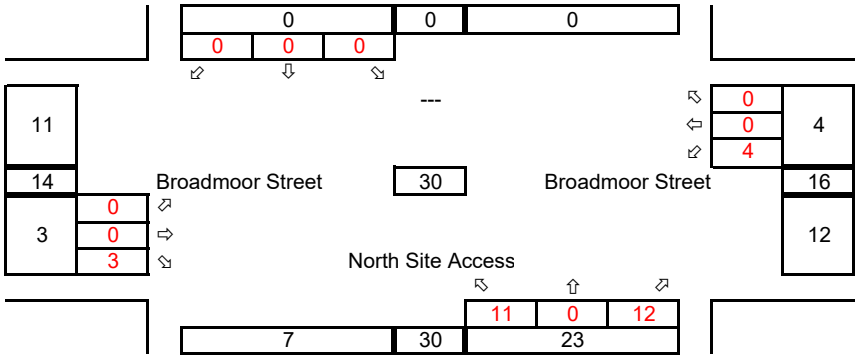
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments



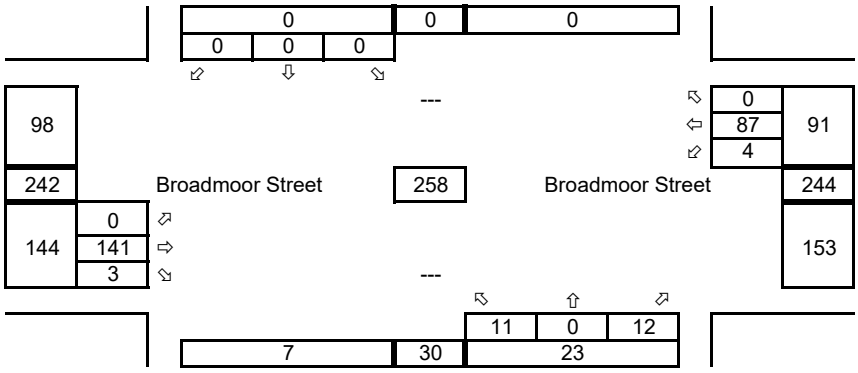

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**Development Trips**
Average Weekday
AM Peak-Hour




---

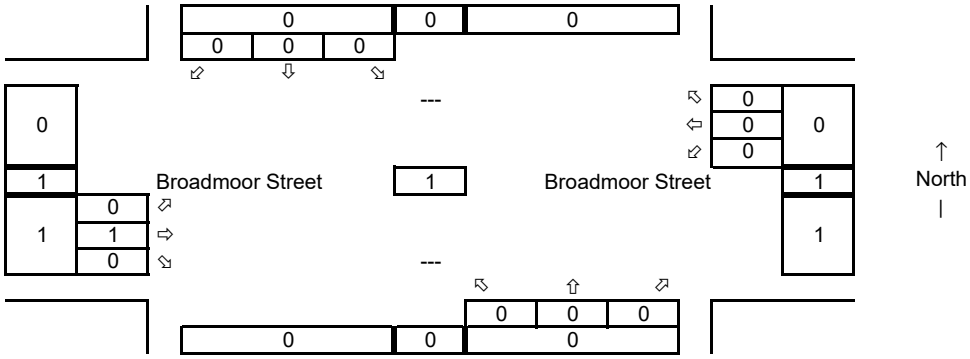
**Future w Development**
Average Weekday
AM Peak-Hour



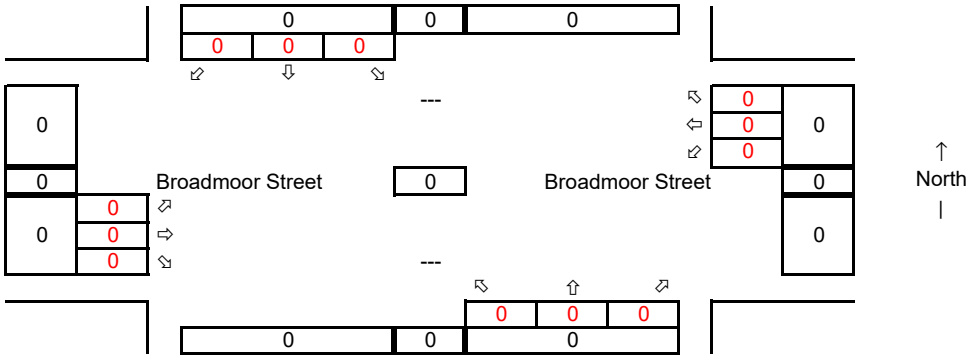

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# 6 N Site Access @ Broadmoor St

**Total Pipeline Trips**
Average Weekday
AM Peak-Hour

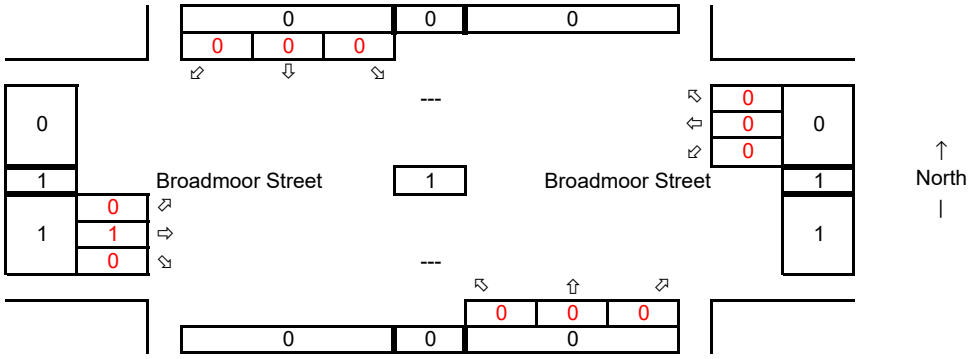



**Pipeline Trips**
Average Weekday
AM Peak-Hour




**Pipeline Trips**
Average Weekday
AM Peak-Hour

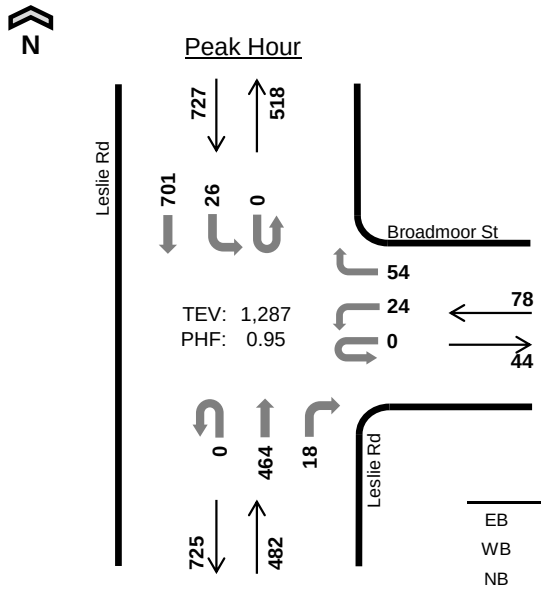
Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



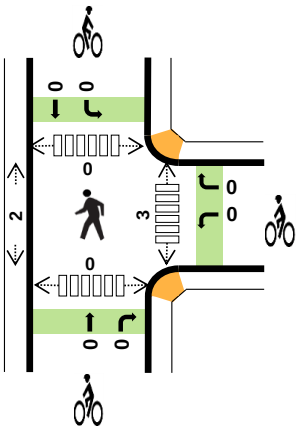
# PM Peak-Hour Counts and Turning Movement Calculations

# Leslie Rd
# Broadmoor St

**Date: 02/15/2022**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 1.3% | 0.75 |
| NB | 1.0% | 0.91 |
| SB | 1.1% | 0.91 |
| TOTAL | 1.1% | 0.95 |



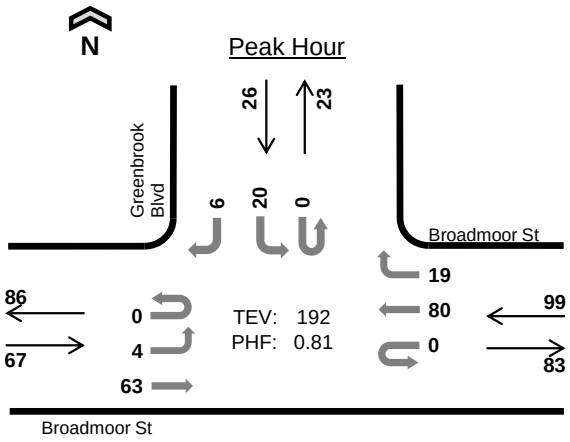

## Two-Hour Count Summaries

| Interval Start | | 0 Eastbound | | | | Broadmoor St Westbound | | | | Leslie Rd Northbound | | | | Leslie Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 0 | 0 | 0 | 0 | 9 | 0 | 11 | 0 | 0 | 115 | 3 | 0 | 7 | 132 | 0 | 277 | 0 |
| 4:15 PM | | 0 | 0 | 0 | 0 | 0 | 14 | 0 | 13 | 0 | 0 | 122 | 15 | 0 | 8 | 148 | 0 | 320 | 0 |
| 4:30 PM | | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 12 | 0 | 0 | 123 | 8 | 0 | 13 | 152 | 0 | 314 | 0 |
| **4:45 PM** | | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **15** | **0** | **0** | **112** | **10** | **0** | **5** | **169** | **0** | **316** | 1,227 |
| **5:00 PM** | | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **10** | **0** | **0** | **114** | **2** | **0** | **7** | **168** | **0** | **305** | 1,255 |
| **5:15 PM** | | **0** | **0** | **0** | **0** | **0** | **10** | **0** | **16** | **0** | **0** | **129** | **4** | **0** | **7** | **171** | **0** | **337** | 1,272 |
| **5:30 PM** | | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **13** | **0** | **0** | **109** | **2** | **0** | **7** | **193** | **0** | **329** | **1,287** |
| 5:45 PM | | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 5 | 0 | 0 | 102 | 2 | 0 | 7 | 149 | 0 | 271 | 1,242 |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 59 | 0 | 95 | 0 | 0 | 926 | 46 | 0 | 61 | 1,282 | 0 | 2,469 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **24** | **0** | **54** | **0** | **0** | **464** | **18** | **0** | **26** | **701** | **0** | **1,287** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **4** | **1** | **0** | **0** | **8** | **0** | **14** | **0** |
| | **HV%** | **-** | **-** | **-** | **-** | **-** | **4%** | **-** | **0%** | **-** | **-** | **1%** | **6%** | **-** | **0%** | **1%** | **-** | **1%** | **0** |

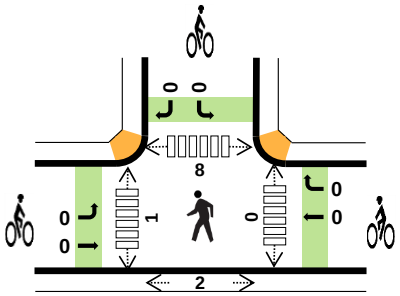
*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 4 | 2 | *6* | 0 | 0 | 0 | 1 | *1* | 0 | 0 | 0 | 0 | *0* |
| 4:15 PM | 0 | 1 | 2 | 2 | *5* | 0 | 0 | 1 | 0 | *1* | 0 | 2 | 0 | 0 | *2* |
| 4:30 PM | 0 | 0 | 2 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 1 | 0 | 0 | 0 | *1* |
| **4:45 PM** | **0** | **0** | **4** | **2** | ***6*** | **0** | **0** | **0** | **0** | ***0*** | **2** | **1** | **0** | **0** | *3* |
| **5:00 PM** | **0** | **0** | **0** | **3** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **0** | **0** | *1* |
| **5:15 PM** | **0** | **1** | **0** | **2** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **0** | **0** | **1** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | ***1*** |
| 5:45 PM | 0 | 0 | 2 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 2 | 15 | 16 | *33* | 0 | 0 | 1 | 1 | *2* | 4 | 4 | 0 | 0 | *8* |
| **Peak Hr** | **0** | **1** | **5** | **8** | ***14*** | **0** | **0** | **0** | **0** | ***0*** | **3** | **2** | **0** | **0** | ***5*** |

# Greenbrook Blvd
# Broadmoor St




**Date: 02/15/2022**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:00 PM to 5:00 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 4.5% | 0.73 |
| WB | 1.0% | 0.71 |
| NB | - | - |
| SB | 3.8% | 0.81 |
| TOTAL | 2.6% | 0.81 |

## Two-Hour Count Summaries

| Interval Start | | Broadmoor St Eastbound | | | | Broadmoor St Westbound | | | | 0 Northbound | | | | Greenbrook Blvd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| **4:00 PM** | | **0** | **0** | **10** | **0** | **0** | **0** | **20** | **1** | **0** | **0** | **0** | **0** | **0** | **7** | **0** | **0** | **38** | 0 |
| **4:15 PM** | | **0** | **1** | **18** | **0** | **0** | **0** | **28** | **7** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **1** | **59** | 0 |
| **4:30 PM** | | **0** | **1** | **22** | **0** | **0** | **0** | **17** | **9** | **0** | **0** | **0** | **0** | **0** | **4** | **0** | **2** | **55** | 0 |
| **4:45 PM** | | **0** | **2** | **13** | **0** | **0** | **0** | **15** | **2** | **0** | **0** | **0** | **0** | **0** | **5** | **0** | **3** | **40** | **192** |
| 5:00 PM | | 0 | 0 | 8 | 0 | 0 | 0 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 0 | 29 | 183 |
| 5:15 PM | | 0 | 1 | 12 | 0 | 0 | 0 | 26 | 7 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 49 | 173 |
| 5:30 PM | | 0 | 2 | 7 | 0 | 0 | 0 | 19 | 4 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 2 | 35 | 153 |
| 5:45 PM | | 0 | 0 | 7 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 1 | 21 | 134 |
| Count Total | | 0 | 7 | 97 | 0 | 0 | 0 | 150 | 33 | 0 | 0 | 0 | 0 | 0 | 29 | 0 | 10 | 326 | 0 |
| **Peak Hour** | **All** | **0** | **4** | **63** | **0** | **0** | **0** | **80** | **19** | **0** | **0** | **0** | **0** | **0** | **20** | **0** | **6** | **192** | **0** |
| | **HV** | **0** | **1** | **2** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **5** | **0** |
| | **HV%** | **-** | **25%** | **3%** | **-** | **-** | **-** | **1%** | **0%** | **-** | **-** | **-** | **-** | **-** | **5%** | **-** | **0%** | **3%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

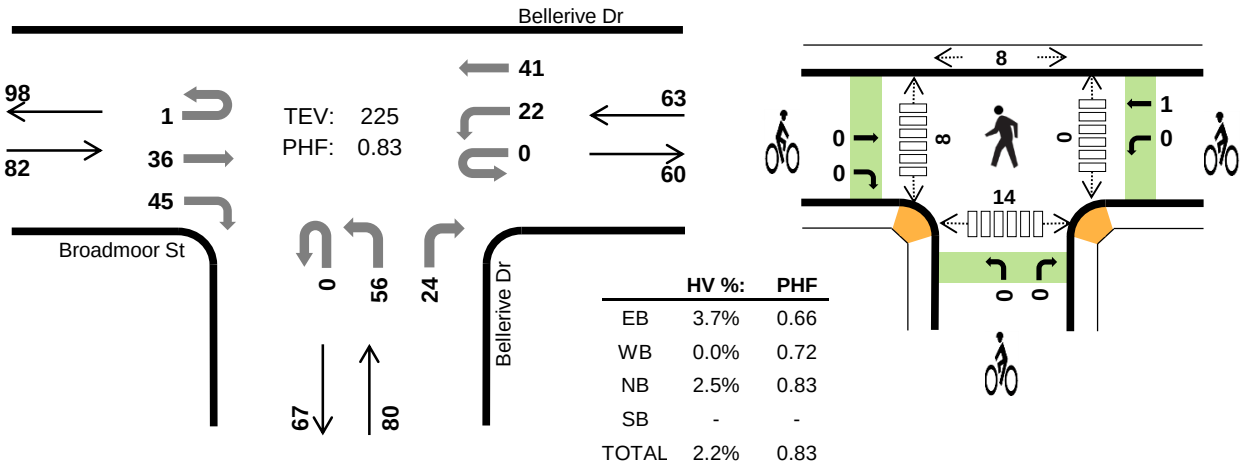
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| **4:00 PM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **0** | *1* |
| **4:15 PM** | **0** | **1** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **5** | **0** | *5* |
| **4:30 PM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **4:45 PM** | **1** | **0** | **0** | **1** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **2** | **2** | ***5*** |
| 5:00 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 2 | 2 | *4* |
| 5:15 PM | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 2 | 0 | *2* |
| 5:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 3 | 2 | 0 | 1 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 12 | 4 | *17* |
| **Peak Hr** | **3** | **1** | **0** | **1** | ***5*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **1** | **8** | **2** | ***11*** |

# Bellerive Dr
# Broadmoor St

N

Peak Hour

**Date: 02/15/2022**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:15 PM to 5:15 PM**




| | HV %: | PHF |
|---|---|---|
| EB | 3.7% | 0.66 |
| WB | 0.0% | 0.72 |
| NB | 2.5% | 0.83 |
| SB | - | - |
| TOTAL | 2.2% | 0.83 |

## Two-Hour Count Summaries

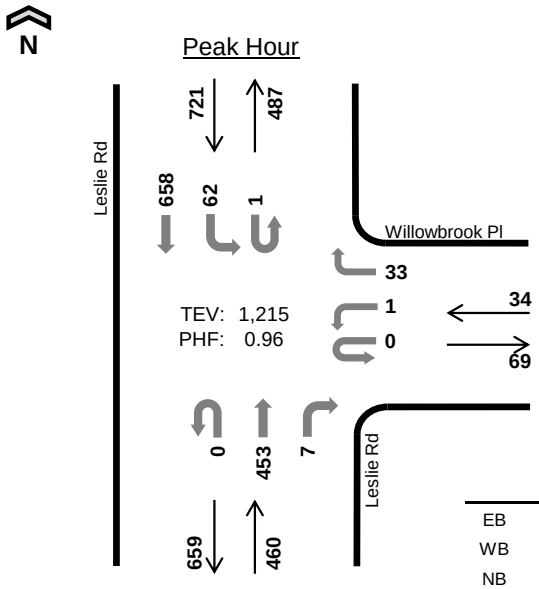
| Interval Start | | Broadmoor St Eastbound | | | | Bellerive Dr Westbound | | | | Bellerive Dr Northbound | | | | 0 Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 0 | 8 | 8 | 0 | 1 | 13 | 0 | 0 | 10 | 0 | 3 | 0 | 0 | 0 | 0 | 43 | 0 |
| **4:15 PM** | | **0** | **0** | **9** | **10** | **0** | **6** | **16** | **0** | **0** | **16** | **0** | **5** | **0** | **0** | **0** | **0** | **62** | 0 |
| **4:30 PM** | | **1** | **0** | **10** | **20** | **0** | **4** | **9** | **0** | **0** | **16** | **0** | **8** | **0** | **0** | **0** | **0** | **68** | 0 |
| **4:45 PM** | | **0** | **0** | **10** | **7** | **0** | **7** | **9** | **0** | **0** | **9** | **0** | **5** | **0** | **0** | **0** | **0** | **47** | 220 |
| **5:00 PM** | | **0** | **0** | **7** | **8** | **0** | **5** | **7** | **0** | **0** | **15** | **0** | **6** | **0** | **0** | **0** | **0** | **48** | **225** |
| 5:15 PM | | 0 | 0 | 4 | 11 | 0 | 2 | 14 | 0 | 0 | 20 | 0 | 4 | 0 | 0 | 0 | 0 | 55 | 218 |
| 5:30 PM | | 1 | 0 | 1 | 8 | 0 | 2 | 10 | 0 | 0 | 8 | 0 | 2 | 0 | 0 | 0 | 0 | 32 | 182 |
| 5:45 PM | | 0 | 0 | 2 | 8 | 0 | 6 | 5 | 0 | 0 | 7 | 0 | 2 | 0 | 0 | 0 | 0 | 30 | 165 |
| Count Total | | 2 | 0 | 51 | 80 | 0 | 33 | 83 | 0 | 0 | 101 | 0 | 35 | 0 | 0 | 0 | 0 | 385 | 0 |
| **Peak Hour** | **All** | **1** | **0** | **36** | **45** | **0** | **22** | **41** | **0** | **0** | **56** | **0** | **24** | **0** | **0** | **0** | **0** | **225** | **0** |
| | **HV** | **0** | **0** | **2** | **1** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **0** | **0** | **0** | **0** | **0** | **5** | **0** |
| | **HV%** | **0%** | **-** | **6%** | **2%** | **-** | **0%** | **0%** | **-** | **-** | **4%** | **-** | **0%** | **-** | **-** | **-** | **-** | **2%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

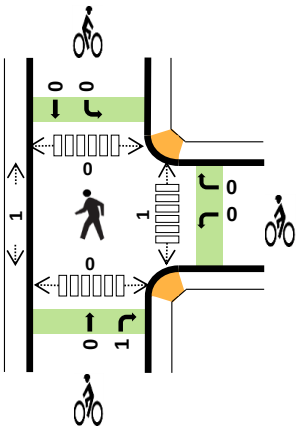
| Interval Start | Heavy Vehicle Totals EB | WB | NB | SB | Total | Bicycles EB | WB | NB | SB | Total | Pedestrians (Crossing Leg) East | West | North | South | Total |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 4:00 PM | 1 | 0 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* | 0 | 2 | 5 | 2 | *9* |
| **4:15 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **4** | **1** | **5** | *10* |
| **4:30 PM** | **2** | **0** | **1** | **0** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **1** | **2** | *3* |
| **4:45 PM** | **1** | **0** | **0** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **5** | **5** | *12* |
| **5:00 PM** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **2** | **1** | **2** | ***5*** |
| 5:15 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 2 | 0 | 5 | *7* |
| 5:30 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 3 | *3* |
| 5:45 PM | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 2 | *2* |
| Count Total | 4 | 0 | 2 | 0 | *6* | 0 | 1 | 0 | 0 | *1* | 0 | 12 | 13 | 26 | *51* |
| **Peak Hr** | **3** | **0** | **2** | **0** | ***5*** | **0** | **1** | **0** | **0** | ***1*** | **0** | **8** | **8** | **14** | ***30*** |

# Leslie Rd
# Willowbrook Pl

**Date: 02/15/2022**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 2.9% | 0.94 |
| NB | 1.1% | 0.91 |
| SB | 0.7% | 0.92 |
| TOTAL | 0.9% | 0.96 |




## Two-Hour Count Summaries

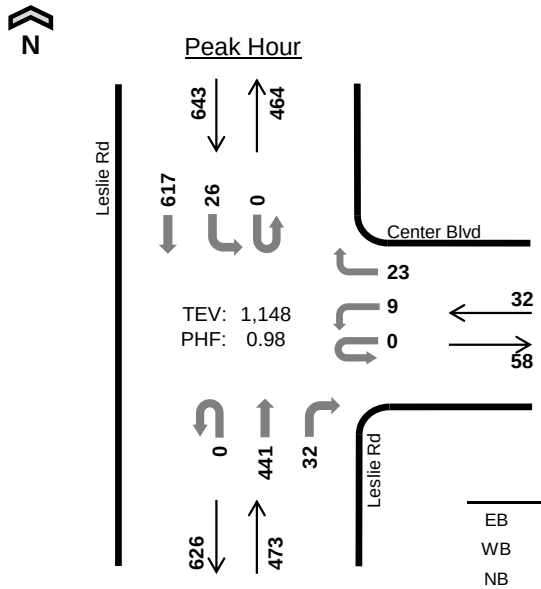
| Interval Start | | 0 Eastbound | | | | Willowbrook Pl Westbound | | | | Leslie Rd Northbound | | | | Leslie Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 11 | 0 | 0 | 110 | 1 | 0 | 8 | 131 | 0 | 262 | 0 |
| 4:15 PM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 118 | 0 | 0 | 17 | 142 | 0 | 288 | 0 |
| 4:30 PM | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 0 | 0 | 122 | 1 | 0 | 13 | 144 | 0 | 286 | 0 |
| **4:45 PM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **0** | **117** | **0** | **1** | **10** | **163** | **0** | **300** | 1,136 |
| **5:00 PM** | | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **8** | **0** | **0** | **109** | **2** | **0** | **15** | **154** | **0** | **289** | 1,163 |
| **5:15 PM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **122** | **5** | **0** | **19** | **163** | **0** | **317** | 1,192 |
| **5:30 PM** | | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **8** | **0** | **0** | **105** | **0** | **0** | **18** | **178** | **0** | **309** | **1,215** |
| 5:45 PM | | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 10 | 0 | 0 | 90 | 1 | 0 | 15 | 136 | 0 | 253 | 1,168 |
| Count Total | | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 70 | 0 | 0 | 893 | 10 | 1 | 115 | 1,211 | 0 | 2,304 | 0 |
| **Peak Hour** | **All** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **33** | **0** | **0** | **453** | **7** | **1** | **62** | **658** | **0** | **1,215** | **0** |
| | **HV** | **0** | **0** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **5** | **0** | **0** | **1** | **4** | **0** | **11** | **0** |
| | **HV%** | **-** | **-** | **-** | **-** | **-** | **0%** | **-** | **3%** | **-** | **-** | **1%** | **0%** | **0%** | **2%** | **1%** | **-** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

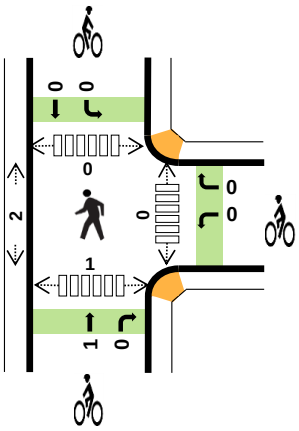
| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 0 | 4 | 2 | *6* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 0 | *1* |
| 4:15 PM | 0 | 0 | 2 | 2 | *4* | 0 | 1 | 0 | 1 | *2* | 0 | 1 | 0 | 0 | *1* |
| 4:30 PM | 0 | 0 | 2 | 1 | *3* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **4** | **1** | ***5*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **1** | **0** | **0** | *1* |
| **5:00 PM** | **0** | **0** | **0** | **2** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **0** | **0** | **2** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **1** | **0** | **0** | **0** | *1* |
| **5:30 PM** | **0** | **1** | **1** | **0** | ***2*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 0 | 1 | 2 | 2 | *5* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 2 | 15 | 12 | *29* | 0 | 1 | 1 | 1 | *3* | 1 | 3 | 0 | 0 | *4* |
| **Peak Hr** | **0** | **1** | **5** | **5** | ***11*** | **0** | **0** | **1** | **0** | ***1*** | **1** | **1** | **0** | **0** | ***2*** |

# Leslie Rd
# Center Blvd

**Date: 02/15/2022**
**Count Period: 4:00 PM to 6:00 PM**
**Peak Hour: 4:45 PM to 5:45 PM**




| | HV %: | PHF |
|---|---|---|
| EB | - | - |
| WB | 3.1% | 0.67 |
| NB | 1.1% | 0.93 |
| SB | 0.6% | 0.93 |
| TOTAL | 0.9% | 0.98 |




## Two-Hour Count Summaries

| Interval Start | 0 Eastbound | | | | Center Blvd Westbound | | | | Leslie Rd Northbound | | | | Leslie Rd Southbound | | | | 15-min Total | Rolling One Hour |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | UT | LT | TH | RT | | |
| 4:00 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 8 | 0 | 0 | 105 | 8 | 0 | 5 | 125 | 0 | 254 | 0 |
| 4:15 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 4 | 0 | 0 | 104 | 4 | 0 | 7 | 127 | 0 | 249 | 0 |
| 4:30 PM | 0 | 0 | 0 | 0 | 0 | 3 | 0 | 3 | 0 | 0 | 126 | 2 | 0 | 7 | 139 | 0 | 280 | 0 |
| **4:45 PM** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **5** | **0** | **0** | **113** | **9** | **0** | **3** | **149** | **0** | **280** | 1,063 |
| **5:00 PM** | **0** | **0** | **0** | **0** | **0** | **2** | **0** | **5** | **0** | **0** | **105** | **10** | **0** | **6** | **158** | **0** | **286** | 1,095 |
| **5:15 PM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **9** | **0** | **0** | **122** | **5** | **0** | **10** | **144** | **0** | **293** | 1,139 |
| **5:30 PM** | **0** | **0** | **0** | **0** | **0** | **3** | **0** | **4** | **0** | **0** | **101** | **8** | **0** | **7** | **166** | **0** | **289** | **1,148** |
| 5:45 PM | 0 | 0 | 0 | 0 | 0 | 8 | 0 | 1 | 0 | 0 | 88 | 4 | 0 | 3 | 132 | 0 | 236 | 1,104 |
| Count Total | 0 | 0 | 0 | 0 | 0 | 26 | 0 | 39 | 0 | 0 | 864 | 50 | 0 | 48 | 1,140 | 0 | 2,167 | 0 |
| **Peak Hour All** | **0** | **0** | **0** | **0** | **0** | **9** | **0** | **23** | **0** | **0** | **441** | **32** | **0** | **26** | **617** | **0** | **1,148** | **0** |
| **Peak Hour HV** | **0** | **0** | **0** | **0** | **0** | **1** | **0** | **0** | **0** | **0** | **3** | **2** | **0** | **1** | **3** | **0** | **10** | **0** |
| **Peak Hour HV%** | **-** | **-** | **-** | **-** | **-** | **11%** | **-** | **0%** | **-** | **-** | **1%** | **6%** | **-** | **4%** | **0%** | **-** | **1%** | **0** |

*Note: Two-hour count summary volumes include heavy vehicles but exclude bicycles in overall count.*

| Interval Start | Heavy Vehicle Totals | | | | | Bicycles | | | | | Pedestrians (Crossing Leg) | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | EB | WB | NB | SB | Total | EB | WB | NB | SB | Total | East | West | North | South | Total |
| 4:00 PM | 0 | 2 | 1 | 1 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 1 | 0 | 0 | *1* |
| 4:15 PM | 0 | 0 | 2 | 2 | *4* | 0 | 0 | 0 | 1 | *1* | 0 | 3 | 0 | 0 | *3* |
| 4:30 PM | 0 | 0 | 2 | 0 | *2* | 0 | 1 | 0 | 0 | *1* | 0 | 0 | 0 | 0 | *0* |
| **4:45 PM** | **0** | **0** | **2** | **1** | ***3*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **2** | **0** | **1** | *3* |
| **5:00 PM** | **0** | **0** | **1** | **2** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:15 PM** | **0** | **1** | **1** | **1** | ***3*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | *0* |
| **5:30 PM** | **0** | **0** | **1** | **0** | ***1*** | **0** | **0** | **0** | **0** | ***0*** | **0** | **0** | **0** | **0** | ***0*** |
| 5:45 PM | 0 | 0 | 2 | 2 | *4* | 0 | 0 | 0 | 0 | *0* | 0 | 0 | 0 | 0 | *0* |
| Count Total | 0 | 3 | 12 | 9 | *24* | 0 | 1 | 1 | 1 | *3* | 0 | 6 | 0 | 1 | *7* |
| **Peak Hr** | **0** | **1** | **5** | **4** | ***10*** | **0** | **0** | **1** | **0** | ***1*** | **0** | **2** | **0** | **1** | ***3*** |

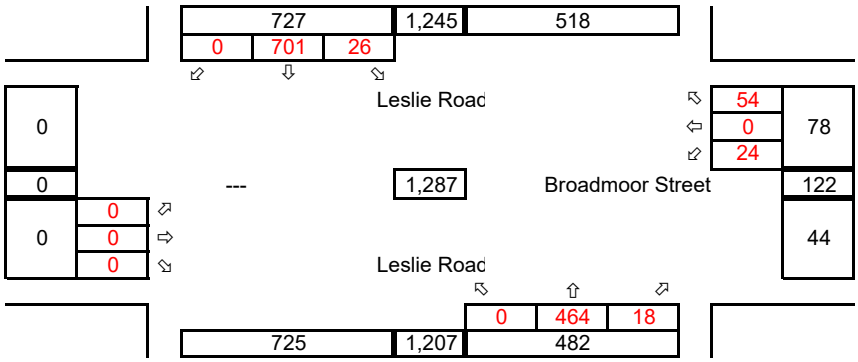
# 1 Leslie Rd @ Broadmoor St

Synchro ID: 1

**Existing**
Average Weekday
PM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

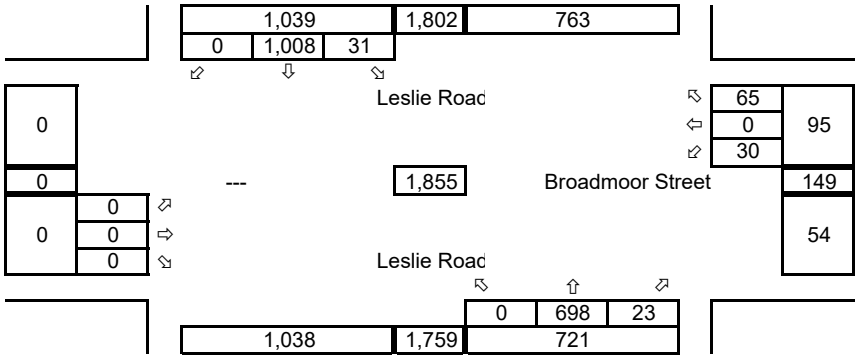



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**Baseline**
Average Weekday
PM Peak-Hour

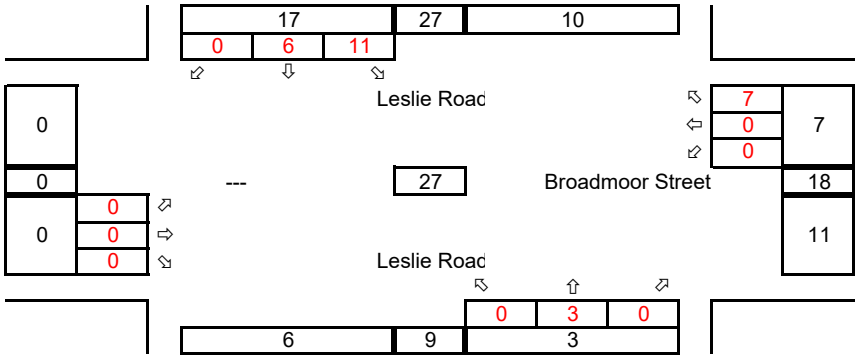
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments



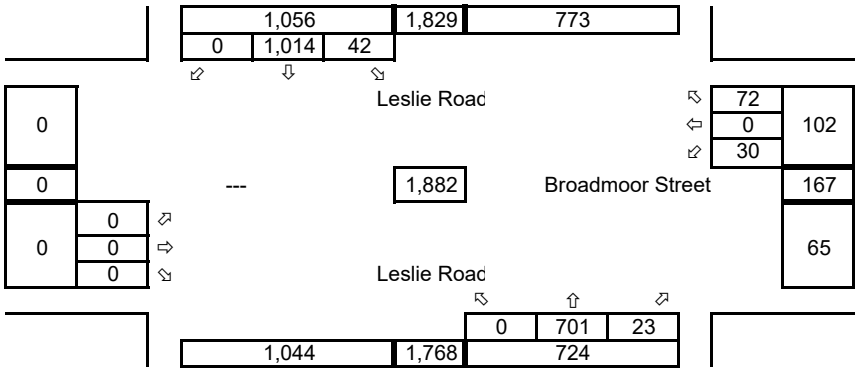

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**Development Trips**
Average Weekday
PM Peak-Hour




---

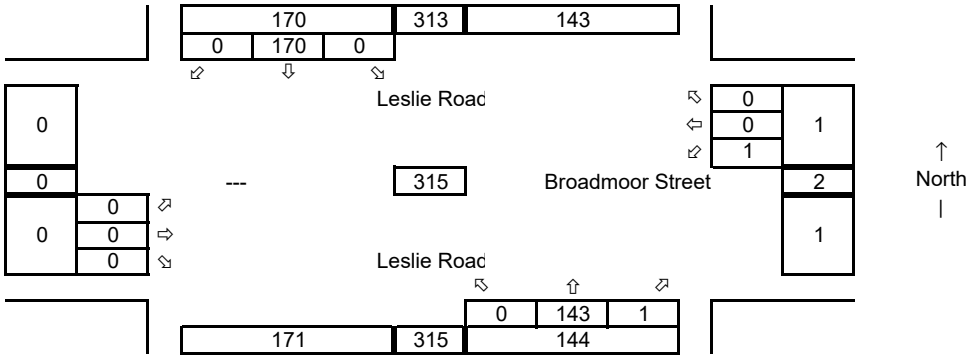
**Future w Development**
Average Weekday
PM Peak-Hour




---

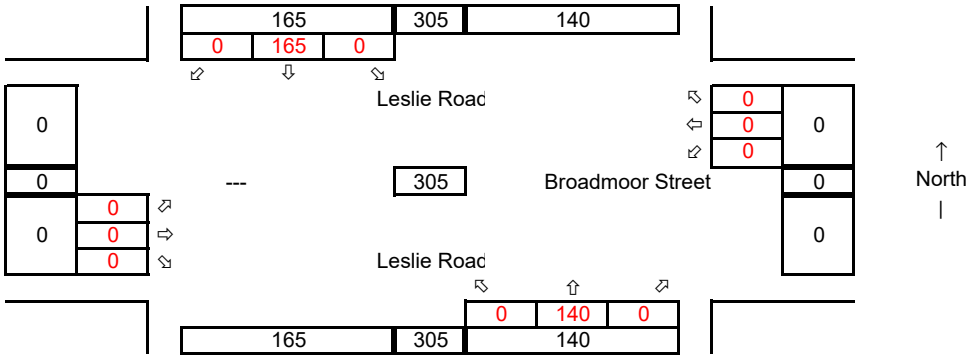
# 1 Leslie Rd @ Broadmoor St

**Total Pipeline Trips**
Average Weekday
PM Peak-Hour



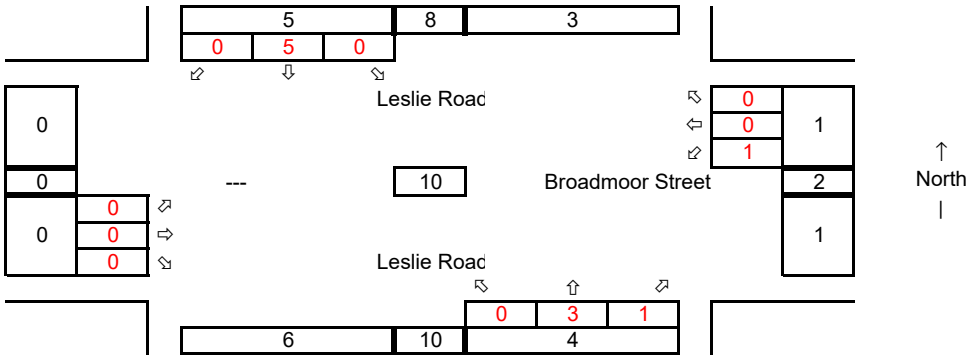

**Pipeline Trips**
Average Weekday
PM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
PM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



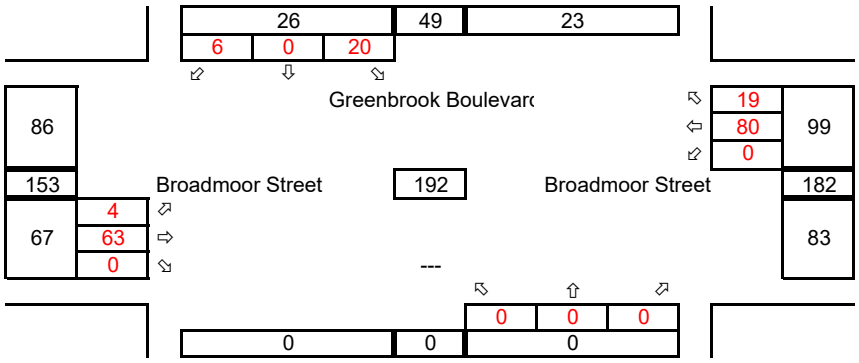
# 2 Greenbrook Blvd @Broadmoor St

Synchro ID: 2

**Existing**
Average Weekday
PM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

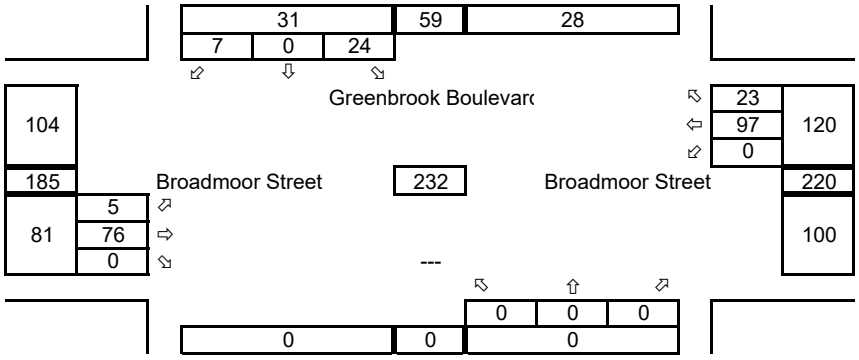



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**Baseline**
Average Weekday
PM Peak-Hour

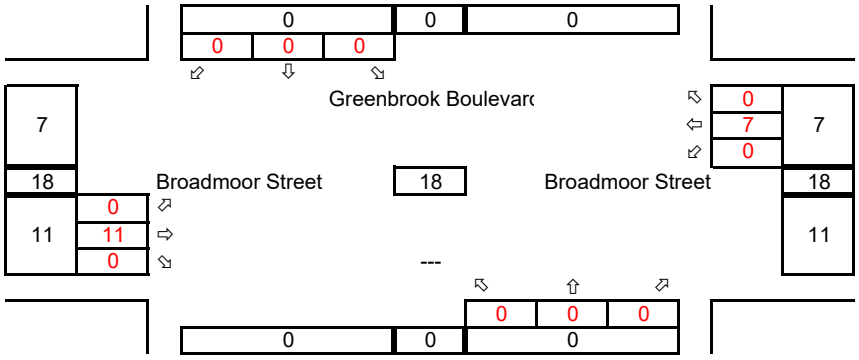
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments




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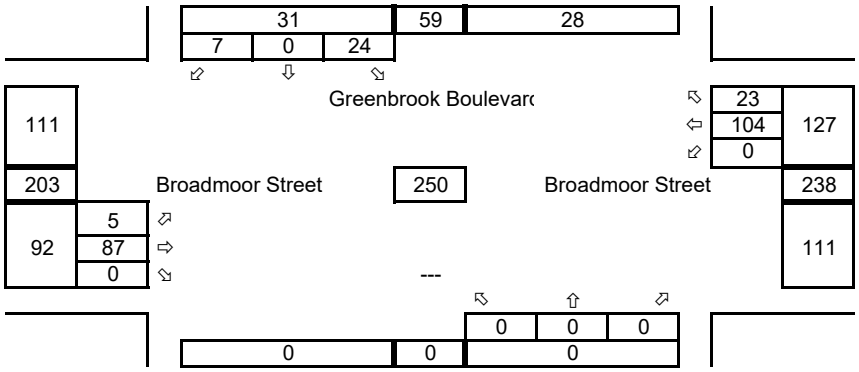
**Development Trips**
Average Weekday
PM Peak-Hour




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**Future w Development**
Average Weekday
PM Peak-Hour

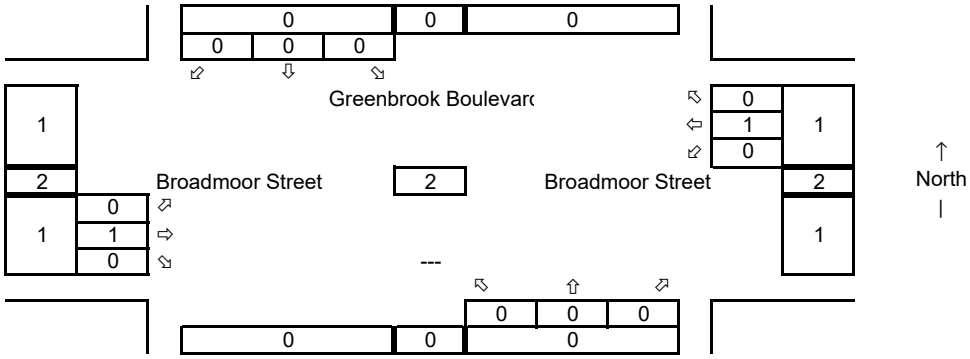
Also includes potential diversion of existing trips using Swarout Road at Summer Breeze Road




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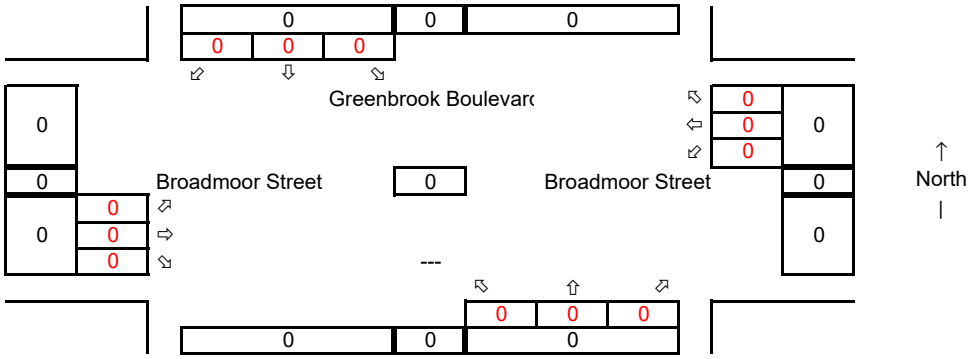
# 2 Greenbrook Blvd @Broadmoor St

**Total Pipeline Trips**
Average Weekday
PM Peak-Hour



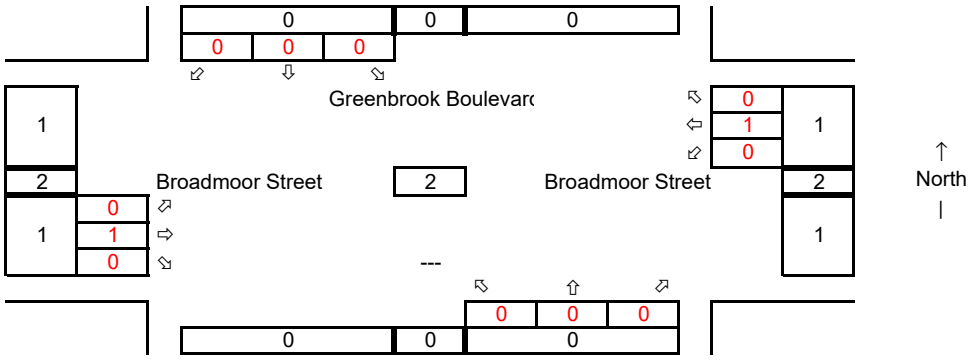

**Pipeline Trips**
Average Weekday
PM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
PM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



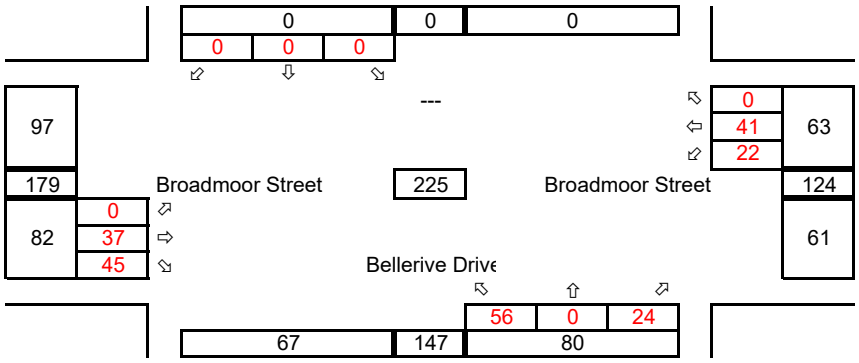
# 3 Bellerive Dr @ Broadmoor St

Synchro ID: 3

**Existing**
Average Weekday
PM Peak-Hour

Year: **2/15/2022**

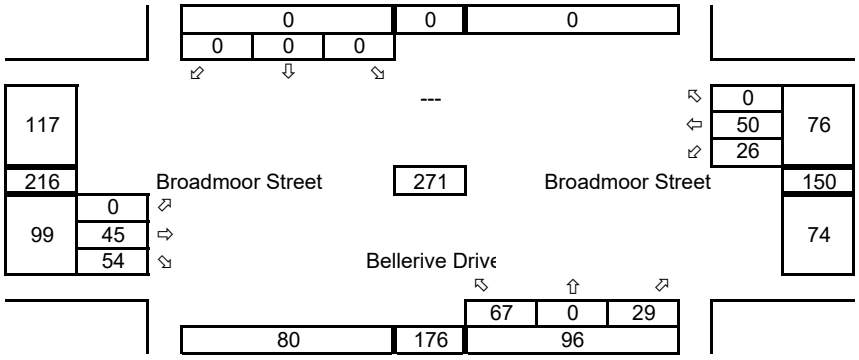
Data Source: **IDAX**



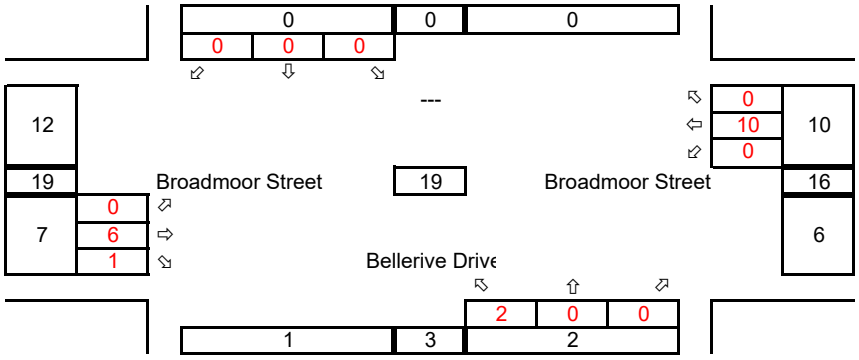

**Baseline**
Average Weekday
PM Peak-Hour

Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

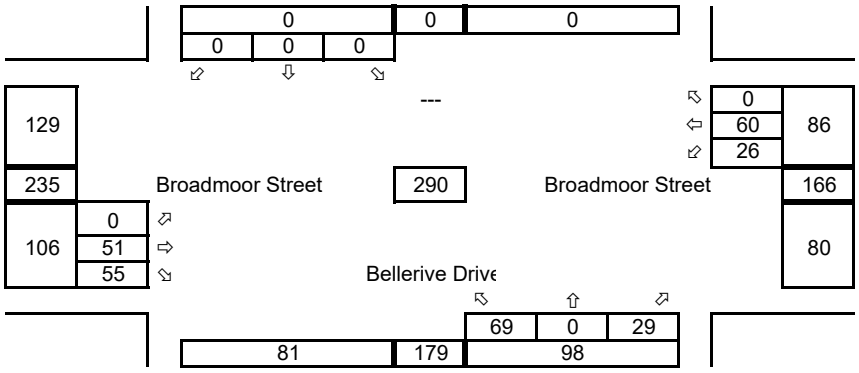
Includes trips from pipeline developments



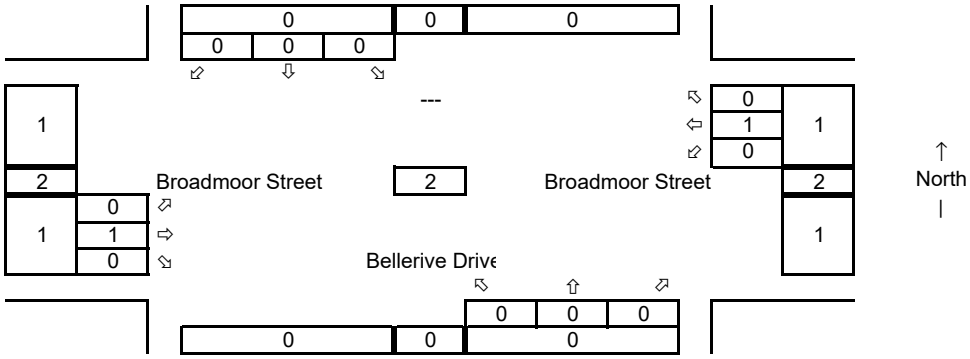

**Development Trips**
Average Weekday
PM Peak-Hour




**Future w Development**
Average Weekday
PM Peak-Hour

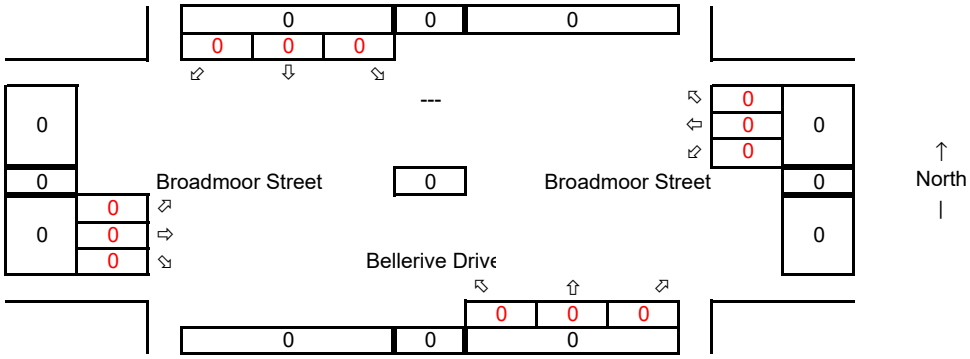


**Total Pipeline Trips**
Average Weekday
PM Peak-Hour



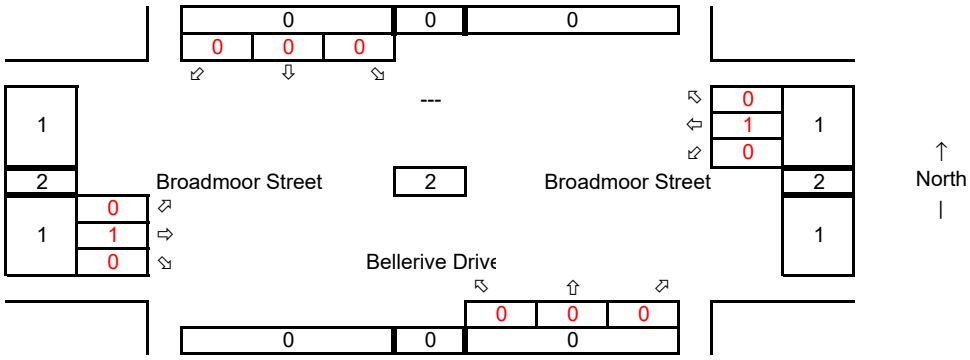

**Pipeline Trips**
Average Weekday
PM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
PM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



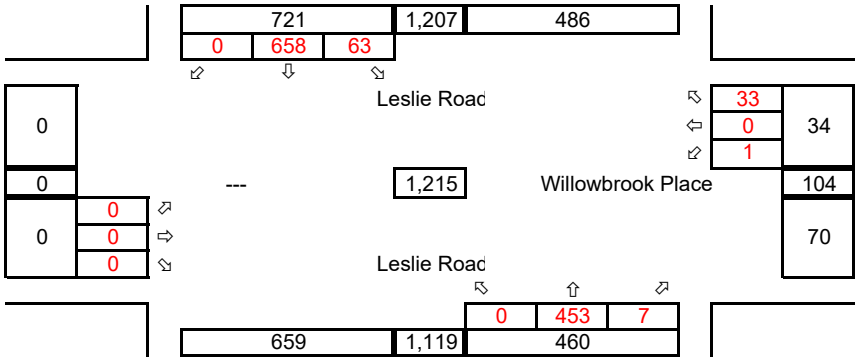
# 4 Leslie Rd @ Willowbrook Pl

Synchro ID: 4

**Existing**
Average Weekday
PM Peak-Hour

Year: **2/15/2022**

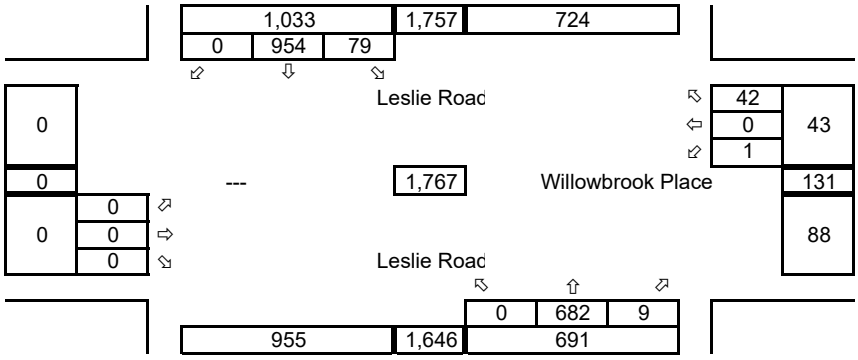
Data Source: **IDAX**



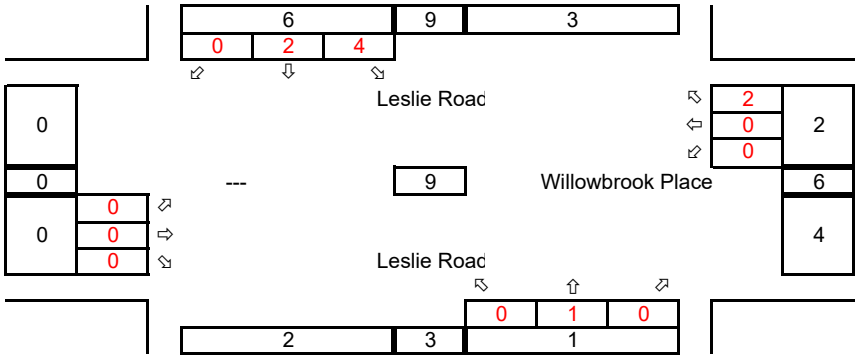

**Baseline**
Average Weekday
PM Peak-Hour

Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

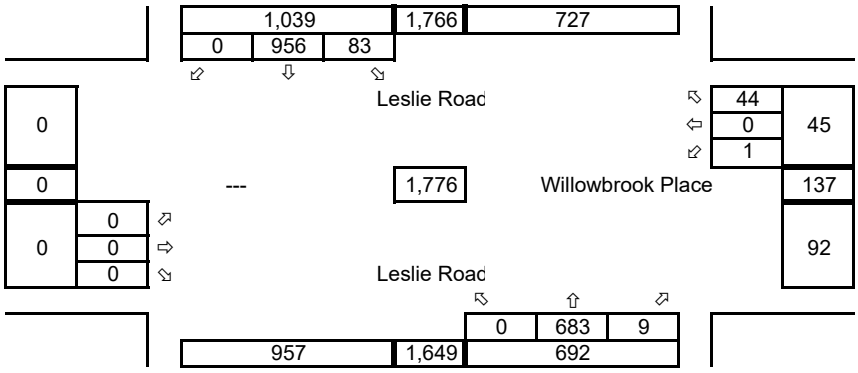
Includes trips from pipeline developments




**Development Trips**
Average Weekday
PM Peak-Hour

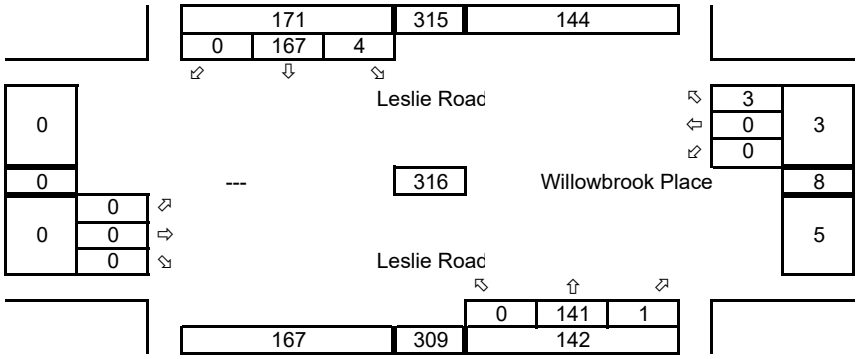



**Future w Development**
Average Weekday
PM Peak-Hour



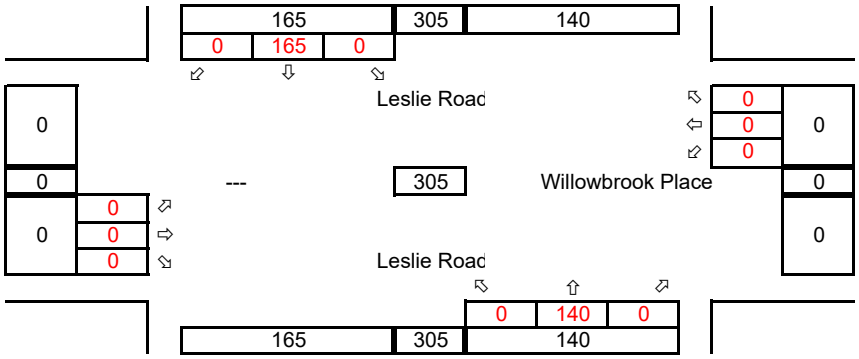
# 4 Leslie Rd @ Willowbrook Pl

**Total Pipeline Trips**
Average Weekday
PM Peak-Hour



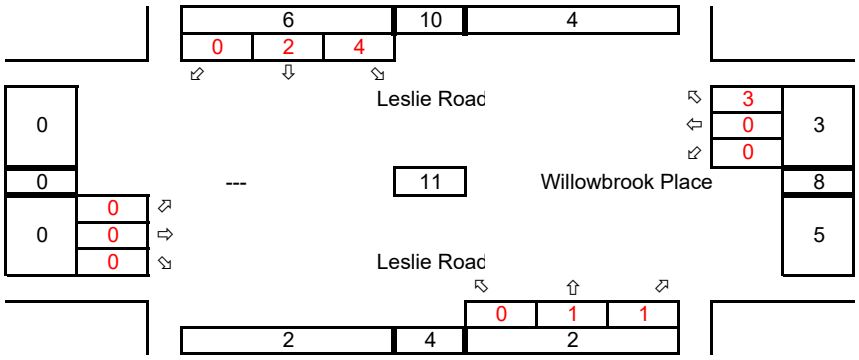

**Pipeline Trips**
Average Weekday
PM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
PM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



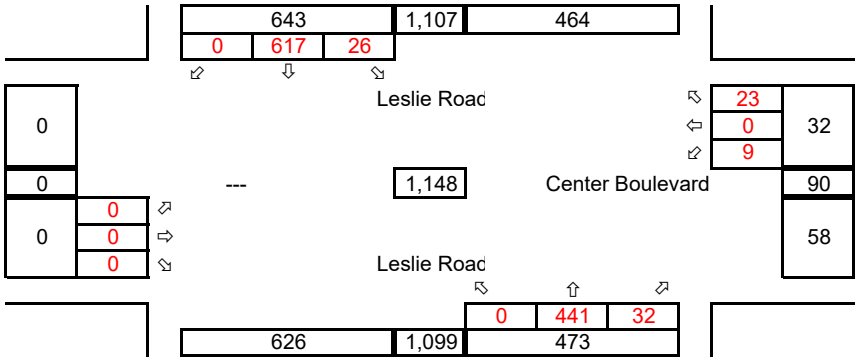
# 5 Leslie Rd @ Center Blvd

Synchro ID: 5

**Existing**
Average Weekday
PM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

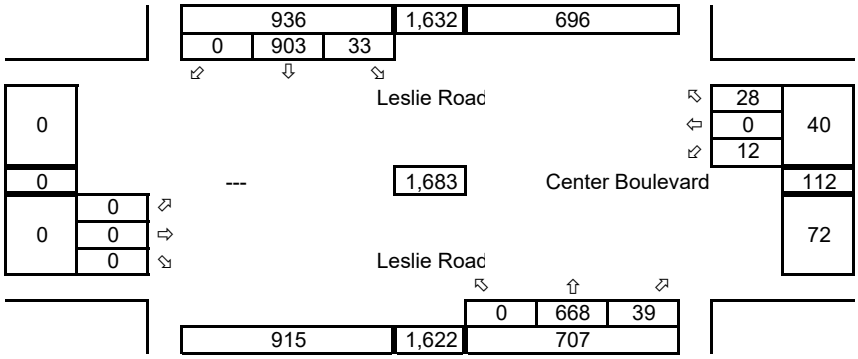



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**Baseline**
Average Weekday
PM Peak-Hour

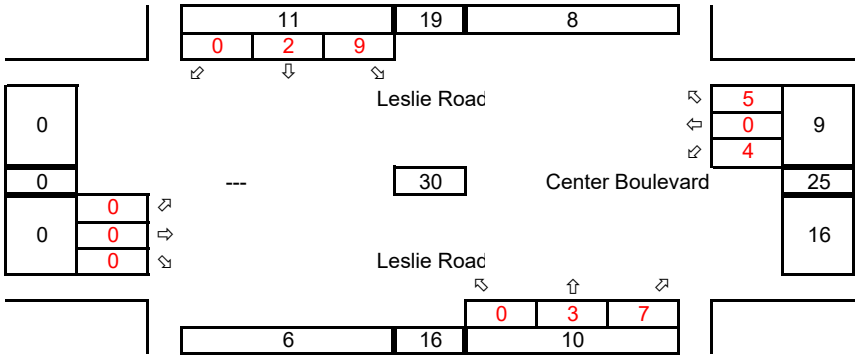
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments



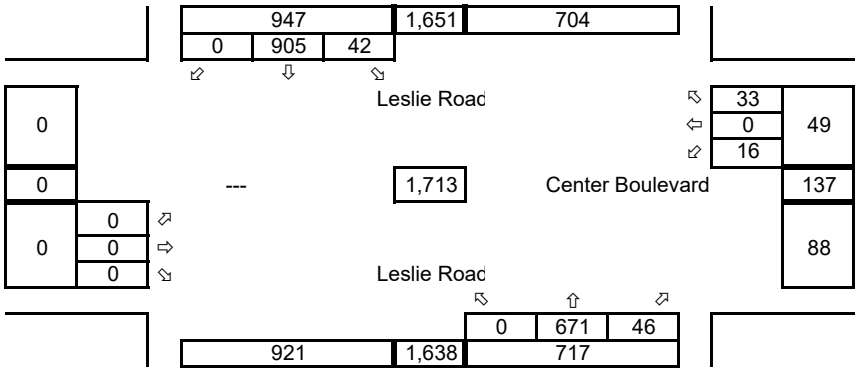

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**Development Trips**
Average Weekday
PM Peak-Hour




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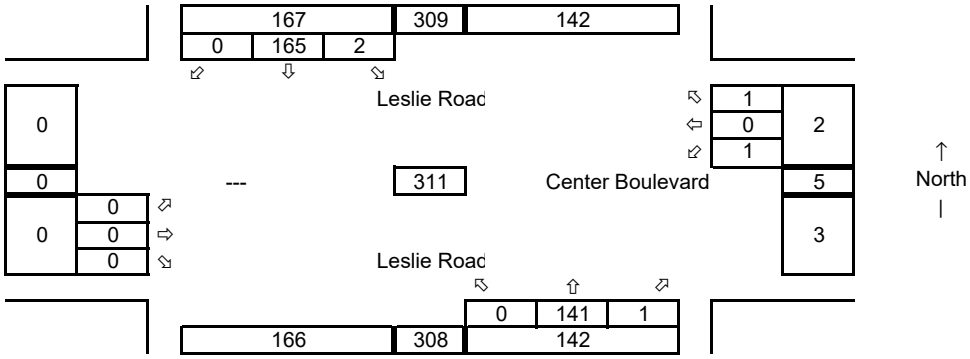
**Future w Development**
Average Weekday
PM Peak-Hour




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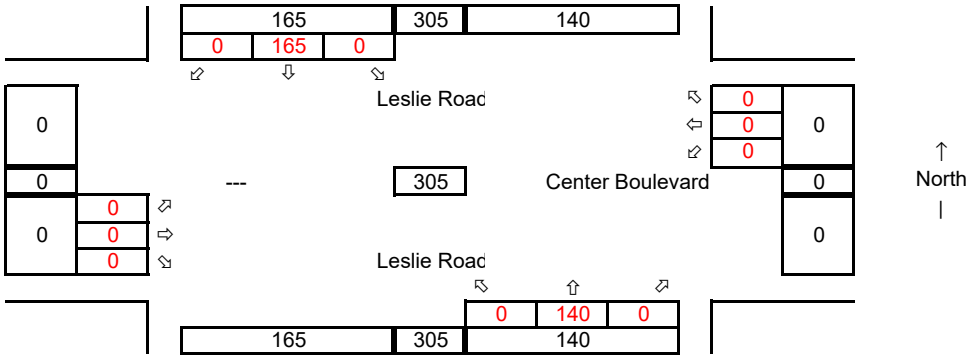
# 5 Leslie Rd @ Center Blvd

**Total Pipeline Trips**
Average Weekday
PM Peak-Hour



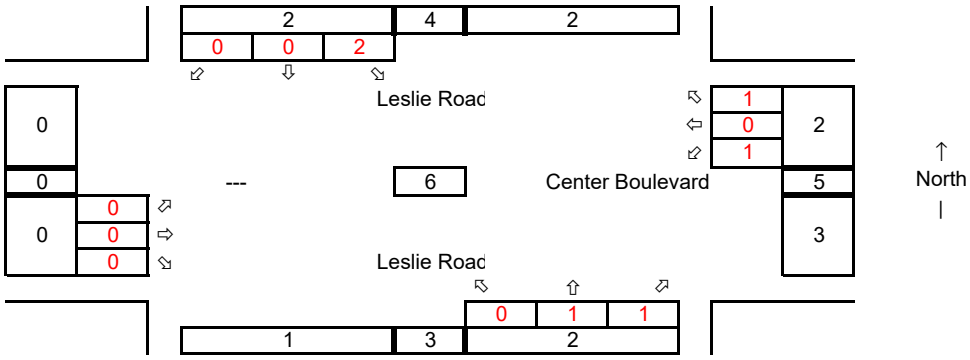

**Pipeline Trips**
Average Weekday
PM Peak-Hour

Future Center Parkway Extension




**Pipeline Trips**
Average Weekday
PM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



# 6 N Site Access @ Broadmoor St

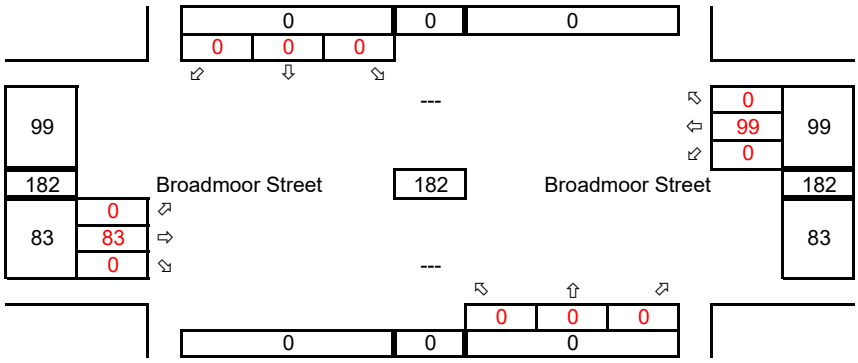
Synchro ID: 6

**Existing**
Average Weekday
PM Peak-Hour

Year: **2/15/2022**

Data Source: **IDAX**

Volumes extrapolated from the east leg of Greenbrook Boulevard at Broadmoor Street.

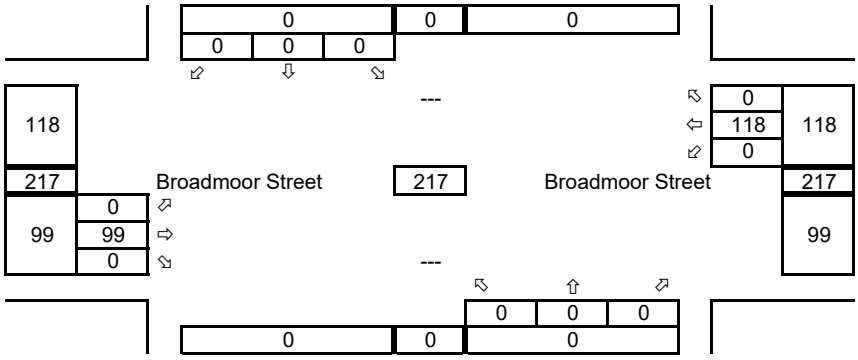



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**Baseline**
Average Weekday
PM Peak-Hour

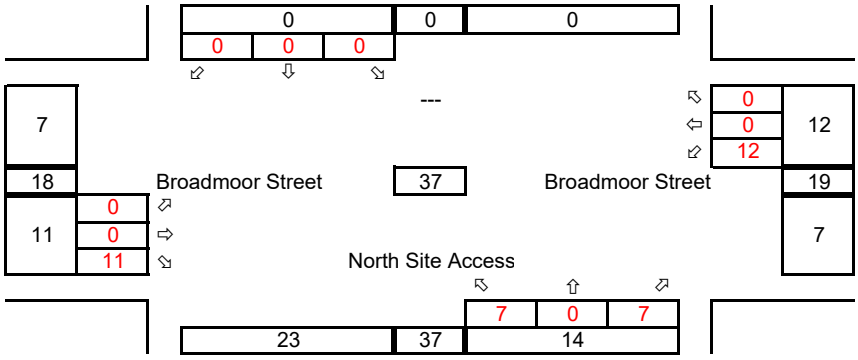
Year: 2032
Growth Rate = 1.8%
Years of Growth = 10
Total Growth = 1.1953

Includes trips from pipeline developments



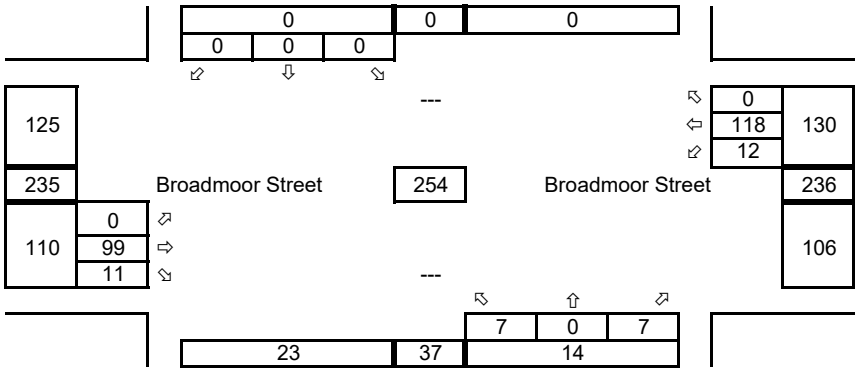

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**Development Trips**
Average Weekday
PM Peak-Hour




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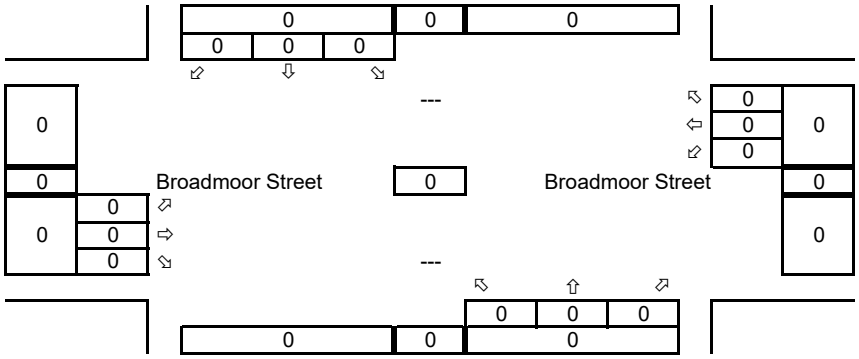
**Future w Development**
Average Weekday
PM Peak-Hour



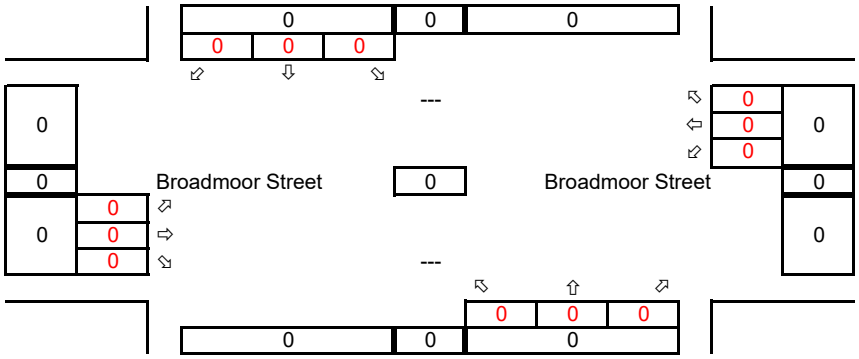

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# 6 N Site Access @ Broadmoor St

**Total Pipeline Trips**
Average Weekday
PM Peak-Hour

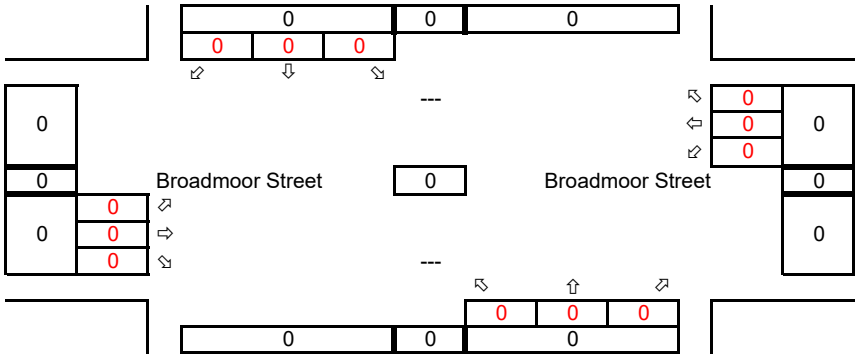



**Pipeline Trips**
Average Weekday
PM Peak-Hour




**Pipeline Trips**
Average Weekday
PM Peak-Hour

Willowbrook #2 Development (14 SFD Left to be occupied at time of count.)



# AM Peak-Hour Level of Service Calculations

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 32 | 448 | 75 | 23 | 273 |
| Future Vol, veh/h | 30 | 32 | 448 | 75 | 23 | 273 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 88 | 88 | 88 | 88 | 88 | 88 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 34 | 36 | 509 | 85 | 26 | 310 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 914 | 552 | 0 | 0 | 594 | 0 |
| Stage 1 | 552 | - | - | - | - | - |
| Stage 2 | 362 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | - | - | 2.236 | - |
| Pot Cap-1 Maneuver | 301 | 530 | - | - | 972 | - |
| Stage 1 | 573 | - | - | - | - | - |
| Stage 2 | 700 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 293 | 530 | - | - | 972 | - |
| Mov Cap-2 Maneuver | 416 | - | - | - | - | - |
| Stage 1 | 573 | - | - | - | - | - |
| Stage 2 | 681 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.1 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 468 | 972 | - |
| HCM Lane V/C Ratio | - | - | 0.151 | 0.027 | - |
| HCM Control Delay (s) | - | - | 14.1 | 8.8 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 3 | 100 | 60 | 13 | 17 | 3 |
| Future Vol, veh/h | 3 | 100 | 60 | 13 | 17 | 3 |
| Conflicting Peds, #/hr | 2 | 0 | 0 | 2 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 77 | 77 | 77 | 77 | 77 | 77 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 4 | 130 | 78 | 17 | 22 | 4 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 97 | 0 | - | 0 | 227 | 90 |
| Stage 1 | - | - | - | - | 89 | - |
| Stage 2 | - | - | - | - | 138 | - |
| Critical Hdwy | 4.16 | - | - | - | 6.46 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | 2.254 | - | - | - | 3.554 | 3.354 |
| Pot Cap-1 Maneuver | 1472 | - | - | - | 752 | 957 |
| Stage 1 | - | - | - | - | 924 | - |
| Stage 2 | - | - | - | - | 879 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1469 | - | - | - | 747 | 954 |
| Mov Cap-2 Maneuver | - | - | - | - | 747 | - |
| Stage 1 | - | - | - | - | 919 | - |
| Stage 2 | - | - | - | - | 877 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 9.8 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1469 | - | - | - | 772 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.034 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 9.8 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 27 | 88 | 15 | 17 | 54 | 38 |
| Future Vol, veh/h | 27 | 88 | 15 | 17 | 54 | 38 |
| Conflicting Peds, #/hr | 0 | 8 | 8 | 0 | 1 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 66 | 66 | 66 | 66 | 66 | 66 |
| Heavy Vehicles, % | 6 | 6 | 6 | 6 | 6 | 6 |
| Mvmt Flow | 41 | 133 | 23 | 26 | 82 | 58 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 182 | 0 | 189 | 116 |
| Stage 1 | - | - | - | - | 116 | - |
| Stage 2 | - | - | - | - | 73 | - |
| Critical Hdwy | - | - | 4.16 | - | 6.46 | 6.26 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.46 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.46 | - |
| Follow-up Hdwy | - | - | 2.254 | - | 3.554 | 3.354 |
| Pot Cap-1 Maneuver | - | - | 1369 | - | 791 | 926 |
| Stage 1 | - | - | - | - | 899 | - |
| Stage 2 | - | - | - | - | 940 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1359 | - | 770 | 919 |
| Mov Cap-2 Maneuver | - | - | - | - | 770 | - |
| Stage 1 | - | - | - | - | 892 | - |
| Stage 2 | - | - | - | - | 923 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.6 | 10.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 825 | - | - | 1359 | - |
| HCM Lane V/C Ratio | 0.169 | - | - | 0.017 | - |
| HCM Control Delay (s) | 10.2 | - | - | 7.7 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 7 | 51 | 461 | 3 | 27 | 288 |
| Future Vol, veh/h | 7 | 51 | 461 | 3 | 27 | 288 |
| Conflicting Peds, #/hr | 0 | 2 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 90 | 90 | 90 | 90 | 90 | 90 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 8 | 57 | 512 | 3 | 30 | 320 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 894 | 516 | 0 | 0 | 515 | 0 |
| Stage 1 | 514 | - | - | - | - | - |
| Stage 2 | 380 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | - | - | 2.236 | - |
| Pot Cap-1 Maneuver | 309 | 555 | - | - | 1040 | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 687 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 300 | 554 | - | - | 1040 | - |
| Mov Cap-2 Maneuver | 423 | - | - | - | - | - |
| Stage 1 | 596 | - | - | - | - | - |
| Stage 2 | 667 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.7 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 534 | 1040 | - |
| HCM Lane V/C Ratio | - | - | 0.121 | 0.029 | - |
| HCM Control Delay (s) | - | - | 12.7 | 8.6 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 19 | 32 | 418 | 12 | 11 | 289 |
| Future Vol, veh/h | 19 | 32 | 418 | 12 | 11 | 289 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 4 | 4 | 4 | 4 | 4 | 4 |
| Mvmt Flow | 21 | 35 | 454 | 13 | 12 | 314 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 799 | 461 | 0 | 0 | 467 | 0 |
| Stage 1 | 461 | - | - | - | - | - |
| Stage 2 | 338 | - | - | - | - | - |
| Critical Hdwy | 6.44 | 6.24 | - | - | 4.14 | - |
| Critical Hdwy Stg 1 | 5.44 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.44 | - | - | - | - | - |
| Follow-up Hdwy | 3.536 | 3.336 | - | - | 2.236 | - |
| Pot Cap-1 Maneuver | 352 | 596 | - | - | 1084 | - |
| Stage 1 | 631 | - | - | - | - | - |
| Stage 2 | 718 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 348 | 596 | - | - | 1084 | - |
| Mov Cap-2 Maneuver | 463 | - | - | - | - | - |
| Stage 1 | 631 | - | - | - | - | - |
| Stage 2 | 710 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.5 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 538 | 1084 | - |
| HCM Lane V/C Ratio | - | - | 0.103 | 0.011 | - |
| HCM Control Delay (s) | - | - | 12.5 | 8.4 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 36 | 38 | 604 | 91 | 27 | 433 |
| Future Vol, veh/h | 36 | 38 | 604 | 91 | 27 | 433 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 3 | 3 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 38 | 40 | 636 | 96 | 28 | 456 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1199 | 687 | 0 | 0 | 735 | 0 |
| Stage 1 | 687 | - | - | - | - | - |
| Stage 2 | 512 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 206 | 449 | - | - | 875 | - |
| Stage 1 | 501 | - | - | - | - | - |
| Stage 2 | 604 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 199 | 448 | - | - | 873 | - |
| Mov Cap-2 Maneuver | 336 | - | - | - | - | - |
| Stage 1 | 499 | - | - | - | - | - |
| Stage 2 | 585 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.7 | 0 | 0.5 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 385 | 873 | - |
| HCM Lane V/C Ratio | - | - | 0.202 | 0.033 | - |
| HCM Control Delay (s) | - | - | 16.7 | 9.3 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 121 | 72 | 16 | 20 | 4 |
| Future Vol, veh/h | 4 | 121 | 72 | 16 | 20 | 4 |
| Conflicting Peds, #/hr | 8 | 0 | 0 | 8 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 5 | 149 | 89 | 20 | 25 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 117 | 0 | - | 0 | 266 | 108 |
| Stage 1 | - | - | - | - | 107 | - |
| Stage 2 | - | - | - | - | 159 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 1465 | - | - | - | 721 | 943 |
| Stage 1 | - | - | - | - | 915 | - |
| Stage 2 | - | - | - | - | 867 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1454 | - | - | - | 707 | 935 |
| Mov Cap-2 Maneuver | - | - | - | - | 707 | - |
| Stage 1 | - | - | - | - | 904 | - |
| Stage 2 | - | - | - | - | 860 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 10.1 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1454 | - | - | - | 737 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.04 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 10.1 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 33 | 105 | 18 | 20 | 65 | 45 |
| Future Vol, veh/h | 33 | 105 | 18 | 20 | 65 | 45 |
| Conflicting Peds, #/hr | 0 | 14 | 14 | 0 | 8 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 40 | 127 | 22 | 24 | 78 | 54 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 181 | 0 | 194 | 118 |
| Stage 1 | - | - | - | - | 118 | - |
| Stage 2 | - | - | - | - | 76 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1394 | - | 795 | 934 |
| Stage 1 | - | - | - | - | 907 | - |
| Stage 2 | - | - | - | - | 947 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1375 | - | 766 | 922 |
| Mov Cap-2 Maneuver | - | - | - | - | 766 | - |
| Stage 1 | - | - | - | - | 895 | - |
| Stage 2 | - | - | - | - | 925 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.6 | 10.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 823 | - | - | 1375 | - |
| HCM Lane V/C Ratio | 0.161 | - | - | 0.016 | - |
| HCM Control Delay (s) | 10.2 | - | - | 7.7 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 64 | 618 | 4 | 33 | 450 |
| Future Vol, veh/h | 9 | 64 | 618 | 4 | 33 | 450 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 9 | 67 | 644 | 4 | 34 | 469 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1184 | 647 | 0 | 0 | 649 | 0 |
| Stage 1 | 647 | - | - | - | - | - |
| Stage 2 | 537 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 210 | 473 | - | - | 942 | - |
| Stage 1 | 523 | - | - | - | - | - |
| Stage 2 | 588 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 202 | 473 | - | - | 941 | - |
| Mov Cap-2 Maneuver | 340 | - | - | - | - | - |
| Stage 1 | 522 | - | - | - | - | - |
| Stage 2 | 567 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.6 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 451 | 941 | - |
| HCM Lane V/C Ratio | - | - | 0.169 | 0.037 | - |
| HCM Control Delay (s) | - | - | 14.6 | 9 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 40 | 565 | 15 | 14 | 451 |
| Future Vol, veh/h | 24 | 40 | 565 | 15 | 14 | 451 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 24 | 41 | 577 | 15 | 14 | 460 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1074 | 585 | 0 | 0 | 592 | 0 |
| Stage 1 | 585 | - | - | - | - | - |
| Stage 2 | 489 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 244 | 513 | - | - | 989 | - |
| Stage 1 | 559 | - | - | - | - | - |
| Stage 2 | 619 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 240 | 513 | - | - | 989 | - |
| Mov Cap-2 Maneuver | 375 | - | - | - | - | - |
| Stage 1 | 559 | - | - | - | - | - |
| Stage 2 | 610 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.3 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 451 | 989 | - |
| HCM Lane V/C Ratio | - | - | 0.145 | 0.014 | - |
| HCM Control Delay (s) | - | - | 14.3 | 8.7 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.5 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 36 | 49 | 610 | 91 | 30 | 435 |
| Future Vol, veh/h | 36 | 49 | 610 | 91 | 30 | 435 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 3 | 3 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 38 | 52 | 642 | 96 | 32 | 458 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1215 | 693 | 0 | 0 | 741 | 0 |
| Stage 1 | 693 | - | - | - | - | - |
| Stage 2 | 522 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 201 | 445 | - | - | 870 | - |
| Stage 1 | 498 | - | - | - | - | - |
| Stage 2 | 597 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 193 | 444 | - | - | 868 | - |
| Mov Cap-2 Maneuver | 331 | - | - | - | - | - |
| Stage 1 | 497 | - | - | - | - | - |
| Stage 2 | 575 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17 | 0 | 0.6 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 388 | 868 | - |
| HCM Lane V/C Ratio | - | - | 0.231 | 0.036 | - |
| HCM Control Delay (s) | - | - | 17 | 9.3 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.9 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 124 | 83 | 16 | 20 | 4 |
| Future Vol, veh/h | 4 | 124 | 83 | 16 | 20 | 4 |
| Conflicting Peds, #/hr | 8 | 0 | 0 | 8 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 5 | 153 | 102 | 20 | 25 | 5 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 130 | 0 | - | 0 | 283 | 121 |
| Stage 1 | - | - | - | - | 120 | - |
| Stage 2 | - | - | - | - | 163 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 1449 | - | - | - | 705 | 928 |
| Stage 1 | - | - | - | - | 903 | - |
| Stage 2 | - | - | - | - | 864 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1438 | - | - | - | 691 | 920 |
| Mov Cap-2 Maneuver | - | - | - | - | 691 | - |
| Stage 1 | - | - | - | - | 892 | - |
| Stage 2 | - | - | - | - | 857 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.2 | 0 | 10.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1438 | - | - | - | 721 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.041 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 10.2 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 43 | 107 | 18 | 23 | 66 | 45 |
| Future Vol, veh/h | 43 | 107 | 18 | 23 | 66 | 45 |
| Conflicting Peds, #/hr | 0 | 14 | 14 | 0 | 8 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 52 | 129 | 22 | 28 | 80 | 54 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 195 | 0 | 211 | 131 |
| Stage 1 | - | - | - | - | 131 | - |
| Stage 2 | - | - | - | - | 80 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1378 | - | 777 | 919 |
| Stage 1 | - | - | - | - | 895 | - |
| Stage 2 | - | - | - | - | 943 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1360 | - | 748 | 907 |
| Mov Cap-2 Maneuver | - | - | - | - | 748 | - |
| Stage 1 | - | - | - | - | 883 | - |
| Stage 2 | - | - | - | - | 921 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 3.4 | 10.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 805 | - | - | 1360 | - |
| HCM Lane V/C Ratio | 0.166 | - | - | 0.016 | - |
| HCM Control Delay (s) | 10.4 | - | - | 7.7 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.6 | - | - | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.2 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 68 | 620 | 4 | 34 | 451 |
| Future Vol, veh/h | 9 | 68 | 620 | 4 | 34 | 451 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 9 | 71 | 646 | 4 | 35 | 470 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1189 | 649 | 0 | 0 | 651 | 0 |
| Stage 1 | 649 | - | - | - | - | - |
| Stage 2 | 540 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 209 | 472 | - | - | 940 | - |
| Stage 1 | 522 | - | - | - | - | - |
| Stage 2 | 586 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 201 | 472 | - | - | 939 | - |
| Mov Cap-2 Maneuver | 339 | - | - | - | - | - |
| Stage 1 | 521 | - | - | - | - | - |
| Stage 2 | 564 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.7 | 0 | 0.6 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 451 | 939 | - |
| HCM Lane V/C Ratio | - | - | 0.178 | 0.038 | - |
| HCM Control Delay (s) | - | - | 14.7 | 9 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 33 | 42 | 565 | 18 | 15 | 451 |
| Future Vol, veh/h | 33 | 42 | 565 | 18 | 15 | 451 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 34 | 43 | 577 | 18 | 15 | 460 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1077 | 586 | 0 | 0 | 595 | 0 |
| Stage 1 | 586 | - | - | - | - | - |
| Stage 2 | 491 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 243 | 512 | - | - | 986 | - |
| Stage 1 | 558 | - | - | - | - | - |
| Stage 2 | 617 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 239 | 512 | - | - | 986 | - |
| Mov Cap-2 Maneuver | 374 | - | - | - | - | - |
| Stage 1 | 558 | - | - | - | - | - |
| Stage 2 | 607 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.9 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 440 | 986 | - |
| HCM Lane V/C Ratio | - | - | 0.174 | 0.016 | - |
| HCM Control Delay (s) | - | - | 14.9 | 8.7 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 141 | 3 | 4 | 87 | 11 | 12 |
| Future Vol, veh/h | 141 | 3 | 4 | 87 | 11 | 12 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 153 | 3 | 4 | 95 | 12 | 13 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 156 | 0 | 258 | 155 |
| Stage 1 | - | - | - | - | 155 | - |
| Stage 2 | - | - | - | - | 103 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1424 | - | 731 | 891 |
| Stage 1 | - | - | - | - | 873 | - |
| Stage 2 | - | - | - | - | 921 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1424 | - | 729 | 891 |
| Mov Cap-2 Maneuver | - | - | - | - | 729 | - |
| Stage 1 | - | - | - | - | 873 | - |
| Stage 2 | - | - | - | - | 918 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.3 | 9.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 805 | - | - | 1424 | - |
| HCM Lane V/C Ratio | 0.031 | - | - | 0.003 | - |
| HCM Control Delay (s) | 9.6 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

# PM Peak-Hour Level of Service Calculations

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.1 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 24 | 54 | 464 | 18 | 26 | 701 |
| Future Vol, veh/h | 24 | 54 | 464 | 18 | 26 | 701 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 3 | 3 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 25 | 57 | 488 | 19 | 27 | 738 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1293 | 501 | 0 | 0 | 510 | 0 |
| Stage 1 | 501 | - | - | - | - | - |
| Stage 2 | 792 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 181 | 572 | - | - | 1060 | - |
| Stage 1 | 611 | - | - | - | - | - |
| Stage 2 | 448 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 176 | 570 | - | - | 1057 | - |
| Mov Cap-2 Maneuver | 309 | - | - | - | - | - |
| Stage 1 | 609 | - | - | - | - | - |
| Stage 2 | 436 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.7 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 452 | 1057 | - |
| HCM Lane V/C Ratio | - | - | 0.182 | 0.026 | - |
| HCM Control Delay (s) | - | - | 14.7 | 8.5 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.7 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 63 | 80 | 19 | 20 | 6 |
| Future Vol, veh/h | 4 | 63 | 80 | 19 | 20 | 6 |
| Conflicting Peds, #/hr | 8 | 0 | 0 | 8 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 5 | 78 | 99 | 23 | 25 | 7 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 130 | 0 | - | 0 | 207 | 120 |
| Stage 1 | - | - | - | - | 119 | - |
| Stage 2 | - | - | - | - | 88 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 1449 | - | - | - | 779 | 929 |
| Stage 1 | - | - | - | - | 904 | - |
| Stage 2 | - | - | - | - | 933 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1438 | - | - | - | 763 | 921 |
| Mov Cap-2 Maneuver | - | - | - | - | 763 | - |
| Stage 1 | - | - | - | - | 893 | - |
| Stage 2 | - | - | - | - | 926 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0 | 9.7 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1438 | - | - | - | 794 |
| HCM Lane V/C Ratio | 0.003 | - | - | - | 0.04 |
| HCM Control Delay (s) | 7.5 | 0 | - | - | 9.7 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.1 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 37 | 45 | 22 | 41 | 56 | 24 |
| Future Vol, veh/h | 37 | 45 | 22 | 41 | 56 | 24 |
| Conflicting Peds, #/hr | 0 | 14 | 14 | 0 | 8 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 45 | 54 | 27 | 49 | 67 | 29 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 113 | 0 | 197 | 86 |
| Stage 1 | - | - | - | - | 86 | - |
| Stage 2 | - | - | - | - | 111 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1476 | - | 792 | 973 |
| Stage 1 | - | - | - | - | 937 | - |
| Stage 2 | - | - | - | - | 914 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1456 | - | 761 | 960 |
| Mov Cap-2 Maneuver | - | - | - | - | 761 | - |
| Stage 1 | - | - | - | - | 925 | - |
| Stage 2 | - | - | - | - | 890 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.6 | 10 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 811 | - | - | 1456 | - |
| HCM Lane V/C Ratio | 0.119 | - | - | 0.018 | - |
| HCM Control Delay (s) | 10 | - | - | 7.5 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.4 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 33 | 453 | 7 | 63 | 658 |
| Future Vol, veh/h | 1 | 33 | 453 | 7 | 63 | 658 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 1 | 34 | 472 | 7 | 66 | 685 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1294 | 477 | 0 | 0 | 480 | 0 |
| Stage 1 | 477 | - | - | - | - | - |
| Stage 2 | 817 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 180 | 590 | - | - | 1088 | - |
| Stage 1 | 626 | - | - | - | - | - |
| Stage 2 | 436 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 169 | 589 | - | - | 1087 | - |
| Mov Cap-2 Maneuver | 298 | - | - | - | - | - |
| Stage 1 | 625 | - | - | - | - | - |
| Stage 2 | 409 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 11.7 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 573 | 1087 | - |
| HCM Lane V/C Ratio | - | - | 0.062 | 0.06 | - |
| HCM Control Delay (s) | - | - | 11.7 | 8.5 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 9 | 23 | 441 | 32 | 26 | 617 |
| Future Vol, veh/h | 9 | 23 | 441 | 32 | 26 | 617 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 9 | 23 | 450 | 33 | 27 | 630 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1152 | 467 | 0 | 0 | 483 | 0 |
| Stage 1 | 467 | - | - | - | - | - |
| Stage 2 | 685 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 220 | 598 | - | - | 1085 | - |
| Stage 1 | 633 | - | - | - | - | - |
| Stage 2 | 502 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 214 | 598 | - | - | 1085 | - |
| Mov Cap-2 Maneuver | 347 | - | - | - | - | - |
| Stage 1 | 633 | - | - | - | - | - |
| Stage 2 | 489 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 12.8 | 0 | 0.3 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 497 | 1085 | - |
| HCM Lane V/C Ratio | - | - | 0.066 | 0.024 | - |
| HCM Control Delay (s) | - | - | 12.8 | 8.4 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.2 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.3 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 65 | 698 | 23 | 31 | 1008 |
| Future Vol, veh/h | 30 | 65 | 698 | 23 | 31 | 1008 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 3 | 3 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 32 | 68 | 735 | 24 | 33 | 1061 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1877 | 750 | 0 | 0 | 762 | 0 |
| Stage 1 | 750 | - | - | - | - | - |
| Stage 2 | 1127 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 79 | 413 | - | - | 855 | - |
| Stage 1 | 469 | - | - | - | - | - |
| Stage 2 | 311 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 76 | 412 | - | - | 853 | - |
| Mov Cap-2 Maneuver | 199 | - | - | - | - | - |
| Stage 1 | 468 | - | - | - | - | - |
| Stage 2 | 299 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 22.2 | 0 | 0.3 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 308 | 853 | - |
| HCM Lane V/C Ratio | - | - | 0.325 | 0.038 | - |
| HCM Control Delay (s) | - | - | 22.2 | 9.4 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.4 | 0.1 | - |

| Intersection | | | | | | |
|---|---|---|---|---|---|---|
| Int Delay, s/veh | 1.5 | | | | | |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 76 | 97 | 23 | 24 | 7 |
| Future Vol, veh/h | 5 | 76 | 97 | 23 | 24 | 7 |
| Conflicting Peds, #/hr | 8 | 0 | 0 | 8 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 6 | 94 | 120 | 28 | 30 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 156 | 0 | - | 0 | 248 | 143 |
| Stage 1 | - | - | - | - | 142 | - |
| Stage 2 | - | - | - | - | 106 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 1418 | - | - | - | 738 | 902 |
| Stage 1 | - | - | - | - | 883 | - |
| Stage 2 | - | - | - | - | 916 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1407 | - | - | - | 723 | 894 |
| Mov Cap-2 Maneuver | - | - | - | - | 723 | - |
| Stage 1 | - | - | - | - | 872 | - |
| Stage 2 | - | - | - | - | 909 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.5 | 0 | 10 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1407 | - | - | - | 756 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.051 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 10 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.4 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 45 | 54 | 26 | 50 | 67 | 29 |
| Future Vol, veh/h | 45 | 54 | 26 | 50 | 67 | 29 |
| Conflicting Peds, #/hr | 0 | 14 | 14 | 0 | 8 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 54 | 65 | 31 | 60 | 81 | 35 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 133 | 0 | 231 | 101 |
| Stage 1 | - | - | - | - | 101 | - |
| Stage 2 | - | - | - | - | 130 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1452 | - | 757 | 954 |
| Stage 1 | - | - | - | - | 923 | - |
| Stage 2 | - | - | - | - | 896 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1433 | - | 725 | 941 |
| Mov Cap-2 Maneuver | - | - | - | - | 725 | - |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 870 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.6 | 10.4 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 779 | - | - | 1433 | - |
| HCM Lane V/C Ratio | 0.148 | - | - | 0.022 | - |
| HCM Control Delay (s) | 10.4 | - | - | 7.6 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.7 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 39 | 685 | 8 | 75 | 958 |
| Future Vol, veh/h | 1 | 39 | 685 | 8 | 75 | 958 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 1 | 41 | 714 | 8 | 78 | 998 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1873 | 719 | 0 | 0 | 723 | 0 |
| Stage 1 | 719 | - | - | - | - | - |
| Stage 2 | 1154 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 80 | 430 | - | - | 884 | - |
| Stage 1 | 484 | - | - | - | - | - |
| Stage 2 | 302 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 73 | 430 | - | - | 883 | - |
| Mov Cap-2 Maneuver | 190 | - | - | - | - | - |
| Stage 1 | 484 | - | - | - | - | - |
| Stage 2 | 275 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.6 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 417 | 883 | - |
| HCM Lane V/C Ratio | - | - | 0.1 | 0.088 | - |
| HCM Control Delay (s) | - | - | 14.6 | 9.5 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.6 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 12 | 31 | 667 | 40 | 37 | 903 |
| Future Vol, veh/h | 12 | 31 | 667 | 40 | 37 | 903 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 12 | 32 | 681 | 41 | 38 | 921 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1700 | 702 | 0 | 0 | 722 | 0 |
| Stage 1 | 702 | - | - | - | - | - |
| Stage 2 | 998 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 102 | 440 | - | - | 885 | - |
| Stage 1 | 493 | - | - | - | - | - |
| Stage 2 | 358 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 98 | 440 | - | - | 885 | - |
| Mov Cap-2 Maneuver | 227 | - | - | - | - | - |
| Stage 1 | 493 | - | - | - | - | - |
| Stage 2 | 342 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 16.8 | 0 | 0.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 349 | 885 | - |
| HCM Lane V/C Ratio | - | - | 0.126 | 0.043 | - |
| HCM Control Delay (s) | - | - | 16.8 | 9.2 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.4 | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.5 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 30 | 72 | 701 | 23 | 42 | 1014 |
| Future Vol, veh/h | 30 | 72 | 701 | 23 | 42 | 1014 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 3 | 3 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 95 | 95 | 95 | 95 | 95 | 95 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 32 | 76 | 738 | 24 | 44 | 1067 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1908 | 753 | 0 | 0 | 765 | 0 |
| Stage 1 | 753 | - | - | - | - | - |
| Stage 2 | 1155 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 76 | 411 | - | - | 853 | - |
| Stage 1 | 467 | - | - | - | - | - |
| Stage 2 | 301 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 72 | 410 | - | - | 851 | - |
| Mov Cap-2 Maneuver | 192 | - | - | - | - | - |
| Stage 1 | 466 | - | - | - | - | - |
| Stage 2 | 285 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 22.9 | 0 | 0.4 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 307 | 851 | - |
| HCM Lane V/C Ratio | - | - | 0.35 | 0.052 | - |
| HCM Control Delay (s) | - | - | 22.9 | 9.5 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 1.5 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 1.4 |

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 5 | 87 | 104 | 23 | 24 | 7 |
| Future Vol, veh/h | 5 | 87 | 104 | 23 | 24 | 7 |
| Conflicting Peds, #/hr | 8 | 0 | 0 | 8 | 0 | 1 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 81 | 81 | 81 | 81 | 81 | 81 |
| Heavy Vehicles, % | 3 | 3 | 3 | 3 | 3 | 3 |
| Mvmt Flow | 6 | 107 | 128 | 28 | 30 | 9 |

| Major/Minor | Major1 | | Major2 | | Minor2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 164 | 0 | - | 0 | 269 | 151 |
| Stage 1 | - | - | - | - | 150 | - |
| Stage 2 | - | - | - | - | 119 | - |
| Critical Hdwy | 4.13 | - | - | - | 6.43 | 6.23 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.43 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.43 | - |
| Follow-up Hdwy | 2.227 | - | - | - | 3.527 | 3.327 |
| Pot Cap-1 Maneuver | 1408 | - | - | - | 718 | 893 |
| Stage 1 | - | - | - | - | 875 | - |
| Stage 2 | - | - | - | - | 904 | - |
| Platoon blocked, % | | - | - | - | | |
| Mov Cap-1 Maneuver | 1397 | - | - | - | 703 | 885 |
| Mov Cap-2 Maneuver | - | - | - | - | 703 | - |
| Stage 1 | - | - | - | - | 864 | - |
| Stage 2 | - | - | - | - | 897 | - |

| Approach | EB | WB | SB |
|---|---|---|---|
| HCM Control Delay, s | 0.4 | 0 | 10.2 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|---|---|---|---|---|---|
| Capacity (veh/h) | 1397 | - | - | - | 737 |
| HCM Lane V/C Ratio | 0.004 | - | - | - | 0.052 |
| HCM Control Delay (s) | 7.6 | 0 | - | - | 10.2 |
| HCM Lane LOS | A | A | - | - | B |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0.2 |

| Intersection | |
|---|---|
| Int Delay, s/veh | 4.3 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 51 | 55 | 26 | 60 | 69 | 29 |
| Future Vol, veh/h | 51 | 55 | 26 | 60 | 69 | 29 |
| Conflicting Peds, #/hr | 0 | 14 | 14 | 0 | 8 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 83 | 83 | 83 | 83 | 83 | 83 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 61 | 66 | 31 | 72 | 83 | 35 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 141 | 0 | 250 | 108 |
| Stage 1 | - | - | - | - | 108 | - |
| Stage 2 | - | - | - | - | 142 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1442 | - | 739 | 946 |
| Stage 1 | - | - | - | - | 916 | - |
| Stage 2 | - | - | - | - | 885 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1423 | - | 707 | 933 |
| Mov Cap-2 Maneuver | - | - | - | - | 707 | - |
| Stage 1 | - | - | - | - | 904 | - |
| Stage 2 | - | - | - | - | 858 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 2.3 | 10.6 |
| HCM LOS | | | B |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 762 | - | - | 1423 | - |
| HCM Lane V/C Ratio | 0.155 | - | - | 0.022 | - |
| HCM Control Delay (s) | 10.6 | - | - | 7.6 | 0 |
| HCM Lane LOS | B | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.5 | - | - | 0.1 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 41 | 686 | 8 | 79 | 960 |
| Future Vol, veh/h | 1 | 41 | 686 | 8 | 79 | 960 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 1 | 1 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 96 | 96 | 96 | 96 | 96 | 96 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 1 | 43 | 715 | 8 | 82 | 1000 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1884 | 720 | 0 | 0 | 724 | 0 |
| Stage 1 | 720 | - | - | - | - | - |
| Stage 2 | 1164 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 78 | 430 | - | - | 883 | - |
| Stage 1 | 484 | - | - | - | - | - |
| Stage 2 | 298 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 71 | 430 | - | - | 882 | - |
| Mov Cap-2 Maneuver | 187 | - | - | - | - | - |
| Stage 1 | 484 | - | - | - | - | - |
| Stage 2 | 270 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 14.6 | 0 | 0.7 |
| HCM LOS | B | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 417 | 882 | - |
| HCM Lane V/C Ratio | - | - | 0.105 | 0.093 | - |
| HCM Control Delay (s) | - | - | 14.6 | 9.5 | - |
| HCM Lane LOS | - | - | B | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.3 | 0.3 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.8 |

| Movement | WBL | WBR | NBT | NBR | SBL | SBT |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 16 | 36 | 670 | 47 | 46 | 905 |
| Future Vol, veh/h | 16 | 36 | 670 | 47 | 46 | 905 |
| Conflicting Peds, #/hr | 1 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Stop | Stop | Free | Free | Free | Free |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | 0 | - | - | - | 50 | - |
| Veh in Median Storage, # | 1 | - | 0 | - | - | 0 |
| Grade, % | 0 | - | 0 | - | - | 0 |
| Peak Hour Factor | 98 | 98 | 98 | 98 | 98 | 98 |
| Heavy Vehicles, % | 1 | 1 | 1 | 1 | 1 | 1 |
| Mvmt Flow | 16 | 37 | 684 | 48 | 47 | 923 |

| Major/Minor | Minor1 | | Major1 | | Major2 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 1726 | 708 | 0 | 0 | 732 | 0 |
| Stage 1 | 708 | - | - | - | - | - |
| Stage 2 | 1018 | - | - | - | - | - |
| Critical Hdwy | 6.41 | 6.21 | - | - | 4.11 | - |
| Critical Hdwy Stg 1 | 5.41 | - | - | - | - | - |
| Critical Hdwy Stg 2 | 5.41 | - | - | - | - | - |
| Follow-up Hdwy | 3.509 | 3.309 | - | - | 2.209 | - |
| Pot Cap-1 Maneuver | 98 | 436 | - | - | 877 | - |
| Stage 1 | 490 | - | - | - | - | - |
| Stage 2 | 350 | - | - | - | - | - |
| Platoon blocked, % | | | - | - | | - |
| Mov Cap-1 Maneuver | 93 | 436 | - | - | 877 | - |
| Mov Cap-2 Maneuver | 221 | - | - | - | - | - |
| Stage 1 | 490 | - | - | - | - | - |
| Stage 2 | 331 | - | - | - | - | - |

| Approach | WB | NB | SB |
|---|---|---|---|
| HCM Control Delay, s | 17.7 | 0 | 0.5 |
| HCM LOS | C | | |

| Minor Lane/Major Mvmt | NBT | NBR | WBLn1 | SBL | SBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | - | - | 336 | 877 | - |
| HCM Lane V/C Ratio | - | - | 0.158 | 0.054 | - |
| HCM Control Delay (s) | - | - | 17.7 | 9.3 | - |
| HCM Lane LOS | - | - | C | A | - |
| HCM 95th %tile Q(veh) | - | - | 0.6 | 0.2 | - |

| Intersection | |
|---|---|
| Int Delay, s/veh | 0.9 |

| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
|---|---|---|---|---|---|---|
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 99 | 11 | 12 | 118 | 7 | 7 |
| Future Vol, veh/h | 99 | 11 | 12 | 118 | 7 | 7 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 108 | 12 | 13 | 128 | 8 | 8 |

| Major/Minor | Major1 | | Major2 | | Minor1 | |
|---|---|---|---|---|---|---|
| Conflicting Flow All | 0 | 0 | 120 | 0 | 268 | 114 |
| Stage 1 | - | - | - | - | 114 | - |
| Stage 2 | - | - | - | - | 154 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1468 | - | 721 | 939 |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 874 | - |
| Platoon blocked, % | - | - | | - | | |
| Mov Cap-1 Maneuver | - | - | 1468 | - | 714 | 939 |
| Mov Cap-2 Maneuver | - | - | - | - | 714 | - |
| Stage 1 | - | - | - | - | 911 | - |
| Stage 2 | - | - | - | - | 865 | - |

| Approach | EB | WB | NB |
|---|---|---|---|
| HCM Control Delay, s | 0 | 0.7 | 9.5 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT |
|---|---|---|---|---|---|
| Capacity (veh/h) | 811 | - | - | 1468 | - |
| HCM Lane V/C Ratio | 0.019 | - | - | 0.009 | - |
| HCM Control Delay (s) | 9.5 | - | - | 7.5 | 0 |
| HCM Lane LOS | A | - | - | A | A |
| HCM 95th %tile Q(veh) | 0.1 | - | - | 0 | - |

769610

VOL 358 PAGE 739

Exhibit 10

CERTIFIED TRUE COPY
CITY CLERK

CITY OF RICHLAND
SEP 12 10 35 AM '78
VERNER MILLER, AUDITOR
DEPUTY
358

INDEXED BY
CHECKED BY

ORDINANCE NO. 41-78

AN ORDINANCE of the City of Richland relating to land use, zoning classifications and district and amending the Official Zoning Map of the City by amending Sectional Map Nos. 41 and 42 so as to change the zoning designation of certain land described therein, being the 122.5 acre parcel located generally East of Keene Road and South of Broadmoor Street from Agricultural (AG) to Medium Density Single Family Residential (R-1M) and Multiple Family Residential (R-3), contingent upon the recording of a properly executed, delivered and accepted Property Use and Development Agreement. (Quadrant Corp.)

WHEREAS, the Richland Physical Planning Commission on July 6, 1978, held a properly advertised public hearing to consider a Petition to change the zoning of the property hereinafter described, said Petitioners also filing a SEPA checklist indicating the expected environmental impact anticipated by such zone change; and

WHEREAS, the Planning Staff, prior to the Physical Planning Commission's consideration and City Council's consideration of such proposed zone change, has reviewed said SEPA checklist, assessed the environmental impact expected therefrom; and has issued a "Final Declaration of Non-Significance" dated June 28, 1978; and

WHEREAS, the Richland City Council has considered such recommendation and all reports submitted to it and all comments and arguments made to it at the public hearing; NOW, THEREFORE,

BE IT ORDAINED BY THE CITY OF RICHLAND:

1.01 It is hereby found, as an exercise of the City's police power, that the best land use classification for the below described land is for Medium Density Single Family Residential (R-1M) and Multiple Family Residential (R-3) when consideration is given to the interests of the general public, but



CITY OF RICHLAND

that such uses should be permitted only subject to special controls and restrictions which will ameliorate or avoid damage to the environment and other properties.

1.02 Contingent upon the recording as provided in Section 1.03 hereof, of a properly executed, delivered and accepted "Property Use and Development Agreement" substantially in the form attached hereto as Exhibit "A" by the owner of the property described therein restricting the use and development of such property, and in order to provide for Medium Density Single Family Residential (R-1M) and Multiple Family Residential (R-3) use of the 122.5 acre parcel located generally East of Keene Road and South of Broadmoor Street, and more particularly described as follows:

AG to R-1M

Government Lot #4 and the northwest quarter of the southwest quarter of the northwest quarter except that portion thereof lying within an 80.00 foot right-of-way known as Keene Road. Together with the west half of Government Lot 3 except the east 585.86 feet thereof, all in Section 1, Township 8 North, Range 28 East, W.M., Benton County, Washington.

Together with the south half of the southwest quarter of Section 36, Towhship 9 North, Range 28 East, W.M., Benton County, Washington. Except the west 40.00 feet for Keene Road and except the following described tract.

Beginning at the southeast corner of said subdivision; thence North 88°57'52" West along the south line thereof a distance of 865.00 feet; thence North 1°23'17" East parallel with the east line of said subdivision a distance of 1257.94 feet; thence South 89°22'26" East parallel with the north line of said subdivision a distance of 300.00 feet; thence South 25°41'33" East a distance of 362.55 feet; thence South 89°22'26" East parallel with said north line a distance of 400.00 feet to said east line of said subdivision; thence South 1°23'17" West along said east line a distance of 939.13 feet to the point of beginning.

AG to R-3

The east 585.86 feet of the west half of Government Lot 3 in Section 1, Township 8 North, Range 28 East, W.M., Benton County, Washington.

Together with that portion of the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, W.M., Benton County, Washington, described as follows:

Beginning at the southeast corner of said subdivision; thence North 88°57'52" West along the south line thereof a distance of 865.00 feet; thence North 1°23'17" East parallel with the east line of said subdivision a distance of 1257,94 feet; thence South 89°22'26" East parallel with the north line of said subdivision a distance of 300.00 feet; thence South 25°41'33" East a distance of 362.55 feet; thence South 89°22'26" East parallel with said north line a distance of 400.00 feet to said east line of said subdivision; thence South 1°23'17" West along said east line a distance of 939.13 feet to the point of beginning.

such land is rezoned from Agricultural (AG) to Medium Density Single Family Residential (R-1M) and Multiple Family Residential (R-3) as shown on the attached Sectional Map Nos. 41 and 42, bearing the number and date of passage of this Ordinance, and which by this reference are made a part of this ordinance and of the Official Zoning Map of the City.

1.03 Upon receipt of a properly executed Property Use and Development Agreement as contemplated in Section 1.02 hereof, the City Manager is authorized to accept the same for and on behalf of the City, and upon such acceptance is authorized and directed to indicate such acceptance thereon, to cause said agreement to be recorded in the records of the Benton County Auditor, and to file said recorded agreement with the City Clerk.

1.04 The City Clerk is directed to file with the Auditor of Benton County, Washington, a copy of this Ordinance and the attached amended Sectional Map Nos. 41 and 42, each duly certified by the Clerk as a true copy.

1.05 This Ordinance shall take effect on the day following the date of its publication in the official newspaper of the City; provided, that no building permit shall be issued for construction of any structure on the above described parcel nor shall any utility hook-up be made thereon until

thirty days after the passage of an ordinance ordering a ULID or LID for the construction and installation of water and sewer system improvements in the Badger Mountain Development Package including new well pumps, two new reservoirs, water transmission piping, expansion of the Tapteal No. II pump station, expansion of the Leslie Road Lift Station and construction of a new force main from Leslie Road to the City's sewer treatment plant, or including such other or differing improvements as shall be provided for in a viable alternative development package approved and effected by the City Council; and then only if within that period no suit has been filed challenging the City's jurisdiction and authority under RCW 35.43.100 and no protest has been filed pursuant to RCW 35.43.180 in connection with such ULID or LID.

PASSED by the City Council of the City of Richland at a regular meeting on the 7th day of August, 1978.

/s/ Thomas M. Logston
THOMAS M. LOGSTON
Mayor

FORM APPROVED:

/s/ James M. Taylor
JAMES M. TAYLOR
City Attorney

C/A - 7/13/78

thirty days after the passage of an ordinance ordering a ULID or LID for the construction and installation of water and sewer system improvements in the Badger Mountain Development Package including new well pumps, two new reservoirs, water transmission piping, expansion of the Tapteal No. II pump station, expansion of the Leslie Road Lift Station and construction of a new force main from Leslie Road to the City's sewer treatment plant, or including such other or differing improvements as shall be provided for in a viable alternative development package approved and effected by the City Council; and then only if within that period no suit has been filed challenging the City's jurisdiction and authority under RCW 35.43.100 and no protest has been filed pursuant to RCW 35.43.180 in connection with such ULID or LID.

PASSED by the City Council of the City of Richland at a regular meeting on the 7th day of August, 1978.

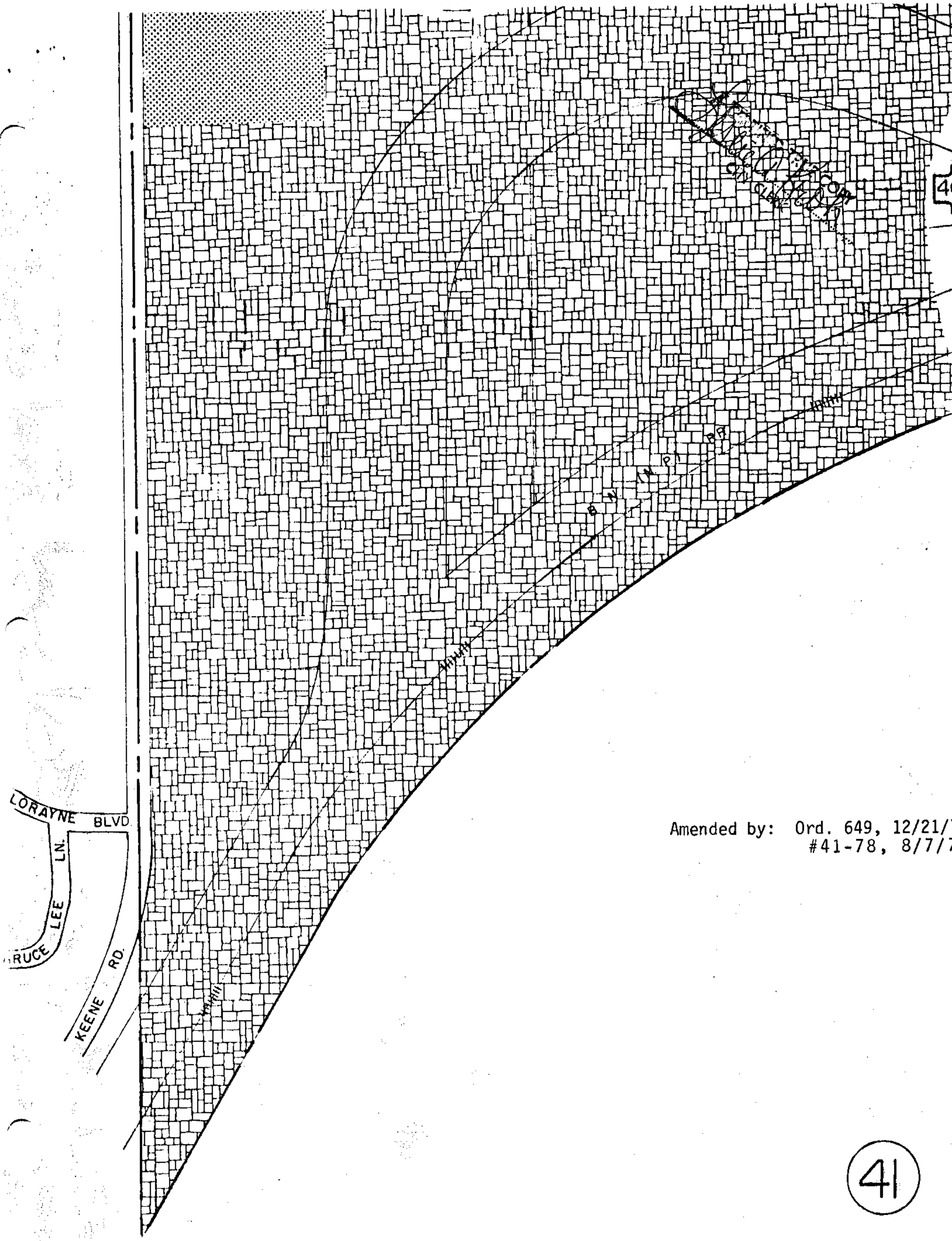
/s/ Thomas M. Logston
THOMAS M. LOGSTON
Mayor

FORM APPROVED:

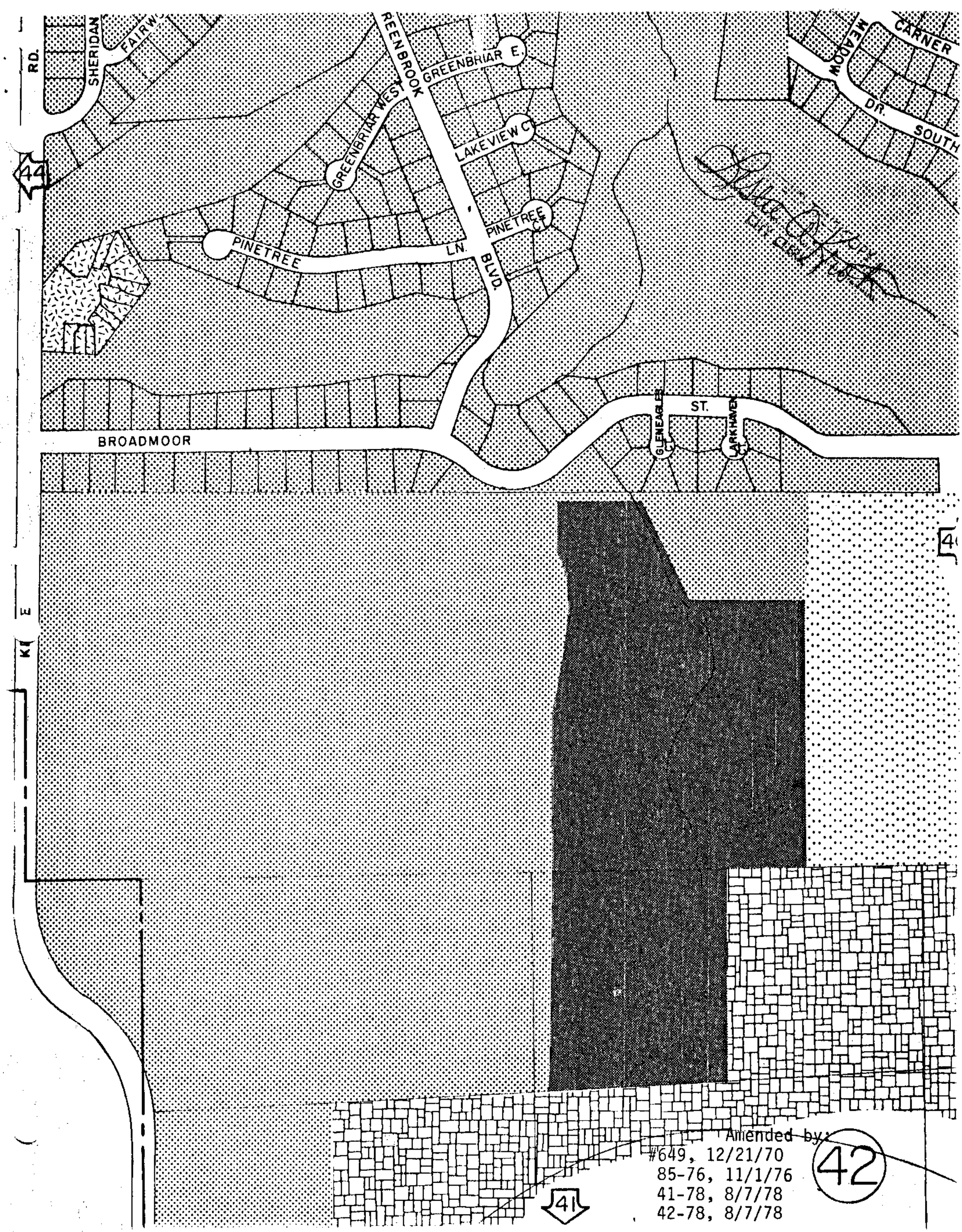
/s/ James M. Taylor
JAMES M. TAYLOR
City Attorney

PUBLISHED IN THE TRI-CITY HERALD
ON 8/11/78

C/A - 7/13/78




Amended by: Ord. 649, 12/21/
#41-78, 8/7/7




Amended by:
#649, 12/21/70
85-76, 11/1/76
41-78, 8/7/78
42-78, 8/7/78

Exhibit "A"

PROPERTY USE AND DEVELOPMENT AGREEMENT

THIS AGREEMENT made and entered into this 21st day of August, 1978, by and between the City of Richland and Quadrant Corporation,

W-I-T-N-E-S-S-E-T-H:

WHEREAS, the City of Richland is currently entertaining an application by Quadrant Corporation (hereinafter referred to as "owners") for a change of zone covering a 122.5 acre parcel of land described as follows:

AG to R-1M

Government Lot #4 and the northwest quarter of the southwest quarter of the northwest quarter except that portion thereof lying within an 80.00 foot right-of-way known as Keene Road. Together with the west half of Government Lot 3 except the east 585.86 feet thereof, all in Section 1, Township 8 North, Range 28 East, W.M., Benton County, Washington.

Together with the south half of the southwest quarter of Section 36, Township 9 North, Range 28 East, W.M., Benton County, Washington. Except the west 40.00 feet for Keene Road and except the following described tract.

Beginning at the southeast corner of said subdivision; thence North 88°57'52" West along the south line thereof a distance of 865.00 feet; thence North 1°23'17" East parallel with the east line of said subdivision a distance of 1257.94 feet; thence South 89°22'26" East parallel with the north line of said subdivision a distance of 300.00 feet; thence South 24°41'33" East a distance of 362.55 feet; thence South 89°22'26" East parallel with said north line a distance of 400.00 feet to said east line of said subdivision; thence South 1°23'17" West along said east line a distance of 939.13 feet to the point of beginning.

AG to R-3

The east 585.86 feet of the west half of Government Lot 3 in Section 1, Township 8 North, Range 28 East, W.M., Benton County, Washington.

Together with that portion of the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, W.M., Benton County, Washington, described as follows:

Beginning at the southeast corner of said subdivision; thence North 88°57'52" west along the south line thereof a distance of

865.00 feet; thence north 1°23'17" east parallen with the east line of said subdivision a distance of 1257.94 feet; thence south 89°22'26" east parallel with the north line of said subdivision a distance of 300.00 feet; thence south 25°41'33" east a distance of 362.55 feet; thence south 89°22'26" east parallel with said north line a distance of 400.00 feet to said east line of said subdivision; thence south 1°23'17" west along said east line a distance of 939.13 feet to the point of beginning.

NOW, THEREFORE, it is agreed:

1. The owners of the subject property agree to participate in and pay a proportionate share of the cost of the Badger Mountain Development Package for Richland South, including necessary arterial street improvements and water and sewer system expansion improvements, and general service capital improvements to the extent and in the manner established by the City in connection with said Development Package, and no hook-ups to City utilities or building permits for construction within this area will be allowed until the Badger Mountain Development Package or a viable alternative is approved and effected.

2. A 150' setback from the northerly boundary of the subject site shall be observed for future multi-family dwelling units.

3. Prior to any development occurring in the area proposed for rezone to (R-3) a site plan shall have been approved by the Physical Planning Commission which site plan shall reflect buildable areas, special treatment of the creek area, i.e. setbacks and pedestrian access, peripheral landscape treatment and vehicular circulation.

4. The density in that portion of the site rezoned to Multiple Family Residential (R-3) shall be limited to not more than eight (8) dwelling units per acre.

5. A four and one-half (4-1/2) acre parcel in the northeast portion of the site and matching the boundaries of the park area located immediately

east of the site shall be dedicated to the City for park purposes within ninety (90) days of zone change approval by the City Council.

IN WITNESS WHEREOF, the parties hereto have hereunto set their hands and seals the day and year first above written.

QUADRANT CORPORATION

President

Secretary

CITY OF RICHLAND

NEAL J. SHULMAN
City Manager

APPROVED AS TO FORM:

JAMES M. TAYLOR
City Attorney

Exhibit 11

# CITY OF RICHLAND
# NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114)

**Notice** is hereby given that Big Creek Land Company, LLC has revised and re-submitted their Site Plan Review application for the proposed development commonly referred to as Willowbrook Apartments.

**Proposal:** Development of an approximately 14-acre site, with four (4) multi-family residential buildings containing up to 108 dwelling units, a clubhouse and covered parking structures together with associated parking, stormwater runoff and landscaping areas.

**Location:** The project site is located east of the terminus of John Court, south of Broadmoor Street and is primarily zoned R-3 (Multiple-Family Residential) with the proposed secondary driveway access being partially located upon land zoned R-1-10. The overall project will occur upon Tracts A, B & F, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864), Tract B, Willowbrook No. 2, Phase 4A, and Lot 1 of Willowbrook No. 2, Phase 2, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA. The Assessor's Parcel Nos. for the project site are: 136983050007002, 136983050008001, 136983050012000, 136983060000001 and 101882040002000.

**Public Hearing:** The Richland Hearings Examiner will conduct a public hearing and review of the application at 6:00 p.m., Monday, June 13, 2022 in the Richland City Hall Council Chambers, 625 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing or by visiting the City of Richland website (www.ci.richland.wa.us) and joining via Zoom. Copies of the complete application packet, SEPA Checklist and related materials can be obtained by visiting the City of Richland website (www.ci.richland.wa.us).

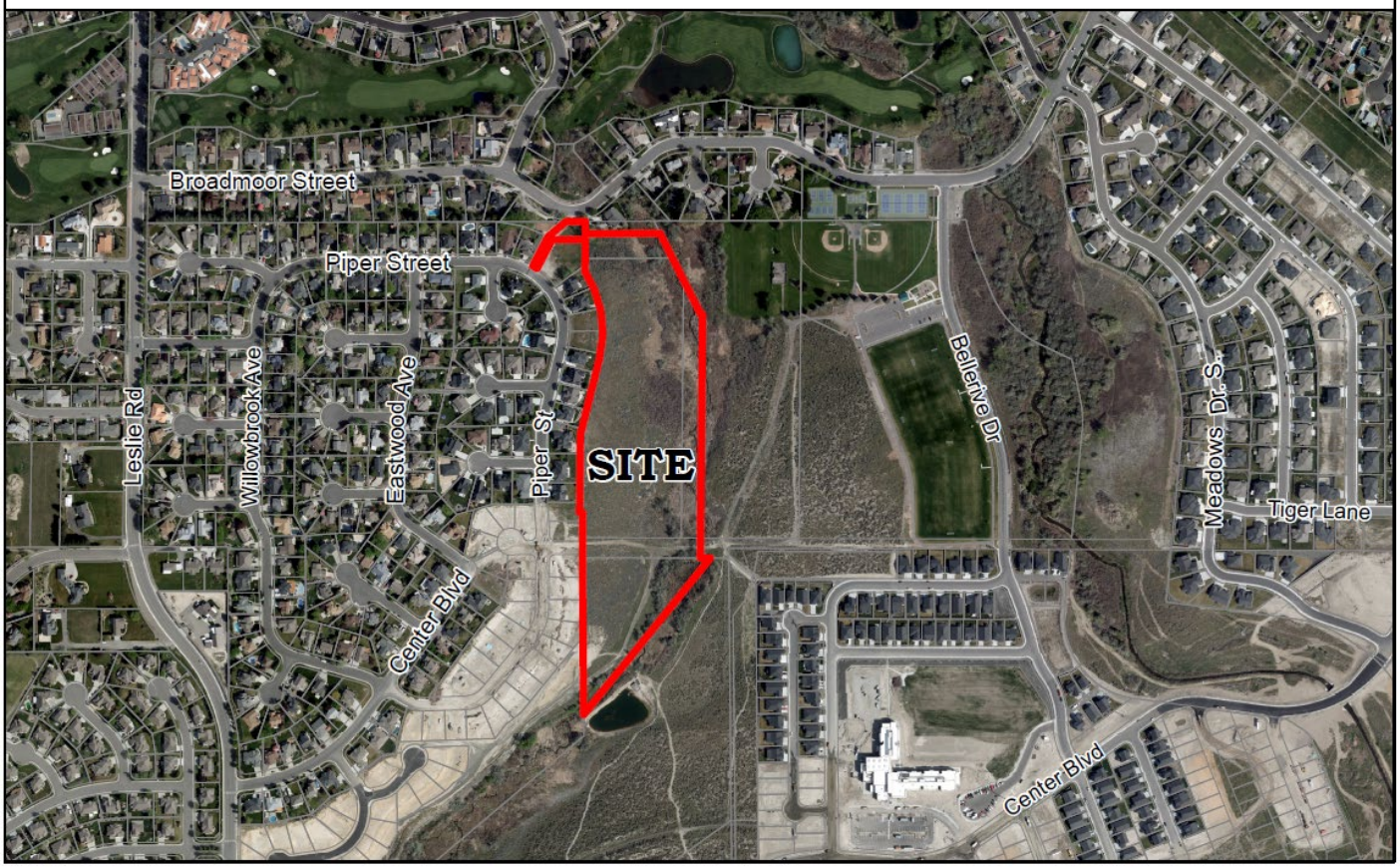
**Environmental Review:** The proposal is subject to environmental review. The City of Richland is lead agency for the proposal under the State Environmental Policy Act (SEPA) and has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (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.

**Public Comment:** 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 emailed to mstevens@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, May 25, 2022, to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing. Written comment will not be accepted after 6 p.m. on Sunday, June 12, 2022; however verbal comments may be presented during the public hearing.

**Appeal:** The application will be reviewed in accordance with the regulations in RMC Title 19 Development Regulations Administration and Title 23 Zoning. 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.

**VICINITY MAP**

Item: Willowbrook Place Site Plan Review
Applicant: Big Creek Land Company, LLC
File #: M2020-101




**Please note that pursuant to RMC 23.48.010, the purpose of the site plan approval process is to facilitate project design that is compatible with adjacent land uses and is in keeping with the physical constraints of the project site.* ***The site plan review is not intended to determine whether a particular land use activity is appropriate on a particular site****. Land uses that are otherwise permitted in this title shall not be denied through the site plan review process unless such uses cannot meet the development and/or performance standards required for the use.*

Exhibit 12

# AFFIDAVIT OF MAILING

STATE OF WASHINGTON )
) ss.
COUNTY OF BENTON )

COMES NOW, Kevin Damrell, 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 28th day of April, 2022, I mailed a copy of the attached NOTICE OF APPLICATION AND PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114) to the attached list of individuals via regular USPS on the date indicated above. The Richland Hearing Examiner will conduct a public hearing and review of the application on Monday, June 13, 2022.

Signed: Kevin Damrell

SIGNED AND SWORN to before me this 28th day of April, 2022 by Kevin Damrell.

JENNIFER SCHUSTER NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 4-25-23 207956

Notary Public in and for the State of Washington,

Jennifer Schuster
Print Name
Residing at 625 Swift Blvd, Richland
My appointment expires: 4-25-2023


Address list attached.

# CITY OF RICHLAND
# NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114)

**Notice** is hereby given that Big Creek Land Company, LLC has revised and re-submitted their Site Plan Review application for the proposed development commonly referred to as Willowbrook Apartments.

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**Location:** The project site is located east of the terminus of John Court, south of Broadmoor Street and is primarily zoned R-3 (Multiple-Family Residential) with the proposed secondary driveway access being partially located upon land zoned R-1-10. The overall project will occur upon Tracts A, B & F, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864), Tract B, Willowbrook No. 2, Phase 4A, and Lot 1 of Willowbrook No. 2, Phase 2, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA. The Assessor's Parcel Nos. for the project site are: 136983050007002, 136983050008001, 136983050012000, 136983060000001 and 101882040002000.

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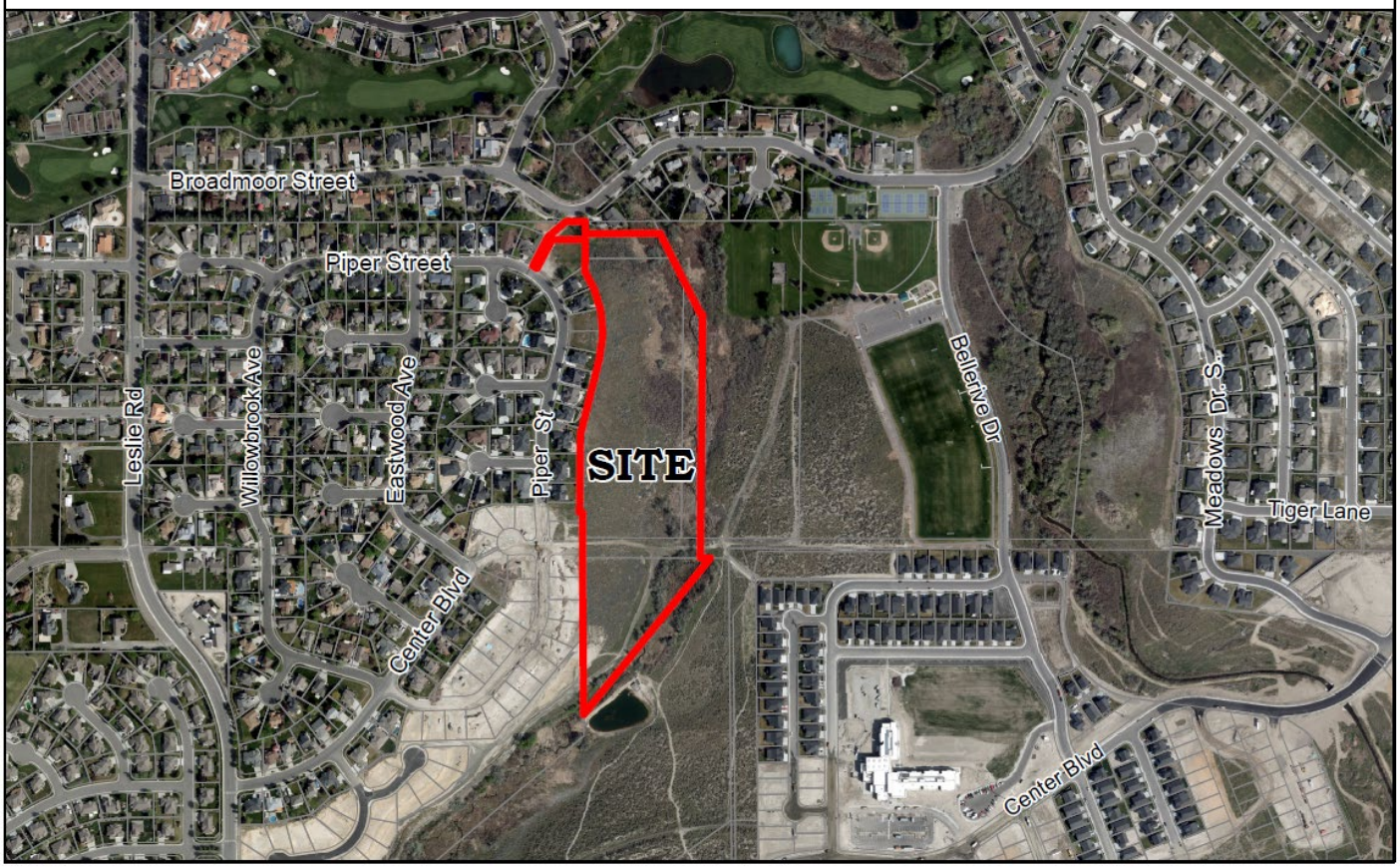
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Item: Willowbrook Place Site Plan Review
Applicant: Big Creek Land Company, LLC
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AARON DIAZ
2602 WILLOWBROOK AVE
RICHLAND, WA 99352

ACKERMAN ERIC J
701 STEPHEN MOODY ST #436

ALBUQUERQUE, NM 87123

ALLRED STANLEY K & MARY
2731 CHELAN LOOP

RICHLAND , WA 99352

ANG DENNIS & BESSIE
259 SCOULER CT

RICHLAND, WA 99352

ANGELA REINHARDT
202 ROCKY MOUNTAIN CT
RICHLAND, WA 99552

ARCHIBALD JASON M & KAROLINE K
PO BOX 1412

RICHLAND, WA 99352-1412

AYRES CHRISTOPHER & CHELSEA
425 PIPER ST

RICHLAND, WA 99352

BAILEY KYLE D
294 PIPER ST

RICHLAND, WA 99352

BAILEY KYLE DAVID & MILLER KIMBERLY
294 PIPER ST

RICHLAND, WA 99352

BAILEY NICOLE & JARED
337 GLEN EAGLE COURT

RICHLAND, WA 99352

BIG CREEK LAND COMPANY LLC
1950 W BELLERIVE LANE
B107
COUER D'ALENE, ID 83814

BJORGAN TRUSTEE CHRISTINE
2610 COULTER CT

RICHLAND, WA 99352

BLOUNT CASSIDY R & ANA E
300 PIPER ST

RICHLAND , WA 99352

BRAEM PHILLIP TROY & KIRSTIE
401 PIPER ST

RICHLAND , WA 99352

CAMERON TRUSTEES LARRY & JO ANN
268 PIPER ST
RICHLAND, WA 99352-8702

CAROL GROCE
204 CENTER BLVD
RICHLAND, WA 99352

CARR BLAINE & RACHEL
258 SILVERLEAF CT

RICHLAND, WA 99352

CHUCK & HELEN MAXSON
207 PIPER ST
RICHLAND, WA 99352

CITY OF RICHLAND
625 SWIFT BLVD. MS-09

RICHLAND , WA 99352

COLUMBIA VILLAS LLC
5426 N RD 68
BOX D-113
PASCO , WA 99301

CORBIN TRUSTEES KATHY & JOHN
341 GLENEAGLES COURT

RICHLAND , WA 99352

CORY & LISA VAN WINKLE
274 PIPER ST
RICHLAND, WA 99352

DEBBIE BERKOWITZ
544 FRANKLIN ST
RICHLAND, WA 99354

DELGADO JACQUELINE & GEORGE MARTINEZ
324 PIPER ST

RICHLAND, WA 99352

DEVOIR TYLER D & JENNI
436 PIPER ST

RICHLAND , WA 99352

DIANA MCPHERSON
2765 O'CONNOR ST
RICHLAND, WA 99352

ENOS SHARON CATHERINE
264 SCOULER CT

RICHLAND, WA 99352

ESPINOZA ANGELA
270 SCOULER CT

RICHLAND, WA 99352

FLOYD LARRY E & SHIRLEY A
358 PIPER ST

RICHLAND, WA 99352

GADOMSKIY NIKOLAY & GADOMSKIY ANDREY
6705 W PARK ST

PASCO , WA 99301

GARZA ALBERTO & DINA
333 BROADMOOR ST
RICHLAND, WA 99352-8401

GHANNAM DANY E & HANANE
348 PIPER ST

RICHLAND, WA 99352

GONZALEZ PEDRO J & CARMEN
300 BROADMOOR ST

RICHLAND, WA 99352

GROVER RONALD A & ERIKA
351 PIPER ST

RICHLAND, WA 99352

HAGER GEORGE & SARA
345 GLENEAGLES CT

RICHLAND, WA 99352

HARMON PHILLIP A & GERTRUDES C
2611 COUTLER COURT

RICHLAND , WA 99352

HOLT DAVID W & MEGAN MCCALI
305 PIPER ST

RICHLAND, WA 99352

ISLEY DAVID MICHAEL & MEYER CASSANDRA L
442 PIPER ST

RICHLAND, WA 99352

JANET DAVIS
253 SCOULER CT
RICHLAND, WA 99352

JAY REINHARDT
202 ROCKY MOUNTAIN CT
RICHLAND, WA 99352

JEAN RODEN WA LLC
2300 IRVING AVE

MINNEAPOLIS, MN 55405

JOHN & SALLY MARTIN
637 BIRCH AVE
RICHLAND, WA 99352

JOHNSON DEENA M & PAUL
298 PIPER STREET

RICHLAND, WA 99352

KAREN SPENCER
407 LARKHAVEN CT
RICHLAND, WA 99352

KATHRYN PRYOR
2862 MACKENZIE CT
RICHLAND, WA 99352

KLUTE JOHN P & KATHLEEN M
351 BROADMOOR ST
RICHLAND, WA 99352-8401

KOPENEC ROBERT A & ANGELA
336 PIPER ST

RICHLAND , WA 99352

KRISHNASWAMI KANNAN & FOX SORCHA C
312 PIPER ST

RICHLAND, WA 99352

LANCASTER MARY JANE & KUTZKO MICHAEL WAYNE
418 PIPER ST

RICHLAND , WA 99352

LAUTERBACH MERL J & CHERY L
2609 COULTER CT

RICHLAND, WA 99352

LISA DUKES
215 BROADMOOR ST
RICHLAND, WA 99352

MACALISTER EDWARD D & PATRICIA L
337 PIPER ST
RICHLAND, WA 99352

MAYORQUIN MARIA E
239 BROADMOOR ST

RICHLAND, WA 99352

MEADOWS RICHARD P
275 PIPER ST

RICHLAND, WA 99352

MEDINA FERNANDO & RONDA K
262 PIPER STREET

RICHLAND, WA 99352

MITCHELL J CHAD & BONNIE E
305 PIPER ST
RICHLAND, WA 99352

MITCHELL MARIA B
352 PIPER ST

RICHLAND, WA 99352

MOON DOUGLAS E
413 PIPER ST

RICHLAND , WA 99352

MORASCH DAVID J
2605 COULTER CT

RICHLAND, WA 99352

MORASCH LAUNA F
324 PIPER ST
RICHLAND, WA 99352

NIELSEN JASON & SARAH DAVIS
419 PIPER ST

RICHLAND, WA 99352

PATRICK PAULSON & LAURIE NESS
2253 DAVISON AVE
RICHLAND, WA 99354

PAUL PRESBY
209 BROADMOOR ST
RICHLAND, WA 99352

PIATT KEVIN
337 PIPER ST

RICHLAND , WA 99352

PUDROSCHI SORIN & LILY
2725 CHELAN LOOP

RICHLAND , WA 99352

PUDROSCHI ZAMFIRA
2719 CHELAN LP

RICHLAND, WA 99352

REED SPENCER
407 LARKHAVEN CT
RICHLAND, WA 99352

ROBERTA BULL
108 VIEW MEADOWS CT
RICHLAND, WA 99352

RODEN TRUSTEE GERALD CLEMENS
2300 IRVING AVE
MINNEAPOLIS, MN 55405

RON UNDERHILL
201 ROCKY MOUNTAIN CT
RICHLAND, WA 99352

SALDANA MIGUEL ANGEL
8520 W 3RD AVE

KENNEWICK, WA 99336

SAMUEL & KATHY DECHTER
113 BEBB CT
RICHLAND, WA 99352

SCHERTZ NEAL J & THERESA C
327 BROADMOOR ST

RICHLAND, WA 99352

SHALLMAN RICHARD & MARGARET
321 BROADMOOR ST

RICHLAND, WA 99352

SHALLMAN RICHARD W & MARGARET
321 BROADMOOR ST

RICHLAND, WA 99352

SHARLEDAN PROPERTIES
640 JADWIN AVE STE G

RICHLAND, WA 99352

SHARON & CHRIS ENOS
264 SCOULER CT
RICHLAND, WA 99352

SMITH COLBY M
233 BROADMOOR STREET

RICHLAND , WA 99352

SMITH DUANE W & CHERYL L
8914 56TH PLACE WEST
MUKILTEO, WA 98275

SPENCER REED W & KAREN L
407 LARKHAVEN CT
RICHLAND, WA 99352-9631

SSR INVESTMENTS INC
148 COUNTRY WAY

WALLA WALLA, WA 99362

STANFIELD JACOB & JENNIE
265 SCOULER COURT

RICHLAND, WA 99352

STANFIELD JACOB M & JENNIE L
265 SCOULER COURT

RICHLAND , WA 99352

STEINAUER BRETT A
330 PIPER ST

RICHLAND, WA 99352

SYDNEY HANSON
STATE OF WASHINGTON DEPT OF
ARCH & HISTORIC PRESERVATION
PO BOX 48343
OLYMPIA, WA 98504-8343

TAPTEAL GREENWAY
PO BOX 2002

RICHLAND , WA 99352

TERRY & NANCY MILLER
2337 GREENBROOK BLVD
RICHLAND, WA 99352

TIMELESS HOMES LLC
PO BOX 4578

WEST RICHLAND, WA 99353

VANGUARD LLC
4429 85TH PLACE SW

MUKILTEO, WA 98275

VANTAGE ONE LLC
PO BOX 209

TRACYTON, WA 98393

VANWINKLE CORY F & LISA
274 PIPER ST
RICHLAND, WA 99352

VIKING BUILDERS LLC
19425 E BROADWAY AVE

SPOKANE VALLEY, WA 99016

WILLIAM & JUDY KITCHEN
2737 CHELAN LOOP
RICHLAND, WA 99352

WILLOWBROOK HOMEOWNERS ASSOC
P O BOX 602
RICHLAND, WA 99352-0000

WILLS SHANNON K & JERRELL C
256 PIPER ST

RICHLAND, WA 99352-8703

WILSON MICHAEL & TRACY
261 SILVERLEAF CT

RICHLAND, WA 99352

WIRTH GENE E & MARCIA
2406 GREENBROOK BLVD

RICHLAND, WA 99352-9607

WM. KADE CASCIATO
2749 WILLOWBROOK AVE
RICHLAND, WA 99352

WUERCH ROLF M & MIRYAM R
318 PIPER ST

RICHLAND, WA 99352

# AFFIDAVIT OF POSTING

STATE OF WASHINGTON )
) ss.
COUNTY OF BENTON )

COMES NOW, **Mike 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 April 2022, I posted the attached NOTICE OF PUBLIC HEARING, File Number M2020-101 in the following location:

At the proposed driveway entrance to the Willowbrook Apartment project located at Broadmoor Street and John Court.

Signed: Mike Stevens

SIGNED AND SWORN to before me this 13th day of May 2022, by Mike Stevens.

CARLY KIRKPATRICK
Notary Public
State of Washington
Commission # 210539
My Comm. Expires Oct 6, 2023

Signature of Notary

Carly Kirkpatrick
Printed Name

Notary Public in and for the State of Washington,
Residing in Richland, WA
My appointment expires: Oct. 6, 2023

McClatchy

Beaufort Gazette
Belleville News-Democrat
Bellingham Herald
Bradenton Herald
Centre Daily Times
Charlotte Observer
Columbus Ledger-Enquirer
Fresno Bee
The Herald - Rock Hill
Herald Sun - Durham
Idaho Statesman
Island Packet
Kansas City Star
Lexington Herald-Leader
Merced Sun-Star
Miami Herald
el Nuevo Herald - Miami
Modesto Bee
Raleigh News & Observer
The Olympian
Sacramento Bee
Fort Worth Star-Telegram
The State - Columbia
Sun Herald - Biloxi
Sun News - Myrtle Beach
The News Tribune Tacoma
The Telegraph - Macon
San Luis Obispo Tribune
Tri-City Herald
Wichita Eagle

# AFFIDAVIT OF PUBLICATION

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| 36823 | 255664 | Print Legal Ad - IPL0071105 | | $237.06 | 2 | 48 L |

**Attention:** Jana Duncan

CITY OF RICHLAND/LEGALS
625 SWIFT BLVD. MS-05
RICHLAND, WA 99352

**CITY OF RICHLAND**
**NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS**

Notice is hereby given that Big Creek Land Company, LLC has revised and re-submitted its Site Plan Review application for the proposed development commonly referred to as Willowbrook Apartments.

**Proposal:** Development of an approximately 14-acre site, with four (4) multi-family residential buildings containing up to 108 dwelling units, a club-house and covered parking structures together with associated parking, storm-water runoff and landscaping areas.

**Location:** The project site is located east of the terminus of John Court, south of Broadmoor Street, and is primarily zoned R-3 (Multiple-Family Residential) with the proposed secondary driveway access being partially located upon land zoned R-1-10. The overall project will occur upon Tracts A, B & F, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864), Tract B, Willowbrook No. 2, Phase 4A, and Lot 1 of Willowbrook No. 2, Phase 2, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA. The Assessor's Parcel Nos. for the project site are 136983050007002, 136983050008001, 136983050012000, 136983060000001 and 101882040002000.

**Public Hearing:** The Richland Hearing Examiner will conduct a public hearing and review of the application on **Monday, June 13, 2022 at 6:00 p.m.** in the Richland City Hall Council Chambers, 625 Swift Boulevard. All interested parties are invited to attend and present testimony at the public hearing or visit the City of Richland's website at www.ci.richland.wa.us and join via Zoom. Copies of the complete application packet, SEPA Checklist and related materials can be obtained by visiting the City of Richland's 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), 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.

**Public Comment:** 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 emailed to mstevens@ci.richland.wa.us. Written comments should be received no later than 5:00 p.m. on Wednesday, May 25, 2022, to be incorporated into the staff report. Comments received after that date will be entered into the record at the hearing. Written comments will not be accepted after 6:00 p.m. on Sunday, June 12, 2022; however, verbal comments may be presented during the public hearing.

Published: Sunday, May 1, 2022
IPL0071105
May 1 2022

COUNTY OF BENTON)
SS
STATE OF WASHINGTON)

Keriann Leenerts, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, ran 1 time(s) commencing on 05/01/2022, and ending on 05/01/2022 and that said newspaper was regularly distributed to its subscribers during all of this period.

(Signature of Legals Clerk)

Sworn to and subscribed before me this 2nd day of May in the year of 2022

Stefani Beard

Notary Public in and for the state of Texas, residing in Dallas County

STEFANI SCOTT BEARD
My Notary ID # 131768951
Expires October 23, 2022

Extra charge for lost or duplicate affidavits.
Legal document please do not destroy!

# Exhibit 13

May 25, 2022

To: Mike Stevens, Planning Manager - City of Richland
625 Swift Boulevard, MS-35
Richland, WA 99352
Phone: (509) 942-7794
Fax: (509) 942-7764
Email: mstevens@ci.richland.wa.us

**Subject: Richland Resident Comments/Concerns on Construction of 108-Unit Apartment Complex (4 multi-family residential buildings), East of Willowbrook Neighborhood, in the City of Richland**

Mr. Stevens,

My name is Aaron Diaz, and I am a resident of the City of Richland, where my family and I have lived in the Willowbrook Neighborhood since 2004. My home is located at 2602 Willowbrook Avenue in Richland where Piper Street transitions into Willowbrook Avenue. There are many reasons why we chose to live in this neighborhood, and while I speak only on behalf of my family, I can say with high confidence, that the majority of families who currently live in this neighborhood would echo my sentiments here.

This neighborhood is truly an amazing neighborhood in which to live and raise a family. Of all the places I've lived in my life, I say without reservation, the Willowbrook Neighborhood is the most peaceful, serene, and pleasant place to live in the Tri Cities, based upon my experiences. We have very few issues with noise, as this area is really quiet and offers a good degree of privacy and solitude for its residents. Vandalism, theft and other crime are almost non-existent, traffic is generally low and slow, and our Homeowner's Association proactively helps to support a clean and beautiful neighborhood for all who reside here. This area is populated by a diverse set of people who are conscientious, caring and compassionate professionals. Many of these folks have already, or are planning to retire here in this neighborhood. The Willowbrook Neighborhood is a true "Community" and this letter is being submitted to you in an attempt to voice our concerns, maintain our current standard of living and to provide a sound basis for our *strong objection* to the construction of a 4-building, 108-unit apartment complex, adjacent to the East boundary of the Willowbrook Neighborhood.

There are many factors that need to be raised and discussed as the City assesses whether or not to move forward with this construction project. From my understanding, this apartment complex is likely to include 4 multi-family residential buildings that are approximately 40 feet in height. As a long-time Willowbrook Neighborhood resident, I am concerned about a wide spectrum of potential negative impacts to our way of life should this construction project be

granted authorization to proceed. While not necessarily listed in order of priority, these factors, and their potential negative consequences are identified and discussed below:

1. It is understood that by erecting a large apartment complex (with potentially 40 foot high or more buildings) directly along the East border of the Willowbrook Neighborhood, the home values in our neighborhood will decrease. This decrease in home values will likely be significant. In particular, the homes located along Eastwood Avenue, Center Blvd., and Piper Street, as well as many of the connecting Courts (Silverleaf, Scouler, Coulter, Lasiandra, etc.) are slated to incur the greatest impacts. Homes in these areas with a direct view of the apartment complex or with backyards bordering the complex will be most affected by any subsequent de-valuation. In addition, other factors that will contribute to this "de-valuation" of both the home and the current standard of living are:

    - The impact of noise from the apartment complex and the vehicles and parking lots adjacent to the buildings. While Willowbrook residents are invested in their community and we all live in compliance with Willowbrook Homeowner's Association bylaws and guidelines governing noise, maintenance, and other standards of living, the behavior and living standards of residents of any new apartment complex will not be governed by any such set of standards. This will lead to negative conflict, and invariably the number of calls to local police to resolve these conflicts will increase substantially.
    - The views from many of these homes will be significantly affected in a negative manner. This creates more than a simple scenario where the "view" is not ideal and further supports the basis for home de-valuation.
    - Apartment tenants in 2$^{nd}$, 3$^{rd}$ or even 4$^{th}$ floor apartments will be able to peer directly into Willowbrook resident's homes and backyards, completely eliminating privacy that currently exists. Who wants to go out in their backyard and stare out into a complex of apartments not more than 20 or 30 feet from your backyard fence line where apartment tenants likely will have balconies where people can peer into your home or your yard at any time of day or night?
    - Finally, the location and proximity of this apartment complex lends itself to the introduction of much more light during night-time hours. Light pollution can have an effect on sleep patterns and is also included in the invasion of privacy incurred by many Willowbrook homeowners who would border the complex. The source of this light pollution would emanate from balcony lights, building lights, parking lot/parking garage lights, and vehicle lights.

2. It is understood that traffic from the proposed apartment complex will be directed via Piper Street. The roads in the Willowbrook Neighborhood were not constructed to accommodate high volumes of traffic. In addition, our neighborhood has many dead-end Courts and bends along Piper Street, Willowbrook Avenue, Eastwood Avenue and Center Blvd. The current volume of traffic is already stressing residents in certain areas of the Willowbrook Neighborhood. Many families have children (and pets) who

routinely play in front yards, ride bikes, skateboards and walk or jog throughout the neighborhood. Many residents who routinely walk the neighborhood streets are elderly as well, and increasing traffic volume in a neighborhood where people have lived for decades in a slower paced, safe and serene environment is a recipe for disaster. The issue of pedestrian safety cannot be overlooked.

Often, at bends in the road, such as where Piper Street transitions into Willowbrook Avenue, cars come around the bend exceeding the speed limit. Personally, I've had multiple experiences where people come around that bend so fast that as I'm backing out of my driveway (essentially in front of Piper Court), they are hard pressed to stop and have to slam on their brakes or hit my vehicle. These types of scenarios will undoubtedly increase in frequency, and the higher volumes of traffic through our neighborhood will significantly increase the likelihood for accidents and potentially accidents involving pedestrians, animals or children.

If this construction project moves forward, the factor of increased traffic will absolutely require an increased police presence in the Willowbrook Neighborhood to control and manage speeding vehicles. These concerns are valid for both the North and South Willowbrook Neighborhood entrances from Leslie Road. Increased traffic volume also contributes to more limited emergency vehicle access and limited emergency egress when required. Additionally, increased traffic brings with it a higher potential for increased crime, vandalism, theft, graffiti, noise and other negative influences to our current standard of living.

3. Finally, the Willowbrook Neighborhood is located on the precipice of the Amon Creek Natural Preserve. An apartment complex located adjacent to the East boundary of the Willowbrook Neighborhood will result in significant negative impact to the natural and pristine conditions of the Amon Creek Natural Preserve. This apartment complex will form a significant source of pollution to the Preserve that will include, litter, noise, and light pollution, as well as an increase in foot traffic and physical trespassing into protected areas that will eventually degrade the Preserve.

As is the case for most (if not all) of the families who currently reside in the Willowbrook Neighborhood, our homes are our most valuable asset, and we have worked hard to buy high quality homes in such an ideal neighborhood. As the Planning Manager for our City, I know you will appreciate the energy and passion our Willowbrook Residents are bringing toward this issue. I urge you to listen and consider our concerns and objections to the construction of this apartment complex, as a decision to move forward with this project will have significant negative impacts on many families, and will most certainly change the standard of living in a negative fashion, for many families who currently reside here in Willowbrook.

**We strongly object to the construction of an apartment complex and associated parking lots along the East border of the Willowbrook Neighborhood, in South Richland.**

Thank you Mr. Stevens, for taking the time to read and consider this basis for objection to the construction project currently under review by your office and the Richland City Council.

Sincerely Submitted,

**Aaron Diaz**
South Richland Resident – Willowbrook Neighborhood
2602 Willowbrook Ave.
Richland, WA. 99352
Cell: 509-554-1084
Email: BPChamp@aol.com

## Stevens, Mike

**From:** Abbie Underhill <abigail.joyous@gmail.com>
**Sent:** Wednesday, May 25, 2022 3:32 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

To Mr. Stevens,

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths. Please protect our public land and our families.

Sincerely,

Abbie Wynne
220 Rocky Mountain Ct

## Stevens, Mike

**From:** acta <acta@frontier.com>
**Sent:** Wednesday, May 25, 2022 7:42 AM
**To:** Stevens, Mike

mstevens@ci.richland.wa.us.

NO to Willowbrook ApartmentsI strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my U.S.Cellular© Smartphone

## Stevens, Mike

**From:** Adeline Marlowe <adelinerm@icloud.com>
**Sent:** Tuesday, May 24, 2022 7:10 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

## Stevens, Mike

**From:** alan.b.atkins@gmail.com
**Sent:** Monday, May 23, 2022 8:37 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** alanbolin602@gmail.com
**Sent:** Monday, May 23, 2022 8:38 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

BRICKLIN & NEWMAN LLP
lawyers working for the environment

Reply to: Seattle Office

May 25, 2022

**VIA E-MAIL TO mstevens@ci.richland.wa.us**

Mike Stevens
Planning Manager
625 Swift Boulevard, MS #35
Richland, WA 99352

Dear Mr. Stevens and Development Services:

I represent the Willowbrook Community Association ("Willowbrook HOA"). Willowbrook HOA are neighbors to Big Creek's proposed Site Plan Review for the Willowbrook Apartments. Indeed, one of the parcels ("Parcel D" on the site plans) that carries part of the access road for Willowbrook Apartments is subject to covenants to which Willowbrook HOA is also a party, and which will prevent Big Creek from building the access road.

Besides the access road's violation of Willowbrook HOA's covenant, the project violates various other provisions of the Richland code. In particular, the project violates the critical areas ordinance, the regulations for vehicle access, and the stormwater code. The project will also result in significant, adverse environmental impacts to nearby wetlands and streams.

Big Creek has not put forward information demonstrating the project's compliance with the code. Big Creek has also failed to provide information reasonably sufficient to evaluate the project's environmental impacts. What information does exist indicates the project will have significant, adverse environmental impacts.

The City should decline to issue a threshold SEPA determination until Big Creek supplies the missing information. In the alternative, the City should issue a determination of significance and require Big Creek to prepare an environmental impact statement. And the City should deny the Site Plan Review application.

## I. SEPA Requires the Threshold Determination to Be Made on the Basis of Reasonably Sufficient Information.

Under the statewide SEPA rules, "[t]he lead agency shall make its threshold determination based upon information reasonably sufficient to evaluate the environmental impact of a proposal." WAC 197-11-335.

If the applicant has not put forward information reasonably sufficient to evaluate the project's impacts, then the lead agency may require additional information, make its own further study, ask other agencies to review, or decline to make a threshold determination. *Id.*

Big Creek has failed to supply information reasonably sufficient to evaluate the environmental impacts of the Willowbrook Apartments project. In the areas of wetlands, traffic, and stormwater, Big Creek has either supplied inaccurate information or no information at all.

For example, as Mr. Tilghman explains in his memo, Big Creek has supplied no analysis of the traffic impacts that will result if Big Creek's proposed access road to Broadmoor Street cannot be built due to the restrictive covenant (described below).

As Dr. Cooke explains in her memo, Big Creek's wetland delineation is six years old—too old to be valid under Ecology's guidelines. Big Creek persists in calling Amon Creek a "wasteway" instead of a natural creek. Big Creek's maps don't show the buffers in relation to the development. And Big Creek doesn't depict the steep slope which should cause the buffer width to *increase* by 25 percent, even if the wetland were a category II. However, as Dr. Cooke documents, the Amon Creek wetland is actually a category I wetland, so the required buffer is even larger (and is still subject to the 25 percent increase requirement).

As Mr. Mathieu explains in his memo, Big Creek fails to supply a pre-construction and post-construction analysis of water runoff. Absent this analysis (which is usually done through computer modeling), the City cannot determine whether the Willowbrook Apartments will keep stormwater runoff at or below existing levels—for the simple reason that the City does not know what the existing levels of runoff are.

Each of these deficiencies is grounds to conclude that Big Creek has failed to supply information reasonably sufficient to evaluate the project's environmental impacts, as required by the SEPA rules.

## II. The Project Will Have Significant, Adverse Environmental Impacts.

Under SEPA, if a project may have a significant, adverse environmental impact, an EIS is required. WAC 197-11-330(4).

Even though Big Creek's information is incomplete, what information is available indicates the project will have significant, adverse environmental impacts. For example, Dr. Cooke concludes the project will have significant, adverse environmental impacts to wetlands and Amon Creek. She also concludes that a 250-foot buffer should be required.

Mr. Mathieu concludes there will be downstream stormwater impacts that have not been accounted for in the site plans. Indeed, the application does not include any analysis to support the sizing or siting of the stormwater infrastructure that is proposed. In the absence of adequate

stormwater treatment and control, Amon Creek will receive untreated discharge, to the detriment of the environment.

Mr. Tilghman concludes that the access road is undersized, underlit, unsupported by adequate sidewalks, and dangerous to pedestrians.

Any of these impacts is sufficient to conclude that the project will cause significant, adverse impacts. An EIS should be prepared.

## III. The Project Does Not Comply with the Local Code.

A proposed site plan may only be approved if the proposal contains sufficient protections for "the public health, safety, and welfare" and is otherwise compliant with the code. RMC 23.48.040. That standard is not met here.

### A. Stormwater.

As noted above, and discussed in more detail in Mr. Mathieu's memo, Big Creek has not put forward any stormwater management plan. Big Creek's site plans do show stormwater infrastructure, and the SEPA checklist does mention "grassy swales" and "drywells," but there is no analysis to support the sizing or siting of the stormwater infrastructure. Instead, Big Creek promises to come up with a stormwater management plan "prior to construction."

This is not lawful. Big Creek must do its stormwater analysis now, because the size and siting of the stormwater facilities may affect the rest of the site plan, such as location of treatment facilities, location of impermeable surfaces such as roads and parking lots, and so forth. Big Creek cannot ask the City to approve the site plan first and hope that, later, it will turn out that the proposed stormwater facilities are of the correct size and in the correct location to treat the stormwater. Instead, the site plan must show that the stormwater facilities are adequate now. RMC 23.48.040. As Mr. Mathieu explains, that means conducting stormwater modeling of existing conditions and post-construction conditions, then using that modeling to site and size the stormwater facilities.

It is also a requirement that "new development within 150 feet of a wetland buffer shall contain stormwater runoff within the developed portions of the site." RMC 22.10.125. It is also a requirement to treat stormwater runoff from high-intensity uses, including parking lots and residential areas. RMC 22.10.115(D). Again, because there has been no modeling of pre- and post-construction runoff, Big Creek has not shown compliance with this requirement.

### B. Wetlands.

Obviously, a project cannot be approved that does not meet the critical areas ordinance. As Dr. Cooke explains in her memo, Big Creek's reliance on outdated wetland ratings is grounds to deny the project for failure to show compliance with the critical areas report requirements. RMC

22.10.370.B.1; -B.4.a (requiring a wetland delineation). Here, the required delineation has not been supplied, because the 2016 delineation is out of date.

In addition, as Dr. Cooke explains, the Amon Creek wetland is actually a category I wetland. As such, it is required to have a 200-foot buffer, not a 150-foot buffer. Moreover, because the wetland is on a steep slope, the required buffer increases by 25 percent to 250 feet. RMC 22.10.115.E.4. Obviously, the 150-foot buffer provided is nowhere near adequate under these facts.

**C. Vehicle Access.**

As we will explain below, the proposed driveway access road cannot be built due to a restrictive covenant.

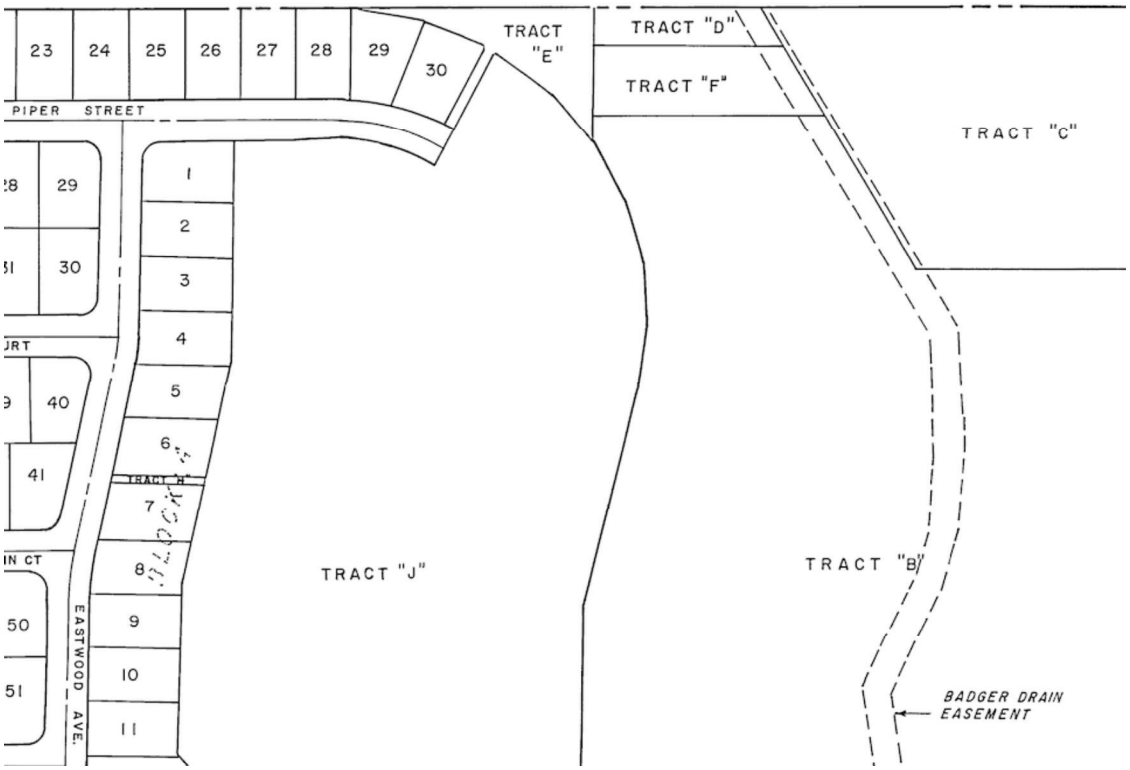
As Mr. Tilghman explains, without the driveway access road, the project does not comply with the City's Public Infrastructure Construction Plan Requirements and Design Guidelines, because without the driveway access road, the main road would be a 1,100-foot cul-de-sac, far longer than the maximum 400 feet permitted by the guidelines.

The driveway access road is 22 to 26 feet wide, far narrower than the standard 35 feet prescribed by RMC 12.04.095. Mr. Tilghman explains why the code's criteria for reducing the standard width do not apply here, because the driveway is a primary access point for hundreds of parking stalls, and will carry more than half the project's total traffic volume. In any event, even if this were a secondary access point (which it is not), there is no provision for reducing the driveway below a minimum of 24 feet in width—not 22 feet, as Big Creek proposes.

**D. Restrictive Covenant.**

Not only does the access road violate the local code and design guidelines, it also violates a restrictive covenant that prevents it from being built.

Big Creek's "Parcel D," through which the access road is proposed, is a portion of a lot originally platted as Parcel E of the plat of Willowbrook No. 1, recording number 802504:




That parcel is subject to a set of covenants, still in effect today, that provide:

> **3.1 Business & Commercial Use**. Except for temporary sales offices and model homes, **no lot shall be used for other than one detached single family dwelling, and no trade, craft, business, profession, commercial or manufacturing enterprise or business or commercial activity of any kind shall be conducted or carried on upon any lot** or within any building located on a lot; nor shall any goods, materials or supplies used in connection with any trade, service or business, wherever the same may be conducted, be kept or stored, outside any building on any lot; nor shall any goods, used for private purposes and not for trade or business be kept or stored outside any building on any lot; but this shall not prohibit the right of any homebuilder to construct a conforming single family dwelling on any lot or to store construction materials and equipment to be used in construction of such a single family dwelling on the lot on which it is being constructed.

Recoding no. 88-14540 (emphasis added) (attached to this comment).

The covenant makes clear that only a single-family dwelling is an allowed use on each lot. Obviously, an access road is not a single-family dwelling. And the Big Creek access road does not even provide access to a single-family house but a multifamily house. This is a clear violation of the covenant.

The construction of Willowbrook Apartments is also a commercial or business proposition. Therefore, the access road is part of a "business … commercial or manufacturing enterprise or business or commercial activity." This, too, is a violation of the covenant.

The City should conclude that the Willowbrook Apartments access road cannot be built due to the covenant that applies to the property. As Mr. Tilghman explains, the absence of the access road means the project as a whole cannot be built due to lack of required access.

The restrictive covenant is already the subject of litigation under Benton County Superior Court case no. 21-2-00109-03. At a minimum, the City should delay its permitted decision under the court issues its judgment in that case, which will determine the rights of the parties under the covenant.

## IV. Conclusion.

For the foregoing reasons, the City should either decline to issue a SEPA threshold determination or else issue a determination of significance and require an EIS, and the City should deny the Site Plan Review application.

Very truly yours,

BRICKLIN & NEWMAN, LLP



Alex Sidles
sidles@bnd-law.com
*Attorneys for Willowbrook HOA*

88-14540

VOL 510 PAGE 1685

FILED BY
Dec 5 8 40 AM '88
BENTON CO. AUD. & ASSESSOR
DEPUTY
RECORDED IN VOL 510

S-95354-K

AMENDMENT TO DECLARATION OF PROTECTIVE COVENANTS, CONDITIONS & RESTRICTIONS WILLOWBROOK DIVISION I

WHEREAS, Declarant is the owner in fee of certain real property known as the Plat of Willowbrook, being fully described as follows:

> Willowbrook No. 1, according to the plat thereof recorded in Volume 14 of Plats, page 13, records of Benton County, Washington.

WHEREAS, Declarant desired to and did impose certain protective covenants upon said real property for the mutual benefit of all owners, present and future; and

WHEREAS, Declarant imposed said protective covenants by document entitled "Declaration of Protective Covenants, Conditions, and Restrictions for Willowbrook Division 1" dated December 16, 1986 and recorded December 18, 1986 under Benton County Auditor's File No. 86-19654 in Volume 483 at pages 841-844 of the Official Records of Benton County; and

WHEREAS, said Declaration was subsequently amended by document entitled "Amended Declaration of Protective Covenants, Conditions, and Restrictions for Willowbrook Division 1" dated May 15 and 28, 1987 and recorded January 13, 1988 under Benton County Auditor's File No. 88-772 in Volume 499 at pages 1172-1178 of the Official Records of Benton County; and

WHEREAS, Declarant desires to amend the description of the real property which shall be subject to certain protective covenants upon the real property to delete Tracts A, B, C, D and F from the burdens and restrictions of said covenants in order to permit the development of said tracts for multiple-family housing; and

WHEREAS, Declarant desires to delete said property because the zoning and development plans for said Tracts A, B, C, D and F specifically contemplate development of the property for multi-family structures rather than limiting it to single-family development; and

WHEREAS, Declarant desires to amend, for the property remaining subject to the declaration of protective covenants, Article II, Paragraph 2.5 to increase the minimum lot coverage and living area of single-family dwelling units located in Willowbrook, NOW, THEREFORE, Declarant hereby declares as follows:

Tracts A, B, C, D and F of Willowbrook No. 1, according to the plat thereof recorded in Volume 14 of Plats, page 13, records of Benton County, Washington, are hereby deleted and released from, so they are no longer subject to, those certain protective covenants

TITLE INSURANCE CO.

Unofficial Copy

upon Willowbrook No. 1 as established in the "Declaration of Protective Covenants, Conditions, and Restrictions for Willowbrook No. 1" dated December 16, 1986 and recorded December 18, 1986 under Benton County Auditor's File No. 86-19654 in Volume 483 at pages 841-844 of the Official Records of Benton County, and subsequently amended by document entitled "Amended Declaration of Protective Covenants, Conditions, and Restrictions for Willowbrook Division 1" dated May 15 and 28, 1987 and recorded January 13, 1988 under Benton County Auditor's File No. 88-772 in Volume 499 at pages 1172-1178 of the Official Records of Benton County. As to Tracts A, B, C, D and F of Willowbrook No. 1 as so described, this document supersedes, replaces, and terminates the effect of said previously-recorded covenants, conditions, and restrictions.

Article II, Paragraph 2.5 is amended to read as follows:

> Size of Improvement. Single-family dwelling units, excluding covered parking, shall occupy not less than 1,200 square feet of ground coverage, and shall have a living area of not less than 2,000 square feet.

IN WITNESS WHEREOF, Declarant has hereunto set its hand this 30 day of NOVEMBER, 1988.

THE QUADRANT CORPORATION

By _____
STEVE DENNIS
Its EXECUTIVE VICE PRESIDENT

STATE OF WASHINGTON )
) ss.
COUNTY OF KING )

I hereby certify that I know or have satisfactory evidence that STEVE DENNIS personally appeared before me, signed this instrument, on oath stated that he was authorized to do so, and acknowledged it as the EXEC. VICE PRESIDENT of THE QUADRANT CORPORATION



2578D

Unofficial Document

to be the free and voluntary act of such party for the uses and purposes therein mentioned.

DATED this 30 day of NOVEMBER, 1988.

Shaun Lara
NOTARY PUBLIC in and for the State of Washington, residing at Everett
My commission expires: 11-11-90

Willowbrook Associates, owners of Lots 32-46 of Block 2 and Lots 1 through 30, except Lots 12, 13, 15 and 16, Block 3 in Willowbrook No. 1 as described herein joins in this Amendment.

WILLOWBROOK ASSOCIATES

By Roger Sharp
Roger Sharp
Its General Partner

STATE OF WASHINGTON )
) ss.
COUNTY OF KING Clark )

I CERTIFY that I know or have satisfactory evidence that ROGER SHARP is the person who appeared before me, and said person acknowledged that he signed this instrument, on oath stated that he was authorized to execute the instrument and acknowledged it as the General Partner of WILLOWBROOK ASSOCIATES to be the free and voluntary act of such party for the uses and purposes mentioned in this instrument.

DATED: November 30, 1988

Barbara Shepard
Signature

Notary Public
Title
My Appointment Expires:



2578D

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NORTHWEST Land & Water, INC.
Consulting in Hydrogeology

Northwest Land & Water, Inc. • 6556 37th Avenue NE • Seattle, Washington 98115 • 206.525.0049

May 25, 2022

Chris Childers, President
Willowbrook HOA
P.O. Box 602
Richland, WA 99352

Dear Mr. Childers,

I have reviewed key parts of the *City of Richland Notice of Application, Public Hearing & Optional DNS (M2020-101 & EA2020-114)* and its associated documents to identify issues of concern related to the proposed Willowbrook Place development, an apartment complex. My review focused on identifying the potential hydrologic / hydrogeologic impacts of this project, which would be developed by the Big Creek Land Company (BCLC).

# BACKGROUND

## Setting for the Proposed Development

The proposed development would occupy 14 acres approximately 200 to 300 feet west of the Amon Creek and its wetland complex (see **Figure 1**, page 2). The site is part of the City of Richland's designated Critical Aquifer Recharge Area, which surrounds the nearby Willowbrook well, a water supply source for Richland. The creek and wetlands are hydrologically connected to numerous wildlife preserves in the Yakima River delta – Columbia River area, which are located downstream of the site. Also downstream of the proposed development are several communities, including the Meadow Springs Country Club and various established neighborhoods along Amon Creek. The Club area features shallow groundwater and local ponds.

Protecting the health and ecological functioning of Amon Creek and its wetland complex is critical for maintaining water quality as it flows northward and discharges to the Yakima River; it is also critical for maintaining the quality of shallow groundwater that feeds the creek. Salmon species that have been documented, presumed, or modeled in Amon Creek include fall and spring Chinook and Coho. The Yakima River currently has numerous water-quality violations on the 303(d) list[1].

[1] *Washington State Water Quality Assessment 303(d)/305(b) List, Current Water Quality Assessment, available online at https://apps.ecology.wa.gov/ApprovedWQA/ApprovedPages/ApprovedSearch.aspx*

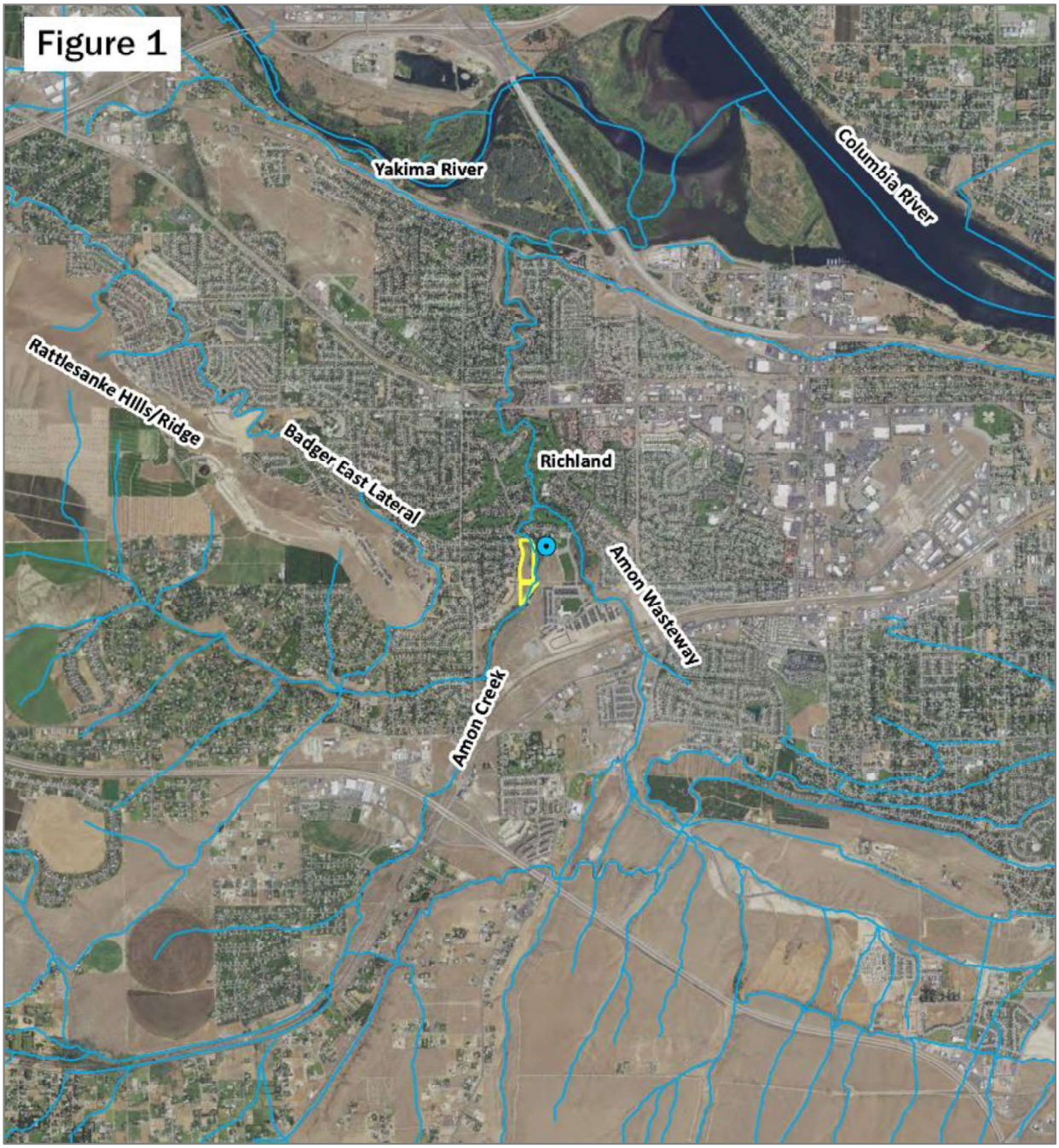



Figure 1: Site vicinity map, prepared for CARA review by Canyon Environmental Group; from *City of Richland Notice of Application, Public Hearing & Optional DNS (M2020-101 & EA2020-114)*.

## Proposed Development Features

BCLC's proposal calls for constructing 108 units, along with associated infrastructure. All existing native grasses and vegetation would be removed in the construction area. Site soils will likely be compacted as a consequence of the use of heavy equipment. In addition, once the apartments are occupied, the region will be burdened with an estimated average of 790 additional auto trips per day.

### Effects of Changes in Site Conditions

The development will change the site's hydrologic conditions and profoundly alter its water budget, generating "new" water that must be managed appropriately post-development. Therefore, it is critical that stormwater infrastructure be designed to avoid downstream impacts.

Currently, runoff is minimized by the native vegetation and loose soils, which facilitate the evaporation and transpiration of rainfall. The proposed development will remove all native vegetation, compact the site soils, and cover 20% of the total area with impervious surfaces. These modifications will increase the volume of poor-quality runoff from compacted soils, parking lots, streets, sidewalks, and roofs during rainfall events. Because runoff may carry sediment and toxic chemicals—pesticides, herbicides, fertilizers, oils, and tire-source compounds such as 6PPD-quinone[2]—it will harm the wetland complex and Amon Creek if the stormwater infrastructure is not properly designed, constructed, and maintained in perpetuity.

## ISSUES OF CONCERN

### Lack of documentation for stormwater analysis and design

The major issue of concern is the design of the infrastructure for stormwater conveyance, detention/retention, and discharge. Although this infrastructure appears on the Conceptual Stormwater and Utility Plan (see **Figure 2**, page 4) and the SEPA checklist mentions "grassy swales" and "drywells," BCLC has provided no documentation indicating that a stormwater analysis has been conducted or that the infrastructure has been designed to handle the rates and volume of stormwater runoff expected at the site. A credible analysis would feature a rainfall-runoff model and present the resulting infrastructure design, clearly showing its capacity to store, treat, and discharge stormwater for a specific, high-intensity precipitation event.

It is irresponsible to say that a stormwater management plan will be submitted "prior to site construction" because the stormwater infrastructure design is a key driver for the site design. The locations and space requirements for detention/retention basins and drywells influence the locations of residential infrastructure such as dwellings, roads, and parking lots; therefore, understanding the required capacity and dimensions of stormwater infrastructure is crucial. The rainfall-runoff model and stormwater design analyses should be completed early in the feasibility investigations. Furthermore, the analysis and infrastructure components should be well documented so stakeholders can determine whether the adjacent wetland and Amon Creek will indeed be protected from harm.

[2] *6PPD-quinone is a highly toxic chemical that originates from the degradation of rubber tires followed by reaction in the presence of oxidants. It has been linked to high mortality of Coho salmon at relatively low concentrations in water.*

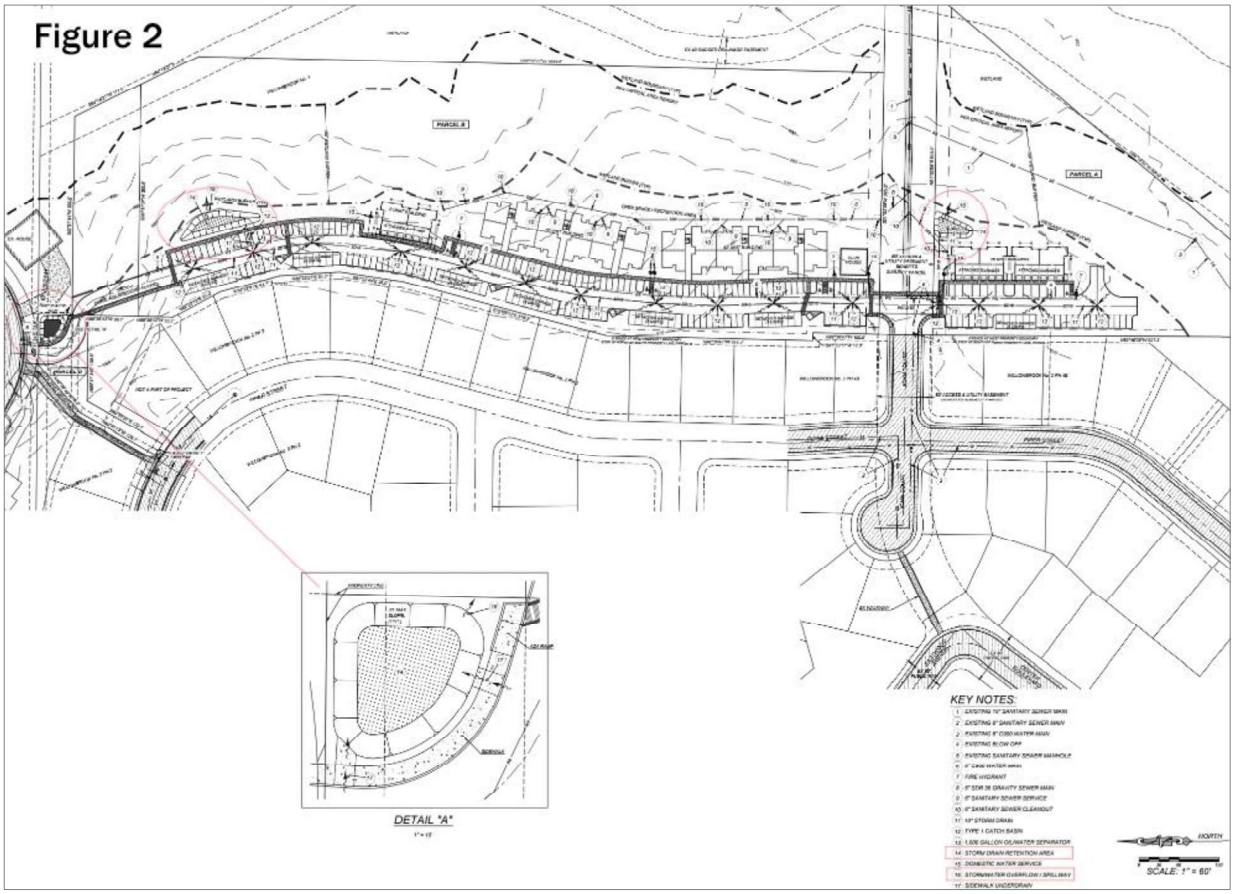



Figure 2: Willowbrook Place Conceptual Stormwater and Utility Plan, prepared by Lake City Engineering; *from City of Richland Notice of Application, Public Hearing & Optional DNS (M2020-101 & EA2020-114); annotated by Northwest Land & Water on 5/25/22.*

## Lack of documentation for water budget changes and downstream hydraulic impact

Altering the water budget by removing native vegetation, compacting soil, and constructing impervious surfaces will generate "new" stormwater runoff. What is the off-site fate of this "new" stormwater? Once again, BCLC has not provided any documentation of the potential pre- to post-development impacts on downstream water features and community homes.

## Lack of documentation for long-term maintenance, funding, and treatment

Another issue of concern is the lack of documentation for a long-term operation and maintenance (O&M) program for the stormwater infrastructure. Such a program will be needed to ensure that the infrastructure continues to function effectively. This requires a funding mechanism, in perpetuity.

It is also critical that chemical compounds are removed before stormwater reaches the shallow groundwater system or flows overland to Amon Creek and its wetland. Poor-quality stormwater must have sufficient contact time with biomass and organic carbon in swales and/or detention / retention basins before it overflows to Amon Creek and its wetlands or infiltrates to shallow

groundwater via dry wells or infiltration basins. Again, BCLC has provided no such documentation.

## RECOMMENDATIONS

I highly recommend that the Willowbrook HOA and its legal counsel insist that BCLC conduct the following investigations, now, as part of the proposed development's feasibility:

- Perform a rigorous precipitation-runoff analysis for high-intensity precipitation events to determine post-development runoff rates and volumes.
- Demonstrate the stormwater infrastructure's capacity to accommodate these runoff rates and volumes. This means providing engineering drawings of the component parts of the entire stormwater infrastructure.
- Demonstrate how stormwater will be treated to improve its quality—specifically, how sediment and chemicals will be removed before they have the opportunity to overflow to Amon Creek and its wetlands, infiltrate into shallow groundwater, or flow into drywells that connect to groundwater.
- Illustrate, in an engineer's plan and profile drawings, the expected flow pathways of post-development runoff from site surfaces to the adjacent wetland complex.
- Describe the funding mechanism and budget required for stormwater infrastructure O&M, in perpetuity, and show the reasonable financial viability of this mechanism.
- Show the hydraulic impacts of the "new" stormwater generated from the proposed development as this water moves downstream/downgradient to Amon Creek, either as surface water or shallow groundwater.

If you have any questions, feel free to contact me.

Sincerely,




**James T. Mathieu, RG (Oregon) LG, LHg (Washington)**
**President, Principal Hydrogeologist**

TILGHMAN GROUP
TRANSPORTATION PLANNING

25 May 2022

Mike Stevens
Planning Manager, City of Richland
625 Swift Boulevard, MS #35
Richland, WA 99352

re: Willowbrook Place Apartments

Dear Mr. Stevens:

On behalf of the Willowbrook Homeowners Association, I have reviewed transportation related documents submitted by the applicant for the proposed Willowbrook Place apartment project in Richland, Washington. Those documents include the project's SEPA Checklist (revised Nov. 17, 2021), site plan (Nov. 18, 2021), and Traffic Impact Analysis (TIA, March 2022). I have also consulted Richland's Zoning Code, Public Infrastructure Construction Plan Requirements And Design Guidelines (November 2021) and Comprehensive Plan. My comments follow.

1. **The proposed driveway to Broadmoor Street needs substantial revision to comply with the city's development standards for width and for pedestrian safety.** The code-required width for this non-residential driveway is 35 feet (RMC 12.04.095). As shown on the site plan, the driveway varies from 26 feet at its widest points to 22 feet at its narrowest. The narrowest point occurs from the road being squeezed between property boundaries. That squeeze results in an awkward curve at the base of a nearly 10% grade. It also results in a crosswalk aligned diagonally across the driveway, there being no space between property boundaries to accommodate both a driveway and a sidewalk.

    **a.** City code (12.04.100) describes exceptions to the standard width requirements, provided that "the safety of pedestrians and motorists is not jeopardized" by the deviation. The fact that the proposed design requires pedestrians to cross the driveway twice (once at the top of the hill crossing from the driveway's east side to its west side, and again at the base of the 10% grade to cross back to the east side) unnecessarily exposes pedestrians to traffic. The crossing at the base of the 10% grade raises questions of safety when frost and ice may be on the road, preventing vehicles from stopping quickly, if necessary. And no lighting plan has been shown for these crosswalks so that drivers easily see pedestrians at night. In short, the proposed design jeopardizes pedestrian safety in order to squeeze the driveway between property boundaries.

    Safe practice would place the sidewalk on the east side of the driveway creating a continuous walkway from the site to Broadmoor without forcing pedestrians to cross the driveway at all. Such a walkway would be much more in the spirit of the Comprehensive Plan that advocates for

the city to "Encourage new developments to be pedestrian friendly…" (Transportation Element Goal 3, Policy 4). Since the apartment buildings occupy only the site's east side, there's little reason for residents or visitors walking to or from Broadmoor to have to cross the driveway. Creating a continuous adjacent sidewalk probably necessitates acquiring an easement or additional property, and that could take considerable time. Nonetheless, a deviation request for driveway width should not be considered until a safe pedestrian plan has been proposed that does not require pedestrians to cross the driveway.

**b.** Code (12.04.100.B) goes on to stipulate that "The driveway width for secondary driveways on nonarterial streets, where in the opinion of the public works director a wider driveway cannot be constructed, may be reduced to 24 feet." The proposed design still falls short by 2 feet. And there is nothing "secondary" about this driveway because the TIA (Figure 2) shows that it would carry the majority (60%) of the project's traffic. It serves a parking area with 239 stalls (far above the maximum allowed 20 stalls noted in 12.04.100.A), and its peak hour volumes based on ITE's peak hour of the generator, not just the P.M. peak hour of adjacent street traffic, would be 43 vehicles (ITE 10$^{th}$ ed. #220 Average Rate for PM Peak Hour of Generator = 0.67 trips per unit x 108 units x 60% via driveway to Broadmoor = 43 trips, above the maximum of 40 vehicles in the busiest hour per 12.04.100.A). In short, it appears that a deviation from code-required width could not be approved for this driveway since it does not meet any of the tests to justify a deviation.

2. **Without a second driveway, the project itself could not be approved in its current size and configuration**. Section 3.E.1 of the City of Richland's **Public Infrastructure Construction Plan Requirements And Design Guidelines** dated November 2021 stipulates that "Dead end cul-de-sac streets shall not be longer than 400-feet." The site plan shows the project's main road is approximately 1,100 feet long when measured from where it intersects the entry drive at John Court. With this lengthy linear configuration, the project clearly could not be approved without a second driveway.

3. **In the event that the driveway to Broadmoor is not approved, a new TIA would be needed since it did not analyze alternate access schemes.** The TIA examined only the proposed two points of access without noting that the Broadmoor driveway is contingent on a number of decisions yet to be made. Were project traffic to use alternate routes, additional analysis would be required to determine the transportation impacts.

4. **The project proposes a large amount of parking, well beyond zoning code requirements and typical demand projections.** With 239 spaces for 108 residential units, the parking ratio is 2.22 spaces/unit. That's substantially above the code requirement of 1.5 spaces/unit, and well above ITE's documented average parking demand ratios of 0.66 spaces/unit (the highest demand ratio ITE reports is 1.38 spaces/unit). It would be helpful to hear why the applicant proposes so much parking in order to understand whether it fully justifies the unusually large amount of paved surface.

Sincerely,

Ross Tilghman

**Ross Tilghman** is a transportation planning consultant with his own firm, the **Tilghman Group.** He has 37 years of experience in analyzing transportation demands for a wide variety of land uses and in developing solutions to meet transportation needs. A full member of the Urban Land Institute, Mr. Tilghman is a frequent participant in ULI Advisory Service Panels working in communities around the country and has been active in developing ULI's Building Healthy Communities initiative. He currently serves on ULI's Suburban Development and Redevelopment Council. Tilghman completed five years as a Commissioner on the Seattle Design Commission, including a year as Chair.

**COOKE SCIENTIFIC**
1315 E VICTOR ST, BELLINGHAM, WA 98225
PHONE: (206) 695-2267
COOKESS@COMCAST.NET WWW.COOKESCIENTIFIC.COM

Willowbrook HOA May 24, 2022

**RE: Review, Analysis and Comments on Big Creek Land Company Site Plan (M2020-101 and EA2020-114) 2022 Update.**

I have been asked to review the updated 2022 file as a third party expert for Bricklin & Newmann LLP for the proposed Big Creek Land Company Site Plan, in Richland, Washington. These comments are in addition to those identified in my October 2020 review. My additional comments are below.

The **topics I** am addressing are as follows:

1. **Updated Assessment of the delineation of wetlands on the property, including a review of the wetland rating and buffers assigned.**
2. **Inadequate mitigation given the size of the wetland likely exceeds that identified by the consultant and the adjacent wetlands that have not been considered.**
3. **Updated SEPA inaccuracies and Omissions with respect to Critical Areas**

**New References Reviewed.** (In addition to those identified in the October 2020 Review)

- Wetland Resources. December 17, 2019. Revision 4. April 29, 2021 Critical Area Report for Willowbrook, Richland, WA.
- Wetland Resources. April 23, 2020. Revision April 28, 2021. Wildlife Habitat Assessment Report for Willowbrook. City of Richland, Wa.
- City of Richland. July 13, 2021. Notice of Application, Public Hearing and Optional DNS (M2020-101 & EA2020-114 Application for Willowbrook Subdivision.
- Northern Inc. November 2021. Geotechnical & Hydrogeological Site Evaluation Report.
- Paul Johnson Pers. Comm. May 2021. Environmental Review Response to the Proposal of Big Creek Land Company to Build Willowbrook Place Apartments.

I have reviewed the documents listed above in preparation for generating comments. I have not visited the site. My comments are based on the assessments found in the reports listed above and my knowledge of the research available in the literature on Wetlands, my knowledge of the current Wetland Delineation Manual, and Wetland Rating for Eastern Washington, my review of the resources listed above, and my knowledge of the City's Critical Areas code. My comments are as follows:

1. **Throughout all critical areas/habitat reports the Amon waterway is called the Amon "Wasteway".** This is deceptive and inaccurate and considering its importance as a spawning ground for chinook and Columbia steelhead, it should be considered the "Water of the State" that the WDFW has labeled it. The map (Figure 2 from the 2021 report (Wetland resources April 29, 2021) that remains in the report left over from the 2020 report should be replaced with a map where the waterway is labeled correctly. The Amon waterway has been called a "Creek" and is considered a creek by the Washington State Department of Fish and Wildlife.
2. **The Critical Areas report (Wetland resources 2021) neglects to include a wetland map showing the development property and proposed site plan.** This makes it very difficult to determine if the buffers proposed are placed on the site accurately on the site plan and if they even fit into the site plan, including if the Building Setback has been included (15-feet) and if there is any slack remaining if the buffer width needs to increase once the delineation and rating reviews are completed by the agencies. The site plan does show this buffer but the habitat information is not included on the sheets and the habitat maps also

do not show the site plans. This lack of consistent mapping makes it very difficult to track where important and critical features are present such as the wetland boundary with respect to the development and habitat features such as the beaver ponds (which are not even mentioned in the habitat or critical areas reports), the City's restored sagebrush habitat from 2010 and 2011 that will be opposite the parking for the apartments, The just offsite salmonid spawning area identified by the WDFW staff in 2016, and the critical habitat both onsite and adjacent for the listed species Cinnamon Teal - (candidate for threatened/endangered species listing); Burrowing Owl -(candidate for threatened/endangered species listing); Blacktail Jackrabbit -(candidate for threatened/endangered species listing).

3. **Assessment of the 2021 report on the delineation of wetlands on the property including wetland rating and buffers assigned:**

a) **Accuracy of the Delineation**- The second delineation was completed in September of 2016 (even though the report is dated 2021). All the data sheets are dated 2016 and the rating form neglects to give a site visit date. This means that in Washington State the delineation is no longer viable because delineations in Washington have a 5-year term and the WA State Department of Ecology and the US Army Corps of Engineers regard that term as their limit on the accuracy of delineations. The wetland and ordinary High Water Mark of Amon Creek delineations will need to be verified/redone now that the delineation has expired. The delineation as of this new report now follows Amon Creek for miles through the region totaling 23.5-acres. It is difficult for me to assess from an aerial photograph the actual extent of the wetland without doing an on-site evaluation. It should be noted that it took four attempts at delineating this wetland to get to this version of the wetland boundary.

**b) Review of the Wetland Rating**

The Amon Creek Wetland is a combination of riverine and depressional hydrogeomorphic types and is therefore given a depressional HGM classification for the purposes of scoring the wetland. I agree with this assessment. If only considering just this stretch of the creek, It would be a Category II wetland with a moderate habitat score. After reviewing the Habitat Questions, it is clear that the H2 questions were not answered correctly. It is clear that question H2.1 greater than 1/3 of the 1km polygon is undisturbed. It may look disturbed, but it must be remembered that this is steppe habitat which looks impacted on an aerial photograph, and so the score should have been 3 not 0. Question 2.2 should have scored 2 for the same reason. At least 1/3 of the 1 KM polygon is undisturbed (relatively). Question 2.3 should have said < 50% of the polygon is in high intensity uses so the score should have been 0. Therefore, the score for the landscape potential was 5 not -2. And it should have scored a high (H). **This would have raised the habitat score to 9 and the overall rating score 22 which would elevated the rating to a Category I wetland.** The Standard Wetland buffer widths were determined based on RMC 22.10.110. **The buffer for a Category I wetland with high land use intensity and a habitat score of 9 would be 200 feet.** It would be impossible to assess this system without seeing the entire stream both upstream and down, which is not possible to do at the individual property level. The rating protocol for rating requires inclusion of the entire HGM unit. The City should undertake the rating of the creek/wetland system themselves for all the acreage included in the Amon Creek watershed because I think the Category I wetland classification is likely correct given all that I have read about its importance and quality with respect to other streams.

**c) Appropriate Buffers Given the Wetland Rating**

- The overall wetland has been assigned a Category II wetland with a moderate habitat score, that is typically designated a 150-foot buffer adjacent to high intensity land use. This has been revised from the 100-fot buffer suggested in the 2019 report. "The entire wetland unit was evaluated with the Rating System as required by the City of Richland. After an examination of the critical areas code Table 22.10.110 (D), Buffer widths, it appears the a 200-foot buffer width is correct for a Category I wetland with a habitat score of 9 and proposed high intensity land use except, the project is situated on a slope that grades down to Amon Creek and the associated wetland. The slope appears on the topo map to be quite steep. Slopes that the buffers are on appear to be very steep (See wetland mapping that identifies the topographic contours at the end of the December 2019 report, not shown in the 2021 report). City code that addresses this situation is RMC 22.10.115 E.
"Buffer modifications". When the minimum buffer for a wetland extends into an area with a slope of greater than 25 percent, the buffer shall be the greater of: a. The minimum buffer for that particular wetland; or b. Twenty-five feet beyond the point where the slope becomes 25 percent or less. The

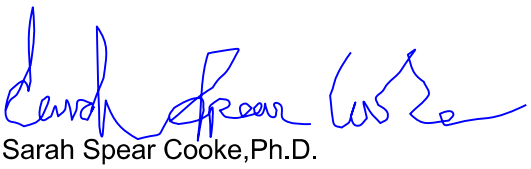
slope appears to be greater than 25 percent, at least for a portion of its length on the property. The buffer should therefore be 25% greater than 200 feet designated or 250 feet. Since no wetland map was included with the report it is difficult to determine if the 250-feet plus the appropriate building setback required by code (15 feet) could be accommodated. This will need to be investigated.

- It should be noted that building an apartment complex on a slope this steep (20-25 foot drop over 150 feet) would also be difficult This property is not conducive for building apartments on top of these slopes adjacent to wetlands and a stream. The geotechnical report identifies the slope as being between 5 and 30 percent. This is very steep going down to the wetland and Amon Creek.

**d) The validity of the statement "The proposed residential development has been designed to minimize impacts to the wetland and its associated buffer is in question.** If the project were designed to do this there would be only a few single-family homes not an apartment complex. It is inconsistent with reasonable use to get maximum use of a site so encumbered with critical areas (wetlands, stream, steep slopes).

As I stated in my 2020 review, The project proposed includes possible adverse impacts, and as such, an environmental impact statement should be prepared. There are significant omissions in the application and SEPA checklist that need to be included and considered in order for the City to make an informed decision about SEPA and project approval. The Planning staff do not seem to be aware of the fact that Amon Creek is regionally special and should be preserved. The Washington State Department of Fish and Wildlife wen site shows the listed species found on or nearby to the property and because of the potential for erosion and sedimentation into the Amon Creek as a result of the grading that is proposed.

As stated by the City on their own sign next to Claybell Park.
*"Preserving the ecological health of the Amon Basin is not only important on a local scale, but a vital connection to the overall health of the entire Columbia River basin."*



Sarah Spear Cooke,Ph.D.
Fellow, International Society of Wetland Scientists

# Sarah Cooke 2020 Review

COOKE SCIENTIFIC
1315 E VICTOR ST, BELLINGHAM, WA 98225
PHONE: (206) 695-2267
COOKESS@COMCAST.NET WWW.COOKESCIENTIFIC.COM

Bricklin & Newman October 30, 2020

**RE: Review, Analysis and Comments on Big Creek Land Company Site Plan (M2020-101 and EA2020-114)**

I have been asked to review the file as a third party expert for Bricklin & Newman LLP for the proposed Big Creek Land Company Site Plan, in Richland, Washington. My comments are below.

The **topics** I am addressing are as follows:

1. **SEPA inaccuracies and omissions with respect to Critical Areas**
2. **Assessment of the delineation of wetlands on the property, including a review of the wetland rating and buffers assigned.**
3. **Inadequate mitigation given the size of the wetland likely exceeds that identified by the consultant and the adjacent wetlands that have not been considered.**

## References Reviewed.

- Wetland Resources. February 18, 2018.Critical Area Report for Willowbrook.
- Wetland Resources. December 17, 2019. Revision 3. Critical Area Report and Buffer Averaging Plan for Willowbrook.
- Wetland Resources. April 23, 2020. Wildlife Habitat Assessment Report for Willowbrook.
- City of Richland. May 7, 2020. Site Plan Review Application for Willowbrook Subdivision.
- City of Richland. May 7, 2020. SEPA Environmental Checklist for the Willowbrook Place Apartments.
- Lake City Engineering, Inc. Buffer Averaging Exhibit Plan, Willowbrook Place.
- Lake City Engineering, Inc. Willowbrook Apartment Conceptual Site Plan Exhibit Plan, Willowbrook Place.
- Bredberg & Associates. September 9, 2014. Cover later and Fish and Wildlife Habitat Area Study. Smith Site Application.
- Bredberg & Associates. September 9, 2014. Comments on DOE Letter September , 2014.
- Bredberg & Associates. July 14, 2014. Wetland Delineation, Smith Project, Richland.
- USGS Survey 7.5 minute Quad for the City of Richland. March 9,2020 . https://catalog.data.gov/dataset/usgs-us-topo-7-5-minute-map-for-richland-wa-20178789d
- Paul Johnson and Loren Lund. October 2020. Environmental Review Response to the Proposal of Big Creek Land Company to Build Willowbrook Place Apartments.

I have reviewed the documents listed above in preparation for generating comments. I have not visited the site. My comments are based on the assessments found in the reports listed above and my knowledge of the research available in the literature on wetlands, my knowledge of the current Wetland Delineation Manual, my review of the resources listed above, and my knowledge of the City's Critical Areas code. My comments are as follows:

## 1. SEPA Inaccuracies and Omissions with Respect to Critical Areas

The Environmental Checklist does not include sufficient information for the County to have made an informed decision on SEPA with respect to wetlands because of the following:

a) **The report identifies the creek adjacent to and within the property boundaries as the "Amon Wasteway"** which is actually several miles to the east. The stream on the property is actually Amon Creek, a natural creek (identified as a natural creek on the USGS 7.5 minute Quad 3/9/20). Perry Harvester, Washington State Department of Fish & Wildlife (Pers Comm. 10/20) has identified that the West Fork of Amon as a natural source stream fed by year-round springs from Badger canyon. He identified that it may convey irrigation run-off as well. The Amon Creek Natural Preserve (owned by the City of Richland) lists both the east and west forks with a natural spring source in Badger Canyon. The City has identified this stream as the "West Fork of Amon Creek" on the signage east of the stream and just off the property. The regulation of the creek is very different if it is a created wastewater irrigation channel versus if it is a natural creek. The City has not identified this error and therefore needs to research this and require the correction of this fact in the wetland report. This needs to be clarified in SEPA and in the reports and the City needs to regulate this project as if it is a natural creek.

b) **There is little to no mention that Amon Creek is recognized as a salmon/trout steam by the State Fish & Wildlife Department** and that there is a listed fishing season on the creek. Spawning Steelhead have been found far up the creek as well as rainbow trout and other fish species. This resource MUST be evaluated by the City as it is at risk for "Takings" under the Endangered Species Act if fisheries impacts result from the development of the property.

c) **The report fails to mention the City of Richland has a habitat restoration project directly east of the proposed project.** The City's project was designed to attract wildlife and enhance the habitat. City staff in the Planning Department may not be aware of this project but obviously it needs to be considered in the Planning Department review of Willowbrook. It would make no sense for the City to approve a private development project that would negatively impact their own habitat restoration project. It has been reported that the habitat on the west side of the Creek (where the Willowbrook project is proposed) is actually better for forage for wildlife that also utilize the restoration area that is on the east side where the proposed habitat enhancement plan is located. The City needs to assess the impacts resulting from the elimination of habitat on the west side of Amon Creek with respect to this Habitat Restoration project. The Habitat Management Plan for Willowbrook states the vegetation for rabbits, quail and other species would be eliminated.

d) **A wildlife survey has not been done nor required by the City for this project.** This is not in keeping with what is known about Amon Creek, which has been recognized for its high quality when compared to what is available across the entire region. Neighbors have reported that City of Richland agree with the assertion that the West Fork, Amon Creek is a crucial wildlife corridor and, in fact, signage on the site just across from the Willowbrook property specifically states ***"Amon Creek and its surrounding area provide the only natural connection between the basalt ridges bordering the Tri-Cities and the three rivers that join in the immediate area. As such, it is a crucial corridor allowing for the movement of wildlife from the surrounding desert to the rivers.*** *The Yakima River and watershed is recognized as one of the most diverse, scenic, and biologically productive systems in the entire Pacific Northwest. The wetlands on the West Fork of Amon Creek have been identified as the highest rated "value" wetlands in southeastern Washington – as such, it is able to support a great diversity of wildlife. "*

e) There is no mention of 2 beaver dams/ponds on the north end of the proposed project. Beavers highly modify landscapes and there needs to be an assessment of what would happen to the wetland ecosystem if these beaver were to leave the area because of the high density of the development proposed. These beaver ponds are adjacent to the project and within slightly more than the 100-feet. Also:

- There are large populations of white-tailed deer in the area as reported by the neighbors. No mention has been made of where they are expected to go if this project is built.
- There are Cinnamon Teal (candidate for threatened/endangered species listing) reported by neighbors, seen resting and foraging on the beaver dams on the north end of the proposed project along with Mallards.

- There have been confirmed sightings (Neighbor pers comm.) at night of hunting Burrowing Owls (candidate for threatened/endangered species listing), where the building sites would be located, in the proposed project.
- Blacktail Jackrabbit - (candidate for threatened/endangered species listing) also has confirmed sightings along with cottontail rabbits.
- Neighbors have reported two resident coveys of California Quail that utilize both the wetland and upland adjacent buffer areas. The upland buffer areas are proposed to be removed for a portion of their current extent leaving no habitat left for the quail.
- Neighbors have reported daily sightings of Great Blue Heron utilizing the beaver dams on the north end of the wetlands. The proposed development would block access to the beaver dams from the west

f) Amon Creek and its adjacent terrestrial habitat has been designated as a Biodiversity Corridor by the Washington State Department of Fish and Wildlife. The report and the SEPA checklist do not mention this and it is important as is preserving this habitat.

## 2. Assessment of the delineation of wetlands on the property including wetland rating and buffers assigned:

a) **Accuracy of the Delineation**- The second delineation was completed in September of 2016 (even though the report is dated 2018). The first delineation was completed in 2014. Part of the wetland complex is onsite and part extends offsite in both direction as it follows Amon Creek for miles through the region. It is difficult for me to assess from an aerial photograph the actual extent of the wetland without doing an on-site evaluation. I can only assume that the wetland boundary is accurate because wetland boundaries in this ecoregion tend to be very distinct.

**b) Review of the Wetland Rating**

The Amon Creek Wetland is a combination of riverine and depressional hydrogeomorphic types and is therefore given a depressional HGM classification for the purposes of scoring the wetland. I agree with this assessment. If only considering just this stretch of the creek, it would be a Category II wetland with a moderate habitat score. Standard Wetland buffer widths were determined based on RMC 22.10.110. The data sheet appears to be accurately filled out but given the nature of the Amon Creek stream, it would be impossible to assess this system without seeing the entire stream both upstream and down, which is not possible to do at the individual property level. The rating protocol for rating I requires inclusion of the entire HGM unit. The City should undertake the rating of the creek/wetland system themselves for all the acreage included in the Amon Creek watershed because it may be a Category I wetland given all that I have read about its importance and quality with respect to other streams.

**c) Appropriate Buffers Given the Wetland Rating**

- The overall wetland has been assigned a Category II wetland with a moderate habitat score, that is typically designated a 150-foot buffer adjacent to high intensity land use. There was a discrepancy in the February 2018 report on the assigned buffer width with a 100-fot buffer suggested in the Executive. Summary on page iv, a wetland summary on page 7, and a 150-foot buffer suggested on page 6 and on the Critical Aras Figure. I was glad to see this was corrected in the December 2019 report. “The entire wetland unit was evaluated with the Rating System as required by the City of Richland. The wetland has a total score of 20 and a habitat score of 7. This equates to a Category II designation with a 150-foot protective buffer adjacent to high intensity land uses (expected).” After an examination of the critical areas code Table 22.10.110 (D), Buffer widths, it appears the 150-foot buffer width is correct for a Category II wetland with a habitat score of 7 and proposed high intensity land use. But the buffer would be larger if this is a Category I wetland as discussed above.
- The project is situated on a slope that grades down to Amon Creek and the associated wetland. The slope appears on the topo map to be quite steep. Slopes that the buffers are on appear to be very steep. (See wetland mapping that identifies the topographic contours at the end of the December 2019 report.) City code that addresses this situation is RMC 22.10.115 E.

  “Buffer modifications”. When the minimum buffer for a wetland extends into an area with a slope of greater than 25 percent, the buffer shall be the greater of: a. The minimum buffer for that particular wetland; or b. Twenty-five feet beyond the point where the slope becomes 25

percent or less. The slope appears to be greater than 25 percent, at least for a portion of its length on the property.

Building an apartment complex on a slope this steep would also be difficult This property is not conducive for building apartments on top of these slopes adjacent to wetlands and a stream.

d) **Buffer averaging.** Buffer averaging has been proposed for a non-water related project on a wetland and creek that is known to be regionally important. Maximizing the lot layout for units is not an acceptable reason to impact wetland and stream buffer habitat. The developer is proposing to set aside "extra" buffer on the south end of the project, which they admit in their own report, has the least desirable habitat. In exchange, they would encroach on the most valuable habitat on the northern end, even placing large parts of buildings and parking lots within 100-feet of a beaver dam.

e) Given the foregoing, the following statement in the applicant's materials is not correct: "**The proposed residential development has been designed to minimize impacts to the wetland and its associated buffer.** Buffer width averaging is consistent with RMC 22.10.115(A)." If the project were designed to do this, the buffers would be increased where the applicant has proposed to reduce them and vice versa. Also, there would be only a few single family homes not an apartment complex. It is inconsistent with reasonable use to get maximum use of a site so encumbered with critical areas (wetlands, stream, steep slopes).

**Conclusions**

As proposed, the project includes probable significant adverse impacts, and as such, an environmental impact statement should be prepared. There are significant omissions in the application and SEPA checklist that need to be included and considered in order for the City to make an informed decision about SEPA and project approval. The Planning staff do not seem to be aware of the fact that Amon Creek is regionally special and should be preserved

As stated by the City on their own sign next to Claybell Park.
*"Preserving the ecological health of the Amon Basin is not only important on a local scale, but a vital connection to the overall health of the entire Columbia River basin."*

## Stevens, Mike

**From:** Alexis McIntosh <alexismcintosh05@gmail.com>
**Sent:** Tuesday, May 24, 2022 7:09 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** Amanda Helmann <amanda.helmann@icloud.com>
**Sent:** Monday, May 23, 2022 8:35 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** Amber Donley <asdonley@gmail.com>
**Sent:** Tuesday, May 24, 2022 8:02 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments Will Help More Richland Residents

Dear Mike Stevens,

I am writing to you concerning the Willowbrook HOA's efforts to stop the Willowbrook Apartments build.

The residents of Willowbrook HOA are not acting with the best interest of the community of Richland but rather their own interests to maintain the affluent society image.

The proposed apartments would provide greatly needed housing for families who cannot afford single family homes. The Willowbrook HOA said they want the apartments to be "somewhere else." This is a clear case of economic segregation.

The median home prices of Willowbrook reflect the affluent income levels of its current inhabitants. The Willowbrook HOA is working hard to keep anyone with a lower income out of their neighborhood. That is elitist and red lining. I think it is a shame that Richland families cannot afford single family homes, so affordable apartments are key to helping bridge that gap. Affordable housing is essential to building a diverse community. A community cannot grow without both diversity and inclusion. The Willowbrook HOA red lining where these apartments are being built is destructive and undermines community inclusion.

As a contributing and respected member of this STEM-focused community, I cannot fathom why the Willowbrook HOA thinks that it is okay to shut down the building of housing our community desperately needs. It is entirely unfair for them to stop this build and keep children from lower economic status levels from attending the same great schools their children attend. Why are their children more important than the rest of the community's? Why should families and children who could live in these apartments not be afforded the same opportunities as them? There is no reason except for elite classism and forced economic segregation.

Furthermore, in comparing home values, all other homes priced in similar ranges have apartment complexes nearby. Even Orchard Elementary has an apartment complex right next door that allows children from families who cannot afford single family homes in Westcliffe, Crested Hills, The Vineyards and Applewood to attend. Why should Willowbrook be an exception?

I strongly urge you to consider how this will impact the diverse and inclusive Richland community.

Kind Regards,

Amber Donley, PhD
asdonley@gmail.com

## Stevens, Mike

**From:** Andrew Leonard <adleonard@lcmail.lcsc.edu>
**Sent:** Monday, May 23, 2022 9:20 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

## Stevens, Mike

**From:** Mail.com <thereinhardts@mail.com>
**Sent:** Tuesday, May 24, 2022 12:06 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

I wrote a letter the last time this came up. I was a preschool teacher with Richland school district for over 10 years. I observe small children walking in our neighborhood not only on the sidewalks but in the street, riding their little bicycles and playing. I feel this would be very dangerous to the children of this neighborhood and I think the excessive car use in the neighborhood would be detrimental to all. Thank you. Angela and Jay Reinhardt

Sent from my iPhone

## Stevens, Mike

**From:** Angela Johnson <ajohnson0918@gmail.com>
**Sent:** Thursday, May 19, 2022 10:26 AM
**To:** Stevens, Mike
**Subject:** Stop the Willowbrook Apartments access Road on Broadmore

Mr. Stevens,

Please do not let the city put in an access road from the proposed apartments to Broadmore. That would be a very dangerous intersection.
There are already problems with speeding along that road and the dangers to users of the Claybell park. That short road that is on a steep hill would just create more problems. Think about when it is icy and snowy in the winter. Disaster. I have walked that path to my friends house and that is quite steep.
Putting a stop sign at the bottom of a steep hill is not anything that any civil engineer would intentionally do. So Don't let money push you to do something unsafe.

Angela Johnson
5094389115

## Stevens, Mike

**From:** Angela Kopenec <infectioncontrol30@yahoo.com>
**Sent:** Monday, May 23, 2022 6:41 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Thank you,
Angela Kopenec
336 Piper Street

Sent from my iPhone

## Stevens, Mike

**From:** acheney627@gmail.com
**Sent:** Tuesday, May 24, 2022 4:50 PM
**To:** Stevens, Mike
**Cc:** Alvarez, Michael; Jones, Jhoanna; Richardson, Theresa; Lukson, Ryan; Lemley, Phillip; Christensen, Terry
**Subject:** Opposition to Willowbrook Place Apartments

Dear Mr. Stevens,

We are submitting this in strong opposition to M2020-101 and E2020-214 (ie. Willowbrook Place Apartments). As residents of Meadow Springs, we join many, many neighbors and Richland residents to ask that this development not be allowed due to numerous concerns. I know many have already submitted their concerns and documentation, and I am not going to be able to eloquently state what others have already expressed. There are numerous major environmental and safety concerns regarding the proposed development including inappropriate zoning, poorly designed access roads, traffic safety and neighborhood safety (including increased crime, increased concern for safety of pedestrians, bikers and children due to increased traffic on already busy streets including Broadmoor), HOA covenant violations (we belong to the Meadow Springs Second Nine HOA) as well as decreased property values and a decreased sense of community due to all of the above. I (Anne) personally walked the site of the proposed development and was speechless, and honestly angry, when I saw in person how close the proposed parking lot and apartment buildings will be to the Amon Creek Preserve as well as the existing homes in the Willowbrook and Meadow Springs neighborhoods. Other concerned citizens have submitted letters which go into much greater detail regarding the above concerns so rather than repeating what has already been so well stated in letters by Jacob Stanfield, MD and Lisa Dukes, we will say that we have read their letters and are in full agreement with both.

All of the above are very valid concerns, but it seems that one of the most obvious concerns should the negative impact to the Amon Creek Natural Preserve. This area is vitally important to such an amazing variety of wildlife including federally protected migratory birds, ducks, pheasants, raccoons, coyotes, and more, as well as black-tailed jackrabbits and burrowing owls which are both candidate species for endangered or threatened status. Amon Creek is also a natural habitat for Spring Chinook and Coho salmon which are also federally protected by the Endangered Species Act. The City of Richland has a responsibility to continue to preserve and protect this rare and beautiful piece of land and the abundant wildlife that call it home. It goes without saying that the proposed apartment complex will have a negative impact and could potentially destroy the natural shrub steppe habitat that the City and residents have worked hard to preserve and maintain. This area is unique and a rare gem that needs to be protected for generations to come.

If the development of the proposed Willowbrook apartment complex is somehow allowed to proceed, it will send a clear message to Richland residents that the City holds revenue generation and out-of-state development interests as a priority over community interests and safety, and the protection and preservation of federally protected wildlife and their natural habitat.

Please hear the collective voices of the concerned citizens of Richland and reject the current proposed development. While growth and additional housing needs are inevitable, there are other Richland locations that are much more suitable and appropriate for this type of development.

Sincerely,
Anne and Craig Cheney
247 Pinetree Lane
Richland, WA

## Stevens, Mike

**From:** Audra Distifeno <audrad7@yahoo.com>
**Sent:** Monday, May 23, 2022 8:59 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood.
This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.
These apartments will have a detrimental impact for current and future residents, as well as wildlife.
Please protect our public land.

Audra Distifeno
509-263-9984

Sent from my iPhone

## Stevens, Mike

**From:** Avery M <am4793630@gmail.com>
**Sent:** Wednesday, May 25, 2022 3:37 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

## Stevens, Mike

**From:** Bart Connors <bart@basingold.com>
**Sent:** Tuesday, May 17, 2022 11:47 AM
**To:** Stevens, Mike
**Subject:** Big Creek Land Company - Land use application

I'm writing you today after seeing the signage reappear for the Big Creek Land Company's application regarding an apartment complex off Broadmoor Street.

My family has been a resident of Meadow Springs for over 20 years. We have seen the traffic both on Broadmoor Street and Greenbrook Boulevard continue to increase with all the homes that have been built in the area. Both streets currently have heavy use at peak times. Where is the impact study of adding 200 to 400 additional cars per day on safety, noise, and congestion to the current residents? Broadmoor Street already has heavy congestion around Claybell Park with the street down to one lane in the evening during the Spring and Summer. It seems to me that without major changes in infrastructure there is a serious safety issue allowing more traffic on these streets.

Lastly, I'm having a hard time understanding the logic building a multi-level apartment complex next to the Amon creek wildlife reserve. Not sure that is in the best interest of the wildlife or our surrounding neighborhoods.

Best regards,

**Bart Connors**
1933 Sheridan Place

## Stevens, Mike

**From:** Ben Lindberg <benjermina22@gmail.com>
**Sent:** Saturday, May 21, 2022 10:35 PM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apts Plan

Hello Mike,

I just recently found out about the newest proposal to build apartments right behind the Willowbrook community I live in. This is in addition to the invasive roads that will also be part of the plan. I wanted to say that I am strongly opposed to this plan for multiple reasons including but certainly not limited to: 1) it will have a negative impact on the nature area that we enjoy walking through, 2) walking between Willowbrook neighborhood houses and Claybell park with young kids will now be a dangerous activity considering both the increased traffic and that many times apartment residents are not considerate to obeying speed limits through residential areas, 3) our home value will very likely decrease, 4) this will be devastating to homes of community members who live right next to this new road and from what I understand it's a very clear violation of HOA covenants for the two involved communities. I strongly suggest, based on the concerns of myself and many other frustrated and worried community members, that you do not allow the developer to go through with this build.

Sincerely,
Ben Lindberg

## Stevens, Mike

**From:** Bob Davis <rjbdavis1@gmail.com>
**Sent:** Tuesday, May 24, 2022 9:27 PM
**To:** Stevens, Mike
**Subject:** Comments on proposed Willowbrook Place Apartments

Mr. Stevens,

I understand the City of Richland is considering yet another application for a proposed multi-family apartment complex in the Willowbrook neighborhood. I am very much against this development because of the following:

1. The extraordinary amount of additional traffic resulting from the apartments will cause increased safety hazards on Center Blvd., Piper St., and Broadmoor St.
2. The proposed road intersecting Broadmoor violates City codes and Willowbrook HOA covenants. The City must abide by their own rules and regulations as well as those of the HOAs with affected property.
3. The project is not consistent with numerous commitments made in Richland's Comprehensive Plan and Strategic Leadership Plan.
4. I personally enjoy hiking in Amon Creek Natural Preserve. The fragile Preserve and its wetlands will be highly impacted by this project. The Preserve is unique and precious and needs to be protected from damage caused by high intensity land use in such close proximity to the Preserve. A 108-unit apartment complex with 270 residents is simply not appropriate at the proposed location.
5. The SEPA Checklist for the project is inadequate – several questions were answered incorrectly.
6. I live in Willowbrook and do not want the character of my neighborhood to be changed so drastically. (A few of our neighbors have already moved because of the possibility of the apartment complex.) I am very concerned about the possible increase in crime associated with renters living in such high-density housing. Renters are typically transient and would not value our neighborhood and our beloved Amon Creek Natural Preserve as much as those of us who own property and are living here long-term. In addition, views will be significantly obstructed by the multi-story buildings – views from houses as well as views for everyone who frequents the Preserve for recreation and education purposes. The significant increase in traffic will also change the character of Willowbrook.

Please reject the application for the Willowbrook Place apartment project and make it impossible for anyone to consider building an apartment complex on the site.

Thank you for the opportunity to comment on this project.

Sincerely,
Robert Davis
253 Scouler Ct
Richland WA 99352

## Stevens, Mike

**From:** Bonnie Mitchell <besmitchell@gmail.com>
**Sent:** Tuesday, May 24, 2022 1:15 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our HOA covenants and would create serious traffic and safety problems due to insufficient roadways.

As a side note, it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths. Please protect our public land.

Bonnie Mitchell
352 Piper St

## Stevens, Mike

**From:** bosnian137 <bosnian137@yahoo.com>
**Sent:** Monday, May 23, 2022 8:17 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my Verizon, Samsung Galaxy smartphone

## Stevens, Mike

**From:** Brad Dunn <dunnbr1987@yahoo.com>
**Sent:** Wednesday, May 25, 2022 5:03 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments

Mr. Stevens,

My family and I are vehemently against this project.
The added traffic to our neighborhood and to the meadow springs neighborhoods will cause back ups and safety concerns for the children.
The submitted documents also fail to recognize any of the mammalian species that live in this area. They will be displaced or killed off due to the proposed construction.
Please here the voice of this and the neighboring communities and realize this is not the project for this parcel of land.
Thank you
Brad Dunn
2704 Eastwood

Sent from my iPhone

## Stevens, Mike

**From:** brenna Bartlett <brennabartlett2008@hotmail.com>
**Sent:** Tuesday, May 24, 2022 4:28 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent via the Samsung Galaxy S22 Ultra 5G, an AT&T 5G smartphone

## Stevens, Mike

**From:** Brian Larson <larsonj.brian@gmail.com>
**Sent:** Tuesday, May 24, 2022 7:35 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** bigcat@charter.net
**Sent:** Tuesday, May 24, 2022 2:08 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments - EA input

Mr. Stevens (Mike) -

Please find below comments, related to the proposed Willowbrook Apartments.

As a Richland citizen for many years, familiar with the history of community development, and transportation planning in the region, I do not believe the city has given a good faith effort toward providing suitable access to the proposed Willowbrook Apartments development. The following comments are not in support of the Willowbrook Apartments proposal and I hope the process determines suitable solutions for the citizens who have long called this area home.

This property has been zoned as it currently is, for quite some time. Planned roadways in the area have been identified, and later changed, with little attempt by the city to secure and retain the necessary roadways to serve the proposed development. The city has allowed "Willowbrook No 2 - Phase 4B" to occur, which has blocked access to the primary routes which would serve the development (via John Court and Center Blvd). Providing a "secondary access" to Broadmoor is poor planning, and has the appearance of a deliberate attempt to divert trips away from the Willowbrook neighborhood, through to other neighborhoods.

Leslie Road is the appropriate arterial for carrying the trips generated by this development. The city should ensure they have provided the most direct route to Leslie, and reverse the blockage created through the referenced plat.

Notable within the traffic impact study was mention of any trips utilizing Bellerive going north. Being familiar with the traffic patterns in the area, I state with certainty this is not sensible. That said, it would be unfair for me to critique the TIA. The consultant has done what they were asked to do. As a Transportation Planner, by profession, I'll hold my input on the TIA.

Comments were provided prior on this proposal, though notice not provided with re-application. Fortunately, someone placed a sign to bring attention to the re-application. I hope these comments are considered with weight, as the impacts to neighboring properties has great impacts upon our quality of life and the safety of our roadways. As proposed, the impacts are disproportionate to the property owners nearby and there appear to have been deliberate attempts to direct traffic to routes other than the preferred (Leslie) corridor.

Sincerely,
Brian & Theresa Malley
South Richland residents

## Stevens, Mike

**From:** Briana Wagner <wagner_briana@yahoo.com>
**Sent:** Tuesday, May 24, 2022 11:38 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Thank you for listening,

Briana Wagner Pierson
Sent from my iPhone

## Stevens, Mike

**From:** brianne.snyder@gmail.com
**Sent:** Wednesday, May 25, 2022 8:07 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. Our neighborhood is safe right now and having these apartments would make us feel less safe having our kids roam around. This development is also inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths. They would also be an eye sore. Right now we have a good view of the nature and the apartments would take that away.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** bvrklr13 <bvrklr13@yahoo.com>
**Sent:** Monday, May 23, 2022 8:17 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my Verizon, Samsung Galaxy smartphone

**Stevens, Mike**

**From:** ckwak83@yahoo.com
**Sent:** Wednesday, May 25, 2022 11:54 AM
**To:** Stevens, Mike
**Subject:** Willowbrooks Apartment Proposal

Dear Mr. Stevens,

I am writing regarding the proposed Willowbrook apartments off of Broadmoor. I live in this neighborhood, and I do not agree with building a multi-unit complex where it is being proposed. I am in favor of more homes and multi-unit complexes being built in the area, just not in that spot. Our neighborhood is family friendly, has parks and schools and is a great place to live. One of the things that makes our neighborhood so unique and interesting is the wetland area that homes lots of wildlife. Our neighborhood is full of different species of birds and animals that take refuge in the wetlands. Building the apartments there will hurt this eco system and make it a less special place to live for all of us. Additionally, where the road to the complex is being proposed is in a very bad location, on a blind corner. Already, there is a lot of traffic and foot traffic moving past this area. There are kids on bikes, older folks walking, joggers, etc. around that area all the time, usually on the way to the park. I think having more traffic in this poor location will result in accidents.

Our neighborhood currently has several multi-unit complexes, and adding more is not the issue, it is the proposed area that is problematic.

I appreciate your time and consideration.

Thank you so much,

Carly Kwak-Bauch
509-713-4749

May 24, 2022

Mike Stevens
Richland City Planning Manager
Richland, WA 99352

RE: 108-Unit Apartment Complex: Willowbrook Place

Mr. Stevens,
Our family, our neighborhood, and our surrounding neighborhoods, vehemently oppose approval for the building of the 108 unit apartment complex on a narrow strip of land between the Willowbrook neighborhood and Amon Creek Natural Preserve (ACNP).

Not only will building an apartment complex on this acreage impact the Amon Creek Natural Preserve and its wetlands, it will have a significant impact on Willowbrook and nearby neighborhoods. Besides greatly increased traffic there is only one planned ingress/egress road to the proposed apartment complex that will go directly in and out of our neighborhood. This access to the apartment complex is a poorly designed road slated to be built between two houses that also doesn't meet proper zoning. There appears to be no other apartment buildings/complexes in the Tri-Cities with the only access road to them are by going through an existing neighborhood. All other apartment complexes are logically served by arterial roads.

The greatly increased traffic in our neighborhood will present significant safety risks for pedestrians, all Willowbrook drivers, and any of those in need of emergency care. There would also be an increase in the levels of noise and artificial light. All of this combined will not only affect the quality of life in our neighborhoods, and this area of the City of Richland; but it will also reduce the property value of our neighborhood, and the surrounding neighborhoods as well. And the constant lighting from a parking lot immediately adjacent to the wetland habitat will cause change in wildlife behavior and can be detrimental to the resident and migrating birds.

Additional erroneous points about the proposed development are that, (1) the ACNP will be dramatically impacted by the construction activities, (2) its location is unsuitable to stabled residential proximity and, (3) there would be ongoing environmental destruction due to human activity from both construction and from those living or visiting the apartments. The unrealistic buffer zone from the wetlands will not be enough to reduce human impact on fish, waterfowl and other wildlife with habitat in the ACNP, along with multiple native plants. There is insufficient planning for water quality and runoff in the preserve to mitigate flooding and pollution from pesticides, fertilizers, and other chemicals.

Washington State's total areas of wetlands are less than 2%. Protecting our City of Richland wetlands and open spaces isn't someone else's responsibility it is *everyone's* responsibility. Ongoing community collaboration is the only way to maintain and protect the wetlands. Please do the right thing…Once building is approved and built, you cannot go back…

Sincerely,
*Carol Groce*
Carol Groce
204 Center Blvd.
Richland, WA 99352

## Stevens, Mike

**From:** chelseabrophy@gmail.com
**Sent:** Wednesday, May 25, 2022 6:10 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Please excuse errors due to my mobile device...

## Stevens, Mike

**From:** Cheryl Nickola <nickolacheryl@gmail.com>
**Sent:** Monday, May 23, 2022 12:02 PM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apartments

Mr. Stevens:

We are very shocked and saddened about the plan the City of Richland has for **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).** We strongly oppose these apartments and all the problems their construction and proposed physical access **will cause.** Our opposition to this proposed development includes major concerns regarding the following issues:

**Traffic Volume and Safety**
There are only two proposed access options to this property, and both are problematic.
1. A meandering course through small neighborhood streets (Center Blvd and Piper St.) and
2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the Home Owners Association (HOA) covenants and restrictions of two HOAs.

Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns. Often, Broadmoor access to Leslie Road is already backed up with 20 cars for long periods of time. The apartment build will greatly exacerbate this traffic issue. In addition, the Claybell Park area on Broadmoor (including the city's recent pickleball court expansion) is an extreme safety and traffic hazard. We have observed accidents and many near-accidents at this location.

Center Blvd and Piper St are not adequately suited for high volume traffic and pose clear traffic safety hazards for motorists and pedestrians (especially young children). The safety issues are impossible to ignore.

We understand that there was an updated traffic study, as the previous study was out of date. The new study confirms the listed concerns and it is now admitted in the study that the primary access (60% of volume) to these apartments will be on Broadmoor on a roadway that was initially planned as an emergency access point and then a secondary access. This proposed road is 23 feet at its most narrow point, which also happens to be on an "S-curve", located at a crosswalk, and does not plan for a retaining wall on this sloped land. Building a road in this location is of extreme safety and traffic concern.

**Fire Safety**
Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the access road even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications this has evolved into a full access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

**Environmental**
This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland (the City). The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. The preservation of this natural area is consistent with the City's strategic plan in which the fourth focus area to "manage our natural resources" by "balancing private and public interests in conservation and preservation of sensitive areas."

**Zoning**
The zoning of the proposed property was designated as high density decades ago when access to this property was essentially uninhabited. Indeed, the plan was to provide adequate access to this property. Unfortunately, over the years, either through intention or poor planning on the part of the City, the access has been severely reduced by the City. No known attempt was made by the City or property owner to protect the access to this property. As a result, the City and developers find themselves in a predicament where the available access to this property does not readily support its proposed use of a high density apartment complex. The current attempts to force a project where it no longer fits clearly poses several concerns, violates city code and HOA covenants and is an attempt to maximize profit at the expense of citizen safety and of the environment. We assert that the previous zoning designation is inappropriate and should be modified to better suit the restriction to access created by the City.

**City Code & HOA Covenant Violations**
In a city with a "Code Enforcement" department that can issue citations and accompanying fines and property liens for vegetation that is too tall, it is flagrantly hypocritical that the City itself does not even attempt to follow its own codes. This demonstrates a blatant disregard of the City's own codes. This is readily apparent when reviewing the proposed dimensions of the access road to Broadmoor. It is clear that the developer is in need of additional access and is limited by dimensions of the properties it owns. It is unfathomable that this could be considered "up to code" and the approval of such a road is extremely ill-advised and inconsistent with a rational approach to safe and ample access.

In addition, the northern access road to Broadmoor utilizes several properties that are subject to covenants and restrictions of two HOAs. You may be aware of pending lawsuits against the developers asserting the appropriate usage of these HOA properties. We are certain the owners of these properties signed the acknowledgement of HOA covenants and restrictions on these properties when they were purchased. Although it has always been apparent that development of the larger property was possible, it could not have been anticipated that a road would be developed on lots designated for single family dwellings only. We believe this is unfair to the members of the HOAs and residents of adjacent properties who have invested their money in properties believing that the HOA covenants would protect the usage of its properties from inappropriate development.

**Summary**
In summary, the currently proposed development is not consistent with the City's own strategic plan and blatantly violates established city codes and HOA covenants. It poses clear hazards to residents' safety, efficient traffic patterns, and the environment and overall is an inappropriate use of the land. It is unfathomable that the proposed development could be approved given all of these issues. The flagrant disregard for these issues, if the project were approved by the City, would display an utter disregard towards its citizens, community, and environment or, at best, severe incompetence in proper planning and execution of the City's duties as it pertains to appropriate development in our community.

Sincerely,

Cheryl and Chris Nickola
452 Carner Court West
Richland, WA

## Stevens, Mike

**From:** Chloe Mitchell <chloemitchh@gmail.com>
**Sent:** Tuesday, May 24, 2022 1:16 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

# Comments on M2020-101 and EA2020-114

This is being provided in response to the Notification of Application, Public Hearing and Optional DNS (M2020-101 & EA2020-114) provided by the City of Richland. The notice is in regard to the development of approximately 14 acres with four multi-family residential buildings by Big Creek Land Company, LLC.

In looking over the revised Site Plan Review application, the below comments arose. Many of these comments point out material deficiencies in the submittal regarding providing information required on the State Environmental Policy Act (SEPA) checklist. The existence of gaps in the SEPA checklist submittal brings into question the summary statement identified in the notice stating that the City of Richland, as the lead agency for the environmental review, has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of non-significance (DNS) for this project.

The information provided by the Department of Ecology for the State of Washington for the SEPA checklist (LINK) repeatedly states that the information to be provided is to address all phases of the project. The items below are examples where the provides information for the construction phase is not included and is promised to be provided prior to that phase. The deferred information seems critical in deciding the potential environmental impact of the project. Per the application process (Richland Municipal Code 23.48.010), the site plan review process is not to be used to deny the land use application unless such uses can not meet the development and / or performance standards required for the use. Because information is missing from the SEPA checklist (identified to be provided later), it is not possible to reach the conclusion that the development and / or performance standards are being met.

Examples of deferred information (identifiers refer to the SEPA checklist item):

1. [B.1.f] The temporary erosion and sediment control plan is being submitted to the City for review and approval prior to construction, and not included in the currently available information. This report provides discussion of potential surface erosion and slope instabilities. Addressing these concerns were deferred to being controlled during construction, in that the contractor would be on site to address them.
2. [B.1.h] The erosion control plan is not included for consideration and is promised to be provided prior to construction (referred to as the TESC and BMP plan).
3. [B.2.a] Indicates that dust and exhaust control are included as part of the TESC plan, not yet provided (promised prior to construction).
4. [B.2.c] Stated that a strict dust control program will be enforced during construction, but the details of what this is, as provided above, is not yet available for consideration, what is being strictly adhered to is not known.
5. [B.3.d] The surface and runoff water controls are the subject of the plans not yet delivered, as indicated above.
6. [B.4.d] Differing from the above, this section provides a conceptual landscape plan, on which to evaluate any impact by the project, with an indication that a formal Landscape Plan will be prepared and submitted to the City of Richland for review and approval prior to construction.
7.

Other Questions and Comments:

A. In the SEPA checklist, item B.1.b, the referenced maximum slop is stated as around 20%. The included geological report indicated that slopes ranging up to 30% were included on the property. This would impact the yet to be delivered erosion and water runoff control measures.
B. In the SEPA checklist, item B.1.g, the impervious surface estimate was 20 % of the development. Just visually inspecting the plot plans provided, it is much more than that. It seems the estimate is based on the buildings alone, and does not include the parking areas, roadways, and possibly sidewalks. These areas are likely to be impervious surfaces.
C. One of the statements in the requirements of the SEPA checklist is that no use of “not applicable” or “does not apply” are to be used without providing the basis for this being the case. Locations in the SEPA checklist

that do not follow this requirement include the following: B.3.a.3); B.8.g; B.8.k; B.8.m; B.9.b; B.9.c; B.11.c; and B.13.d.

D. In the SEPA checklist, item B.7.b.1), the response to what type of noise exists was no known noise pollution. The construction of the structures proposed will require heavy equipment to be used, for grounds preparation, erection of structures, paving, landscaping, and other tasks. Each of these are sources of noise beyond what is currently present in the area, thus represent noise pollution. This area needs to be corrected.
E. In the SEPA checklist, item B.7.b.2), the question asked what types and levels of noise will be created, and this question was not answered. The response was that the hours that construction would occur would be consistent with local protocols. When the noise is occurring is not what is being asked.
F. In the SEPA checklist, item B.8.a, the statement is made that the proposed land uses are similar and compatible, yet there are no other multi-family buildings, and expansive parking lots, so how is this similar and compatible with the single-family homes that are in the area?
G. The geological report appears to be placed in the available PDF offered by the City of Richland two times.
H. The traffic report indicates that almost 800 trips will be added to the traffic on Piper St and Center Blvd. There is little to no discussion of the additional risk to the residence along this route. The potential hazard to children that live in the houses along the route substantively changes, and not in a direction desired.

## Stevens, Mike

**From:** Chris Powers <donnachrispowers@gmail.com>
**Sent:** Sunday, May 22, 2022 9:10 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments.

I see that the apartments complex for the Willowbrook area once again in the works, but I can't recall seeing anything about a traffic study. The traffic generated on Broadmoor or Greenbrook with access to Leslie are of more than a little concern. It is also worth noting that this same traffic will travel by a very busy park where many families and children are frequently crossing the street or accessing parking.
There was a time when the impact of so much development on the wildlife in the Amon Creek area was a concern. Has this gone away?
As a long time Realtor there is also the certain devaluing of nearby property to consider. I would like to know how all these factors are being addressed.
Donna Powers
1945 Sheridan Pl
Richland 509-539-5986

## Stevens, Mike

**From:** C Chancellor <chancellor-1@hotmail.com>
**Sent:** Saturday, May 21, 2022 10:50 AM
**To:** Stevens, Mike
**Subject:** Opposed to Willowbrook Apartments

Mike Stevens,

This apartment project has been rejected multiple times for good reason. Broadmoor is tapped out as far as traffic goes. High-density development will only further the accident risk and frustration to those of us living on Broadmoor. This is a nice neighborhood for walking and enjoying the outdoors. The importation of over 100 additional vehicles due to this high-density project is in direct conflict with what the residence here currently enjoy.

I have encountered too many speeding cars as of late on Broadmoor and would expect additional traffic to contribute to accidents. The high volume of traffic already frustrates drivers and seems to spawn bad behavior. With the attendance of so many children at Claybell Park, these accidents will likely cross into the tragic territory. I consider this a single voter issue and will vote against any city politician in favor of this project and encourage friends and neighbors to do likewise.

Christopher Chancellor
327 Broadmoor St.
Richland, WA

## Stevens, Mike

**From:** Christopher Childers <cchilders@smartlawoffices.com>
**Sent:** Wednesday, May 25, 2022 11:46 AM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

Dear Mr. Stevens,

I am writing to express my opposition to this proposed development for the following reasons:

1. The impact on traffic over Piper Street in the Willowbrook subdivision has been insufficiently addressed. AT LEAST, significant mitigation conditions should be imposed on the project to include:
    a. Reduction of the number of units by 50%, installation of traffic and speed control measures on Piper Street and Broadmoor - no other apartment complex in Richland is accessed through another neighborhood over streets that are residential and non-arterial.
2. Impact on the Amon Creek Preserve - stormwater runoff, encroachment on a critical wildlife habitat and corridor.
3. Placement of a roadway over lots that are restricted by Willowbrook Community Association covenants to single-family housing, NOT streets.
4. Access road to Broadmoor is unsafely graded, narrow and inadequate for the proposed use.
5. The proposed development may have been appropriate in the 1970's and 1980's, when Richland's traffic plan included an arterial street south of the property between Steptoe and Leslie, but this traffic plan was modified. Furthermore, the designation of Amon Creek as a Preserve over 15 years ago put the owner on notice that the development density of the lot would be hindered by additional environmental concerns. The owner of this lot forfeited his rights to medium density development when the surrounding property and traffic plans shifted away from being able to support medium density development.

The Willowbrook Community Association strongly opposes the proposed development. We are not opposed to sensible development and even apartments so long as their impact on the traffic through our neighborhood is significantly reduced and the impact to the adjacent wetlands and bird migratory corridor is eliminated. Again, we are not opposed to development of private property, but this development in its presently proposed state, is in violation of City, State and Federal law.

Sincerely,

Christopher L. Childers
Willowbrook Community Association President
217 Sitka Ct.
Richland

5-3-22

CITY OF RICHLAND
ATTN: MIKE STEVENS – CITY PLANNING MGR
625 SWIFT BLVD MS-35
RICHLAND, WA 99352

SUBJECT: Proposed Willowbrook Apartments

Please refer to my letter to you dated 10-15-20, copy attached.

By now you are aware that NO homeowner near the site of the proposed apartments is in favor of such development. The notice you mailed out shows the entrance & exit off of Piper Street. This will cause several hundred vehicles to use Piper St., a quiet residential street never designed or intended for such traffic volume!

Mike, this is NOT good planning! When so much open land is available, why force a development not wanted by the people who are most impacted? I'm sure no amount of complaints will deter the City but I do hope a bunch of my neighbors sue the socks off the City forcing a delay or cancellation. Ask yourself, would you want apartments close to your home?? Apartments filled with many people living off the government, paying no taxes, some not legal residents of this country, clogging our schools with non-English speaking kids and contributing to rising crime & drug use. Why is this good for Richland? No more apartments please!!

Sincerely,

Chuck Maxson, 207 Piper Street (Please include in your staff report)

10-15-2020

CITY OF RICHLAND
ATTN: MIKE STEVENS - Richland City Planning MGR
625 SWIFT BLVD MS-35
Richland, WA 99352

Subject: APARTMENT Complex PROPOSAL

DEAR MR. STEVENS:

MY WIFE AND I, PLUS OUR Neighbors ON PIPER STREET STRONGLY OBJECT TO THE PROPOSED CONSTRUCTION OF THE 96-UNIT APARTMENT COMPLEX ON THE BORDER OF THE AMON CREEK NATURAL PRESERVE (ACNP).

THIS PROPOSED LOCATION IS WRONG IN SO MANY WAYS. WE ARE SURE YOU ARE AWARE OF OUR CONCERNS ALONG WITH SO MANY OTHERS, BUT, FOR THE RECORD, WE WILL LIST OUR SPECIFICS:

- NEGATIVE AND DETRIMENTAL IMPACT TO THE ACNP CAUSED BY ENCROACHMENT ON AND DEGRADATION OF THE ACNP. LIGHTS, NOISE, RUNOFF, POLUTION AND PROXIMITY TO PROTECTED WETLANDS AND THE PLANTS, ANIMALS, BIRDS & FISH THEREIN MAKE THE PROPOSED APARTMENT LOCATION UNACCEPTABLE

(CONTINUED)

- SAFETY. The proposed EXIT ROAD TO BROOMMORE IS ON A TIGHT CORNER CAUSING HAZARDS FOR TRAFFIC, PEOPLE WALKING, CYCLISTS, GOLF CARTS AND EMERGENCY VEHICLES. THIS EXIT CLEARLY VIOLATES ZONING REQUIREMENTS.

- IMPACT TO EXISTING HOMEOWNERS. PEOPLE WHO BOUGHT OR BUILT HOMES IN THIS AREA DID NOT OR COULD NOT EXPECT THE CITY OF RICHLAND TO ALLOW AN UNSIGHTLY AND UNWANTED STRUCTURE TO IMPEDE THEIR VIEW AND IMPACT PROPERTY VALUES.

MR. STEVENS, PERHAPS THE CITY SHOULD CONSIDER THE WISHES OF ALL THOSE HOMEOWNERS WHO PAY TAXES, MAINTAIN THEIR PROPERTIES, OBSERVE CITY REGULATIONS AND RESPECT OTHERS OVER THE OBVIOUS DESIRE OF THE CITY TO INCREASE THE TAX BASE. WITH ALL OF THE VACANT LAND AND PROPERTY AVAILABLE IN RICHLAND, WHY APPROVE CONSTRUCTION IN A PLACE WITH SO MANY IMPEDIMENTS, NEGATIVE IMPACTS AND DRAWBACKS? WE RESPECTFULLY REQUEST THIS PROPOSED CONSTRUCTION BE DENIED. THANK-YOU.

SINCERELY,

CHUCK & HELEN MAXSON
207 PIPER STREET
RICHLAND

## Stevens, Mike

**From:** Cindy Tabor <pudgemobile@msn.com>
**Sent:** Tuesday, May 24, 2022 1:39 PM
**To:** Stevens, Mike
**Subject:** Issues Willowbrook Place Apartments

Dear Mr. Stevens

As a citizen of Richland, I have many concerns with the proposed Willowbrook Place Apartments - as there appears to be violations of city codes, HOA covenants, and federal and state regulatory requirements:

1. Traffic and Safety: There is already significant traffic on Broadmoor with the additional housing over the last couple of years (near its capacity). The report indicates that the apartments would incur a higher volume than identified in RMC 12.02. Access to Broadmoor would be on an illegal roadway that is in violation of two HOA covenants. Broadmoor would be considered the primary access and exit of apartments. The placement of the illegal roadway is in a sloped area and near a cross walk, which will lead to safety issues. Additionally, the proposed dimensions of the access roads do need appear to meet city codes. This road is now identified as a full access road, but it does not appear that it will be able to safely support access to the apartments, the surrounding area, or fire safety vehicles.
2. Zoning: This area is designated as a high-density area; however, this was when there was viable access and not conflicting issues with HOAs. The designation should be re-evaluated (independently). The current designation is not appropriate with city codes.
3. Environmental: There are so many issues in this arena. The consultant reports for the contractor are not thorough and appear to be biased (i.e., one bird viewing and two soil borings). New reports should be prepared independently and then thoroughly vetted to ensure federal and state requirements have been appropriately met (i.e., National Pollutant Discharge Elimination System [NPDES], Federal Clean Water Act, Stormwater Pollution Prevention Permit).

    - The consultant reports indicate that Amon Creek and the wetlands in the Amon Creek Nature Preserve are habitat for the Spring Chinook and Coho salmon species, which are protected the Endangered Species Act (ESA). The potential impact on these species must be analyzed under the standards of the ESA, and the project may not proceed without negotiation of a Federal Habitat Conservation Plan, which in-turn must then be approved by the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration.
    - The creek also feeds into the Yakima River and then directly into the Columbia River (which will need to be evaluated per NPDES requirements - administered by the Washington State Department of Ecology and includes a mandatory 30-day public comment period).
    - The wetlands are under jurisdiction of the Federal Clean Water Act, requiring the Corps of Engineers to prepare and environmental impact analysis (under the Federal National Environmental Policy Act [NEPA], separate and apart from any state environmental policy act analysis adopted by the city of Richland). Creek and wetland in the Amon Creek which feeds into the Yakima and Columbia River.
    - The proposed site was visited ONLY once for bird species (March 19, 2021). A single visit in the spring fails to identify all migratory bird species which would visit the site over a full year. A comprehensive survey needs to be conducted followed by negotiation with the United States Fish and Wildlife Department.

- The consultant confirmed the presence of the Burrowing Owls. Measures to protect the Burrowing Owl from site construction and operation must be evaluated to ensure State Environmental Policy Act requirements are being met.
- Ultimately, the environmental impacts need to be thoroughly evaluated to ensure that ALL city, state, and federal requirements are appropriately met. At this point, it appears that the city of Richland just wants to make this happen and does not care about environmental requirements that have been established to protect our beautiful country. I think this is very unfortunate and I am greatly saddened. I believe the city of Richland needs to appropriately evaluate and meet all requirements. Otherwise, the environment and human safety will be detrimentally impacted and more than likely there will be a lot of lawsuits.

Thank you for your time
Cindy Tabor

## Stevens, Mike

**From:** Clancy Waldron <clancywaldron@gmail.com>
**Sent:** Wednesday, May 25, 2022 1:33 PM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apts

To whoever it concerns and especially Mr. Stevens,
I am concerned for the neighborhood in which I live, Willowbrook. I am concerned because of pending development of apartments in our neighboring plot of land. My biggest concern is the safety of our relatively peaceful streets and the large influx of strangers who are not part of our neighborhood community. There are a lot of problems that come with these proposed apartments. There are a lot more qualified people who have submitted comments on the legalities, the impact to the protected nature area next to it, the violation of 2 different HOA's bylaws, and the clear  city zoning contraditions. All of those things are VERY valid reasons to deny the builders ruining the peace on our streets.
I hope the city can clearly see the detrimental impacts on the city and how approval of this complex could affect our trust in our local officials to look out for our local interests.
If you have questions about what I've wrote, please let me know.
From a concerned, voting member of the Willowbrook neighborhood.
Clancy Waldron
Clancywaldron@gmail.com
757-470-4792

## Stevens, Mike

**From:** Courtney Chesnut <courtneyc4rn@gmail.com>
**Sent:** Monday, May 23, 2022 8:02 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** CCA <arola_c@yahoo.com>
**Sent:** Tuesday, May 24, 2022 6:22 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

Dear Mr. Stevens:

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy the adjacent nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

If approved this is the only apartment complex in the City that would be primarily served by residential streets. Furthermore the proposed link to Broadmoor will be dangerous for both traffic and pedestrians.

It appears that the application is deficient in the following ways:

1) The Critical Areas Report and Buffer Averaging Plan (Revision 3, 12/17/19) fails to properly address mitigation sequencing (RMC 22.10.120) and also fails to comply with the provisions of RMC 22.10.115 (A)(1) & (2).

2) The site plan may not comply with fire codes.

3) A stormwater management plan appears to not have been submitted clearly indicating how stormwater runoff from the project will be managed on the project site.

4) The Wildlife Habitat Assessment Report (4/23/20) fails to evaluate the existence of protected habitats and species at, or adjacent to, the project site as required by RMC 22.10.200. The report also fails to evaluate the presence of protected habitats and species on protected areas adjacent to the project site as well as fails to evaluate the impact of the project on the ecosystem functions of the Amon Creek Natural Preserve and FWHCA adjacent to the site. Finally, the report also fails to identify and provide management recommendations and measures to protect the habitats and species that occur, or are likely to occur, on the project site, such as Black-tailed Jackrabbit, Shrub-steppe habitat, Biodiversity Corridors, Freshwater Forested/Shrub Wetland and Chinook Salmon and Coho.

Please ensure public lands are protected and that any development submit sufficient and not deficient documents.

Thank you,

Craig Arola
Willowbrook Neighborhood

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

May 12, 2022

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

In future correspondence please refer to:
Project Tracking Code: 2020-10-06136
Property: City of Richland_Willowbrook Subdivision Project (M2020-101 & EA2020-114)
Re: Concur with Survey

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. 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.

We concur with the results and recommendations made in the survey report. Specifically, as no cultural resources were found during the survey, we do not recommend direct archaeological supervision of the project. However, we ask that an Inadvertent Discovery Plan (IDP) be included as part of the construction permit.

Please note that the recommendations provided in this letter reflect only the opinions of DAHP. Any interested Tribes may have different recommendations. We appreciate receiving any correspondence or comments from Tribes or other parties concerning cultural resource issues that you receive.

Thank you for the opportunity to comment on this project. Please ensure that the DAHP project Tracking Number is attached to any future communications about this project.

Should you have any questions, please feel free to contact me.

Sincerely,

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

## Stevens, Mike

**From:** Daniel Chesnut <dchesnut74@gmail.com>
**Sent:** Tuesday, May 24, 2022 6:26 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** Daniel Rivera <driverais1@yahoo.com>
**Sent:** Wednesday, May 25, 2022 3:39 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

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## Stevens, Mike

**From:** Daniel Rivera <driverais1@yahoo.com>
**Sent:** Wednesday, May 25, 2022 3:39 PM
**To:** Stevens, Mike
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Sent from Yahoo Mail on Android

## Stevens, Mike

**From:** Dave Anstine <dratinman@gmail.com>
**Sent:** Tuesday, May 24, 2022 3:15 PM
**To:** Stevens, Mike
**Subject:** Re: NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

David Anstine

## Stevens, Mike

**From:** David Richmond <drichmond2014@gmail.com>
**Sent:** Wednesday, May 25, 2022 8:58 PM
**To:** Stevens, Mike
**Subject:** Comments on Willowbrook Place Apartments

Dear Mr. Stevens,

I am writing in support of the Willowbrook Place Apartment development. I am sure the majority of comments you receive will be negative about this project. I want to provide a positive voice. I grew up in that neighborhood and still live and work in Richland. This city is plagued by a lack of housing availability that drives up costs for everyone and it is partially due to low density development being favored. I believe the proposed apartments would provide a positive if small step towards reversing this trend. Many of the activism around this project leads with concerns of environmentalism and safety to shroud what is really classic NIMBY activity of homeowners who do not want their view ruined or are afraid their property value will decrease. This type of mentality pulls the ladder up behind them by not allowing new residents to move into and enjoy our community. I believe this is wrong and the only reason it has a chance of being successful is because the future residents that would benefit greatly from having a place to live do not have the ability to mount the organizing campaign that these homeowners have done. I urge you to consider the great benefit of more housing for the city of Richland and the actual people this would help and not just a small group of NIMBYs.

Thank You,
David Richmond

drichmond2014@gmail.com

Date: 5/25/2022
To: Mike Stevens
From: Debbie Berkowitz
Re: Comments on the M2020-101 &EA2020-114 Willowbrook Apartments Site Plan Review application

**Introduction:**

I have read the Willowbrook application packet and wish to submit the following comments, questions, and recommendations. These are divided into three sections: (1) comments on the SEPA; (2) comments on the Critical Area Report (including the Wetlands Report and Wildlife Habitat Assessment Report), and (3) a list of proposed mitigation measures.

The key concerns include the following (discussed in more detail below):

- The SEPA checklist is missing significant information and inadequately addresses stormwater and irrigation runoff.
- The Wetlands report does not include information about requirements for degraded buffers.
- The Wildlife Habitat report does not note the presence of several Fish & Wildlife Habitat Conservation Areas (FWHCAs), specifically:
    - a biodiversity corridor (a priority habitat);
    - a habitat of regional importance for migratory birds (a priority habitat);
    - shrub steppe habitat (it is still considered recovering shrub steppe and a priority habitat even if it is in a partly degraded state);
- The Wildlife Habitat report claimed incorrectly that the presence of a candidate species (black-tailed jackrabbits) on the parcel could be dismissed because the species uses the adjacent Amon Creek Natural Preserve (ACNP) more often.
- Furthermore, the applicant did not acknowledge that there might be any impact on the multiple FWHCAs present on the parcel or on the adjoining ACNP – and stated that no mitigation would be required. In fact, there will be considerable impact on the ACNP and on the FWHCAs and candidate species which are present on the parcel.

As developments continue to encroach on the ACNP and associated Category II wetlands, cumulative effects occur, impacting the reasons for forming the Preserve in the first place as a public nature preserve. It also should not be overlooked that the ACNP was paid for mainly with mitigation funds, and also included donations from private citizens. As a result, the citizens of Richland have a stake in maintaining the Preserve. It becomes more difficult for fish and wildlife and native plants to survive and thrive as their habitat decreases and the corridors of movement develop more pinch points. The proposed development will have a significant impact on the adjacent Category II wetland (a rare and valuable habitat in our area), on the ACNP, on the mapped PHS biodiversity corridor, and on the black-tailed jackrabbit. All of this suggests that there is a reasonable likelihood of more than a moderate impact on these important areas, and, as such, a Determination of Significance or at least a Mitigated Determination of Non-Significance should be applied and mitigation measures should be mandated.

Possible mitigation measures are proposed in the following text that could reduce the environmental impact of the proposed development and allow it to proceed with a reduced footprint. The proposed mitigation measures are summarized in the third section.

**SEPA – comments/questions:**

1. B1e,f,h. As acknowledged in the geologic hazard report, the proposed Willowbrook development is within a geologic hazard area with slopes ranging from <5% to ~30%. How will the cut and fill that the applicant is proposing impact the slope and drainage of these soils and soil erosion especially during construction? What measures will be taken to prevent erosion into the wetland

buffer or further? I would note that silt fences in developments adjacent to the proposed site have been insufficient to control erosion and runoff into the buffer areas and the wetlands; i.e., standard BMPs do not work. What additional precautions can this project take to avoid such incursions that could impact the ACNP? Also, see #4 response to SEPA B3c,d.

2. B1g. Does the 20% figure for the impervious surface in the development include the area of the entire site or just the developed part of the site? What percent of the actual development area (i.e., outside the buffer) will be impervious? This looks like it would be a much higher percentage and is relevant to stormwater control.
3. B3a1. See comments in Critical Areas section about requirements for wetland buffers that are degraded.
4. B3c, d. How will the City ensure that stormwater is contained within developed portions of the site as required in RMC 22.10.125 even during large rain and snow events? The proposed stormwater ponds look very small compared to the size of the development. The CARA report states that "any contaminants or pollutants entering the shallow groundwater from the subject property are likely to be captured by the shallow aquifer and flow toward the wetland or Amon Creek." While the development plans include treatment of stormwater onsite, before discharge off-site, the stormwater plans show any overflow draining directly into the category II wetland buffer without treatment. The site plan does adhere to the Eastern Washington Stormwater Manual, which states that stormwater facilities may not be located within wetland buffers for a category II wetland. But RMC 22.10.125 states that stormwater runoff must be contained within the developed portions of the site for new development within 150 ft of a wetland buffer unless a study is done to show that this discharge is adequately mitigated. Such a study has not been done. And given that the depth to groundwater can be as shallow as 10 ft (up to 18 ft) and runs through sandy silty soils which drain well, untreated overflow entering through groundwater could negatively impact these category II wetlands. A previous geologic hazard report by the same company in 2014 that sampled within the buffer zone stated that these soils are susceptible to sheet and rill erosion; thus stormwater or irrigation overflow dumped onto the wetland buffer could potentially drain into these wetlands from surface flow. A related question is how will the applicant prevent or mitigate the potential risk that residential users could have waste materials and/or household chemicals that enter the ground? The SEPA states there is minimal risk, but in an apartment complex with 108 units, the risk is likely to be greater than 'minimal'; I'd suggest that the City examine this in more detail. A decrease in the impervious surface in the development, an increase in size of the stormwater retention ponds, and placement of the stormwater ponds further from the edge of the buffer could help resolve this issue (and still allow for reasonable use).
5. B4d. The landscape plan shows turf and trees that will be on automatic irrigation systems adjacent to the wetland buffer. It appears that the irrigation water will directly encroach on the buffer. Even if there is some barrier, this design creates the potential for runoff into the wetland buffer under normal irrigation conditions and even more so if excessive watering or poorly directed sprinklers occur (contrary to RMC 22.10.125). In addition, the runoff will presumably carry fertilizer and herbicides into the wetland buffer and potentially into the wetlands. Different plantings, such as native plantings that don't require much water (and no turf) could help resolve this issue.
6. B5. The list of birds and animals on site is inadequate because it doesn't acknowledge the FWHCAs of abiodiversity corridor or a habitat of regional importance for migratory birds. The Lower Columbia Basin Audubon Society has a list of over 120 birds that have been seen on site in the past 20 yrs, at least 100 of which have also been seen there recently. The project site is an important stopover for migrating birds as well as an important area for resident breeding birds. Tapteal Greenway has a list of native mammals and amphibians that have been documented on the site, including (but not limited to) beaver, otter, deer, badgers, sand-blotched lizards. Both of these lists speak to the reason that this area is considered a Biodiversity Area and Corridor.

While fish are mentioned in the Wetland Report and the Habitat Assessment Report, the SEPA does not acknowledge their presence.

7. B5c. In addition to being part of the Pacific Flyway, the Amon Basin is a migratory link between the Yakima River and the uplands of south Richland/west Kennewick. It is also a migratory link for terrestrial migrating animals.
8. B6c. Energy conservation features are encouraged in Richland's Comp Plan. What energy conserving features has the City encouraged the applicant to consider?
9. B7a. Since this area is adjacent to a Category II wetland and a natural preserve (where fire and contamination would have a devastating and irreplaceable impact), the City should consider requiring more than 'standard safety precautions.' It should also require that during construction there shall be no impact on the wetland buffer or biodiversity corridor. If there is any impact, mitigation should be required.
10. B7. Noise pollution can be an issue since this is adjacent to a natural preserve. What mitigation will be in place for the ACNP?
11. B8.a and 8l. The proposed land use is not similar to adjacent existing use of the natural preserve; compatibility will depend on significant mitigation measures. The applicant indicates that no mitigation is required. This application should require a DS, or, at a minimum, an MDNS with significant mitigation requirements as described in the FWHCA portion of the Critical Areas Ordinance.
12. B11. Lighting and glare would have an impact on the ACNP buffer and on the biodiversity corridor. How will this be mitigated, including from the streets, parking areas, and apartment buildings? Dark sky lighting standards are required in or adjacent to a FWHCA (RMC 22.10.210).
13. B12c. A pathway that fronts the wetlands/open space will encourage access into the buffer area, resulting in further degradation of the buffer. How will this be prevented? The proposed pedestrian pathway/trail should be outside the buffer and inside a wall (not just a fence) that should be required adjacent to the buffer as was done with the Clearwater Creek project to help maintain the integrity of the buffer.
14. B14a. The final plat of the residential development along Broadmoor did not include a street in the location of the secondary access road. How is a new street allowed in the middle of a previously platted residential development?
15. B14c. The parking requirement in the RMC for R-3 zoning is 1 ½ spots per dwelling unit (or 1 spot for a studio). Thus, 162 parking spots are required, assuming no studio apartments. While there is no maximum for the number of parking spaces allowed in City code, the 239 total parking spaces are well beyond the requirement and result in an increase in the footprint of the development, impacting the biodiversity corridor and adding to the impervious surface and stormwater runoff (potentially impacting the wetlands). Given the sensitive nature of the adjacent property (ACNP), the number of parking spots should be reduced to be more in line with the city standards.
16. B14d. A paved pedestrian trail is not compatible with a natural preserve and would increase stormwater runoff into the wetlands and buffer areas.

**Critical Area Report– comments:**

1. On what basis does the applicant state that no impacts will occur to the on-site wetland, the 'Amon Wasteway' or associated buffers? While the applicant might not 'intend' to impact these areas, past experience shows that 40 ft tall buildings and 270 additional people living in close proximity to a biodiversity corridor will have a profound impact on the wildlife and plants.
2. The proposal for the 150 ft buffer does not take into account the following statements within the RMC:
    a. RMC 22.10.110. *'The establishment of wetland buffer areas shall be required for all development proposals and activities adjacent to wetlands to protect the integrity, function*

*and value of the wetland. Buffers shall consist of an undisturbed area of vegetation established to protect the functions and values of the wetland. The standard buffer widths assume that the buffer is vegetated with a native plant community appropriate for the ecoregion. If the existing buffer is unvegetated, sparsely vegetated, or vegetated with invasive species that do not perform needed functions, the buffer should either be planted to create the appropriate plant community or the buffer should be widened to ensure that adequate functions of the buffer are provided.'* The reports (both Critical Area and Wildlife Habitat reports) state that the native vegetation in the buffer area has been disturbed and degraded and contains cheatgrass. Thus buffer widths either need to be planted or widened so that adequate functions of the buffer are provided as required.

b. RMC 22.10.115E. This section requires increasing the standard buffer width if any one of four conditions is met. Condition #2 applies to this application since this buffer has minimal or degraded vegetative cover – the applicant could propose enhancement of the buffer, but has not done so. The access road parallel to the wetlands (which provides sewer hookup to this development) cannot be improved through enhancement so should require an increased buffer width. Condition #3 applies because the wetland provides habitat for species that are documented candidate, monitored, or priority species in this area (also see comments re Wildlife Habitat Assessment Report below); the width of the buffer should be increased to provide adequate protection for the species based on its particular life-history needs.

3. Just a note: It should be noted that the East Badger drain is not a canal, but the natural corridor carved out by the ancestral Yakima River, and whose current channel migrates over time. An unintended rise in groundwater level due to irrigation contributes a significant amount of water to this channel as evidenced by winter flows along the length of Amon Creek. In addition, there was an ephemeral stream here prior to irrigation with water contributed by a local spring and by summer thunderstorms.

**Wildlife Habitat Assessment Report – comments:**

1. The Wildlife Habitat Report includes the following FWHCAs: ACNP, wetland, fall chinook. It does not mention that the area does, in fact, include the following FWHCAs: a biodiversity corridor, a habitat of regional significance for migratory birds (see SEPA comments 6 & 7 above), shrub-steppe habitat and riparian habitat. All of these habitat types are considered priority habitats and are listed as FWHCAs in the RMC. Even though the shrub steppe habitat present is partly degraded, it is considered recovering shrub steppe and treated as a priority habitat. WDFW states that the presence of multiple priority habitats means the site is of even greater importance as habitat (WDFW01335). As such, this area is especially important for conservation and management (RMC22.10.185A2). The footprint of this project (including the secondary access road) should avoid these multiple priority habitats; this avoidance would not preclude reasonable use. The footprint of the project also needs to be protective of all these FWHCAs, which would require mitigation.
2. Black-tailed jackrabbits: The presence of black-tailed jackrabbits on this parcel as noted in the Wildlife Habitat Report confirms the importance of this priority habitat for a State candidate species, both as shrub steppe and as part of a biodiversity corridor. From WDFW01335 – *"If shrub-steppe associated species occur on or near the project site, typically that indicates the habitat is important for conservation."* and "*A small patch of lower-quality habitat could still be of high value if it functions as a wildlife corridor between larger shrub-steppe patches."* WDFW recognizes that much shrub steppe habitat has been degraded but it is still important especially when adjacent to higher quality habitat and riparian areas. Wildlife uses this lower quality shrub steppe habitat as an extension of the higher quality habitat and as a corridor. The fact pointed out in the report that the black-tailed jackrabbits use this parcel for cover and forage makes this an area with a primary association for the jackrabbits (cover and forage are a requirement for any species). The jackrabbits don't recognize parcel boundaries and use the additional cover and

foraging opportunities that this parcel provides. Maintaining and enhancing the shrub steppe areas as part of the mitigation for this project should be a requirement to improve shrub steppe habitat quality for these jackrabbits as well as other species so they can continue to persist and reproduce in this area over the long term.

3. The Wildlife Habitat Report acknowledges that habitat function and wildlife use of the wetlands and ACNP corridor is limited by landscape fragmentation due to public roads and high-density residential development. That is why this additional high-density residential development necessitates mitigation as described below.
4. RMC 22.10.200C5. The habitat assessment shall include *'a discussion of ongoing management practices that will protect habitat after the project site has been developed, including proposed monitoring and maintenance programs.'* This has not been included in the Wildlife Habitat Assessment Report. How will this be accomplished?
5. RMC 22.10.210 FWHCA – Performance standards. This section addresses development within an FWHCA or its buffer or adjacent to an FWHCA, stating that it shall only be permitted in accordance with the conditions of an approved habitat conservation area report and shall be based on standards enumerated in this section of the RMC. Development activity is proposed here that is adjacent to, or close enough to (and partly within), several habitat conservation areas (i.e., a biodiversity corridor, shrub steppe habitat, and documented habitat of regional or national significance for migrating birds, plus adjacent to a natural preserve) '*so as to likely impact critical area ecosystem functions and values*.' The conditions sited in this part of the RMC still need to be addressed in the Wildlife Habitat report since that report does not address the PHS biodiversity corridor or migratory bird habitat at all, dismisses the importance of the shrub steppe habitat, dismisses the importance of this area to the presence of a candidate species, and dismisses the impact on the ACNP.

**Proposed mitigation measures:**

A summary of some of the proposed mitigation measures follows:

1. Decrease the footprint of the development and reduce the number of parking spots. This would improve the stormwater issues and provide a separation between the wetland buffer and irrigated turf and trees (see also #16 below).
2. Enhance the degraded buffers by planting native plants and controlling weeds to improve the function and values of the shrub steppe habitat.
3. Increase the buffer to mitigate for the access road that parallels the wetland.
4. Make sure the buffer includes the entire biodiversity corridor, including the portion that is adjacent to the proposed secondary access road for this development.
5. Protect the buffer during construction, i.e., all work should stay out of the buffer with no clearing or dumping allowed. There should be no impact to the buffer area during and after construction. It is important that eroded soils be prevented from entering the buffer and the wetlands. Additional measures beyond silt fencing will likely be needed to control erosion into the buffer areas since silt fencing has been seen to be ineffective, especially when not monitored on a daily basis. Any damage to the buffer or the wetlands must be mitigated on site.
6. Signs should be permanently placed indicating that the area is a sensitive wetland buffer and wildlife area.
7. Stormwater must be contained within the developed portions of the site even during large rain and snow events and must not impact the wetlands or the buffers. Overflow must not be allowed into the buffer as is currently depicted on the site plan.
8. The developer should use native plantings in the open space within the development that runs parallel to the wetland buffer to significantly reduce or eliminate water runoff directly into the Preserve. In fact, the Geologic Hazard report (p. 18 or pdf p. 46) suggests that "slope planting and irrigation systems may wish to consider low water tolerant plants with drip irrigation." This is because of the potential for slope erosion.

9. The developer should ensure that no invasive plants are included in his landscape plan since this development is adjacent to an important natural preserve.
10. Means by which the applicant will prevent or mitigate the potential risk that residential users could have waste materials and/or household chemicals that enter the ground should be clearly identified.
11. Means by which the applicant will prevent or mitigate dumping in the buffer during and after construction should also be clearly identified.
12. The City should work with the developer to implement energy conservation features consistent with the City's goal to be more energy efficient.
13. The City should work with the developer to identify noise mitigation actions suitable for an area next to a Preserve.
14. The City should work with the developer to identify mitigation measures for lighting near a FWHCA and wetland and should implement dark sky lighting standards that are required in a FWHCA.
15. As required in RMC 22.10.210, the developer should use bird-friendly building designs (especially for windows).
16. A wall should separate the development from the buffers as was done for the Clearwater Creek development to help protect the integrity of the buffer. The pedestrian pathway trail should be on the developed side of the wall to decrease the potential for social trails through the buffer and free roaming pets.
17. A paved trailway is not appropriate through the Preserve; low impact uses in the Preserve include the pervious pedestrian trails that are already established by Tapteal Greenway.
18. The developer should identify how to discourage unauthorized vehicles, such as ATVs, from using the access road to access the buffer and wetland areas. How will the developer discourage disturbance (e.g., social trails) in the buffer zone?
19. A number of other concerns based on RMC 22.10.210 FWHCA Performance Standards need to be addressed before work on this proposed development is initiated.

A follow-on concern is that if the developer doesn't think that mitigation is needed, how well would the developer follow any mitigation plan? I raise this issue because historically, within the City of Richland, it has been difficult to get compliance with mitigation plans even when applicants acknowledge that there will be an impact and that such a plan is needed.

The footprint of the development should be decreased to provide some protection to the priority habitats. Mitigation measures and monitoring to increase and/or enhance buffer areas should be explicitly stated as requirements for the developer and the development, with timelines for compliance and means of enforcement. Persons/entities responsible for carrying out mitigation measures should be identified clearly in City approval documents to assure that developers meet all legally required mitigation measures. Monitoring should be required as in RMC22.10.160 for at least 10 years with enforcement by the city.

Thank you for considering my comments.

## Stevens, Mike

**From:** debroper@charter.net
**Sent:** Tuesday, May 24, 2022 9:52 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

Dear Mr Stevens,

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sincerely,
Deborah Roper
2644 Willowbrook Ave
Richland WA 99352

Sent from my iPhone

## Stevens, Mike

**From:** Dennis Showman <dashow2000@hotmail.com>
**Sent:** Monday, May 23, 2022 9:17 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

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## Stevens, Mike

**From:** Diana McPherson <dimcp40@gmail.com>
**Sent:** Wednesday, May 25, 2022 2:46 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

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Sent from my iPhone

## Stevens, Mike

**From:** Dino Besic <bosnian137@hotmail.com>
**Sent:** Monday, May 23, 2022 8:17 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

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Please protect our public land.

Sent from my Verizon, Samsung Galaxy smartphone

## Stevens, Mike

**From:** dinobesic13 <dinobesic13@gmail.com>
**Sent:** Monday, May 23, 2022 8:17 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

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Sent from my Verizon, Samsung Galaxy smartphone

## Stevens, Mike

**From:** Chris Powers <donnachrispowers@gmail.com>
**Sent:** Sunday, May 22, 2022 9:10 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments.

I see that the apartments complex for the Willowbrook area once again in the works, but I can't recall seeing anything about a traffic study. The traffic generated on Broadmoor or Greenbrook with access to Leslie are of more than a little concern. It is also worth noting that this same traffic will travel by a very busy park where many families and children are frequently crossing the street or accessing parking.
There was a time when the impact of so much development on the wildlife in the Amon Creek area was a concern. Has this gone away?
As a long time Realtor there is also the certain devaluing of nearby property to consider. I would like to know how all these factors are being addressed.
Donna Powers
1945 Sheridan Pl
Richland 509-539-5986

## Stevens, Mike

**From:** Doug Jones <doug.jones@apollosm.com>
**Sent:** Tuesday, May 24, 2022 5:02 PM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

Dear Mr. Stevens,
I am writing to express my opposition to this proposed development for the following reasons:

1. Impact on traffic over Piper Street in the Willowbrook subdivision and Broadmoor in the Second Nine Subdivision - no other apartment complex in Richland is accessed through another neighborhood over streets that are residential and non-arterial that I am aware of.
We have lived in the Willowbrook community for about 10 years, I have 3 children and there are lots of kids in the neighborhood. There is already concern of safety on the roads, most especially when there are cars parked in both sides of the sidewalks, there are blind corners and it would be a direct and careless approval of this project with the idea that it will create a significantly increase in traffic, speeders, and more children in the area put at risk.

2. Placement of a roadway over lots that are restricted by Willowbrook Community Association covenants to single-family housing, NOT streets.

3. Access road to Broadmoor is unsafely graded, narrow and inadequate for the proposed use, let alone broadmoor has blind corners, lots of pedestrian foot traffic and it also not an arterial either.

4. The proposed density is incompatible with surrounding single-family residences and inconsistent with the City's strategic plan.

The developer should've stepped in a long time ago as things were developing around this proposed lot and raised concern about being "blocked off", the burden should not be put on the shoulders of Willowbrook families and second nine families and the local community. It's simply not safe or practical.

If at all possible, it would be good for the city to attempt to "swap" parcels with the developer so that the developer can have a better situation for their intents and that the city can plan something with this parcel here that better fits the surrounding community.

Sincerely,

Doug Jones
118 piper court
Richland wa 99352

Respectfully,

**Disclaimer**

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**Dwight and Donna Langer**
**2544 Tiger Lane**
**Richland, Washington 99352**

Mr. Mike Stevens, Planning Manager
625 Swift Boulevard, MS #35
Richland, WA 99352

May 19, 2022

RE: Public Hearing Comments on the Application by Big Creek Land Company

Dear Mr. Stevens:

My wife and I are residents and members of The Homeowners Association of the Heights at Meadow Springs. We support the comments our HOA Board of Directors have submitted to you on behalf of the one hundred and forty-six households.

It has been brought to the attention of City of Richland officials on several occasions in the past about the significant increase in non-resident traffic on Meadows Drive South and the excessive speed of these vehicles through our neighborhood which presents significant danger and concern for public safety. The proposed apartment complex development will further erode safety and related concerns. Before the proposed development can proceed it is my understanding the City is required to do impact studies on a variety of issues to ensure that existing property owners are not negatively impacted. In this particular instance existing property owners are being negatively impacted. How will the consequences created by this development be satisfactorily mitigated in accordance with safe vehicle traffic regulations and standards?

In addition to the negative impact in public safety caused by the proposed dramatic increase in vehicle traffic, we have further objection to the proposed apartment complex regarding public health & safety. These concerns center primarily around our domestic water service, fire protection and irrigation service. As homes have been constructed in our area and added to the water distribution system our domestic water pressure has been impacted. What measures in the form of new water supply and distribution facilities have been identified to maintain sufficient water quality and pressure in the surrounding area of this apartment complex? Questions of domestic water pressure begs the question of the impact of pressure and supply as it relates to fire fighting capability. What have your impact studies shown with regards to this development on fire safety capability?

We understand and witness the extraordinary growth occurring in our Tri-City community, but it is the City's responsibility to ensure that additional residential housing is not achieved by a deterioration in the quality-of-life services and public safety of its existing tax-paying citizens.

Thank you for giving careful consideration to these objections and concerns. Please advise us of your final decision regarding this proposed development.

Respectfully,

Dwight Langer

Dwight Langer
Retired PUD General Manager

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
Central Region Office
1250 West Alder St., Union Gap, WA 98903-0009 • 509-575-2490

May 23, 2022

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

Re: SEPA Register 202202056, M2020-101, EA2020-114

Dear Mike Stevens:

Thank you for the opportunity to comment during the Optional Determination of Non Significance process for the Willowbrook Apartments, proposed by Big Creek Land Company, LLC. We have reviewed the documents and have the following comments.

**SHORELANDS/ENVIRONMENTAL ASSISTANCE**

The provided SEPA Checklist mentions a wetland critical area report was provided to the City as part of the application materials. Ecology staff reviewed the OneDrive link and did not find the wetland report. Please submit the report for review and verification to **Lori White**, regional wetland specialists, at lori.white@ecy.wa.gov. Please contact Lori White with any wetland related questions or concerns.

**WATER QUALITY**

Project with Potential to Discharge Off-Site
If the 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.

**WATER RESOURCES**

Dust Control from a Well

If you plan to use water for dust suppression at your project site, be sure that you have a legal right. In Washington State, prospective water users must obtain authorization from the Department of Ecology before diverting surface water or withdrawing ground water, with one exception. Ground water withdrawals of up to 5,000 gallons per day used for single or group domestic supply, up to 5,000 gallons per day used for industrial purposes, stock watering, and for the irrigation of up to one-half acre of non-commercial lawn and garden are exempt from the permitting process. Water use under the RCW 90.44.050 exemption establishes a water right that is subject to the same privileges, restrictions, laws and regulations as a water right permit or certificate obtained directly from Ecology.

Temporary permits may be obtainable in a short time-period. The concern of Water Resources is for existing water rights. In some instances water may need to be obtained from a different area and hauled in or from an existing water right holder.

If you have any questions or would like to respond to these Water Resources comments, please contact **Christopher Kossik** at (509) 454-7872 or email at christopher.kossik@ecy.wa.gov .

Sincerely,

Gwen Clear

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

## Stevens, Mike

**From:** Eileen Harbertson <sweeneyeileen@yahoo.com>
**Sent:** Friday, May 20, 2022 10:12 PM
**To:** Stevens, Mike
**Subject:** Proposed development with access road onto Broadmoor

Dear M. Stevens,

I live across Leslie from the proposed new road access (in Orchard Hills HOA #4), during the pandemic my family and I made it an almost daily habit to walk a loop through Meadow Springs to Overlook park, Claybell park and then back. As an aside, we would like to extend a huge thank you to the city for improving the sidewalk step downs and crosswalk signaling on Leslie, it is much easier to cross safely than it used to be. The location where the sign indicates the proposed road connection onto Broadmoor for a new Willowbrook development is a spot we were especially wary of as pedestrians. It's a blind corner in both directions and more than half the drivers are well above the permitted 25mph. It is a scary spot with the current amount of traffic. Making it a three way intersection is almost certainly going to result in traffic collisions and possible pedestrian deaths. It would be hard to pick a hypothetical spot that would be worse for a new through road based on the physical site with the bend of Broadmoor as it crosses over the creek for either traffic safety and run off into sensitive wetland habitat.

Respectfully,
Eileen Harbertson

Sent from my iPhone

## Stevens, Mike

**From:** Elena Marshall <elenamarshall468@gmail.com>
**Sent:** Wednesday, May 25, 2022 6:54 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** Eric Foote <ericleefoote@gmail.com>
**Sent:** Wednesday, May 25, 2022 5:52 AM
**To:** Stevens, Mike
**Subject:** Willowbrook

>> Greetings, Mr. Stevens.
>>
>> Thank you for taking the time to read my email.
>>
>> As a homeowner on Broadmoor St., Meadow Springs, back Nine, I am opposed to the large Willowbrook apartment complex proposed connecting to our street.
>>
>> I reviewed Kimley-Horn's study. From my observation: Cars zoom by all day long in front of our home and this is a safety concern for mine and others' children. The road is already a thoroughfare for people cutting through from Leslie to Gage. 108 dwellings (270 people) in the proposed apartments will surely increase traffic on our already busy street and create a safety hazard. And the risk of increased crime in the area. I wonder if the developers would like a huge apartment complex entry on their street just a few doors down? There should not be an access to the apartment that's in a well-established family neighborhood and golf community. Their report states " The site access to Broadmoor Street is anticipated to remain at LOS 'D'or better." Remember school report cards? Having a D is better than an F, but neither are good grades. Their rating scales note that "D" is "Long delays," and their data suggest an extra 700 trips per day where we live. The report also made sure to note city income: " The traffic mitigation fees for the Willowbrook Place development will be $119,475.00 for the 60 PM peak-hour trips that are anticipated to be generated."
>>
>> There will be increased noise in the area. It's impossible to enforce 270 residents.
>>
>> Think if you lived in our neighborhood. Would you want this just a few houses down? I know the city will reap taxes and other benefits, but the road connecting to Broadmoor is a risk and hazard to our children and our living. 790 extra trips per day per the application.
>>
>> They admit that no specific measures to control traffic are in place and are basically justifying this by the extra income for the city. " No specific measures are proposed at this time. The project will generate additional tax base and revenue, as well as Transportation Impact Fees, that will help to offset any additional traffic impacts."
>>
>> What guarantee do we have that the proposed housing, with 270 more people, will not only bring more traffic, creating unsafe conditions, but also more crime? Is there going to be more police presence or on-site security?
>>
>> 40 feet above ground level will certainly ruin homeowners' views. It won't directly impact us, but I feel for those who have invested so much in a home.
>>
>> The report stated the ground is subject to erosion. What plan do they have in place? Especially since they wrote: " Variations in soil, bedrock and/or groundwater conditions could exist between and beyond the exploration points. The nature and extent of these variations may not become evident until during or after construction. Variations in soil, bedrock and groundwater may require additional studies, consultation, and revisions to GNN’s recommendations in the Report."
>>
>> Thank you,
>>
>> --

>> Eric L. Foote
>> Resident impacted by development

## Stevens, Mike

**From:** Eric Foote <ericleefoote@gmail.com>
**Sent:** Sunday, May 15, 2022 11:03 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments

Greetings, Mr. Stevens.

Thank you for taking the time to read my email.

As a homeowner on Broadmoor St., Meadow Springs, back Nine, I am opposed to the large Willowbrook apartment complex proposed connecting to our street.

I reviewed Kimley-Horn's study. From my observation: Cars zoom by all day long in front of our home and this is a safety concern for mine and others' children. The road is already a thoroughfare for people cutting through from Leslie to Gage. 108 dwellings (270 people) in the proposed apartments will surely increase traffic on our already busy street and create a safety hazard. And the risk of increased crime in the area. I wonder if the developers would like a huge apartment complex entry on their street just a few doors down? There should not be an access to the apartment that's in a well-established family neighborhood and golf community. Their report states " The site access to Broadmoor Street is anticipated to remain at LOS 'D'or better." Remember school report cards? Having a D is better than an F, but neither are good grades. Their rating scales note that "D" is "Long delays," and their data suggest an extra 700 trips per day where we live. The report also made sure to note city income: " The traffic mitigation fees for the Willowbrook Place development will be $119,475.00 for the 60 PM peak-hour trips that are anticipated to be generated."

There will be increased noise in the area. It's impossible to enforce 270 residents.

Think if you lived in our neighborhood. Would you want this just a few houses down? I know the city will reap taxes and other benefits, but the road connecting to Broadmoor is a risk and hazard to our children and our living. 790 extra trips per day per the application.

They admit that no specific measures to control traffic are in place and are basically justifying this by the extra income for the city. " No specific measures are proposed at this time. The project will generate additional tax base and revenue, as well as Transportation Impact Fees, that will help to offset any additional traffic impacts."

What guarantee do we have that the proposed housing, with 270 more people, will not only bring more traffic, creating unsafe conditions, but also more crime? Is there going to be more police presence or on-site security?

40 feet above ground level will certainly ruin homeowners' views. It won't directly impact us, but I feel for those who have invested so much in a home.

The report stated the ground is subject to erosion. What plan do they have in place? Especially since they wrote: " Variations in soil, bedrock and/or groundwater conditions could exist between and beyond the exploration points. The nature and extent of these variations may not become evident until during or after construction. Variations in soil, bedrock and groundwater may require additional studies, consultation, and revisions to GNN’s recommendations in the Report."

Thank you,

--

Eric L. Foote
Resident impacted by development

https://www.ci.richland.wa.us/home/showpublisheddocument/13423/637868181917770000
https://www.ci.richland.wa.us/departments/development-services/planning/land-use-1427

## Stevens, Mike

**From:** Erin Kane <toothfairy2084@gmail.com>
**Sent:** Wednesday, May 25, 2022 1:16 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartment Complex comments

Hello Mr. Stevens.

My name is Erin Kane and I live in Willowbrook at 205 Pacific Ct. I am writing to oppose the apartment development currently planned adjacent Willowbrook. I am concerned about the safety of the residents around this area with the increase in traffic through Willowbrook and on Broadmoor St. These areas were not designed to accommodate traffic from multi-family dwellings and an increase in traffic from 108 units would significantly impact the residents around this area. The planned exit road onto Broadmoor is directly between 2 curves on the street with limited visibility. There are a large number of residents in the Willowbrook community with young children and having a large increase in traffic onto Center Blvd and Piper St greatly increases the risk of vehicle/pedestrian accidents.

I am also concerned about the disruption to wildlife from the apartment complex. I have been through the Amon Creek Preserve numerous times and I have personally seen the great amount of wildlife present. The current plan for the position of the apartments is too close to the Preserve, even with the current buffer zone, and would greatly impact the wildlife ecosystem adjacent the proposed apartment complex.

Per the City's website, your primary mission is safeguarding the public and property, enhancing the community's favorable quality of life and protecting Richland's natural environment. This apartment complex would be in direct opposition to your mission. The Willowbrook apartments would create a potential for more traffic accidents due to the limited visibility near the exit road onto Broadmoor and the increase in volume through the Willowbrook neighborhood. The apartments would also significantly impact the natural environment through the destruction of wildlife habitat currently present in and around the construction zone. There are reasonable places to put new apartments in the Tri-Cities area but the proposed complex squeezed between Willowbrook and the Amon Creek Nature Preserve isn't one of them. Please do not allow the plans for this apartment complex to move forward.

As a last thought, if I may offer a suggestion, I have an idea that could benefit both the community and the developer. I propose giving the residents in the area that would be impacted the ability to buy the land from the developer and let the developer purchase land on Clearwater Ave between Leslie Rd and Steptoe St. The developer would have greater freedom in the design of the complex as the area is not as constrained. Having exits onto a major road would have the least impact on traffic in the area. Plus, the area is not immediately adjacent to a waterway that supports a significant volume of wildlife.

Thank you for taking the time to read my comments.

Sincerely,

Erin A. Kane, DDS
(971) 832-0185

## Stevens, Mike

**From:** Erin zasso <thizzkidez@yahoo.com>
**Sent:** Wednesday, May 25, 2022 4:00 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from Yahoo Mail on Android

## Stevens, Mike

**From:** Fernando Medina <ttquattro02@gmail.com>
**Sent:** Wednesday, May 25, 2022 9:21 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** Gabe Harris <gharris_4@hotmail.com>
**Sent:** Wednesday, May 25, 2022 6:56 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

## Stevens, Mike

**From:** Gabriel Medina <gabemed@gmail.com>
**Sent:** Wednesday, May 25, 2022 4:49 PM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

Dear Mr. Stevens,

I am writing to express my opposition to this proposed development for the following reasons:

1. The growth in this area over the last few years has already dramatically increased the traffic in the neighborhoods in and around Leslie blvd. In our Willowbrook neighborhood alone we have seen an increase of traffic on Piper street with many cars driving extremely fast for a neighborhood street. With so many children running around the neighborhood to play, we are extremely concerned for their safety with additional traffic being introduced. Myself and others have made multiple requests for a traffic cop to police Piper street for speeding vehicles. There have been a number of close calls, regardless if children playing flags are posted. Safety should be a major concern with having this additional traffic. Our pleas might not prevent the building of these apartments but there MUST be a solution to the safety issues before we see increased traffic. By the way, how many apartment complexes use another neighborhood for egress? Will there be multiple digital speed warning signs installed? Will there be a consistent police presence?

Have you been to Claybell Park on the weekends or early evenings? The amount of traffic on Broadmoor and Bellerive is ridiculous. Multiple cars regularly line each side of the street. We already have an infrastructure issue here. What will an anticipated 400 plus cars add to this traffic? Kids walk to the park all the time navigating this high traffic area already.

Getting onto Leslie from any of the surrounding neighborhoods has become a serious problem. Not just an issue of commute time but a safety issue. Many cars exceed the speed limit and it's common to see cars dangerously merging in from the neighborhoods. I have also witnessed many potential accidents due to speeding cars mixed with pedestrians using the crosswalks. There is way too much traffic for a two lane road. There needs to be a solution to address this additional traffic. What about all the additional traffic from the homes being built near Powers winery? Leslie needs much better traffic control.

How would first responders navigate all the increased traffic in the event of an emergency? Has there been a thorough study on the potential of an increased response time? Who is liable for neglecting any of these potential safety issues?

2. Walking through Amon Creek Preserve is a joy for many in the area. There are a number of animal species that call it home. There are also signs to remind people to stay on the trails and not disrupt the habitat. Why on earth is there a lot that is zoned to build multi-family right on top of this Creek bed? I don't see how this is environmentally conscious. The grade of the lots would have runoff going directly into the creek bed. I understand that this might've been zoned decades ago but the city has an environmental problem on their hands. As times have changed and more environmental awareness has come to light, why wasn't it rezoned?

3. How is it possible or legal to put a roadway over a lot restricted by the HOA for single family housing? This seems like a horrible precedent to set. No one buys a house with an open lot next to it and considers a road being built instead.

4. I understand that the city may feel limited by what they can do to prevent this lot from being built on. If a build on this lot is certain, can't there at least be support by the city to create a compromise? For all the aforementioned concerns listed above, it seems like less of an impact if there were single family residential built rather than multi family. From what I've read in the past, a multi family apartment complex in the middle of single family neighborhoods is at odds with the city's Strategic Plan.

I know this email is laced with an irritated tone. I ask that you PLEASE see it for the true concern that is at hand. It just seems so counter to anything that makes sense to build an apartment complex in this location. A few single family homes, a couple townhomes, condos, would be easier to digest than 100 plus apartment units. I hope you and those who advise you truly take these emailed concerns into deep consideration.

I thank you for your time and effort's.

Sincerely,

Concerned Richland Resident

Gabe Medina
Gabemed@gmail.com
559.307.1282

## Stevens, Mike

**From:** duncan_gaylej <duncan_gaylej@yahoo.com>
**Sent:** Wednesday, May 25, 2022 3:45 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Gayle Duncan

Sent via the Samsung Galaxy S21+ 5G, an AT&T 5G smartphone

## Stevens, Mike

**From:** Gayle G <ksyrah13@gmail.com>
**Sent:** Wednesday, May 25, 2022 8:28 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments

Dear Mr Steven's,
I am opposed to the Apartment complex off Broadmoore as it will :
1. Cause too much traffic in that area.
Think about the school bus stops and safety of our children.
2. Narrow entrance and exit will not be safe for residents if there would be a fire. Will fire trucks and equipment be able to maneuver that narrow entrance?
3. The run off from the slope above will damage the ecosystem. There are fish in there to feed the other wildlife.
Would YOU like to live on Broadmoore?
Thank you for doing the right thing.
Gayle Garvie

## Stevens, Mike

**From:** G Baird Wireman <ebwireman@gmail.com>
**Sent:** Tuesday, May 24, 2022 8:48 PM
**To:** Stevens, Mike; Alvarez, Michael; Lukson, Ryan; Christensen, Terry; Jones, Jhoanna; Richardson, Theresa; Kent, Sandra; Lemley, Phillip
**Subject:** wlllowbrook apartments

I know this is going to the Hearing's Examiner but I think it is important that Council sees these concerns.

I can't believe we're here again. This is the third time I've had to comment on this misguided plan that the City should have killed outright the first time by purchasing the property before the owner wasted any more money.

Hundreds of volunteer hours and the City are invested in the Amon Creek preserve. It brings immense joy to people from across the region and provides healthy space for native plants and animals. Allowing this intensive development is likely to severely impact the habitat. The proposal still encroaches on the wetlands. As pointed out by others, wetlands are supposed to be protected. The environmental review fails to list all the species people have witnessed in or near Amon Creek, including salmon and river otters. Frankly, the consultant is not performing due diligence but unfortunately, there's no licensing (like for a professional engineer or hydrogeologist).

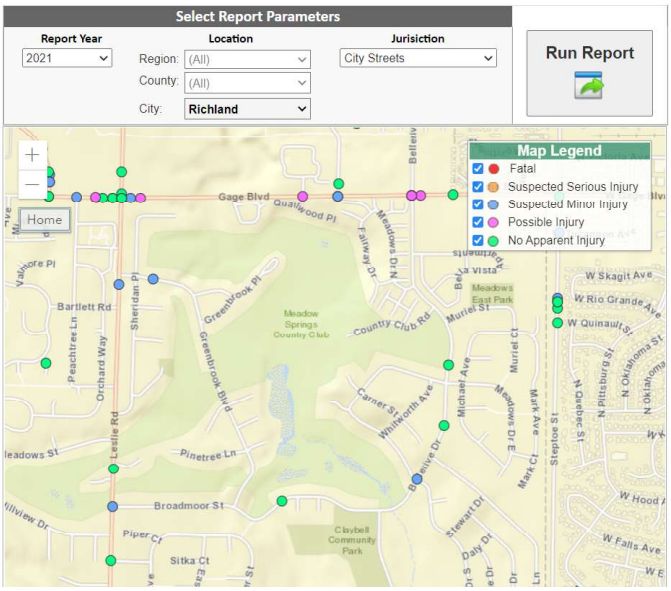
The soils are unstable. The area where the Secondary Access is proposed had two washouts in May & June of 2017. There's a likelihood of a blowout at the creek or road with additional stormwater. This area is also part of our aquifer recharge area, so the potential to damage our water supply should be taken into consideration as well.

The additional traffic is wholly inappropriate and irresponsible. Both Bellerive and Broadmoor are steep and curvy creating short sight distances. We already experience problems with speeders in our neighborhood. Using WSDOT Crash Data from 2013 through today, I counted 38 wrecks somewhere along the length of Bellerive/Broadmoor between Gage & Leslie (or at the respective intersections with the arterials). I did not count wrecks on Gage at Bellerive unless the Dot was on the south side of Gage or the center of the intersection. (see screenshot).

So for the image below, I would have counted two at Gage and Bellerive because there have been numerous drivers in wrecks while turning left (south) from westbound Gage to Bellerive.

The city refuses to take responsibility for streets that are dangerous by design and encourage speeding. Many residents from Meadows East, Meadows North, Hole Nine, and Meadows South have complained about speeding and asked for traffic calming tools to be added.

Of the 38 wrecks in 11 years (so far) 15 of them involved possible or suspected minor injuries. Adding 400 car trips per day to this stretch of road without proper street calming - like bump-outs or islands at each intersection or large speed bumps is inviting a serious injury or possible death.




We need more housing. But putting this many apartments nowhere near a bus stop or grocery store FORCES most people to use their car for every errand.
One solution would be to cut the number of parking spaces required and work with Ben Franklin Transit to provide service on the quarter-hour (or concierge). The developer could charge extra for the limited parking spots. And with the money they save on parking they could give free bus passes

The city needs to do better and figure out how to move forward on this. Perhaps buying the land and putting a library, environmental learning center and a community room at this end of town would be a more appropriate use. The neighborhood could reap the benefits of better city services, and it would take less pressure of the main library and Community Center to have meeting space at this end of town where you are forcing more development.

Respectfully,

Ginger

--
Ginger Wireman, She/Her

Non-formal environmental educator, communications and public engagement practitioner.

Richland, WA, USA
+1 509-528-9377

## Stevens, Mike

**From:** Greg Hammer <greg@inlinecomputer.com>
**Sent:** Wednesday, May 25, 2022 9:54 AM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

Dear Mr. Stevens,

I am sending this email today to express my opposition to this proposed development for the following reasons:

1. The traffic impact that a 108 unit apartment complex will create is an approximate number of 540 car trips per day, through streets that were not designed to handle this traffic demand. These are residential neighborhood streets and not arterials. This proposed apartment complex should not be allowed without direct access to arterial roads.
    a. The Entrance/exit that the developer proposed onto Broadmoor Street is very narrow and has several curves. This design will be dangerous and will likely divert most traffic through the Willowbrook neighborhood. The Willowbrook streets are not wide enough and have several blind corners that will cause direct safety issues for cars and children playing in the neighborhood.
    b. The blind corners and narrow streets in Willowbrook become even narrower in the winter months when snow is piled in the traffic lanes, this will cause additional safety issues.
    c. My daughter is a new driver and I fear for her safety when navigating the corner at Piper Street and Piper court. Traffic going the speed limit is hard to see at this corner, especially when there are cars parked in the street. I am certain that these same issues occur at the other blind corners in the Willowbrook neighborhood. Additional traffic will only increase safety risks.
    d. When walking in the neighborhood, you have to be incredibly careful crossing at or near the blind corners with the existing traffic counts. Additional traffic will create additional safety issues and possible pedestrian and car collisions.
    e. The Entrance/exit on to Broadmoor Street (not an arterial) will cause additional traffic on a street that already has serious traffic issues. There are continual speed issues on Broadmoor Street that will only be exacerbated by the additional traffic.
    f. The Entrance/Exit on to Broadmoor Street is barely wider than my driveway, at 23 ft. It is also has dangerous tight curves. This access will be very hard to use for fire, ambulance, and garbage services as well as any larger vehicles, causing safety concerns for the residents of the proposed apartments.
    g. The proposed Entrance/exit on to Broadmoor street is designed using land that is designated for single family dwellings. The usage of these lots as anything other than single family dwellings is expressly prohibited in the covenants of the Willowbrook neighborhood. The proposed usage will be opposed in court by the Willowbrook HOA. I believe that the Willowbrook Association will prevail in this matter, leaving only one exit available for the apartments, into the Willowbrook neighborhood. Having only one entrance/exit will certainly cause safety issues from an emergency responder standpoint, as well as all traffic being routed through the Willowbrook neighborhood, exacerbating the issues noted above.

2. The Amon Creek Preserve is located very close to the proposed site and will definitely suffer from the additional encroachment. The area is filled with wildlife and also fish habitat. The developer is trying to ignore or downplay the amount of wildlife in the preserve and I believe that the EIS submitted has direct errors of omission. This area should be closely studied to determine the actual impact of the apartments on this critical wildlife habitat and flyway.

3. The proposed density is incompatible with surrounding single-family residences and inconsistent with the City's strategic plan, the City should work with this developer on a land swap and keep the proposed property as either open space, or lower density housing that is more consistent with the other housing in the area.

Sincerely,

Greg Hammer

106 Piper Court

Richland, WA 99352

## Stevens, Mike

**From:** Hammer <hammer@inlinecomputer.com>
**Sent:** Wednesday, May 25, 2022 4:04 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Multifamily Project 2022
**Attachments:** Willowbrook Multifamily Letter 2018.docx; Willowbrook Multifamily Letter 2020 R2.docx

Dear Mr. Stevens,

I am writing in opposition to the proposed Willowbrook Mulitfamily Project. This is my third letter of opposition over the years. I have attached the previous two letters, as I believe the objections set forth in both of those letters still hold true today. This project is far too big, and the adverse traffic and safety impacts are far too great for the Willowbrook and Meadow Hills neighborhoods. Already I deal, daily, with a blind corner at Piper Ct. and Piper St. to access my property at 106 Piper Ct. With cars parked anywhere near that intersection visibility of oncoming traffic is reduced to near zero. I can only imagine the dangers that would be presented with the incredible increase of traffic volume from the proposed apartments. At the time I wrote my first letter, 2018, I had a child who regularly played with neighborhood children in the area running and riding bikes. Fast forward to 2022 and I now have a young driver. I worry every day about her on the streets. We have counseled her as to how dangerous that intersection, Piper Ct. at Piper St., is at present. I can't imagine the hazard it will become if this project is allowed to proceed.

We believe that the City of Richland should deny the application for this development. As stated in the past, it truly is not a good fit for the location.

Sincerely,

Greg & Suzanne Hammer
106 Piper Ct.
Richland, WA 99352
hammer@inlinecomputer.com

September 4, 2018

Shane O'Neill
City of Richland Senior Planner
840 Northgate Dr.
Richland, WA 99352

RE: M2018-100 – Willowbrook Multifamily Proposal

Dear Mr. O'Neill,

We would like to express our serious opposition to the proposed multi-family project referenced above. The project does not appear to be compatible with the surrounding existing land uses as stated in the SEPA checklist. It will, in fact, have serious detrimental impact on the Amon Creek Natural Preserve's wetlands and supported wildlife, as well as the adjacent Willowbrook neighborhood with regard to property values, views, traffic, noise and light issues.

With specific regard to traffic, Piper Street, which has been identified in the SEPA as the access route, is classified as a Local Street. According to the Richland Municipal Code, Local Streets are typically internal subdivision roads with traffic volume stated as generally less than 1,000 vehicles per day. The addition of the volume of traffic that is projected in the SEPA would severely overtax this residential street. A traffic study done in 2015 for a similar development showed a project of comparable size would put future traffic volume on Center Blvd. at near capacity for the "typical threshold" and future traffic volume on Piper Street over "typical threshold". We understand that the typical daily threshold is not a specified limit, but a guideline as set forth by the Richland Municipal Code, but we believe that the layout of Piper Street as it curves through the neighborhood makes the volume of traffic that it can support even lower than the "typical threshold". Visibility around the curved portions of the roadway is limited by landscaping and parked cars. This creates dangerous visibility problems both for vehicles and pedestrians. More traffic will drastically increase the danger in these areas. In terms of traffic volume and access to emergency services, this project is far too large for the streets upon which it is relying for access.

Thank you for taking the time to consider our concerns about this project. It is our sincere hope that the City of Richland will deny the application for this development. It truly is not a good fit for the location.

Sincerely,

Greg & Suzanne Hammer
106 Piper Ct.
Richland, WA 99352
hammer@inlinecomputer.com

October 8, 2020

Mike Stevens
Planning Manager
625 Swift Blvd., MS-35
Richland, WA 99352

RE: M2020-101 – Willowbrook Multifamily Proposal

Dear Mr. Stevens,

We would like to express our serious opposition to the proposed multi-family project referenced above.

With specific regard to traffic, the submitted plans identify Piper Street, Center Boulevard, and Broadmoor Street as primary access points. Piper Street is classified as a Local Street, Broadmoor Street and Center Boulevard are classified as Neighborhood Collectors. According to the Richland Municipal Code, Local Streets are typically internal subdivision roads with traffic volume stated as generally less than 1,000 vehicles per day, Neighborhood Collectors have a typical threshold of 1,500 trips per day. The addition of the volume of traffic that is projected would severely strain all of these residential streets. The Traffic Impact Analysis submitted with the proposal would put future traffic volume on Broadmoor Street at near capacity for the "typical threshold" and future traffic volume on Piper Street over "typical threshold". This Traffic Impact Analysis is dated November 2019, with data collected in November 2018 (Leslie Rd. and Willowbrook Place/Center Blvd.) and March 2019 (Leslie Rd. and Broadmoor St., Bellerive Dr. and Broadmoor St., Greenbrook Blvd. and Broadmoor St.) This data likely does not reflect current traffic volume on Broadmoor Street, Piper Street, or Center Boulevard with regard to newly completed residential construction that is accessed via these streets. We also feel that this traffic study was performed with the express bias of supporting the developer's plans, as is evidenced in the narrow scope of dates reviewed and placement of the traffic sensors in areas where the data is more likely to show speeds and outcomes beneficial to the developer while not accurately portraying true traffic patterns.

We believe that the City of Richland should deny the application for this development. It truly is not a good fit for the location.

Sincerely,

Greg & Suzanne Hammer
106 Piper Ct.
Richland, WA 99352
hammer@inlinecomputer.com

**From:** t hallum <mullah_t@yahoo.com>
**Sent:** Thursday, May 12, 2022 8:42 AM
**To:** Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
**Subject:** Notice of Application Public Hearing & Optional DNS(M2020-1–1 and EA 2020-114) [Big Creek Land Company development of Willowbrook Apartments]

Dear Mr. Stevens,

This e-mail is to express opposition to the Willowbrook Apartment complex development (Willowbrook Place).

My main opposition is the new intersection that will be created where the secondary access from the Willowbrook Apartments ties into a curve on Broadmoor Street. This is shown on drawing C2 (site plan drawing). My concern is safety. This is a very dangerous design.

I read the Traffic Analysis but it only addressed traffic. If it addressed safety I might have missed it but I couldn't find any discussion on the potential dangers on the design of this intersection.

The danger has to do with pedestrians and cars at this proposed intersection. The problem with this intersection are:

- Limited visibility at the proposed intersection. The limited visibility is due to the curves, elevation changes through both curves on each side of the proposed intersection, and from vegetation and structures on both sides of Broadmoor.
- Excessive speed of vehicles coming down the hill from Leslie on Broadmoor. In the best of conditions, as a pedestrian, it is difficult to cross this street at Broadmoor and Greenbrook. The problem is visibility mentioned above but it is also the elevation change on Broadmoor. Even though the speed limit is 25, cars coming down the hill can be going more than 25 mph. And those drives can not see what is around the curve. The Traffic Analysis shows that the speed limit is exceeded. It doesn't take a trained eye to realize a car is traveling greater than 25 mph. When a car has difficulty in negotiating the curves where this intersection will be located, the car is not doing the speed limit. On average, most people follow the speed limit but the concern is the percentage of cars that will be traveling faster than the speed limit. People speed, that is a fact and the addition of an intersection in the curve will not slow these drivers down but add more risk of an accident and dangers to pedestrians.
- Under adverse weather conditions that create slippery road conditions this intersection due to the curves and elevation change provides concern that a driver has enough time and distance to slow down to avoid hitting a car coming out of the access road or a pedestrian crossing the street. The time to react due visibility limitations as discussed above but also trying to slow down on a curve with limited distance that could be slippery due to rain or snow. In the past, a school bus went off the road on this curve. I am sure other vehicles have had problems negotiating these curves due to rain or snow.

I almost walk on a daily basis the area on Broadmoor Street where the proposed intersection will be. I have done this for many years and at many different times of the year. I know it can be a challenge to cross the street at Broadmoor and Greenbrook due to the limited visibility. It is also limited visibility for drivers on Broadmoor coming from both directions in seeing me when I cross the street. I have been caught unexpectedly many times and had to run to the other side of the street not sure if the driver has time to slow down. Now with the proposal is to add an

intersection in the middle of a curve with limited visibility can only add to the problems with pedestrians walking through this area.

I oppose the Willowbrook Apartments development due to the proposed intersection being planned at Broadmoor Street. This is truly a safety concern.

Regards,

Randall Hallum
300 Lakeview Court
Richland, WA 99352

Sent from my iPad

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## Stevens, Mike

**From:** Hanadie Morrison <hanadiemorrison@hotmail.com>
**Sent:** Tuesday, May 24, 2022 6:29 PM
**To:** Stevens, Mike
**Subject:** Willowbrook: The High Society of Selfish Neighbors

Dear Mike Stevens,

I am writing with great concern after viewing the KEPR segment on the proposed Willowbrook Apartments. I was so concerned I actually drove to the proposed site today to see what the fuss was about.

In reviewing material online and seeing the proposed site with my own two eyes, I have concluded the residents of Willowbrook HOA are not acting with the best interest of the community of Richland but rather their own selfish interests to keep themselves maintained as an affluent society of selfish neighbors.

The proposed apartments would provide greatly needed housing for families who cannot afford single family homes. As their HOA representative said in the news segment multiple times she wanted it to be "somewhere else." This is a clear case of economic segregation. The median home prices of Willowbrook reflect the affluent income levels of it's current inhabitants. I am thoroughly disgusted that this HOA is working so hard to keep anyone with a lower income out of their neighborhood. Case in point, their other representative who displayed himself as an environmental lawyer on the segment said the project planners were breaking laws and the first law was the law of gravity. What I find contentious is the site on which he was viewed on camera for the proposed apartments is directly below his own neighborhood and more so directly below 6 in progress new single family home builds located on Piper Street. He brought no issue to the city over potential environmental impact when his own home was built above the supposed "environment" he claims to want to protect. He brought forth no issue with the single family homes being built for future affluent buyers either, so his point regarding the laws of gravity is entirely moot. This is clearly the Willowbrook HOA's community effort to keep poor people out.

As a longstanding preschool teacher, parent, and someone who has worked with local school districts I cannot fathom why the Willowbrook HOA thinks that it is okay to shut down the building of housing our community desperately needs. It is also redundantly unfair for them to stop this build and keep children from lower economic status levels from attending the same great schools the children in the Willowbrook HOA are lucky enough to attend. Why are their children more important than the rest of the community's? Why should families and children who could live in these apartments not be afforded the same opportunities as them? There is no reason except for selfish, elite classism and forced economic segregation.

Furthermore, in comparing home values, all other homes priced in similar ranges have apartment complexes nearby. Even Orchard Elementary has an apartment complex right next door that allows children from families who cannot afford single family homes in Westcliffe, Crested Hills, The Vineyards and Applewood to attend. Why does Willowbrook think it is so special that they cannot have apartments built near them?

I would also like to point out the fact that as reported in news articles, the project planners building on this site owned it before Willowbrook even existed. If Willowbrook residents were so keen to avoid multiple housing units, why didn't they do their due diligence in shopping for a home and check the local zoning like everybody else has to.

Simply put, Willowbrook HOA is making up an environmental impact facade to keep anyone they think is "poor" far away from them. They said it themselves each and every time their representative said to put the apartments "somewhere else" and the community of Richland outside of their elite bubble heard it loud and clear.

Kind Regards,

Hana M.

## Stevens, Mike

**From:** heightshoa@charter.net
**Sent:** Friday, May 20, 2022 12:23 PM
**To:** Stevens, Mike
**Subject:** Opposition to the Proposed Willowbrook Apartment Complex

Hello,

The Homeowners Association Board of the Heights of Meadow Springs would like to express our strong opposition to the proposed Willowbrook apartment complex. We represent the one hundred and forty-six households within the Heights of Meadow Springs. Our foremost concern is the safety of people residing in or near Willowbrook which includes our neighborhood, as well as the safety of visitors to Claybell Park. The Heights has already experienced a significant increase in non-resident traffic on Meadows Drive South as a result of traffic funneling through to Steptoe and Center Parkway. Additional traffic generated by a high-density development will only aggravate the existing traffic problem in our neighborhood as well as on Broadmoor where the traffic volume is already at high capacity. The anticipated traffic from the apartment complex will certainly exacerbate the traffic problems in Willowbrook and surrounding neighborhoods that are NOT designed for high-volume traffic.

The proposed secondary access road that cuts onto Broadmoor near Claybell Park presents a clear danger. Having vehicles cut across the sidewalk becomes a high-risk factor to the many walkers and visitors to the park and is dangerous to homeowners along that access road. It is the responsibility of our city leaders to put the residents first, especially when a proposed project will negatively impact so many residents due to safety reasons.

In addition, the City of Richland has refused to allow any traffic calming devices on either Meadows Dr. S, Tiger Lane, or Bellerive such as stop signs, crosswalks, or speed bumps as well as having a pause on radar signs. For all these reasons, we absolutely oppose any changes which will increase traffic through this area.

Sincerely,

The Heights at Meadow Springs

HOA Board

## Stevens, Mike

**From:** Hope Liston <hopeliston@yahoo.com>
**Sent:** Friday, May 20, 2022 4:45 PM
**To:** Stevens, Mike
**Subject:** No to apartments

We don’t need anymore traffic, it will be a safety issue. It’s not a fit place for apartments.

## Stevens, Mike

**From:** howard.kallio@gmail.com
**Sent:** Monday, May 23, 2022 9:35 AM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

Dear Mr. Stevens,

I am writing once again to express my opposition to this proposed development for the following reasons:

This proposal is worse than every other unacceptable proposal I have objected to in the history of this ridiculous intrusion upon the Willowbrook community: Traffic, safety, environmental and property values amongst many other objections we homeowners continue to express to the city without satisfaction. The proposal is incompatible with surrounding single-family residences and inconsistent with the City's strategic plan. Please work with the Smith's to find a suitable location somewhere else in Richland.

Sincerely,

Howard L Kallio
104 Center Blvd.
Richland, WA 99352

## Stevens, Mike

**From:** Ivar Husa <ivar@pocketinet.com>
**Sent:** Tuesday, May 17, 2022 6:42 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments getting road extension to Broadmoor ST is not a good idea for the community

Mike,

I oppose adding a road segment between Piper ST and Broadmoor BLVD.

The space between the properties at 245 and 321 Broadmoor ST seems too narrow to insert a new road there and still meet the standards of the Meadow Springs annexes (Back and front Nines). Will a code variance be needed?

Nearby residential streets, such as Pinetree LN and Gleneagles CT, are about 44 feet wide measured side-walk-to-sidewalk. I've put one 'edge' black line at the right end (west) at the existing sidewalk edge.

The city may have right-of-way a few more feet to the right (west) than this, but that would seem to ensure removal of a valuable, mature tree. One that is appreciated by all who drive by this collector street.

The left (east) line may be off, but it seems to me that to get 44 feet out of it, one would have to move the hydrant and transformer plus encroach significantly into the maintained lawn area. I don't know where the property's edge is for 321 Broadmoor ST is, but it sure looks like you would be taking land away from the homeowner.




The proposed route, coming along a sidehill as it does, creates a visibility problem for Broadmoor traffic coming from the west. The tree at the right edge of the image would be quite close to the new intersection, and I suspect it would come down to meet code. That is rough for the land owner and residents who appreciate the mature trees in our lovely community, as mentioned earlier.

A less technical objection, but no less important to me, is that this is being done to accommodate insertion of an apartment building adjacent to a sensitive riparian area, the Amon Basin Preserve. The large increase in the number of

people so very close to the Amon Basin Preserve works against its purpose and will decreases its viability and value with each passing year.

Amon Basin Preserve is one of the only more or less intact *and accessible* riparian wild areas in all of Tri-Cities. It is a gem that should not be tarnished in this way. There are better places for apartments, such as along established bus routes.

I speculate this new road segment might be needed  to improve emergency vehicle access to the apartments and to divert traffic. I am not against emergency access in general, but the ecological cost of the apartments *and* providing its occupants with convenience is too much to bear.  Diverting significant traffic, practically every apartment dweller seeking to go to Costco, the mall, or other points east will be dumped onto Broadmoor ST.

Not knowing any better, I am writing with the assumption that the apartments have *not* been approved for construction. I assume so because if construction *has* been approved, its access requirements, including emergency access, must have already been satisfied. If not, someone in the approval process made a consequential error.

I thus I have come to view this road addition as for the convenience and profit of the apartment owner and find a new road here a detriment to the community.

Thank you for considering my input.

Ivar




**Bird ,Insect, and Astrophotography**
**Woodworking**
**Lower Columbia Basin Audubon Society**
Richland, WA
509 378-4064 (cell)  ivar@pocketinet.com

## Stevens, Mike

**From:** Jackie Delgado <delgadofamily2@comcast.net>
**Sent:** Wednesday, May 25, 2022 3:56 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create SERIOUS traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

**Stevens, Mike**

**From:** Jacqueline Delgado <delgadofamily2@comcast.net>
**Sent:** Monday, May 16, 2022 5:25 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Place Apts

Dear Mr. Stevens,

I am writing with STRONG OPPOSITION to Willowbrook Place Apartments.

There are several MAJOR and OBVIOUS reasons why this development will be disastrous in the proposed area.

First, the proposed area does not provide adequate entries and exits. The entry and exits for this complex are not zoned for a high density apartment complex. There are only 2 small openings situated in very tight areas.

Secondly, the traffic flow on these residential side streets will dramatically increase. That is NOT what these roads were made for! Piper Street and Broadmoor Street are not suited for high volume traffic. This would thus put pedestrians and motorists at high safety risk. Children would be greatly affected!

I am not against new apartment complexes, but please, as a city planner, make a prudent decision on the LOCATION of these buildings. They need a major thorough fare in order to be an asset to the community and not stuffed into a piece of property that compromises the safety of its citizens.

Lastly, the City of Richland is home to a very rare attraction: The Amon Creek Natural Preserves. This preserve is home to many diverse species of wildlife and enjoyed by old and young alike for recreational and educational purposes. Why would you want to destroy this when it's such an asset to the community?

In conclusion, I propose that the City of Richland purchase this piece of property from the land owner. This decision will keep our community safe and thriving without being densely populated in such a small area. It will preserve a unique piece of land that is thriving in beauty and wildlife, which Richland residents continually seek. The land owner can then purchase a piece of property that is well suited for an apartment complex, since CLEARLY this piece of property is NOT.

Your decision will have a HUGE impact on this community so please DO NOT approve the Willowbrook Place Apartments.

Thank you,

## Stevens, Mike

**From:** Jake Stanfield <jakestanfield@gmail.com>
**Sent:** Saturday, May 21, 2022 7:44 AM
**To:** Stevens, Mike
**Subject:** public comment for M2020-101 & EA2020-114
**Attachments:** CORletter.pdf

Dear Mr. Stevens:

It is with great concern that I write these comments in opposition to **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).** My opposition to this proposed development includes major concerns regarding the following issues: inappropriate zoning, traffic volumes and safety, fire safety, blatant City of Richland code violations, HOA covenants & restrictions violations and environmental concerns. Each of these are addressed below:

**Zoning**

The zoning of the proposed property was designated as high density decades ago when access to this property was essentially uninhibited. Indeed, the plan was to provide adequate access to this property. Unfortunately, over the years, either through intention or poor planning on the part of the city, the access has been severely reduced by the city of Richland. No known attempt was made by the city or property owner to protect the access to this property. As result, the city and developers find themselves in a predicament where the available access to this property does not readily support its proposed use of a high density apartment complex. The current attempts to force a project where it no longer fits clearly poses several concerns, violates city code and HOA covenants and is an attempt to maximize profit at the expense of the safety and of the environment. I assert that the previous zoning designation is inappropriate and should be modified to better suit the restriction to access created by the city of Richland.

**Traffic Volume and Safety**

There are only two proposed access options to this property, both are problematic

1. A meandering course through small neighborhood streets (Center Blvd and Piper st.) and

2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.

You may already be aware of several issues related to this restricted access:

· Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns.

· Center Blvd and Piper St are not adequately suited for high volume traffic and poses clear traffic safety hazards for motorists and pedestrians (especially young children). The apparent safety issues are difficult to ignore.

· I appreciate the updated traffic study, as the previous study was out of date. The new study confirms the listed concerns and it is now admitted in the study that the primary access (60% of volume) to these apartments will be on Broadmoor on a roadway that was initially planned as a emergency access point and then a secondary access. This proposed road is 23 feet at its most narrow point, which also happens to be on an “S-curve”, located at a crosswalk, and does not plan for a retaining wall on this sloped land. Fitting a road in this location is not realistic (see above picture)

**Fire Safety**

Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the access road even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications this has evolved into a full access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

**City Code & HOA Covenant Violations**

In a city with a "Code Enforcement" department that can issue citations and accompanying fines and property liens for vegetation that is too tall, it is flagrantly hypocritical that the city itself does not even attempt to follow its own codes. This demonstrates a blatant disregard of the city's own codes. This is readily apparent when reviewing the proposed dimensions of the access road to Broadmoor. It is clear that the developer is in need of additional access and is limited by dimensions of the properties it owns. It is unfathomable that this could be considered "up to code" and the approval of such a road is nothing short of magical thinking.

In addition, the northern access road to Broadmoor utilizes several properties that are subject to covenants & restrictions of 2 Homeowners Associations. You may be aware of pending lawsuits against the developers asserting the appropriate usage of these HOA properties. I am certain the owners of these properties signed the acknowledgement of HOA covenants and restrictions on these properties when they were purchased. Although it has always been apparent that development of the larger property was possible, it could not have been anticipated that a road would be developed on lots designated for single family dwellings only. I believe this is unfair the members of the HOA and residents of adjacent properties who have invested their money in properties believing that the HOA covenants would protect the usage of its properties from inappropriate development.

**Environmental**

This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. The preservation of this natural area is consistent with the City of Richland's strategic plan in which the fourth focus area is to "manage our natural resources" by "Balancing private and public interests in conservation and preservation of sensitive areas."

**Summary**

In summary, the currently proposed development is not consistent with the City's own strategic plan. The plan blatantly violates established city codes and HOA covenants. It poses clear hazards to residents' safety and the environment and overall is an inappropriate use of the land. It is unfathomable that the proposed development could be approved given all of these issues. The flagrant disregard for these issues, if the project were approved by the city, would display maleficence towards its citizens, community, and environment or, at best, severe incompetence in proper planning and execution of the cities duties as it pertains to appropriate developments in our community.

Regards,

Jacob M. Stanfield M.D.

## Stevens, Mike

**From:** Janet Barrett <janetmbarrett@icloud.com>
**Sent:** Wednesday, May 25, 2022 5:03 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

**Subject: Comments on proposed Willowbrook Place Apartments** May 24, 2022

Mr. Stevens,

Thank you for the opportunity to comment on the proposed Willowbrook Place apartment complex application.

There are so many reasons why the proposed Willowbrook Place apartment complex is inappropriate for the chosen location. The reasons include the extremely close vicinity of the Amon Creek Natural Preserve and the significant negative impacts the development will have on this sensitive area (which is inconsistent with the City's previous action to help create the Preserve), inconsistency with housing densities in surrounding neighborhoods, inconsistency with the City's documented objectives and policies, access through an existing neighborhood with all the safety and traffic problems on roads not designed for the expected traffic, use of a planned road that would violate City codes and HOA covenants and restrictions, and the significant change in character of the area that will make nearby neighborhoods less desirable.

Also, the SEPA Checklist is inadequate and should not be used as a basis for allowing the proposed apartment complex to proceed.

There have been many well-founded comments provided to the City of Richland over many years of repeated tries by the owner/developer to construct the proposed apartment complex. The environmental comments, in particular those related to the adjacent Amon Creek Natural Preserve, have been significant and have contributed to the City's rejection of the project multiple times. Given that history, why does the City keep approaching the project with an expectation to "issue a determination of non-significance (DNS)" regarding environmental concerns for the proposed projects? How can the history of applications and rejections for this property not be acknowledged in the evaluation and decision-making? The history of applications and rejections is more than ample for the City to require an Environmental Impact Statement from the beginning. It appears the City is avoiding its responsibilities to (a) keep its commitments in the City's Comprehensive Plan and Strategic Leadership Plan, and (b) represent the repeated, substantiated and well-documented position of a significant portion of the community.

I strongly request that the City represent the citizens of Richland on this proposal and eliminate the possibility of constructing any apartment complex at this location – an apartment complex at this location is totally inappropriate. At the very least, the citizens of Richland deserve a thorough evaluation of such a significant proposal for the area adjacent to Amon Creek Natural Preserve, which has also been designated by the Washington Department of Fish and Wildlife as a "fish and wildlife habitat conservation area" per RMC 22.10.185.A.8. At the very least, an Environmental Impact Statement should be required if the project is allowed to proceed.

Please see my detailed comments below.

Sincerely,
Janet Davis
253 Scouler Ct
Richland WA 99352

**Detailed comments on the proposed Willowbrook Place Apartments**

1. The proposed apartments would be adjacent to Amon Creek Natural Preserve. The City of Richland saw the wisdom of creating this Preserve years ago because of its unique attributes and high value to the citizens of Richland. It does not make sense for the City to put the Preserve in danger now by allowing the apartments, a "high intensity land use", to proceed.

   These are some of the unique attributes of the Preserve that need to be evaluated and protected:

   a. Reference 1 (a biological study near the location of the apartments) documents the following about the area:
      i. Amon Creek "provides a water source during the dry summer months and the riparian vegetation provides cover and food for a wide variety of species."
      ii. There are wildlife species in the Amon Creek Natural Preserve / Benton County area that are State priority species or are candidates for State priority species. The ferruginous hawk is designated as endangered, and the following are State candidates for designation as endangered, threatened, or sensitive (Reference 2):
         1. Burrowing owl
         2. Townsend's ground squirrel
         3. Sagebrush sparrow
         4. Sagebrush lizard
         5. Black-tailed jackrabbit
      iii. Other animals live in the Preserve area also, including beaver, deer, mink, weasels, river otters, coyotes, and around 150 species of birds (more than are present in many national parks).
   b. The Preserve has also been identified as:
      i. A designated "fish and wildlife habitat conservation area" per RMC 22.10.185.A.8. According to RMC 22.10.185.B, this designation is intended to "limit the level of human activity within such areas… including the presence of roads," "protect riparian ecosystems," "evaluate land uses that may negatively impact these areas," and "establish buffer zones around these areas to separate incompatible uses from habitat areas".
      ii. One of the highest quality natural areas in the Tri-Cities.
      iii. One of only 6 "natural open spaces" on or near the Yakima River, according to Richland's Comprehensive Plan.
      iv. One of the last, high-quality ecosystems for black-tailed jackrabbits in the Tri-Cities. Sightings of black-tailed jackrabbits are lessening because of nearby development. Black-tailed jackrabbits, which are a State candidate for "threatened" status, are especially sensitive to encroachment and will simply leave an area when encroachment occurs.
      v. Very unique in that it (a) includes shrub-steppe, riparian, and wetland ecosystems all in one concise area, and (b) is located within the city and is easily accessible for recreation and education.

vi. Key to the desirability of the area. Real estate agents identify Amon Creek Natural Preserve as a significant selling point for homes in the surrounding community.
vii. Being part of a Biodiversity Corridor designated by the Washington Department of Fish and Wildlife, confirming its role as important habitat.
viii. Being within the Pacific Flyway, an important migratory bird passageway.

c. Considering all the unique aspects and the sensitive nature of the habitat and the priority wildlife species living in the Preserve, an apartment complex is not at all appropriate for the proposed location. If the project is allowed to proceed, at the very least, the following impacts should be evaluated in an Environmental Impact Statement, keeping in mind that the Preserve must be protected from damage by these impacts:
    i. Destruction of wildlife habitat, including destruction of areas used to tie utilities into the proposed apartments
    ii. Erosion during construction due to vegetation removal, including silt buildup in Amon Creek
    iii. Noise during and after construction
    iv. Construction vehicle exhaust
    v. Light pollution (particularly how it will affect nocturnal habits of the wildlife)
    vi. Rainwater and other runoff into Amon Creek resulting from the large impervious area on the proposed apartment site
    vii. Traffic noise and exhaust fumes
    viii. Extremely close proximity of approximately 270 people residing in the proposed apartments (the mere presence of which will undoubtedly disturb the wildlife) and the disturbance/destruction caused by residents who do not understand or respect the significance or sensitivity of Amon Creek Natural Preserve.

2. The proposed apartment complex is incompatible with several aspects of Richland's Comprehensive Plan. The City's stated vision and goals include preserving, protecting and minimizing environmental impacts on natural areas, sensitive habitats, and wildlife. Allowing the apartment complex at the proposed location would subject the Amon Creek Natural Preserve to significant environmental impact and degradation, which is inconsistent with the City's stated goals. (See Comment 10, which addresses environmental impacts that are inadequately addressed in the SEPA Checklist.)

   The City also has a goal to ensure compatibility of new residential developments with established neighborhoods. The apartment complex is not compatible with the surrounding neighborhoods. See Comments 7 and 8 for further discussion of this.

   The following are examples of how allowing the apartment complex at the proposed location would be inconsistent with specific Comprehensive Plan goals and policies:

   a. The Community Vision section of the Plan states (on page 7), "The community recognizes that natural resources add value to the quality of life. Richland preserves and protects existing natural resources, and critical areas." Amon Creek Natural Preserve is a critical area

that would not be preserved and protected if the apartment complex is allowed at the proposed location.

b. Community Goal 5 of the Plan states (on page 9): "Encourage the identification, preservation, and restoration of the City's open space and natural areas to maintain habitat, provide opportunities for residents to connect with nature, and meet educational, health, and outdoor recreational needs with associated economic opportunities to the community." The City of Richland will be working against preservation and protection of Amon Creek Natural Preserve if the apartment complex is allowed at the proposed location. The Preserve habitat; the opportunities for residents to connect with nature; and the ability to meet educational, health, and outdoor recreational needs will all be diminished accordingly. If we don't protect the Preserve now, its value could be lost forever.

c. Economic Development Goal 7 of the Plan states (on page 12): "Recognize parks, natural areas, and a built environment with quality design for the value they offer as major attractions." Policy 1 of this goal states, "Preserve open space areas and associated functions and values." Policy 2 of this goal states, "Work with public and private groups to support these areas." Public and private groups are working diligently to preserve Amon Creek Natural Preserve. The City should follow its goal of supporting these public and private groups instead of working against them by allowing the apartments at the proposed location in spite of the significant impacts the Preserve would suffer.

d. Natural Environment Goal 1 of the Plan states (on page 21) : "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 of this goal states: "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." Amon Creek Natural Preserve is a critical area and a natural open space (specifically identified in the Natural Environment portion of the Comprehensive Plan on page 31). It is also a sensitive habitat area and is home to many types of wildlife. As such, it warrants the protection and conservation stated in this goal. The proposed apartment complex would have significant impacts on the Preserve. The SEPA Checklist (which is listed in this Comprehensive Plan goal as a tool for protecting critical areas and the natural environment), is being used to justify the exact opposite of this goal. See Comment 10 on the inadequacy of the SEPA Checklist and details regarding the impacts that have not been addressed. Again, The City of Richland would be working against this goal and policy if the apartments are allowed at the proposed location.

e. Urban Design Goal 3 of the Plan states (on page 23): "Development through appropriate design, should protect natural features…" Policy 1 of this goal states: "Development should be sensitive to existing topography and landscape, and should minimize environmental impacts." The Amon Creek Natural Preserve was created by the City of Richland to protect the natural features there. The apartment complex would magnify (not minimize) the environmental impacts to the Preserve.

f. Housing Development Goal 5 states (on page 40): "Ensure compatibility of new residential developments with established neighborhoods and the community." The proposed

apartment complex is not compatible with surrounding neighborhoods. See Comment 7, which explains this in more detail.

g. Capital Facilities Goal 6 of the Plan states (on page 56): "Identify, prioritize, and preserve unique natural habitat, ecologically critical areas, shorelines, and significant landforms and develop public recreational activities appropriate to these resources." Again, the apartment complex would have many detrimental impacts on Amon Creek Natural Preserve. And again, the City would be working against this goal by allowing the apartment complex at the proposed location.

3. Richland's Strategic Leadership Plan Core Focus 1 contains an objective to "promote leadership growth and development". One of the actions specified to meet this objective is to "attract and retain top talent to meet the demands of the evolving community".

   In his book "The Rise of the Creative Class", Richard Florida reports that, contrary to previous thinking that the environment must be sacrificed for economic growth, environmental quality is now a prerequisite to attracting the "creative class" that mans the advanced technologies of the new economy. Environmental quality was more important in high-technology workers' decisions on work location than house, cost of living, and good schools. Putting Amon Creek Natural Preserve in danger of degradation from the proposed apartments is inconsistent with the City's stated objective to promote leadership growth and development, and is also an indication of how the City views preservation of identified natural and environmentally sensitive areas in general. If the City allows Amon Creek Natural Preserve, one of the highest quality natural areas in the Tri-Cities, to be degraded by proceeding with the proposed apartments, it will be a travesty. And it would put in question the City's commitment to protect other natural and sensitive areas. The City needs to keep its word on stated goals.

4. Richland's Strategic Leadership Plan contains Core Focus 4 to "manage our natural resources". The associated Core Strategy states: "The City of Richland develops strategies to identify and conserve the significant natural resources that provide citizens an exceptional quality of life while balancing the realities of accommodating a growing community". One of the "outcomes" for implementing this strategy is to "balance private and public interests in the preservation of identified natural and environmentally sensitive areas". The Amon Creek Natural Preserve is identified as a natural and environmentally sensitive area. If the City allows the Preserve to be degraded by proceeding with the proposed apartments, the City will be working against yet another stated strategy/objective. This strategy and objective were included in the Strategic Leadership Plan because they are the right thing to do. Again, the City needs to keep its word on stated goals.

5. Richland's Strategic Leadership Plan contains Core Focus 5 to "maximize community amenities". One of the associated objectives is to "provide and maintain park and recreation facilities to meet the needs of our community."

   It has been estimated that more than 300,000 visitors access the public trail systems in the Tri-Cities (Reference 3), clearly identifying the need for open space and trails. Amon Creek Natural Preserve

has scored highly as a favorite place and has been ranked as the number one trail connection for the Ridges to Rivers Trail. The Preserve trails have been encroached by past development. The proposed apartments would be yet another significant encroachment that diminishes the desirability of the Preserve trails. Allowing this to happen would be another example of the City working against its stated goals.

6. The increased traffic associated with 108 apartments is unacceptable for the reasons stated below. If the proposed apartments are allowed to proceed, an Environmental Impact Statement must be required to address these items.
    a. The SEPA Checklist and the traffic impact analysis provide an estimate of an additional 791 vehicle trips per day. This, coupled with the additional vehicle trips associated with Willowbrook Phase 4 when it is completed, will not be compatible with the residential roads in Willowbrook or Meadows Springs, which were designed to accommodate low-density housing traffic. They were not designed for high-volume traffic associated with multi-family housing.
    b. The only access to the proposed apartments will be through the Willowbrook neighborhood on lower capacity residential roads or via the proposed new road intersecting Broadmoor (which would be in violation of City codes and covenants and restrictions of both the Willowbrook and Meadow Springs HOAs). There is no arterial access to the proposed apartment complex. For good reasons, there are no existing apartment complexes in the Tri-Cities without direct access to an arterial. The Willowbrook Place apartment complex should not be allowed to circumvent the need for arterial access.
    c. With only one way to access the proposed apartment complex (through Willowbrook, given that the proposed road off Broadmoor is illegal), there would be inadequate emergency vehicle access to and from the proposed apartment complex.
    d. A large increase in traffic volume on roads not designed to handle that volume will put Willowbrook families, especially children, at higher risk. It is not worth risking the safety of the community to proceed with the proposed apartments.
    e. Additional traffic will aggravate the already problematic situation of turning onto Leslie Road from Willowbrook and Meadow Springs, especially during rush hour.
    f. Core Focus 2 of the Richland Strategic Leadership Plan is to “manage & maintain infrastructure and facilities”. One of the actions to implement Core Focus 2 is to “address traffic congestion”. If the proposed apartments are allowed to proceed, the City will be working against this action – the City will be creating congestion instead of addressing traffic congestion.
    g. Additional traffic noise and exhaust fumes, both during and after construction, must be evaluated thoroughly.

7. The proposed apartments would create an inconsistency with other developments in the area, which are single family homes (many of which are high-end homes) and limited medium-density housing (e.g., the Casa Sueno and Meadows North condominiums). It is not right to create a disparity that undermines the attractiveness of living in that part of Richland for the sake of tax income and profit. The City should be the stopgap in preventing development that is not compatible

with neighboring areas. Proceeding with the proposed apartments may even backfire when people leave because the area has been degraded by poor City decisions. Several residents have already left Willowbrook because of the proposed apartments.

8. Real estate agents have described Willowbrook as "one of the most desirable subdivisions in South Richland". It makes no sense for the City to ruin that reputation by inserting high-density multi-family housing into the neighborhood and causing the many problems identified in these comments. Significant alteration of the character of Willowbrook and other nearby neighborhoods should be avoided to minimize:
    a. Reduced home values
    b. Obstruction of views
    c. Potential for increased crime (which is likely for this project according to local law enforcement) and associated concerns for the new grade school nearby, as well as possible vandalism and malicious treatment of wildlife in Amon Creek Natural Preserve. The Richland Comprehensive Plan acknowledges the need for more police protection services on page 61: "Future growth will increase demand for police protection services and police department community programs." The proposed 108-unit apartment complex with an estimated 270 residents certainly qualifies as "future growth".
    d. A large influx of people who have little sense of ownership because they are renting apartments and are typically transient residents.
    e. General reduced quality of life in affected neighborhoods.

    Richland's Strategic Leadership Plan contains Core Focus 6 to "enhance neighborhoods & community safety". The associated Core Strategy states in part, "The City of Richland values the safety of our neighborhoods and community. We work to enhance the sense of community pride through prevention of neighborhood deterioration." Allowing the proposed apartments to proceed in spite of the significant negative alteration of the character of the surrounding area would again work against the City's stated goals. The City should keep their word on working toward their stated goals.

9. It is my understanding that years ago (perhaps in the 1980s or 1990s), the owner of the subject property wanted a zoning change from single family residential to multiple family residential. The City gave him that zoning change in trade for him giving the City some of the property that would become Claybell Park. If the City can change zoning so easily, the City should change the zoning back to single family residential, or better yet, to Natural Open Space, which would be much more appropriate now given the close proximity of Amon Creek Natural Preserve and other changes in the surrounding area since Mr. Smith bought the property in 1988 – including elimination of previous plans for road access to the area. If the proposed apartment site was re-zoned now considering these changes, it is unthinkable that it would be zoned for multi-family homes. The City needs to do the right thing and take a stand against development that is completely inappropriate for the location now.

10. The SEPA Checklist has many shortcomings, calling into question the City's anticipation of issuing a determination of non-significance for this project. The fact that the proposed apartment complex is so incredibly close to the sensitive Amon Creek Natural Preserve is by itself a major concern regarding environmental impacts. (See Comment 1 for a description of the uniqueness and sensitive nature of the Preserve.) There are many overly simple and incorrect answers in the SEPA Checklist regarding impacts to the Preserve. The developer says there are virtually no impacts to the Preserve from water runoff, drainage pattern changes, chemical exposure, noise, lighting, etc. The true impacts indicate that the apartment complex is completely inappropriate at the proposed location, and that the City should reject the application. At the very least an Environmental Impact Statement should be required to evaluate the impacts in detail. An Environmental Impact Statement was required for a previous proposed apartment complex at this location, in part because the site is incredibly close to the Preserve. Amon Creek Natural Preserve is too unique, important, and valuable to risk ruining it forever by not requiring an honest, detailed evaluation of impacts.

    The SEPA Checklist shortcomings include:

    a. Section A.6 - Proposed timing or schedule (including phasing, if applicable): The response is "Construction to begin in the Summer of 20201 and to be completed in the Summer of 2022." The "20201" typo and the fact that this answer is already out of date show a lack of care in preparing the SEPA checklist with current information. Since care was not taken in preparing a simple checklist, it puts the entire project under suspicion of lack of care. Richland should not accept a major apartment complex project with such questionable management. The SEPA checklist should provide the actual timing of the project.
    b. Section B.2.a: This section acknowledges that dust and construction vehicle exhaust will be present during construction. It also acknowledges that typical residential emissions (automobile exhaust, fireplace use, etc.) will be present post-construction, which means for the life of the apartments – likely decades. With the proposed apartments being so incredibly close to Amon Creek Natural Preserve, this is a significant concern for the Preserve and must be addressed.
    c. Section B.3.c.2: The developer states there is a "minimal risk that, post-construction, residential users could potentially have waste materials and/or household chemicals that enter the ground". The close proximity of Amon Creek Natural Preserve raises the significance of this "minimal" risk, especially with so many people in such high density adjacent to the Preserve. It is virtually impossible to catch all stormwater runoff. There will undoubtedly be runoff that goes directly into the wetland – likely containing oil and other leaks from cars, soap from people washing their cars, spilled chemicals used in car repair/maintenance, etc. The developer cannot know whether the 270 people estimated to be living in the project will all abide by relevant safety measures in the future. I submit that this is more than a "minimal" risk to the Preserve. Anything that enters the ground will also eventually seep into the waterway and be carried downstream to the salmon spawning areas. We cannot allow this damage to occur.
    d. Section B.3.c.3: This section states that nothing associated with the project will alter or otherwise affect drainage patterns in the vicinity of the site. This cannot be true – the developer acknowledged in Section B.3.c.1 that drywells and grassy swales will be used to

handle stormwater runoff. Those changes are designed to affect drainage. The introduction of impervious surfaces (which constitute a large percentage of the area in the proposed project) will also undoubtedly affect drainage patterns, which in turn will impact the wetlands. The project's *Critical Area Report Alpin for Willowbrook* even states in Section 3.4.2 that "the [project] site is hydrologically connected and contiguous with the ACNP [Amon Creek Natural Preserve]". The Checklist answer should be corrected.

e. Section B.5.a regarding birds: The list of birds observed on or near the site is incomplete. It is known that Amon Creek Natural Preserve is home to about 150 species of birds. Two that I have seen myself in the area that are not included in the list are pheasant and red-tailed hawk. The environmental impact of this project cannot be evaluated without a complete list of birds.
f. Section B.5.a regarding mammals: The list of mammals observed on or near the site is seriously incomplete. Mammals that are missing include beaver, river otter, weasel, mink, and coyote. The environmental impact of this project cannot be evaluated without a complete list of mammals.
g. Section B.5.a regarding fish: "None observed" is the response provided. This is an inadequate answer because fish "on or near the site" are required to be listed. The water flowing in Amon Creek Natural Preserve, which is adjacent to the proposed project site, flows into a salmon spawning area near the project site. Salmon are protected under the Federal Endangered Species Act and must be acknowledged as being impacted by the apartment project. This is significant because any project-related or residential contamination of the adjacent waterway will find its way to the salmon spawning area. The environmental impact of this project cannot be evaluated without a complete list of affected fish.
h. Section B.6.a: This item requests a description of energy sources and energy uses on the site. The developer's answer does not say what the energy uses will be.
i. Section B.6.c: The developer states that "no specific measures" to reduce or control energy impacts are proposed. This answer should be unacceptable to the City. How are we as a society supposed to reduce or control energy impacts if developers are not held responsible for doing so?
j. Section B.7.a: The developer states, "There is a small risk of chemical exposure and fire during construction." While the risk may be small in an unimportant area, it is not small considering the extremely close proximity of the project to Amon Creek Natural Preserve. A chemical exposure or fire could be devastating to the Preserve. The developer's response is inadequate.
k. Section B.7.a.3: This item asks for a description of any toxic or hazardous chemicals that might be "stored, used, or produced" during "construction or at any time during the operating life of the project". The developer's answer is, "There will be no toxic chemicals stored onsite during construction." The answer does not address hazardous chemicals at all. And the answer does not address toxic or hazardous chemicals that might be "used or produced". The answer is unacceptable because it is incomplete. There will undoubtedly be gasoline (and perhaps diesel), pesticides, fertilizers, paint, glues, cleaners, and other chemicals used in construction as well as during the life of the project. And those are likely

to find their way through runoff or groundwater into Amon Creek which flows to the salmon spawning area.

l. Section B.7.a.5: The developer states that "no specific measures" are proposed to reduce or control environmental health hazards. This answer should be unacceptable to the City. As noted in the previous item, there will be toxic and/or hazardous chemicals on site. The measures used to reduce or control these hazards need to be identified. Regarding pesticides, RMC 22.10.115.D provides examples of measures that can be taken, including things like "establish covenants limiting use of pesticides" and "apply integrated pest management". Control of pesticides, herbicides, fertilizers and other environmental health hazards during the life of the project (which could be many decades), is critical to protecting Amon Creek Natural Preserve and nearby wetlands.

m. Section B.7.b.2: The developer states that "noise pollution will be prevalent during construction". Noise pollution might be a passing concern at an unimportant site. But it is a considerable concern in such close proximity to the Amon Creek Natural Preserve. According to the developer, construction will last an entire year. Long-term noise will undoubtedly affect the wildlife in the adjacent area, perhaps permanently. RMC 22.10.115.D lists noise as a disturbance for which mitigation is required for changes in land use that have high impacts on wetlands. This is an unacceptable environmental impact on the Preserve. The SEPA Checklist should reflect this.

n. Section B.7.b.3: The developer states that no measures will be used to reduce or control noise impacts. This is unacceptable. The City needs to hold developers accountable for controlling noise impacts. Regarding noise, RMC 22.20.115.D lists noise mitigation measures that include: "Locate the activity that generates noise away from a wetland" and "Enhance existing buffer with native vegetation plantings adjacent to noise source".

o. Section B.8.a: One of the questions in this section is "What is the current use of the site and adjacent properties?" The developer's answer includes, "The property to the East and South are wetlands." This is an inadequate answer and it is clear the developer is trying to minimize the importance of the Amon Creek Natural Preserve located there, as well as its uses for wildlife habitat, conservation, education, and recreation. In a further misrepresentation of the situation, the developer states: "The proposed land uses are similar and compatible with the surrounding existing uses." This is not true. This project is significantly different and incompatible with the surrounding existing uses. The proposed land use is a multiple family residential complex <u>within</u> a single-family housing neighborhood. It is also adjacent to the Amon Creek Natural Preserve and its wetlands – a multi-family apartment complex is totally incompatible with the adjacent Preserve. Access to the proposed apartments would be through residential neighborhood streets that are not designed to accommodate the increased traffic, resulting in safety hazards and traffic issues for current residents. The proposed new road from Broadmoor is totally inconsistent with the residential zoning of the property on which the road would be located. The developer's answer to this question should be unacceptable to the City because it is not true.

p. Section B.8.l. The developer's answer states, "The project is compatible with the existing surrounding land uses and is in accordance with the goals and policies of the Comprehensive Plan and future land uses." This is not true. See Comment 7 above regarding incompatibility

of the project surrounding neighborhoods. See the introductory portion of this comment (Comment 10) regarding impacts from the project that make it incompatible with Amon Creek Natural Preserve. See Comment 2 above regarding the incompatibility of the project with the goals and policies of the Comprehensive Plan. The SEPA Checklist answer should be corrected accordingly.

q. Section B.10.b: The developer states that the proposed apartments will cause "minimal obstruction to views from existing residences". The small slope on the property is not steep enough to compensate for the obstruction of views caused by a large band of buildings up to 40 feet tall. The buildings will virtually eliminate and significantly change the views – not only for many homes but for every person who enters Amon Creek Natural Preserve. The height of the buildings will also have a negative impact on the adjacent Amon Creek Natural Preserve and will affect the Pacific Flyway – an important migratory bird passageway that includes the Preserve. The developer's answer to this question is incorrect and should be revised to address these considerations.

r. Section B.11.b: This item asks, "Could light or glare from the finished project be a safety hazard or interfere with views?" The developer's answer is "no safety hazard is anticipated from light glare" - this does not address interference with views. There will undoubtedly be significant light interference with views from all the adjacent houses. This answer is incomplete and does not acknowledge a significant impact of this project.

s. Section B.11.d: The developer states, "All lighting will be installed in accordance with city of Richland standards and requirements." City of Richland standards and requirements are not designed to address the significant impact lighting can have on wetlands and Amon Creek Natural Preserve. RMC 22.10.115.D acknowledges that lighting can be an impact and requires lighting mitigation to protect wetlands from high-impact land use changes. Lighting impacts and mitigation measures must be addressed in the SEPA Checklist.

t. Section B.12.a: This item asks, "What designated and informal recreational opportunities are in the immediate vicinity?" The developer's answer is: "The Amon Wasteway Drainage and Claybell Park are located in the immediate vicinity of the proposed project." The answer shows an incredible lack of understanding of the surrounding area. The Amon Creek Natural Preserve is literally adjacent to the proposed project and is not even mentioned in the answer. The Preserve would suffer significant impacts from the project. Not only is it a recreation area for walkers, bike riders, and bird and wildlife enthusiasts, it is used for educational purposes because of its unique ecosystem that supports an incredible amount of wildlife in 3 habitat types – wetlands, riparian, and shrub-steppe. The City of Richland recognized it as a treasure to be protected when they designated the area as Amon Creek Natural Preserve and listed it in the Comprehensive Plan as one of only 6 natural open spaces on or near the Yakima River. The City needs to protect the Preserve from the impacts that will unquestionably occur with this project. The developer must be required to answer this question correctly. (Also – the name of the waterway is Amon Creek, not Amon Wasteway Drainage.)

u. Section B.12.b: This item asks: "Would the proposed project displace any existing recreation uses?" The developer's answer is "No." This is incorrect for bird and wildlife enthusiasts. The apartment construction, the buildings and parking lots, and the influx of 270 people living so

close to Amon Creek Natural Preserve will undoubtedly cause many of the animals to leave. The numbers of black-tailed jackrabbits have already diminished significantly because of surrounding development that is even further away from the Preserve than the proposed apartments. The developer's answer to this question should be "Yes".

v. Section B.14.a: The developer states that proposed access to the subject property will be from Piper Street, John Court and a proposed secondary access from Broadmoor Street. John Court is not even a street! It is a very short cul-de-sac, so this response from the developer is ridiculous. In addition, Piper Street is a residential street that is not designed for the increased traffic resulting from the project. This will result in increased safety hazards for all existing residents who use these roads, especially children. Based on this concern alone, it would be inappropriate for the City of Richland to approve this project. Another issue is that the proposed secondary access from Broadmoor would violate City codes and HOA covenants and restrictions of two HOAs. In addition, Broadmoor was not designed to safely handle such a large increase in traffic. Therefore, the City cannot approve the proposed secondary access from Broadmoor. Which means that the proposed apartment complex cannot be built because secondary access cannot be provided and the City's requirement for secondary access for emergency purposes will not be met.

w. Section B.14.f: The developer states in this item that 791 more vehicle trips per day will be generated by the estimated 270 residents living in the apartment complex, based on the *Willowbrook Place Traffic Impact Analysis* performed for this project. The same traffic analysis acknowledges that there will be even more traffic when the Willowbrook Phase 4 development is completed. This will be an incredible increase in traffic on residential roads that are not designed for such traffic. The hazards to residents who use these roads, including children, will increase in accordance with the increase in vehicle trips per day. This is an unacceptable additional risk. The developer should acknowledge in the SEPA Checklist that the 791 vehicle trips per day associated with the proposed apartment complex are in addition to even more vehicle trips per day associated with the Willowbrook Phase 4 development. See also Comment 6 above which addresses these and other traffic issues associated with this project.

x. Section B.15.a: The developer states, "It is anticipated that the project will have minimal impact on public services." According to local law enforcement, it is very possible that increased police protection will be needed at the site of the proposed apartment complex. Even the Richland Comprehensive Plan acknowledges the need for more police protection services on page 61: "Future growth will increase demand for police protection services and police department community programs." The proposed 108-unit apartment complex with an estimated 270 residents certainly qualifies as "future growth". The developer's answer should be revised accordingly.

y. Section B.16.b: The developer states that irrigation water will be provided by Richland Water Utility, which is incorrect (the name of the irrigation provider is Kennewick Irrigation District). The adequacy of the irrigation water supply is a concern and should be evaluated. Willowbrook has already experienced irrigation water shortages and equipment failure outages. With the 48 new single-family homes in the Willowbrook Phase 4 development being constructed now, as well as the possibility of the proposed apartments, it appears that

irrigation water supply problems will only get worse. The adequacy of the irrigation water supply and service infrastructure with regard to all of these planned developments and other potential users must be addressed.

11. Section 2.1.2 of the project's *Critical Area Report Alpin for Willowbrook* says "no impacts or modification to the on-site wetland, the Amon Wasteway, or associated buffers will occur and therefore no mitigation will be provided." There will definitely be impacts to the on-site and adjacent wetlands and Amon Creek Natural Preserve – certainly enough to justify elimination of the project. See Comment 10 for impacts that are not appropriately identified in the SEPA Checklist. If the project is allowed to proceed, mitigation of these impacts needs to be identified and provided.

12. Appendix A of the Critical Area Report (Washington Dept. of Ecology Wetland Rating Form) appears to be incomplete. In the HGM Classification of Wetland in Eastern Washington form there are many questions where a "Yes" or "No" answer is not provided. Presuming this checklist must be completed before accurate evaluations of Critical Areas can be made, the project should not move forward until the checklist is completed and re-submitted. If questions are "NA" to the project, an entry to that effect should be made. Otherwise, the reader has no idea whether the items were missed or skipped intentionally.

References


1. PBS Engineering and Environmental, November 4, 2013, "Biological Resources Report - Proposed Beer Falls Development".
2. Washington Department of Fish & Wildlife March 2022 compilation of State listed and candidate species at https://wdfw.wa.gov/sites/default/files/2022-04/StateListed%26amp%3BCandidateSpecies28Mar2022.pdf
3. Friends of Badger Mountain, article posted May 16, 2022, at http://friendsofbadger.org/news/

## Stevens, Mike

**From:** Jason Medina <jamedina654@gmail.com>
**Sent:** Wednesday, May 25, 2022 4:50 PM
**To:** Stevens, Mike
**Subject:** Willowbrook apartments

Hello Mr. Stevens,

I wanted to let you know that I am opposed to the Willowbrook apartments. I saw in a news outlet, that you mentioned that this area is zoned for multiple family residental. However when you look at the data, it doesn't support this zoning establishment in the 70's. I ask that you look with an open mind at the data that shows there are several issues with this proposed apartment complex. Specifically the environmental concerns and the amount of traffic that will be introduced to an inadequate through way.

Thanks in advance for your consideration.

Best regards,
Jason Medina

## Stevens, Mike

**From:** Reinhardt, Jay <jreinhar@bechtel.com>
**Sent:** Tuesday, May 24, 2022 11:37 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Jay Reinhardt
Sent from my iPhone

## Stevens, Mike

**From:** Jeff Spaur <spaur1034@gmail.com>
**Sent:** Wednesday, May 25, 2022 4:11 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Jeff Spaur
2656 Eastwood Ave.

## Stevens, Mike

**From:** Jennifer Childers <jcchilders217@gmail.com>
**Sent:** Tuesday, May 24, 2022 11:14 AM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

I am writing in opposition to **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS**
I have lived at 217 Sitka Ct in Willowbrook for close to 16 years and enjoy the family friendly and safe atmosphere of the neighborhood. I have major concerns for the proposed development and how it will impact our neighborhood and surrounding community as well as the Amon Nature Preserve.

I understand that the developer has a right to build on his land and I'm not against any development, but this proposal seems quite inconsistent with the plan the city has put forth in it's comprehensive plan. This development is not medium density. This is a high density plan that will significantly add a high volume of cars and additional traffic to our neighborhood and surrounding community, jeopardizing and putting at risk those who enjoy walking or riding around the block and to the neighboring Claybell Park. It is difficult most times to even have two cars passing each other in opposite directions if cars are parked on the streets.
The proposed access road onto Bellerive to help alleviate some of the traffic from Willowbrook seems outright ludicrous. I can't understand why anyone with any sense would approve such a road where it is proposed. Not only does it not make sense, it is in clear violation of the covenants and bylaws that those lots are subject to in their prospective homeowner associations. It also seems to not meet the width requirements for fire and safety access, causing more risk.

The proposed development would also adversely affect the Amon Nature Preserve that borders the property. This preserve is a unique wildlife area that is enjoyed by not only those who live close by but the entire Tri Cities community. You as a city should be doing all you can to protect such a diverse and unique habitat. My own son completed an BSA Eagle project there to help it by removing non native plants. This is a unique and wonderful asset the city has and should be working to protect and preserve.

There are more than 250 households that this development will adversely affect. As citizens of Richland, our voices must count and be heard against an out of state land developer. Please don't approve this application.

Sincerely,

Jennifer Childers

## Stevens, Mike

**From:** Ferguson Jennifer <jfer957@regiscollege.edu>
**Sent:** Tuesday, May 24, 2022 6:39 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Eric Ferguson, P

Sent from my iPhone

## Stevens, Mike

**From:** Jen's 2nd Email <jmh.ferguson@gmail.com>
**Sent:** Tuesday, May 24, 2022 6:37 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Dr. Jennifer Ferguson

Jen

## Stevens, Mike

**From:** Jennifer Phillips <jmb9190@gmail.com>
**Sent:** Wednesday, May 25, 2022 4:47 PM
**To:** Stevens, Mike
**Cc:** Aaron Phillips
**Subject:** Willowbrook Place Apartments

Dear Mr. Stevens,

My husband and I are currently under contract for a home on Piper Street in Richland. We selected Willowbrook for our new home due to its location, quiet streets and neighborhood. After reading and looking into the plans for the Willowbrook Place Apartments, we feel that these are not consistent with the planning for the community of Willowbrook or Meadow Springs. Adding apartments behind Piper Street would increase the traffic on Broadmoor Street as well as Piper Street to unsafe levels. Broadmoor Street is already near its upper end of maximum capacity of cars per day (without the apartments), and our house on Piper would see a tremendous increase in traffic as cars wind their way through the neighborhood in order to get to Leslie. The proposed street connecting the apartments to Broadmoor Street is much too narrow for the amount of traffic it is expected to have and it is sandwiched between existing homes. Furthermore, the apartments will encroach on the Amon Creek Natural Preserve and wetlands. The environmental impact of the proposed apartments would have far reaching consequences and is not something that can be undone.

While we are not currently residing in the home we are under contract for, we do feel that we have a vested interest in the use of the land and the building of these apartments. The use of this land for apartment buildings is not in the best interest of these communities, puts hazardous roads in place and would be devastating to the Amon Creek Natural Preserve and wetlands.

Jennifer and Aaron Phillips

## Stevens, Mike

**From:** Jennifer Spaur <jenspaur@yahoo.com>
**Sent:** Wednesday, May 25, 2022 4:09 PM
**To:** Stevens, Mike
**Subject:** Oppose Willowbrook apartments

Good afternoon,

My name is Jennifer Spaur and my family lives at 2656 Eastwood Ave. within the Willowbrook development. My family and I strongly oppose the apartment development that is purposed. Not only does this have a huge environmental impact on the nearby wetlands, but it also impacts the safety of the neighborhoods with poor traffic and zoning. Please consider moving the development to a more appropriate site and maintaining the integrity of wetlands and preexisting neighborhoods and roads.

Concerned resident,
Jennifer Spaur

Sent from Yahoo Mail for iPhone

## Stevens, Mike

**From:** Jim Kleist <jkleist@nwwineservices.com>
**Sent:** Wednesday, May 25, 2022 7:17 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone
This electronic message and all contents and attachments contain information which may be privileged, confidential or otherwise protected from disclosure. The information is intended to be for the addressee only. If you are not the addressee, then any disclosure, copy, distribution or use of this message or its contents or any of its attachments is prohibited. If you have received this electronic message in error, please notify us immediately by reply email to connect@andrewandsons.com and delete or destroy all copies of the original message and attachments.

## Stevens, Mike

**From:** flaircraft <flaircraft@gmail.com>
**Sent:** Tuesday, May 24, 2022 9:54 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Place Apartments - too much traffic already!

Mr. Stevens,

My name is Joe Rice and I live at 101 Willowbrook Place. I'm writing to express my opposition to the proposed Willowbrook Place Apartments. There are many issues with the proposed development; inappropriate zoning, increased traffic volumes & routing, fire safety concerns, Richland code violations, HOA covenant violations, and environmental concerns.

My prime personal concern is with increased traffic through the neighborhood, and specifically past my residence. I live at the entrance to the Willowbrook housing development, on the corner of Leslie Road and Willowbrook Place. Traffic past my residence is already significant, which causes a multitude of problems including:

- Frequent near-accidents by people who almost rear end me when they are turning onto Willowbrook from Leslie and I am pulling into my driveway
- Drivers regularly use my driveway to pull U-turns
- Long wait times to leave my own driveway
- People constantly speeding around the corner and past my home

Due to the above, the current volume of traffic past my residence is ALREADY a safety issue. I am not comfortable allowing my children to play in our own yard due to the volume of traffic past, and often into, our property. Near misses are a common event. A couple of years ago, someone wasn't paying attention and drove completely through the brick wall at the entrance to the development, and thereby onto our property. If they had been going a little faster they would have most likely driven their SUV into our house and into the room where my children were sleeping. As it was, bricks sent flying from the impact still nearly reached my home. Please see attached photos of the damage caused by the incident.

A significant increase in traffic volume caused by adding subject apartment complex will only worsen the aforementioned problems, and all but guarantee regular accidents in front of or even on my residence.

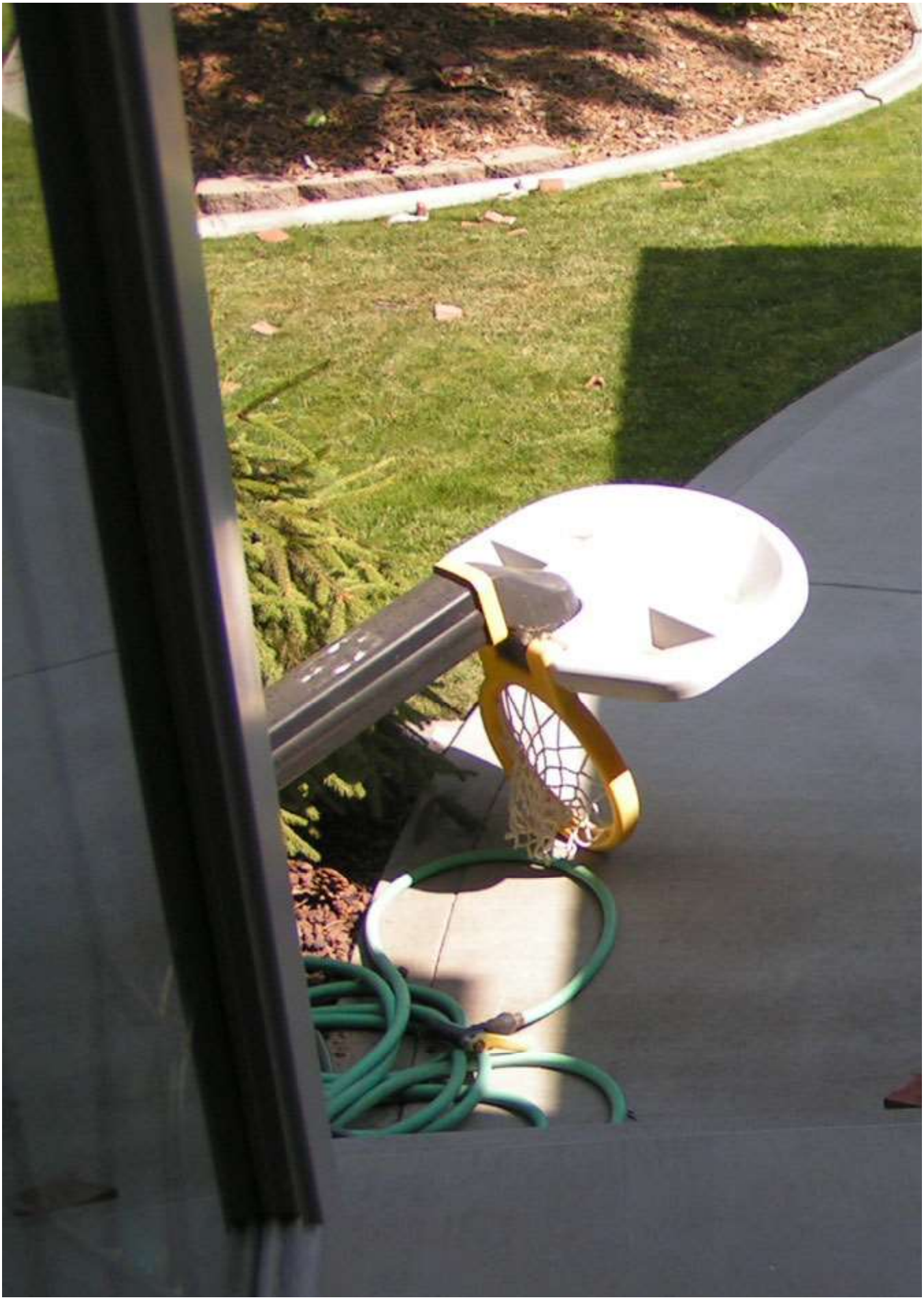
Sincerely,

Joe Rice









## Stevens, Mike

**From:** Jolene Hattori <jolenehattori@gmail.com>
**Sent:** Saturday, May 21, 2022 11:01 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Place apartments

Dear Mike,

I strongly oppose the planned Willowbrook Place apartments and increased traffic it will cause on Broadmoor Street.

The placement of a road entering Broadmoor at the curve in the street and so close to Greenbrook Boulevard which is also entering Broadmoor would be a hazard! This road placement is within a couple of blocks of Claybell Park which often has lots of cars parked along the street and is presently extremely cumbersome to the flow of traffic. Adding hundreds more cars to this traffic flow seems horrendous.

Please reconsider this project placement.

Thank you,

Jolene Hattori
326 Greenbriar East
Richland, WA
509-627-5396

## Stevens, Mike

**From:** Jon Hayter <sanon1214@juno.com>
**Sent:** Saturday, May 21, 2022 9:35 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Place Apartments by BIG CREEK LAND CO

Mike Stevens, City of Richland Planning Manager

I am writing to register my objection to the project referenced by M2020-101 & EA2020-114 and submitted by Cliff Mort of Big Creek Land Co.
This is the third letter I have submitted against this proposal, the last one being dated Aug 29, 2018
As you can see by my address below, my family and I would be directly impacted by this project in a negative manner.
It appears to us, that the property owner who has since moved from Greater Seattle area, to Coeur d'Alene Idaho has selected a "West-side" engineering/surveying business to conduct a traffic impact analysis, and they have approached this project with a perspective that does not recognize the Covenants and character of Willowbrook or the distinctives of our local area.
The density of 108 "multi-family" apartment units on 14 acres tightly sandwiched in between a pristine nature preserve and the Willowbrook community, is entirely contrary to the character of our neighborhood, and would adversely affect the value of our home and all homes on Center Blvd & Piper St. In addition, the anticipated traffic increase on Center Blvd, would be totally unacceptable, and border on being dangerous without implementing major changes such as a traffic light or roundabout at the intersection with Leslie Road, designated pedestrian crosswalks and lane white-lining, etc. Please take note of this sentence in the concluding paragraph of the Impact report: *"The daily trip analysis shows that some of the locations that have been evaluated will have volumes higher than what is identified in Richland Municipal Code 12.02*."
The proposed access to this development off Broadmoor Street is wholly unacceptable and conflicts with current city standards. The proposal calls for the road width at Broadmoor Street to be 26ft and then because of lot line limitations to narrow to 22ft at the NE corner of Jacob Stanfield's property before widening out to 26ft again.
If the property owner wishes to develop the site, the most that should be allowed is "single-family" residences on lots no smaller than 3-4 per acre, in keeping with the character of Willowbrook, despite the current zoning.
If there is no alternative to the city but to allow this project because of a historical zoning anomaly, then the entry and exit should be a new road from Bellerive Drive on the east side of Claybell Park and crossing Amon Creek.
In addition, any development should include mitigation provisions for its proximity to the Amon Creek/Wasteway Nature Preserve.

Respectfully yours,

Jon Hayter
217 Center Blvd,
Richland, WA. 99352

## Stevens, Mike

**From:** Jon Holland <jonholland3@gmail.com>
**Sent:** Tuesday, May 24, 2022 7:49 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

Mike,

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths. Please protect our public land.

Additionally, the hill down Piper St is already a drag race most days. I'm the dad with 2 daughters, 2 and 4 years old, waving at cars to PLEASE slow down as they zoom past our house. Add this additional 300+ tips a day directly in front of our house and I'm not sure I'll ever feel comfortable sending them out front to play again, regardless of their age. You're going to turn some quiet residential neighborhoods into high traffic runways.

I've worked in commercial construction for 20+ years. No one loves to see development more than I do, it literally feeds my family and keeps a roof over our heads. But this project is absolutely wrong every which way I try to look at it. This is not the right project for this land. This is not the right project for this location. Don't shoehorn a high volume apartment development where it literally and figuratively doesn't fit. Please do the right thing.

Jon Holland
466 Piper St
509-205-3648 cell

## Stevens, Mike

**From:** Jonathan Allen <jonathanallen11592@gmail.com>
**Sent:** Tuesday, May 24, 2022 2:18 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

## Stevens, Mike

**From:** Jonnie Zobell <zoinc19@hotmail.com>
**Sent:** Tuesday, May 24, 2022 3:41 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Jonnie Zobell
472 Piper Street

Sent from my iPhone

## Stevens, Mike

**From:** Joseph Hampton <joehampton@gmail.com>
**Sent:** Wednesday, May 25, 2022 11:57 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartment Proposal

Dear Mr. Stevens,

I write the comments below in opposition to the proposal for the Willowbrook Place Apartment development (M2020-101 & EA2020-114). To be clear, I am not opposed to the development itself. The proposal looks to be designed to fit the zoning of the property as currently designated. My opposition is to the proposed access street that connects this property to Broadmoor St. Failures of the Planning Department to plan for and reserve adequate access for the current zoning of the subject property should not become the responsibility of, and burden to, the surrounding neighborhoods. Attempts to force solutions to the access problem only exacerbate issues that the Planning Department is tasked with managing. As I see it there are several issues with the proposed road/access from the apartment site to Broadmoor St.

- Broadmoor St. is at or near capacity in its current state. The recent traffic study confirms this. As a resident of Meadowsprings, I travel this section of Broadmoor multiple times each day and I can tell you from personal experience that there are times where the street is so narrowed by street parking that it is a hazard when cars traveling in opposite directions meet each other. Adding an additional ~ 500 trips per day here is incomprehensible to me.
- The recently completed traffic study was conducted for a limited period of time and at a time of the year that would provide advantageous data to the property developers. One cannot ignore the fact that Claybell Park impacts the traffic count along this portion of Broadmoor and the traffic study does not address the high volumes of traffic associated with weekend/evening and summer (fair weather) trips to the park. In fact, this study was conducted at a time that seemingly negates these seasonal effects.
- As I do travel this road frequently, I am also aware of the number of families and pedestrians that travel this section of Broadmoor. Runners, joggers, and parents with small children frequent the impacted section of Broadmoor in particular. This section of Broadmoor serves as a primary pedestrian connection to Claybell Park from both Willowbrook and Meadowsprings neighborhoods. A narrow driveway at the apex of a curving Street directly adjacent to a walking path is not conducive to public safety.
- I was concerned that the previous proposal identified this access as a controlled/protected emergency access. At the time it was pretty apparent that this would end up being a primary access point. The updated traffic study confirms this and validates my previous concern.
- I have concerns about the width and configuration of the proposed connection. Plans call for what appears to be 23' at its narrowest along a bend in the center of the street. As pointed out in the traffic study, this is now intended to be a primary access point for the development. Therefore, I would assume that this access needs to meet the requirements for primary access and not secondary access. Along those lines, I'm assuming that this access is considered the SEVA for the development (in which case the dimensions do technically meet the City standards). But how does that reconcile with the stated use as a primary access?
- There are concerns with the intent to use private residential lots (zoned R-1-10 SFRD) for street access. The properties identified in this proposal are affected by the covenants and restrictions of two separate HOA's and there are concerns about the status and enforcement of those covenants and restrictions as they apply to the residential R-1-10 lots. The proposal appears to disregard these covenants and restrictions.
- Section 23.18.010 B states in part "*The single-family residential – 10,000 (R-1-10) is a residential zone classification requiring a low density of population, providing protection against hazards, objectionable influences, building congestion, and lack of light, air, and privacy. Certain essential and compatible public service facilities and institutions are permitted in this district. This zoning classification is intended to be applied to some portions of the city that are designated low-density residential (zero to five dwellings per acre) under the city of Richland comprehensive plan.*

- I have not found any section in chapter 23 that specifically addresses constructing a street (as defined in 23.06.880) on a parcel of property designated as R-1-10. I feel that this item needs further clarification from the Planning Department before a decision can be made.

Any approval of the project to move forward without further action to resolve and address these issues related to the proposed access street would be a complete failure on the part of the Planning Department. Recent comments made to the media about the City's role, while technically correct, do not instill confidence that the Planning Department is doing its best to protect the interests of the citizens of Richland in this proposal.

Thanks,
Joe Hampton

--
Joseph Hampton

joehampton@gmail.com

**Stevens, Mike**

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**From:** Judy Kitchen <momkitch@aol.com>
**Sent:** Wednesday, May 25, 2022 11:44 AM
**To:** Stevens, Mike
**Subject:** Proposed Willowbrook Apartments

Dear Mr. Mike Stevens, Planning Manager,

This email is to express my disapproval for the plan to build a multi-unit dwelling adjacent to the Amon Creek Nature Reserve just to the east of Willowbrook subdivision.

There are many factors that contribute to this opinion:

1. I am worried about the increased traffic through residential streets. The only access to these apartments would be from Willowbrook to Piper, or from Broadmoor. Both of these are built residential areas and the increased traffic would be a hazard to those residents. In my opinion, it makes more sense to build an apartment complex near a main arterial. This way, the residential streets stay safe and less travelled, as they are meant to be.
2. This planned complex is directly adjacent to the Amon Creek Nature Reserve. This is an area of open space that contains shrub-steppe, wetland ecosystems, and wild animals that live and thrive there. It is a natural wildlife habitat.
3. This is also an area where many residents come to walk through paths and just to be at one with nature. When people have access to open space and they are in contact with the natural environment, they have less stress, subsequently this open space is good for mental health.
4. The Amon Creek Nature Reserve supplies storm-water drainage. We have seen this to be true in the subdivision where I live, Clearwater Creek. There have been major reconfigurations of several drainage designs simply because as more houses were built, it altered the natural storm-water drainage in the area.
5. Simply the fact that there is some land here, does not mean it has to be built upon. A city should have a plan to be an enjoyable place to live for all of it's residents.
6. There are other locations where wildlife habitat would not be as drastically affected, and traffic would not be such a detriment, such as on Keene Rd, on Steptoe St, or on Duportail Ave.

I sincerely hope that you take these reasons into consideration when you meet to discuss the plans for this proposed apartment complex.

Regards,

Judy Kitchen
2737 Chelan Loop Richland, WA 99352

## Stevens, Mike

**From:** Julie Lynch <jlynch9511@hotmail.com>
**Sent:** Wednesday, May 25, 2022 10:34 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Cordially sent from Julie's IPhone

## Stevens, Mike

**From:** Julie Lynch <jlynch@rcsothebysrealty.com>
**Sent:** Wednesday, May 25, 2022 10:34 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Cordially sent from Julie's IPhone

## Stevens, Mike

**From:** justin michaud <jmauricemichaud@hotmail.com>
**Sent:** Wednesday, May 25, 2022 4:22 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Place Apartments

Dear Mr Stevens:
I am writing you in opposition to the Willowbrook Place Apartments. My family has lived on Broadmoor st for the past ten years and have seen a lot of growth around the area. We understand that growth is part of a thriving town, it is one of the reasons we love it here.
Unfortunately this is not a project I can support. One major concern is the traffic increase, looking at the analysis from Kimley Horn to the City of Richland in March of 2022 I am a little confused by the timing of the analysis. A cold February morning is not indicative of the traffic our area receives, a more intensive study should be preformed to get a more accurate assessment of the traffic in the area. We have already had to install traffic signs to try and encourage people to drive the speed limit, more cars will cause more problems. I live a few housed down on Broadmoor from Leslie and we witness people speeding up and down the road daily. This is very much a family area with lots of young children.
The entrance for this development is in a terrible location. It is on a tight bend curve right near a runoff reservoir. It is also located near some of the wetlands in the area, something we should be looking to save and increase not diminish.
Thank you,
Justin Michaud

Sent from Mail for Windows

## Stevens, Mike

**From:** Karen Miller <karenmmiller29@gmail.com>
**Sent:** Tuesday, May 17, 2022 7:46 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments

I am very concerned about the additional traffic that the Willowbrook apartments will bring to Leslie Road and Broadmoor. As a resident on Hillview, Leslie is already difficult to access from the various neighborhoods due to traffic. What improvements to Leslie does the City have planned that will enable it to handle additional growth? At times, Leslie is near impossible to access due to traffic that travels 40-plus MPR.
Broadmoor residents already have problems with cars speeding through the neighborhood. What plans does the City have for Broadmoor to enable it to handle the additional traffic? Claybell Park is a wonderful asset but I'm concerned additional traffic generated by the proposed apartments will be a safety hazard.
I opposed the Willowbrook apartments because the proposal does not include adequate planning for traffic in the adjacent neighborhoods.
Karen

Sent from my iPad
Karen Miller
509.430.4838

## Stevens, Mike

**From:** Katelyn Johnson <katelynrjohnson@gmail.com>
**Sent:** Monday, May 23, 2022 8:39 PM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths. I have 2 small children who walk and bike in the neighborhood and the increase in traffic concerns me greatly. We also use the trails to walk to Claybell park.

Please protect our public land.

## Stevens, Mike

**From:** Kathleen Lamb <kmlamb53@gmail.com>
**Sent:** Wednesday, May 25, 2022 2:36 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Get Outlook for Android

## Stevens, Mike

**From:** Kathy Dechter <ktdechter@gmail.com>
**Sent:** Sunday, May 22, 2022 3:53 PM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

Dear Mr. Stevens,

**Subject 1: Proposed 108-Unit Apartment Complex Willowbrook Place Apartments between Willowbrook and the Amon Creek Natural Preserve Wetlands**

**Subject 2: Déjà vu all over again!**

I am dismayed, frustrated, and disgusted. Here I am forced to comment **again**--for the 4TH TIME--on an outside developer's plan to erect **four** apartment buildings (2-3 stories each) adjacent to the Amon Creek Preserve in south Richland. As a 30-year resident of Willowbrook AND as a Richland taxpayer, I am astonished, alarmed, and sickened (**add to the previous 3 adjectives above)** that this plan to develop the land east of Piper Street into 108 multi-family apartments is still being considered**.** You must surely realize by now that Willowbrook residents **do not want this travesty** that will destroy the nature of our community. This apartment complex breaks all the rules. **Do not allow it!**

**Violating Willowbrook Covenants:**

Why are you even *considering* allowing a contractor to build access roads and apartments in an area restricted by HOA covenants to **single-family use**? This is a showstopper. Or should be.

Here are my additional concerns. Please investigate and address them.

**Negative Environmental Impact on Amon Creek Natural Preserve:**

First, this development will drastically endanger the prime habitat of Amon Creek Natural Preserve (ACNP) and its Class 2 wetlands located just to the east and downhill from the proposed development hydrologically connected to it. Note that the Washington Dept. of Fish and Wildlife has recently expanded the Amon Preserve and the majority of its surrounding habitat into a **Biodiversity Corridor—a priority habitat** for fish and wildlife. Moreover, Amon Creek Natural Preserve is a stopover point for migratory birds on the Pacific Flyway-check this month's edition of *Audubon Magazine*. It is crucial that we protect this habitat rather than allow it to be damaged any further.

It's likely that the developer handling of the ground water run-off (and subsequent irrigation, sprinklers, etc.) from the very erosion-prone soil adjacent to the Amon Creek wetlands will do **irreversible** damage to sensitive wetlands, riparian habitat, prime shrub steppe as well as drain into the Chinook and Coho salmon spawning grounds of Amon Creek.

In the past we have witnessed contractors (**some hired by the City of Richland**!) ignore marked delineations and silt barriers: a couple of prime examples are the recent sewer line through Amon and buffer destruction by Hayden Homes contractors.

The contractor's smug dismissal of any potential damage that could **possibly** be done by them is revealing: "no impacts to the on-site wetland, the Amon Wasteway (sic) or associated buffers will occur and therefore no mitigation will be provided." p.5, *Critical Area Report.*

**Negative Impact on Amon Wildlife:**

I am also greatly alarmed about Amon Creek Natural Preserve's beavers, badgers, mink, otters, muskrats, black-tailed jackrabbits, moles, marmots, deer mice, side-blotched lizards, and the approximately 150 Audubon-identified species of birds living there, as well as drainage into the Chinook and Coho salmon spawning grounds of Amon Creek. The ACNP is a critical wildlife corridor for animals including white-tailed deer traveling between the Horse Heaven Hills and the Yakima River. It is also a possible nesting site for Ferruginous Hawks (listed as a threatened species in WA), Townsend Ground Squirrels (a federal species of concern), and Burrowing Owls (both state and federal species of concern). **These have no voice to object!**

**Increasing Safety Hazards from High Volume Traffic Volume on Piper St., Center Blvd, Willowbrook Place, and Broadmoor:**

I understand that if this development goes through, traffic volume will increase to **1500 trips/day**. Center, Piper, and Willowbrook Place are **neighborhood collector streets,** not arterial thoroughfares. They were never intended to handle that much traffic. This traffic increase on Piper, Center, Willowbrook Place, and Broadmoor is neither logical nor reasonable. It will become a speedway dangerous for pedestrians as well as for vehicles backing out of driveways. This increase is excessive.

Our children and grandchildren walk on Center, Willowbrook Ave. and Piper every day to and from their school buses. Residents walk along these streets through Willowbrook, often on their way to Amon Creek Natural Preserve. This traffic volume (and speed) is hazardous and poses threats to pedestrian safety, especially that of children walking to bus stops. I shudder to think of a child being crushed in a vehicle accident.

At present, kids and adults ride their bikes, skateboards, and scooters on Piper, Willowbrook Avenue, and Center. That will no longer be an option for safety-conscious families when Piper, Center and Willowbrook Ave are forced to carry so many more autos. Children on Bebb Court, the first court off Willowbrook/Center, often fill the court with their big wheels, bikes, and other riding toys. That will be impossible once the traffic load increases. And it's unlikely that traffic will proceed at the posted 25 mph. How will that speed be enforced? At the very least, mitigating speed strips/bumps and costs should be included in the contractor's plan.

**Overall Deteriorating Quality of Life and Property Values in Willowbrook**:

We in Willowbrook value our quality of life. We have worked to maintain and improve our homes and yards. We know our neighbors and their children. We care about our safety and that of our kids. A 108-unit apartment complex will degrade our hard-earned quality of life. At the very least, apartment residents must be required to join the Willowbrook Homeowners Association and contribute to assessments.

I think apartment transients—however many there are—will speed as rapidly as possible up and down Piper and Center in and out of Willowbrook. They will not care a whit about what we have built here.

This is **WRONG!** The almighty dollar has taken precedence over all other considerations.

I am dismayed and angry. Please consider the **NO ACTION** alternative.

Please notify me of any decisions made on this application.

Sincerely,

Kathy T. Dechter

113 Bebb Court

Richland WA 99352

509-627-0950

ktdechter@gmail.com

## Stevens, Mike

**From:** KC Wilson <wilsonkca@outlook.com>
**Sent:** Tuesday, May 24, 2022 8:18 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

We didn't move to the Willowbrook neighborhood to be next to apartments, that's why we moved from Pasco.

Sent from my iPhone

## Stevens, Mike

**From:** Kenneth Yellen <kennethyellen21@gmail.com>
**Sent:** Wednesday, May 25, 2022 9:17 AM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

Dear Mr. Stevens,

I am writing to express my opposition to this proposed development for the following reasons:

1. Traffic in this area is already at max capacity.

2. I'm concerned about the impact on wildlife, especially as an outdoor enthusiast.

3. Use of community lots for access, which is in violation of HOA covenants.

4. Broadmoor isn't built for the kind of traffic you are proposing.

5. A large complex in this area of single family homes cannot be in line with your long term plans for the city.

Thank you,

Ken Yellen

2832 Mackenzie Ct, Richland, WA 99352

509-948-5820

## Stevens, Mike

**From:** Floyd, Kevin <KFloyd@HFGTrust.com>
**Sent:** Wednesday, May 25, 2022 1:53 PM
**To:** Stevens, Mike
**Subject:** Opposing Willowbrook Apartments

Hi Mike – I'm writing to this email to oppose the proposed new apartments in Willowbook as I live close by in the Heights of Meadow Springs neighborhood. Broadmoore Rd, especially turning onto Leslie is already too busy, and adding high density housing will only make it worse and ultimately the area undesirable. The nature reserve is special about the area and adding these apartments will degrade this area and make the part too busy. Please deny this develop, rezone or swap property with this developer to a better area to build apartments.

Kevin

**KEVIN FLOYD** CFA®, CFP®, AIF®
DIRECTOR OF INVESTMENTS

509.416.5518 KFloyd@HFGTrust.com
8131 W. Grandridge Blvd, Kennewick, WA 99336
cfbhfg.com

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SCHEDULE A MEETING

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## Stevens, Mike

**From:** Kevin Piatt <Kevin.and.Angel@outlook.com>
**Sent:** Tuesday, May 24, 2022 2:24 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

We are new to Willowbrook and Richland in the last couple of years and would hate to see this area built-up for development rather than preserved for the nature and wildlife it provides in the middle of a growing community of homeowners.

Please protect our public land and reject this request.

Sincerely,

Kevin and Angel Piatt
337 Piper St.
Richland, WA 99352

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

May 24, 2022

Mike Stevens
**City of Richland – Development Services**
625 Swift Blvd, MS035
Richland, WA 99352

Subject: Review Comments for M2020-100 Willowbrook Apartments SEPA

Dear Mr. Stevens:

The Kennewick Irrigation District has received your Site Plan Application submitted by Big Creek Land Company, LLC, 1950 W. Bellerive Lane #107, Coeur d'Alene, ID 83814, to develop an approximately 14-acre site with 6 multi-family residential buildings containing up to 96 dwelling units, a clubhouse and covered parking structures. This project is located east of the terminus of John Court. The property is described as Tracts A & B, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864) and Tract B, Willowbrook No. 2, Phase 4A, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA.

1. These Parcels are within the Kennewick Irrigation District (KID) boundaries and are considered irrigable lands; therefore, the Kennewick Irrigation District assesses them.
2. Please note that permanent structures are not allowed within irrigation easements.
3. Please protect all existing irrigation facilities.

SEPA Checklist Comments

**3.a.1 –** The site borders the East Badger Drain, also known as Amon Creek or West Fork Amon, a water course that removes return flows from the Yakima Project (KID) irrigation in Badger Coulee and the surrounding residential areas and conveys it into the Yakima River via the Amon Wasteway. Any wetlands present in the vicinity of the drain are the direct result of the intentional conveyance of irrigation water through the area.

**3.c and 3.d –** The Badger East Drain, or Amon Creek, discharges directly into the Amon Wasteway, a KID irrigation facility. Non-agricultural stormwater discharges into KID facilities must meet appropriate Clean Water Act National Pollutant Discharge Elimination System (NPDES) permit requirements and other relevant considerations and must obtain authorization from KID.

**8.a –** The site borders the Badger East Drain/Amon Creek on the east. To the south is the Amon Creek Natural Preserve, an area of ecological and recreational value to the community and region. The PSA 120 pond and pump station is also located to the south, which is a facility that provides irrigation water to the adjacent Willowbrook and Clearwater Creek neighborhoods.

**12.a –** Amon Wasteway is an irrigation water conveyance facility owned and operated by KID. While the wasteway provides habitat for fish, birds and other wildlife and may be aesthetically interesting, access is prohibited, and it is not a recreational facility.

Critical Area Report Comments

**Page 2:** Assertions that the KID Main Canal and the Badger East Lateral are both unlined is incorrect. A combined amount of approximately 22 miles of the KID Main Canal and Badger East Lateral have been lined since 1956. Assertion that both canals lose a combined total of 2,800 acre-feet of water needs to be verified. Any wetlands present in the vicinity of the drain are the direct result of the intentional conveyance of irrigation water through the area.

**Page 7:** KID disputes the characterization of Amon Creek or West Fork Amon Creek as a "Water of the State". While we recognize the ecological values of the stream and have collaborated diligently with community and State partners to manage the resources in the Amon to balance ecological and irrigation considerations, the water source of the stream is irrigation return flows and are recaptured for beneficial use at both PSA 120 pond and downstream at the Gage Pumps.

Wildlife Habitat Assessment Report

**Page 1:** Assertions that the KID Main Canal and the Badger East Lateral are both unlined is incorrect. A combined amount of approximately 22 miles of the KID Main Canal and Badger East Lateral have been lined since 1956. Assertion that both canals lose a combined total of 2,800 acre-feet of water needs to be verified. Any wetlands present in the vicinity of the drain are the direct result of the intentional conveyance of irrigation water through the area.

**Page 5:** KID disputes the characterization of Amon Creek or West Fork Amon Creek as a "Water of the State". While we recognize the ecological values of the stream and have collaborated diligently with community and State partners to manage the resources in the Amon to balance ecological and irrigation considerations, the water source of the stream is irrigation return flows and are recaptured for beneficial use at both PSA 120 pond and downstream at the Gage Pumps

If you have any questions regarding these comments, please contact me at the address/phone number listed above.

Sincerely,

Chris D. Sittman
CAD Specialist

cc: LB\correspondence\File 36-09-8
Applicant via mail – Big Creek Land Company, LLC, 1950 W. Bellerive Lane #107, Coeur d'Alene, ID 83814

## Stevens, Mike

**From:** Kim Miller <imogenkimjane@gmail.com>
**Sent:** Wednesday, May 25, 2022 3:02 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

Hello,

I am a physician and this change would significantly discourage physician from staying here. There are many physicians that live in willowbrook. I am geriatric physician and this may negatively affect your future healthcare. At this time I am being offered much money to move to Spokane. I am one of the very few geriatricians. I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

From,
Kim MIller DO

## Stevens, Mike

**From:** Kristi Rice <kristi.rice@charter.net>
**Sent:** Tuesday, May 24, 2022 9:46 PM
**To:** Stevens, Mike
**Subject:** Continued Opposition to Willowbrook Apartments

Dear Mr. Stevens,

My name is Kristina Rice and I live at 101 Willowbrook Place. I'm writing to express my continued opposition to the proposed Willowbrook Place Apartments. There are many issues with the proposed development; inappropriate zoning, increased traffic volumes & routing, fire safety concerns, Richland code violations, HOA covenant violations, and environmental concerns. I will leave the detailed analysis for most of these issues to the experts on those subjects, but I wanted to take an opportunity to write about my personal experiences with a few of them.

**Traffic Volumes & Routing:**

My house sits at the corner of Willowbrook Place and Leslie Road. Even with the current traffic volumes, there are long lines of cars waiting to exit the development every morning and a constant stream of cars entering the development every night. The most dangerous part of my daily drive is often experienced the minute I exit my driveway. Cars traveling north on Leslie Rd have a blind right turn onto Willowbrook Pl and if I don't exit my driveway very rapidly and immediately move to the right side of the road, I am in danger of being hit by cars turning onto my street. (I had to repeatedly drill this into my son as he was very timid and slow moving driver-in-training.) I am very concerned that the increase in traffic volume from the Willowbrook Place Apartments would make a bad situation intolerable and make leaving my driveway almost impossible.

I am also extremely concerned about the exit roads planned for the apartment traffic. While the initial plan laid out years ago had a direct access road to the development location via Center Blvd, this option was somehow eliminated when Center Blvd was permanently blocked by the construction of John Ct. This means traffic leaving the apartment complex through the Willowbrook development would now either be routed onto Piper St and Willowbrook Pl or onto Piper St and the remaining section of Center Blvd. Both of these options have narrow, winding roads filled with blind corners, rapid elevation changes, parked cars, and many children playing and riding bikes and scooters. I walk through this neighborhood every day and I cannot imagine how dangerous the roads would become with the estimated increase in traffic volume.

The proposed exit onto Broadmoor St is also problematic (not even addressing the blatant HOA violations by using single-family residential plots to build a road). The traffic volume on Broadmoor is already extremely high and I wouldn't be surprised if the increase from the Willowbrook Place Apartments would exceed the capacity level for the road. In addition, the proposed road is extremely poorly designed and located. I cannot imagine it actually meets the required road widths and codes as it meanders through the single-family residential plots. I think an independent review of the road design would be beneficial as it seems pretty obvious that this road was cobbled together to address the Fire Department's access concerns when this project was last brought to the city's attention. The placement of the road onto Broadmoor St is also dangerous as the entry location is at the bottom of a steep hill that turns sharply. I truly think this road needs to be reevaluated to determine if it actually meets the city's codes and requirements.

**HOA Covenant Violations:**

I purposely purchased my home is a development that had an active and responsive HOA; and I am extremely glad that I did. I fully support the lawsuit my HOA is bringing against the developers for their plans to violate the Willowbrook covenants by building a road accessing Broadmoor St from the Willowbrook Place Apartments. The proposed road

would require improperly using plots designated for residential homes in both the Willowbrook HOA and in the adjacent Meadow Springs HOA. I agreed to follow the covenants and restrictions from the Willowbrook Homeowner's Association when I purchased my property and developers should not be allowed to break the covenants and restrictions for the single-family home plots they purchased.

**Environmental Concerns:**

The final personal experience that I want to cover in this email is regarding my concern about the environmental impact the Willowbrook Place Apartments would have on the Amon Creek Natural Preserve. Amon Creek is a treasure for the city of Richland; and I think the city recognizes that fact based on the money spent on improving trails, adding signs, and providing access for the public to safely experience the preserve. I love walking on the nature paths with my children to look for wildlife. I have seen rabbits, coyotes, owls, hawks, snakes, lizards, beavers, and many different birds on my walks; the amount of wildlife in the preserve is amazing. There are not many places like the Amon Creek Natural Preserve left in Richland and it would be a real shame to lose it. The size and close location of the Willowbrook Place Apartments would have a substantial negative impact on the condition of the preserve and the wildlife who live inside it.

Thank you for taking the time to read my letter. I hope the city really takes the time to listen to the concerns of the citizens and not make inappropriate accommodations regarding existing Richland codes and regulations to appease developers from out of town. I'm not against development; I just want to make sure that it is development that makes sense.

Regards,

Kristina Rice
kristi.rice@charter.net
(509)392-2122

May 24, 2022

Mr. Mike Stevens
Planning Manager
625 Swift Blvd., MS #35
Richland, WA 99352

**RE: Willowbrook Apartments - Public Comment**

Mr. Stevens,

I am the son of the current property owner who has owned the property for over 30 years. I have read everyone's comments on this issue over the last few years, and I feel it is time to add some perspective to this discussion. The development is being advertised as some big developer coming in to bulldoze through the wasteway. That is simply not the case. My hope is to give some history of the property and to address some of the comments regarding the proposed development.

## History

My parents purchased this property in 1988 from Quadrant Homes (Quadrant). In an agreement between Quadrant and the City of Richland (City) the zoning was increased on the property to offset lower zoning on another property owned by Quadrant. The higher density zoning (R-3) has been in place prior to the Willbrook development being constructed.

Amon wasteway was not always as it appears today. We have the original design drawings showing the trapezoidal canal prism constructed by the Kennewick Irrigation District (KID) and aerial photos showing the area as being a dry wash prior to irrigation coming to the area in 1957. When my family purchased the property we had no idea that the wasteway could or even would become what it is today. Unfortunately, Amon wasteway is a man-made return flow not a naturally occurring creek or a stream and it is only by KID not maintaining the wasteway over many years has it expanded into what you see today. As much as we all appreciate the wasteway and the wildlife, in the future it will decrease in size and potentially go away as Kennewick Irrigation District's (KID) water conservation efforts continually decrease the amount of water they need to spill. Per KID's website, "KID is currently implementing water conservation measures in its system that will have the side effect of reducing the amount of flow in the Amon Wasteway." See link below.

https://www.kid.org/about-kid/amon-wasteway/

I understand the importance of Amon wasteway to the community. I am a conservationist myself and belong to many wildlife conservation foundations. My parents originally owned 30 acres that spanned Amon wasteway and sold approximately half of our property to help create the Amon Creek Natural Preserve. I believe in the true definition of conservation as stated by the original conservationist, President Theodore Roosevelt. Roosevelt stated, "Conservation means development as much as it does protection." This is exactly what my family accomplished by selling half of the property in 2009 to help create the Amon Creek Natural Preserve. I believe our actions have also been consistent with the City of Richland's strategic plan by "balancing private and public interests in conservation and preservation of sensitive areas."

## Comments

There have been many comments submitted to the City regarding this project. I would like to address comments listed in the memorandum submitted to the City dated May 23, 2022, by Mr. Raymond Takashi Swenson.

Mr. Swenson makes several claims which in my opinion show a lack of knowledge with respect to engineering, permitting, and construction. Below is a list of claims by Mr. Swenson and my responses.

1. **Claim**: "The most fundamental law they want the City to ignore is the law of gravity, by claiming that the stream and wetlands that form the eastern side of the project site will be protected by a 150 foot "buffer zone" from the massive earth-moving and construction activities throughout the west side of the site. The simple fact that is apparent to anyone who either walks the site, or looks carefully at the site topographic maps, is that the entire project site is in the immediate watershed of the stream and wetlands, and that natural stormwater, as well as water used for dust control and other land forming and construction activities, carrying particulates and other pollutants, will be drawn by gravity downhill across the "buffer zone" and into the wetlands and stream."

   **Response**: A TESC plan will be developed prior to construction. Big Creek Land Company, LLC (Big Creek) clearly states this in their SEPA checklist under Part B: Earth, "Temporary and permanent BMPs will be used to minimize the potential of any erosion, as well as ESC measures. A Temporary Erosion and Sediment Control Plan will be submitted to the City for review and approval prior to construction." These ESC measures will ensure sediment is not transported to Amon wasteway.

2. **Claim: "**The developers have totally ignored the requirement to comply with requirements for a stormwater pollution prevention permit, which is required because the site is adjacent to, and drains into, a stream and its adjacent wetlands which are Waters of the United States protected under the Section 402 NPDES Permit requirements of the Clean Water Act. The permit program in Washington is administered by the Washington Department of Ecology and includes a mandatory 30 day public comment period."

   **Response:** Mr. Swenson again fails to recognize that a "stormwater pollution prevention permit" is not issued during the site review process. Big Creek will have to apply for a Washington State Department of Ecology Construction Stormwater General Permit (CSGWP) prior to construction and the public will have a chance to comment at that time. The claim that Big Creek has "ignored" this requirement is false.

3. **Claim:** The developers have failed to address the requirement to obtain a necessary permit from the US Army Corps of Engineers under Section 404 of the Clean Water Act, since construction on the site will deposit soils into a stream and wetlands that are Waters of the United States.

4. **Response:** A USACE Section 404 permit is not applicable to this project. A section 404 permit is for filling, dredging, or other construction activities within waters of the state. Per the USACE website, "Section 404 of the Clean Water Act (CWA) establishes a program to regulate the

discharge of dredged or fill material into waters of the United States, including wetlands. Activities in waters of the United States regulated under this program include fill for development, water resource projects (such as dams and levees), infrastructure development (such as highways and airports) and mining projects. Section 404 requires a permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities)." None of those activities are proposed for this project.

5. **Claim:** The contractor reports have confirmed the presence on the site of Burrowing Owls, which are a species which the State of Washington has identified as declining significantly in its population, surviving in Washington mainly within Benton County, and therefore measures to protect the Burrowing Owl from the impacts of the construction and operation of the site must be analyzed and adopted to satisfy the State Environmental Policy Act.

   **Response:** This is another false claim by Mr. Swensen. The *Habitat Assessment Report* by Wetland Resources, Inc. clearly states, "No terrestrial or avian federal or state listed endangered or threatened species were found on site. WDFW PHS maps a portion of the subject property near the on-site wetland as a regular occurrence area for Burrowing Owls (Athene cunicularia), a State Candidate species. However, no signs of Burrowing Owls or habitats of primary association were observed while on-site."

6. **Claim:** The stream and wetlands affected by construction on the site are habitat for Chinook and Coho salmon protected under the Federal Endangered Species Act. The potential impact on these species must be analyzed under the standards of the ESA, and the project may not then proceed without negotiation of a Federal Habitat Conservation Plan under Section 10 of the ESA, that must be approved by the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration.

   **Response:** Amon Wasteway is a man-made feature created by KID that is not suitable salmon habitat due to warm water temperatures, excessive levels of sediments, absence of cobbles, and lack of fast-water habitats. A report by DC Consulting, Inc. for KID concluded, "Amon Wasteway is not capable of producing salmonids in significant abundance." As water conservation efforts are implemented by KID in the coming years, water levels within Amon Wasteway will continue to decrease making habitat even less suitable for all fish species. It should be noted there have been **no** salmon/salmonoids observed on-site.

7. **Claim:** "While a contractor for the site owner identified many bird species on the site on March 19 of 2021, the contractor failed to address the requirements of the Federal Migratory Bird Treaty Act, which makes it a Federal crime to harm any migratory bird or its eggs."

   **Response:** The proposed wetland buffers are in place to protect wetland habitat and animals. The *Habitat Assessment Report* noted migratory birds within Habitat A which lies within the wetland buffers. This area will not be disturbed as part of proposed construction activities. This claim is baseless.

## Conclusion

Big Creek and my family have spent four years working on a site plan that will be meet the City's requirements. The plan has been submitted and resubmitted to ensure we are providing a product that will not impact the adjacent wasteway and work well with neighboring developments. If the City does not approve this resubmitted site plan, they are essentially reducing the zoning that they are contractually agreed to. I urge the City to approve this submittal.

Sincerely,

Kyle Smith, PE

## Stevens, Mike

**From:** Kym David <kymdavid@hotmail.com>
**Sent:** Monday, May 23, 2022 6:21 PM
**To:** Stevens, Mike
**Subject:** M2020-101 & EA2020-114, Willowbrook Place Apartments

Dear Mr. Stevens,
I'll keep this short. I am completely opposed to the City of Richland allowing traffic from another street to dump into Broadmoor St. With the new park, the new elementary school, the new housing development and the new connecting street to Steptoe (Center Blvd.?), the traffic is already maxed for a residential neighborhood. Please, no more!
Kym David

## Stevens, Mike

**From:** Larry Floyd <lfloyd29@gmail.com>
**Sent:** Sunday, May 22, 2022 7:10 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apts

I am voicing my objections to the proposed Willowbrook apartments. I don't think that the addition of these apartments in this area are good for the community or the city of Richland for many reasons. First safety. Willowbrook is a community that has a lot of children. You can see these children wandering and playing in the streets in the evenings and on the weekends. The addition of one hundred apartments would increase the traffic and make it unsafe for these neighborhood children to play safely. Also, the roads are narrow that would be leading out of the neighborhood with a 9 1/2 % grade going from Piper St. to Center Blvd. In the winter this is a very slick area and the added traffic would back up and create a hazard.

The other exit from the proposed apartments that would enter onto Broadmore Street is on a blind corner and would not be a safe. Also, neither Broadmore, Piper, or Center BLVD are suitable for artierials. In order to exit onto Broadmore two separate covenants would be broken. Both Willowbrook and Meadow Springs 9 have standing covenants that roads can not be constructed through lots and that is what would have to be done to exit onto Broadmore.

Wildlife and habitat. The proposed building site would destroy a sensitive bio-diverse habitat that is vital to the many wildlife in the area. In our short time in the area we have seen deer, coyotes, otters, rabbits, bald eagles, hawks, ducks, geese, and many more examples of wildlife in this area and the building of these apartments would expel them with no place to go.

Amon Creek flows down hill of the proposed building site and the construction would create hazardous run off that would contaminate the creek that has spawning salmon and steelhead. The developers plans do not provide a way to prevent this.

So how can this be prevented. I would suggest that the City of Richland consider trading land they(we) own for the Willowbrook area and then designate it as a protected are that the whole area of the Tri Cities can continue to enjoy.

Thank you for your consideration.

Larry Floyd
358 Piper St.
Richland ,Wa 99352

## Stevens, Mike

**From:** Laura Hollister-Meadows <meadowsfnp@msn.com>
**Sent:** Wednesday, May 25, 2022 4:09 PM
**To:** Stevens, Mike
**Cc:** Rich Meadows
**Subject:** Opposition to Willowbrook Place Apartments

Dear Mr Stevens:

We are writing to you in opposition to the proposed Willowbrook Place Apartments. We are local residents and unlike the owner of this property, have a vested interest in this community personally as well as professionally.

There are many items that concern us about this project, but we will use this email to highlight the insufficient data available regarding pedestrian and bicycle traffic. We reviewed the traffic impact analysis report performed by Kimley Horn and delivered to the City of Richland in March 2022.

As you may or may not know, the assessment of pedestrian and bicycle traffic was performed on Tuesday February 15, 2022 between 7 and 9 am. According to TC Airport weather log, the outdoor temperature at the time was 38 degree Fahrenheit. We believe this assessment is not representative of the activity that is normally incurred during warmer months. The data collected represents a mid-week time period during school hours when the weather is cold. In order to fairly assess, it is vital to perform a similar analysis during the hours of 4-6 pm in spring, summer, or fall months. It is during these periods when analysts will quickly discover the high utilization of this road to access the recreational facilities at Claybell Park. This includes tennis courts, basketball courts, pickleball courts, Little League baseball games, and small children on the playground.

In our opinion, thorough due diligence on this project's impact on pedestrian and cyclist safety has not been performed. It is your professional responsibility to ensure assessments are representative of true and typical use.

Sincerely,
Dr. Laura Hollister-Meadows
Dr. Richard Meadows

## Stevens, Mike

**From:** leslie Conley <katieconley220@yahoo.com>
**Sent:** Sunday, May 22, 2022 11:08 AM
**To:** Stevens, Mike
**Subject:** Neighbor who opposes the Willowbrook Apartments

Good morning,
I am a Richland resident. My husband and I have a young family and live in this neighborhood. We strongly oppose this project. Our neighborhood is beautiful, quiet and safe.

Willobrook apartments are not welcome in our neighborhood. We love all the wildlife that surrounds our neighborhood and enjoy taking quiet walks in the afternoon looking at all the beautiful vegetation and wildlife. Willbrook apartments threatens this.

Our neighborhood doesn't need all the congestion, extra traffic, and frankly the type of people who live in apartments in this lovely neighborhood. This project destroys the woodland that surrounds us and frankly doesn't seem safe for a family centered neighborhood.

There are many places in the tri cities that willow rook apartments could call "home". Our lovely, beautiful, quiet, and established neighborhood isn't one of them. Please don't allow this project to take place.

Thank you for your time and consideration,
-Leslie Conley
Sent from my iPhone

Lisa Dukes
215 Broadmoor Street
Richland, WA 99352

City of Richland
625 Swift Blvd.
Richland, WA 99352
Attn: Mike Stevens, Planning Manager

Dear Mr. Stevens:

I am providing these comments to express my deep concern about and opposition to **M2020-101 & EA2020-114 (i.e., WILLOWBROOK PLACE APARTMENTS).** My opposition to this proposed development includes major concerns regarding multiple issues:

- Zoning that is not consistent with the Comprehensive Plan's Land Use Goals and Integrated Non-project Final Environmental Impact Statement
- Current and planned traffic volumes that significantly exceed acceptable volumes, creating serious safety hazards to residents
- A new road that violates HOA covenants, design standards for its usage, and is far too narrow and steep for the required primary emergency access or the traffic volume expected
- Significant non-compliance concerns at the local, state, and federal levels related to development adjacent to a designated critical wetland area and natural preserve, and habitat for protected species and migratory birds
- A revised site layout that makes protection of the wetland area more rather than less problematic, with more apartments and removal of the fence that provided a barrier to the wetlands.
- Erosion and stormwater issues that are inadequately addressed in the SEPA checklist and revised site design

In November 2020, the City of Richland cancelled the public hearing for this project and requested a new application package with seven new and updated documents from the developer before proceeding with a public hearing. The newly submitted package includes these updates. It is unfortunate that so little has changed. However, it has been relatively simple to restate and update my comments and concerns.

These concerns are addressed in further detail below:

## 1. Current Zoning and Project Violates Goals of the Comprehensive Plan

In the forty plus intervening years since the property was zoned R-3, extensive home building in the area makes the property entirely unsuitable for high-density development and access to it through low density housing areas untenable. The below aerial views of the area show those changes:



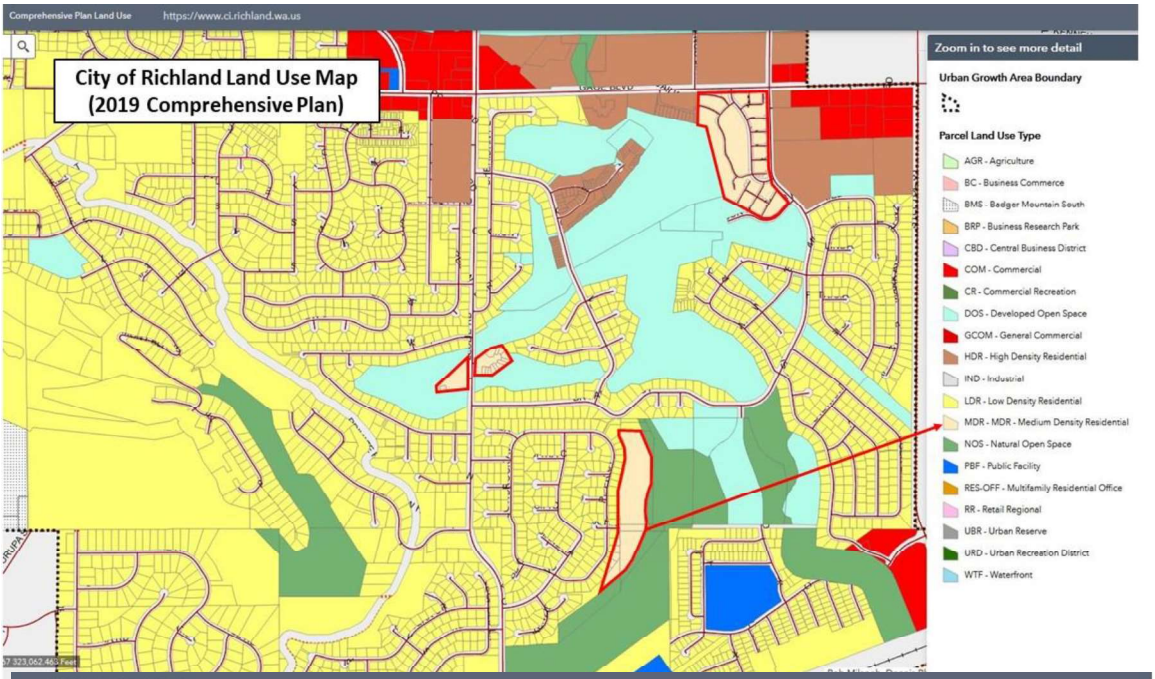
Aerial View June 2003

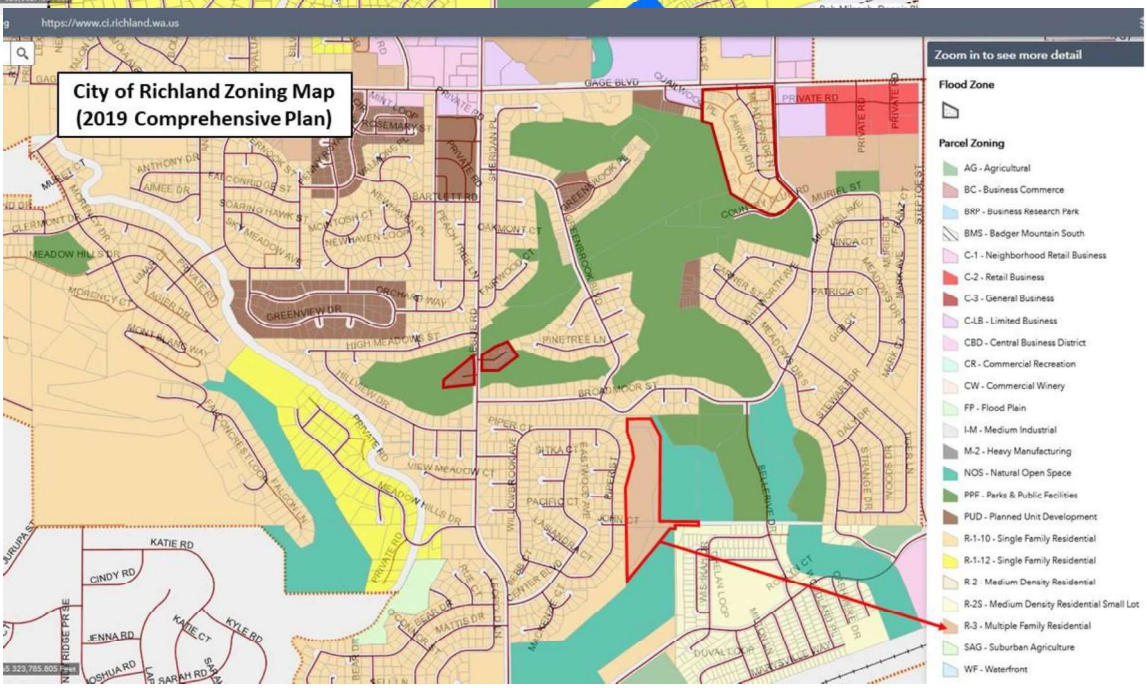


Aerial View April 2021

The proposed property is identified in the Richland Comprehensive Plan's Land Use Map as medium density, as shown below outlined in red. The zoning categories for Medium Density residential are R-2 and R-2S per Table LU-1 in the Comprehensive Plan. Other nearby properties with this designation include small condominium developments built on arterial roads (Leslie Road and Gage Blvd.) and are also outlined in red on the map below.

The proposed property is zoned R-3 Multi Family, as shown in the second map and per Table LU-1, is defined as High Density residential. It is clear from the below maps that high-density housing in Richland is intended for placement on arterial roads with ready access to public transportation and services.



The placement of a high-density development adjacent to sensitive wetlands violates the Comprehensive Plan and EIS in multiple areas:

- Land Use Goal 2: **Establish land uses that are sustainable** and create a livable and vibrant community.
- Land Use Goal 2, Policy 3: **Ensure that the intent of the land use and districts are maintained**.
- Natural Environment (NE) Goal 1: **Promote the protection, conservation, and restoration of natural areas, shorelines, and critical areas** as unique assets to the community.
- NE Goal 1, 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.

The current effort to shoehorn this project into a location where it no longer belongs must be ended. The project violates the City's overarching Comprehensive Plan in multiple areas. The R-3 high-density zoning designation is inappropriate and should be modified to comply with the plan and meet the City of Richland's long term goals.

## 2. Impacts to Traffic Safety

Among the new documents submitted is a revised Traffic Impact Analysis (TIA). Figures collected by the developer in the TIA and by the City of Richland in 2021 and 2022 show Broadmoor Street is already at maximum capacity. The TIA estimates 60% of the development's traffic, an additional 475 vehicles per day, will exit onto Broadmoor Street, making it the primary access to the complex, rather than a secondary access as stated in the application.

Broadmoor Street regularly exceeds the upper traffic target for a minor collector street, currently 500-2,000 vehicles per day (changed from 400-1,500 in late 2020). City of Richland data collected September 14-16, 2021, recorded 1,800 to 1,870 vehicles per day near Leslie Blvd and the developer's TIA recorded 1,926 vehicles on Broadmoor near Claybell Park in February 2022. The addition of 475 vehicles per day takes traffic volume to near 2,500. This is well beyond City of Richland guidelines and what can be considered safe.

Traffic safety has long been a concern of residents on Broadmoor Street. In 2016, Meadow Springs Second Nine Homeowners Association placed two radar traffic signs on Broadmoor Street east of Leslie that record traffic volumes and speed. Speeding vehicles travelling at over 50 and 60 mph at all hours are regularly recorded, with a documented high speed in 2021 of 77 mph. Recent speed camera data recorded 70% of uphill/westbound traffic exceeding the speed limit. Speeds exceeding 50 mph were recorded on 7 days from May 1-22, often between 4 and 7 pm.

An additional 475 vehicles per day at a new intersection near the park on an s-curve with limited sight lines and braking distances will make the road far more dangerous that it already is. Speeding vehicles on Broadmoor pose significant risk to residents, pedestrians, cyclists, and the many community members that use Claybell Park for soccer, Little League, basketball, pickleball, and tennis. Cars routinely park along both sides of the road near Claybell, narrowing travel space to one car width.

The proposed access road will travel downhill through an area with a long history of erosion, flooding, and stormwater management problems. It will exit onto Broadmoor opposite a large stormwater catchment basin. In March 2019, a school bus slid off the road at the location of the proposed intersection. The access road, with a downhill grade of up to 9.4% and two very sharp turns near the intersection will certainly result in more accidents, especially in winter, when cars from three directions will be descending downhill to the lowest point on Broadmoor Street.

### 3. Updates to the Site Plan and Elimination of Buffer Averaging

The current site plan has some significant changes that should be reviewed (see attachment). The previous Critical Area Report clearly stated there was an inadequate case for the use of buffer averaging, which is only allowed when "stipulated conditions are met to ensure a net improvement to wetland protection". The revised site plan eliminates buffer averaging entirely, perhaps to eliminate the need for buffer averaging mitigations called for by the City in their response to the 2020 package. The revised site plan has these noteworthy changes:

- Number of apartments increased from 96 to 108. This is because the calculation for the maximum allowed apartments increased when buffer averaging was eliminated. Note that a complex with more than 100 units must also have two primary emergency access roads per the City of Richland's fire code (Appendix D of the International Fire Code).
- Deleted the fence that separated the complex from the wetland, along with the pedestrian walkway inside the fence. The site is now open to the wetland with minimal landscaped areas adjacent to the buildings. This is not an improvement to wetland protection but was absolutely necessary to avoid buffer averaging.
- The clubhouse has been moved and reduced in size by about 60%.

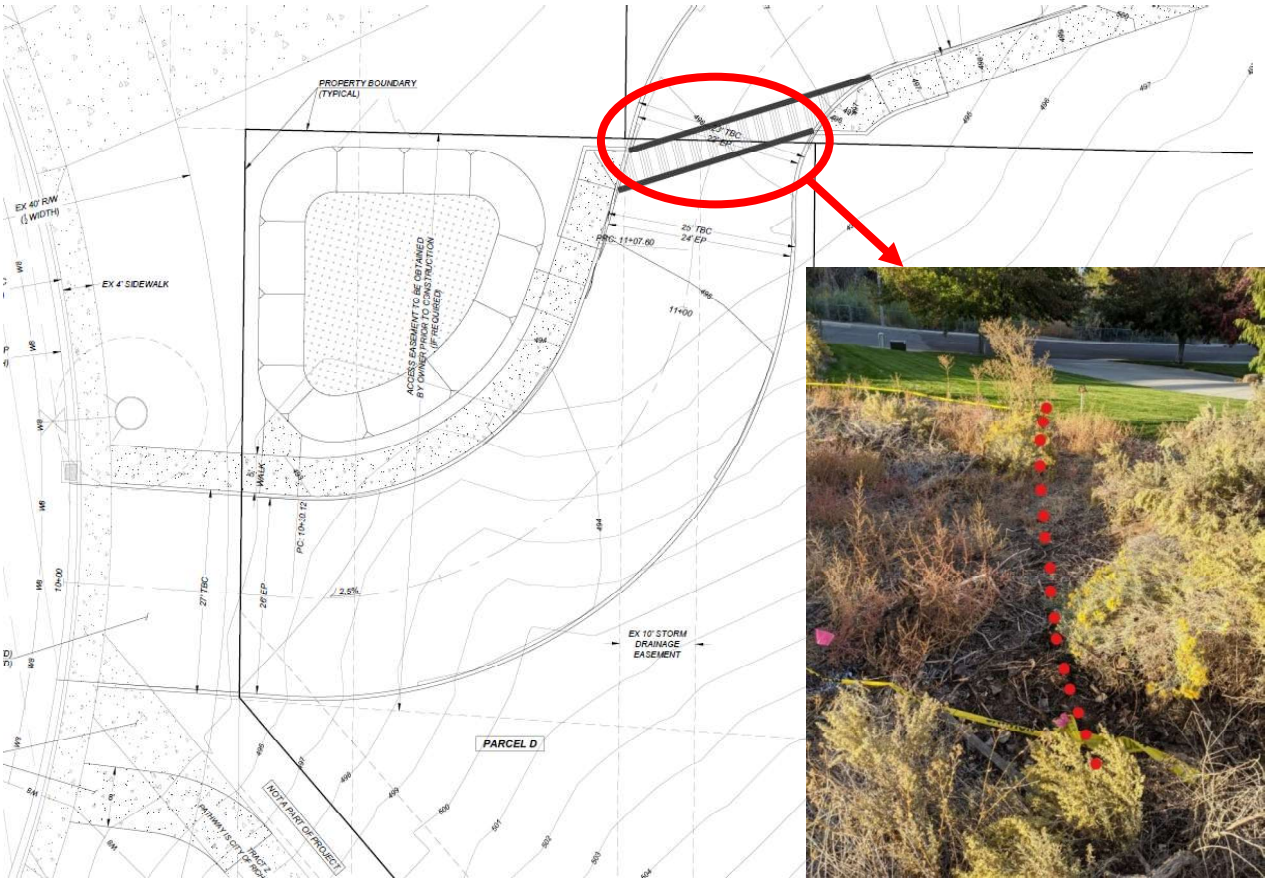
Once again, no development certainly provides better wetland protection than a larger development that is now not separated from the wetland at all.

### 4. Design of the New Access Road

This road is an extreme example of attempting to force in a non-compliant road design to gain approval for a project that has previously been rejected by the City of Richland. It still fails to meet minimum design standards for residential or primary emergency vehicle access.

The American Association of State Highway and Transportation Officials (AASHTO) Green Book "Policy on Geometric Design of Highways and Streets" establishes a minimum width for low speed residential access roads at 12 feet per lane plus 5-foot sidewalks—29 feet for a two-lane access road and one sidewalk. The developers do not have access to the additional width required for construction sub-grade, right-of-way, and shoulders.

The developer controls two adjoining land parcels needed for the access road, but only 23 feet of width where these parcels adjoin. To remain on their own parcels, the road narrows to 23 feet at that location, consuming all available width, with no provision for continuous sidewalk or shoulder (see site access drawing and photograph of road location below). It crosses property parcels currently zoned single family and violates existing HOA covenants. It has a near-90-degree turn near the base of the access road followed by another similarly sharp turn before climbing a grade that is 9.4% near the top. It violates sight line, braking distance, and turning radius design standards. It fails to address a history of erosion and previous washouts of the hillside. It is unsuitable for 475 vehicles per day and even less suitable for large or multiple emergency vehicles responding to a fire at a large apartment complex.




**2021 Site Drawing of Access Road and Photo of 23' Section**

## Documents Prepared in Support of the Project and Environmental Impacts

I strongly supported a new and independent Critical Area Report, Wildlife Assessment, and SEPA Checklist in 2020. I sincerely believed the previous evaluations funded by the developers/landowners were completed with the desired outcome in mind, rather than the goal of obtaining an accurate assessment of the true environmental impact of this project. There is little new information in the revised documents, as they are only minor updates to the previously submitted reports. They still fail to address regulatory requirements imposed by the Clean Water Act, Endangered Species Act, Federal Migratory Bird Treaty Act and National Environmental Policy Act due to the location of the site near protected streams and wetlands.

As previously noted, this project is adjacent to the Amon Creek Natural Preserve and designated a critical wetland. As the previous maps demonstrate, this forms the majority of the natural open space (NOS) in South Richland. It is a rich resource not only for our community, but for many mammal, bird, and waterfowl species. Hundreds of black-tailed jack rabbits, a state candidate species, live in the preserve and adjacent desert areas. Visitors to the area around Claybell Park and Amon Creek Natural Preserve regularly see jackrabbits, pheasant, killdeer, curlew, blue heron, a variety of raptors, wood ducks, mallards, coots, and migrating bird species on the overhead Pacific flyway. There is a small beaver lodge in the water south of the proposed complex. Coyotes, hawks, and raccoons are routinely seen in the area in the early evening and morning. Much of the area has undergone careful restoration to a natural shrub steppe habitat by

the City of Richland in recent years. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City. The Wildlife Assessment report makes note that the habitat is already impacted by "human disturbance, high density residential development, and public roads".

**The SEPA Checklist** is still incomplete and has not been fully updated. It states, "the land uses are similar to and compatible with the surrounding existing uses." This is patently untrue. There are no multi-family residential areas in the vicinity of the site, the nearest being in the highly developed area near Gage Blvd. and Bellerive Drive nearly a mile distant.

The SEPA checklist also fails to accurately bring forward relevant information contained in the Wildlife Assessment. It does not bring forward the priority habitat species on or near the site. The Wildlife Assessment identifies on-site habitats for burrowing owls, and nearby habitat for black-tailed jackrabbits and badgers. The partially on-site and nearby West Fork of Amon Creek is habitat mapped by the WDFW as a location for fall chinook. The SEPA checklist merely notes that no fish were observed. Note that the Wildlife Assessment was conducted in March, when neither fall Chinook nor federally protected migratory birds would be present.

Regarding wildlife, the Critical Area Report states "on-site observations confirm habitat designations established by WDFW (see section 3.3.6). The shrub-steppe environment may provide habitat suitable for burrowing owls and black-tailed jackrabbits, which are not threatened or endangered at either the state nor the federal level." The report fails to point out that both the burrowing owl and black-tailed jackrabbits (commonly seen in the area) are currently candidate species for endangered or threatened status.

Stormwater and erosion control is still inadequately addressed in the SEPA checklist. It merely states that "stormwater is not anticipated to flow into other waters". This is a remarkable statement, as the site's elevation 40 feet above Amon Creek and its wetlands has existing natural drainage channels from the site and buffer areas directly into the creek and down the hill onto Broadmoor Street.

There is a long history of erosion on the hillside and long-term stormwater management challenges on Broadmoor. This includes the hillside washout and undermining of the sidewalk adjacent to the proposed access road during a summer rainstorm that took over six months to repair. Long-term stormwater management issues at and near the location of the proposed access road have demanded large capital expenditures on Broadmoor in recent years and months of open trenches and excavations for residents to deal with. Flooding at the bottom of Broadmoor during moderate rainstorms is a regular occurrence.

The SEPA checklist references a stormwater plan, which was called for in the City's November 2020 response. They refer to a "Conceptual Stormwater Plan", which is simply a drawing sheet in the site plan indicating existing and planned utilities, water mains, sewer features, drains, catchment areas and spillways. No additional stormwater documentation has been provided. No Stormwater and Pollution Prevention Plan has been prepared or discussed. Control of stormwater, pollution, and erosion during construction is glossed over entirely, despite the movement of 10,000 cubic yards of soil during clearing and leveling groundwork.

## Summary

In summary, the proposed development is entirely inconsistent with the City's Comprehensive Plan, violates HOA covenants, traffic limits, and road design standards and regulations. It poses

a serious environmental threat to critical wetlands and an adjacent protected natural reserve. Added traffic poses significant hazards to residents' safety and will overload already crowded residential streets.

Given all of these issues, and the still inadequate application submitted by the developer, it is inconceivable this project would be allowed to proceed. How many times should they be allowed to come back for another attempt at approval? How many times should the City be required to reevaluate new (but not very new) applications?

If the City attempts to authorize the project without compliance with Federal law, both the City and the applicant may be subject to civil and criminal enforcement actions by multiple State and Federal agencies. It will demonstrate to residents that the City places revenue generation and out-of-state development interests ahead of community interests, disregarding the safety of Richland residents, our critical natural areas, and the long term plan for growth in Richland. There are alternative locations that are suitable for a multi-family development, potentially owned by the City, that will better serve both the community and shared goals for the City of Richland.

Please do the right thing and reject this ill-conceived and illegal project.

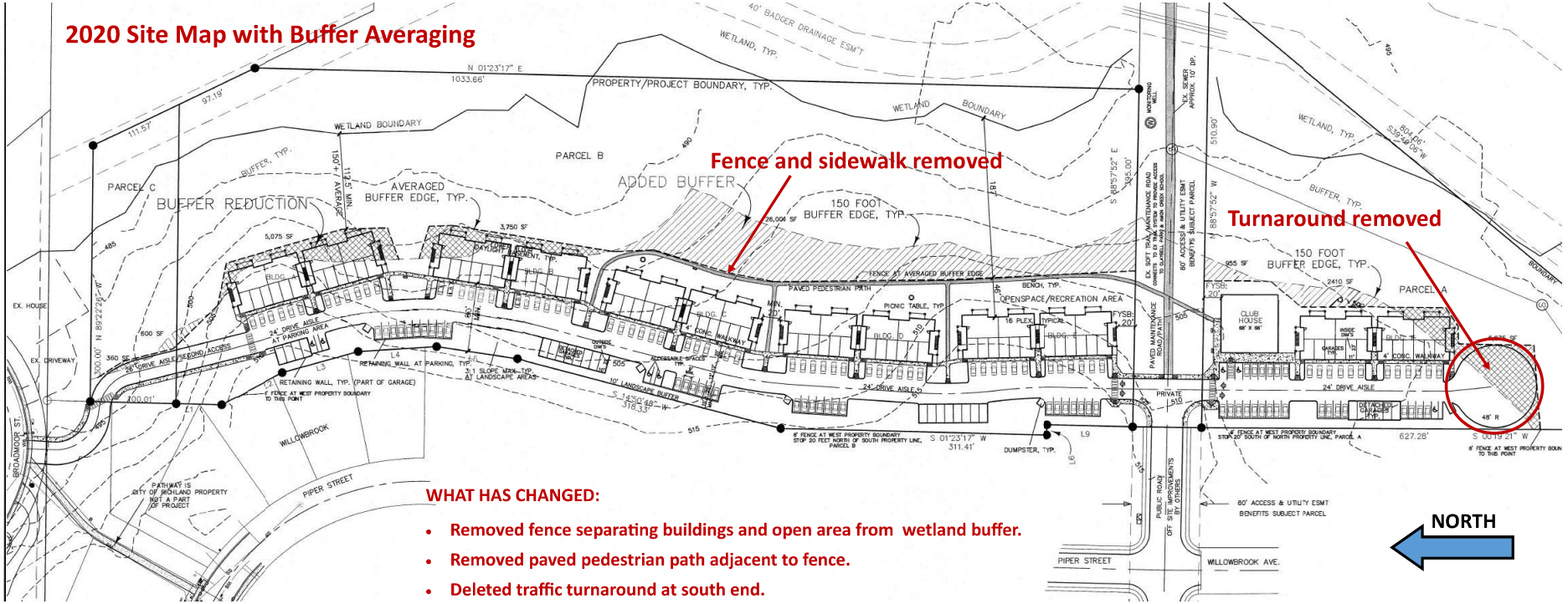
Sincerely,



L.C. Dukes
215 Broadmoor Street
Richland, WA

Cc: Mr. Michael Alvarez, Mayor and City Council Planning Liaison
Mr. Terry Christensen, Mayor Pro Tem
Ms. Jhoanna Jones, City Council Planning Liaison Alternate Ms. Sandra Kent
Mr. Ryan Lukson
Ms. Theresa Richardson
Mr. Phil Lemley

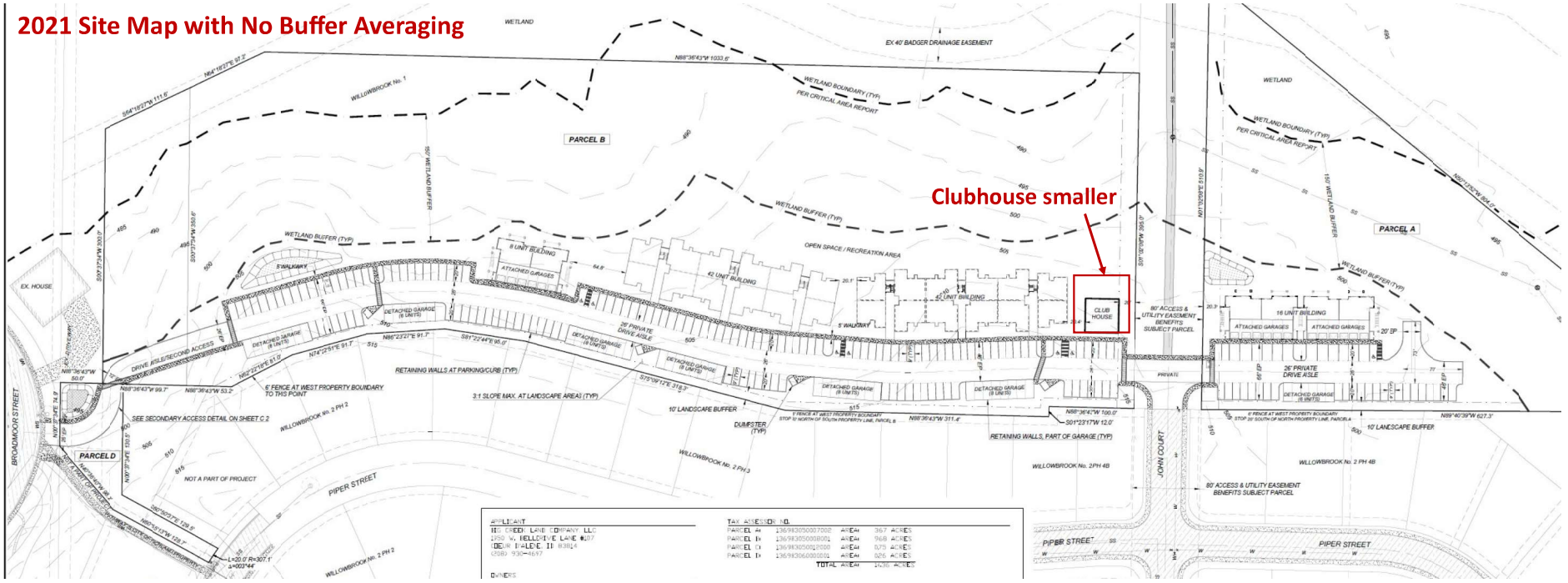
## 2020 Site Map with Buffer Averaging




**WHAT HAS CHANGED:**

- Removed fence separating buildings and open area from wetland buffer.
- Removed paved pedestrian path adjacent to fence.
- Deleted traffic turnaround at south end.
- Building layout changed significantly and increased size from 96 to 108 units.
- Clubhouse relocated and is much smaller (~40% of previous SF).

## 2021 Site Map with No Buffer Averaging



## Stevens, Mike

**From:** Lyndsey Bartlett <lyndseybartlett@icloud.com>
**Sent:** Tuesday, May 24, 2022 7:47 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** Margaux <halcyonhouse1@charter.net>
**Sent:** Monday, May 16, 2022 6:33 PM
**To:** Stevens, Mike
**Subject:** Fwd: Proposed apartments in the Willowbrook/Meadow Springs neighborhoods

Margaux

Begin forwarded message:

> **From:** Margaux <halcyonhouse1@charter.net>
> **Date:** May 16, 2022 at 6:32:07 PM PDT
> **To:** mstevens@ci.richland.wa.us
> **Subject: Proposed apartments in the Willowbrook/Meadow Springs neighborhoods**

Mr. Stevens-City of Richland

I am contacting you to express my extreme opposition regarding the access road that has been proposed to connect from the proposed apartments onto Broadmoor.

To give you some background, I have grown up in the Meadow Springs proper neighborhood and have seen the impact that has recently been extremely negative on the opening up of Broadmoor/Bellerive to the Hayden Homes development and the expansion of Claybell Park. It would be absurd to even remotely imply that driving traffic into our once extremely quiet neighborhood has not had a negative impact.

I personally have friends who owned property directly across from Claybell park and have felt forced to sell their property due to the extreme traffic and congestion that has become a constant since that area was opened up. It also drove traffic down Greenbrook Boulevard as an alternate route to speeding cars that were not part of our neighborhood and while walking I observed many many instances of walkers, golfers etc. almost being hit by speeding cars. I personally filed many complaints with the traffic control department and requested that Digital speed signs be placed to hopefully stop the speeding and it hasn't stopped since they opened up that Hayden neighborhood.

The proposed access road will not only drive traffic down Broadmoor it will also continue to drive traffic down a golfcourse residential street where golfers continually pass back-and-forth walking and in carts to cross Greenbrook Boulevard

to other areas of the golf course. This is a completely negligent act to even consider allowing more traffic to be driven down Greenbrook Boulevard!

I use this as an example and only the tip of the iceberg of chaos this access road would create. I believe it is completely disingenuous on the part of the city and the developer to try to pretend that this access road would have no impact on the Meadow Springs neighborhood. Broadmoor was not meant to be a pass-through for other communities that feed off of the Kennewick area or off of Willowbrook.

You are proposing driving traffic through a quiet neighborhood who's had to use their HOA funds to install expensive Digital speed limit signs on Broadmoor because of the children on our streets being subjected to horrible speeding traffic which the city could not or would not control. Not to mention that Meadow Springs is a golfing neighborhood and we have people that drive their golf carts up and down the streets to commute to the golf course. That in part is why they chose to live in this area and it is unconscionable that is being proposed to the neighbors in this community of over 44 years to subject them to this traffic hazard.

Meadow Springs proper has been the anchor community of South Richland for the City Of Richland. It is unconscionable to think that for all these years the tax dollars of my parents and now myself and all of my neighbors is being shown complete disrespect and that you want to devalue our property and the quality of life in our neighborhood as we have known it.

It is beyond a big shame on you City Of Richland for your narrow minded and greedy focus. The city has shown a complete lack of preparedness as it watched the Willowbrook area expand and made no proper plans for an access road that would not be a hazard to people and to nature in the Amon reserve.

I request you and all involved in the decision making process to stop any access road being allowed to connect to Broadmoor. If the city were to allow this to happen it would be a travesty and a crime against our neighborhood. While the act of connecting these roads may not be illegal it would be shameful, evil and wrong.

I request the City Of Richland do the right thing and honor the tax payers of these neighborhoods by not destroying their communities with the impact of more traffic and the destruction of wildlife habitats.

Please stop this access road!

Margaux Cannon

509-308-3243

## Stevens, Mike

**From:** Maria Provenzano <2016mpro@gmail.com>
**Sent:** Tuesday, May 24, 2022 5:23 PM
**To:** Stevens, Mike
**Subject:** letter of concern

I am writing to you Mr. Stevens to give you my comments concerning the proposed Willowbrook apartment complex. First let me tell you a little bit about myself and my family. I bought my home in Meadows East (Michael Ave) in 2017. The same year, my son and his family of 6 bought a house in the same neighborhood on Linda Ct. My daughter and her family of 5 liked the area so much that she bought a house just 2 cul-de-sacs (Gleneagles Ct) away from Claybell park 2 years ago, making for 12 people in my family who chose to live in the Meadow Springs area. Things that attracted us to this area included: a quiet/safe environment, close proximity to recreation at Claybell, the ability to observe wildlife & plant life at the nature preserve, and lack of traffic concerns. I was appalled when I saw the plans for the apartment complex, which is literally right behind my daughter's property. I was appalled even further when I saw WHERE the proposed entrances to the apartment complex are! I am still shaking my head in disbelief that city officials would even CONSIDER having the entrances to such a large apartment complex going through residential neighborhoods. These neighborhoods are filled with young children, walking, riding bikes/scooters/skateboards, walking dogs, etc! My 7 grandchildren (ages 5-12) are just some of the hundreds of children who call this area home. Many of these children walk to and from the school bus, and would be doing so during peak times. The majority of people living in those apartments would most likely be leaving for work & returning while the streets are full of children. For many months of the year secondary students are walking in the dark to the bus stop, and many elementary students, like my grandkids, are walking home from the bus stop when it's close to dark during the winter. It's shocking to think that the City of Richland cares so little about the safety of the children who live in this area that they would plan this major project knowing full well that traffic accidents will increase dramatically. The speed limit through these neighborhoods is 25 mph, although many people don't adhere to that, and as you know, the roads are just 1 lane in each direction. This leaves no shoulder for cars to swerve into should a child run across the street to catch a ball, or run after their friends or pets. If you've ever driven out here and seen the number of people using Claybell Park, and the number of cars parked along Bellerive/Broadmoor, you would see just how much the residents of this area are active outdoors on a daily basis. When driving from my house to my daughter's house (just a half mile away), I usually go 10-15 mph when going past Claybell, particularly on a busy day. I know that young children often don't pay attention to dangerous conditions, and I personally never want to cause harm to a child.....but not everybody is as cautious as I am. Claybell is a popular park even when the weather isn't sunny & warm - team sports practice and play there during the majority of the year. In addition to the abundance of young children in this area, there is also an abundance of retired people. I see retired folks walking (often with dogs) on Bellerive/Broadmoor every single time I leave my house - regardless of the time of day or the weather. Being close to retirement age myself, I can say that the elderly often don't have quick reflexes, and I believe you are risking their well-being and safety as well. The residents of the Meadow Springs/Willowbrook area deserve to keep their quiet, safe neighborhood and maintain the quality of life they are accustomed to. I know there are many families like mine, who chose this area specifically for the quality of life it offered, and now that is being threatened.

In addition to compromising the safety of the children, elderly, and other residents of this area, this apartment complex would bring traffic problems that this area has never experienced before. Going south from Gage & Bellerive, past Claybell, onto Broadmoor and up to Leslie would become a traffic nightmare as hundreds of additional drivers would be using this route multiple times per day. The traffic signal at Gage & Bellerive only has a left-hand turn arrow during certain hours of the day, and during peak times that left lane is terribly backed up. How do you think it will be when there is a tremendous increase in the number of people wanting to turn left there? At the other end, Broadmoor and Leslie, it's already ridiculously hard to turn south, and even to turn north during peak times. All of these roads are 1 lane in each direction, so it doesn't allow for this increased volume of traffic. Another thing to consider is how school buses will impact the traffic. School bus drivers have strict safety rules to adhere to in the attempt to keep children SAFE. The

City of Richland is doing just the opposite by even entertaining the idea of bringing a huge apartment complex into a residential area with single lanes in each direction, and where there is a popular park that operates year-round.

If you allow this apartment complex with its hundreds of additional drivers/cars per day into this area, you are essentially putting my grandchildren, and all the children who reside or visit the Bellerive/Broadmoor/Leslie/Willowbrook at great risk of harm. YOU and the City of Richland would be the ones responsible for an accident that harms or causes the death of a child, or any human being. Do you want that blood on your hands? Just think of the lawsuit(s) that would be brought forth by the victim's family in the event of a tragic accident. Who would they hold responsible? The City of Richland and hopefully anybody like yourself who had any part in making a horrible mistake by allowing this development to take place. The officials would claim "it was just an accident," or, "we didn't know".... Good thing these letters of concern are public record meaning any lawyers would have easy access to them when lawsuits are filed. Please listen to us....I guarantee you, if this development is allowed, it will not be a matter of IF a tragic accident will occur, but rather, WHEN it will occur, and HOW OFTEN!

I welcome your response to my concerns.

Maria Provenzano

## Stevens, Mike

**From:** Mark Bunch <mark.bunch@gmail.com>
**Sent:** Wednesday, May 25, 2022 9:50 AM
**To:** Stevens, Mike
**Subject:** Fwd: Proposed Willowbrook Apartments

Mr. Stevens,

I am writing to express my concern with the proposed site development of the Willowbrook Apartments near/inside the Amon Basin. I have reviewed the developer's proposals both from previous and current proposal with amendments, and these appear to be little more than window dressing and do not fully address the concerns raised by the city examiner previously.

Specifically, as outlined in Ray Swenson's memorandum, there are numerous environmental concerns that the developer, as far as i can see, will be unable to adequately address, regardless of the number of consultants it hires and reports it files.

Adding to that problem, the current traffic loads on Broadmoor are already at near capacity for its classification as far as daily volume is concerned. Adding hundreds of daily trips (which likely would be more once more workers return to their employers as the pandemic hopefully wanes) to an already taxed road is poor traffic planning as far as efficiency, and of course, dangerous due to volume coupled with documented high speed averages on the street.

Notwithstanding the volume problem, the proposed routing of the serpentine access road itself dumping onto Broadmoor street, while an impressive feat of engineering, is clearly unsafe, and, in all likelihood, destined to fail structurally (see the washout from a few years ago). It is hard to comprehend 400+ vehicles traversing this narrow switchback road day in and day out, only to be greeted by what is essentially 50 feet from a three-way, mostly uncontrolled intersection, which also contains curves and bends making visibility a problem.

Finally, as you are aware, multiple HOAs have notified the city of their contention that the city's actions, should it grant permission for the project to move forward, are at direct odds with the HOA members' property rights that have run with the land since development. The proposed access road connecting Broadmoor st with the proposed project cuts across two parcels of land that are subject to restrictive covenants and construction of such a road is a clear violation of those covenants. While I appreciate from experience municipalities reluctance to be guided by covenants when making zoning decisions or changes, it does not prevent the developer, if and when an injunction to the project is obtained by the HOAs, to seek to interplead the city into such a lawsuit. As a taxpayer, I feel this is an unwarranted risk and as fiduciaries should be avoided.

Finally, as has likely been suggested by other citizen comments, I would propose the city and developer explore the possibility of a land swap with land the city already owns, whereby the developer builds the affordable high-density housing this community needs in a less environmentally sensitive area, with little to no existing infrastructure to work around, and the city gets this last bit of "urban" wetlands for the citizens as well as the wildlife to enjoy without intrusion.

Thank you for your consideration in this matter.

Mark Bunch
221 Broadmoor St
Richland WA 99352
mark.bunch@gmail.com

## Stevens, Mike

**From:** Mark and Cheryl Cejka <mc.cejka@gmail.com>
**Sent:** Sunday, May 22, 2022 9:15 PM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apartments

Dear Mr. Stevens:

We are very alarmed about the plan that City of Richland has for **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).** We are strongly opposed to these apartments and all of the problems that their construction and proposed physical access **will cause.** Our opposition to this proposed development includes major concerns regarding the following issues: inappropriate zoning, traffic volumes and safety, fire safety, blatant City of Richland code violations, HOA covenants & restriction violations and environmental concerns. Each of these are addressed below:

**Zoning**

The zoning of the proposed property was designated as high density decades ago when access to this property was essentially uninhabited. Indeed, the plan was to provide adequate access to this property. Unfortunately, over the years, either through intention or poor planning on the part of the city, the access has been severely reduced by the city of Richland. No known attempt was made by the city or property owner to protect the access to this property. As a result, the city and developers find themselves in a predicament where the available access to this property does not readily support its proposed use of a high density apartment complex. The current attempts to force a project where it no longer fits clearly poses several concerns, violates city code and HOA covenants and is an attempt to maximize profit at the expense of citizen safety and of the environment. I assert that the previous zoning designation is inappropriate and should be modified to better suit the restriction to access created by the city of Richland.

**Traffic Volume and Safety**

There are only two proposed access options to this property, and both are problematic.

1. A meandering course through small neighborhood streets (Center Blvd and Piper St.) and

2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.

You may already be aware of several issues related to this restricted access:

Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns. Often, Broadmoor access to Leslie Road is already backed up with 20 cars for long periods of time. The apartment build will greatly exacerbate this traffic issue. In addition, the Claybell Park area on Broadmoor (including the city's recent pickleball court expansion) is an extreme safety and traffic hazard. We have observed accidents and many near-accidents at this location.

Center Blvd and Piper St are not adequately suited for high volume traffic and pose clear traffic safety hazards for motorists and pedestrians (especially young children). The safety issues are impossible to ignore.

We understand that there was an updated traffic study, as the previous study was out of date. The new study confirms the listed concerns and it is now admitted in the study that the primary access (60% of volume) to these apartments will

be on Broadmoor on a roadway that was initially planned as a emergency access point and then a secondary access. This proposed road is 23 feet at its most narrow point, which also happens to be on an “S-curve”, located at a crosswalk, and does not plan for a retaining wall on this sloped land. Building a road in this location is of extreme safety and traffic concern.

**Fire Safety**

Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the access road even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications this has evolved into a full access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

**City Code & HOA Covenant Violations**

In a city with a “Code Enforcement” department that can issue citations and accompanying fines and property liens for vegetation that is too tall, it is flagrantly hypocritical that the city itself does not even attempt to follow its own codes. This demonstrates a blatant disregard of the city’s own codes. This is readily apparent when reviewing the proposed dimensions of the access road to Broadmoor. It is clear that the developer is in need of additional access and is limited by dimensions of the properties it owns. It is unfathomable that this could be considered “up to code” and the approval of such a road is extremely ill-advised and inconsistent with a rational approach to safe and ample access.

In addition, the northern access road to Broadmoor utilizes several properties that are subject to covenants & restrictions of 2 Homeowners Associations. You may be aware of pending lawsuits against the developers asserting the appropriate usage of these HOA properties. I am certain the owners of these properties signed the acknowledgement of HOA covenants and restrictions on these properties when they were purchased. Although it has always been apparent that development of the larger property was possible, it could not have been anticipated that a road would be developed on lots designated for single family dwellings only. I believe this is unfair to the members of the HOA and residents

of adjacent properties who have invested their money in properties believing that the HOA covenants would protect the usage of its properties from inappropriate development.

**Environmental**

This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. The preservation of this natural area is consistent with the City of Richland’s strategic plan in which the fourth focus area to “manage our natural resources” by “Balancing private and public interests in conservation and preservation of sensitive areas.”

**Summary**

In summary, the currently proposed development is not consistent with the City’s own strategic plan. The plan blatantly violates established city codes and HOA covenants. It poses clear hazards to residents' safety, efficient traffic patterns, and the environment and overall is an inappropriate use of the land. It is unfathomable that the proposed development could be approved given all of these issues. The flagrant disregard for these issues, if the project were approved by the city, would display an utter disregard towards its citizens, community, and environment or, at best, severe incompetence in proper planning and execution of the city’s duties as it pertains to appropriate development in our community.

Sincerely,

Mark and Cheryl Cejka

2148 Sheridan Place

Richland, WA

## Stevens, Mike

**From:** Mark Manthei <markallenmanthei@icloud.com>
**Sent:** Wednesday, May 25, 2022 7:27 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.
Mark A Manthei
2725 willowbrook ave
Richland, wa. 99352

Sent from my iPhone

**Stevens, Mike**

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**From:** Mary Chancellor <garynmaryc@yahoo.com>
**Sent:** Wednesday, May 25, 2022 1:44 PM
**To:** Stevens, Mike
**Cc:** Christopher Chancellor
**Subject:** Willowbrook Place Apartment complex

Dear Mr. Stevens,

We own a home on Broadmoor Street. It is already difficult at times to back out of the driveway due to the amount of traffic. If the Willowbrook Place Apartment complex is allowed to be built it will add a dangerous amount of additional traffic that will endanger the residents. Additional traffic will cause accidents as people try to leave their residence and endangers the children who walk to and from school and the people who walk, jog and bicycle in the neighborhood. The land proposed for the roadway is on property under HOA covenants and restrictions and limited to single-family dwellings. It is an inappropriate use of this land to build a road through it.

I heard you say that the property has been zoned multi-family residential since the late 70's, as if your hands are tied. Changes in zoning happens all the time. Just because such a project might have been feasible or allowable in the 70's does not mean that it currently fits the environment and welfare of the local residents. A lot has changed since the 70's. New laws have been enacted since the 70's. This project does not just involve the city's rules and regulations, but also state and federal laws, rules, and restrictions. It is irresponsible to let such a project go forth without thorough documentation and approval of all state and federal agencies that this project is in full compliance with all laws. Pretending that state and federal laws don't apply is foolhardy and fiscally irresponsible. You cannot feign ignorance, as you have been informed by an expert in environmental law. A project such as this would negatively impact the Amon Creek Natural Preserve.

As presented the Willowbrook Place apartment complex proposal is an environmental nightmare and would negatively impact the surrounding neighborhoods. It is the wrong project for that property. It is time to change the zoning ordinance for that land. There is inadequate access to this property for such a huge project because the surrounding land has already been developed, and it encroaches upon the Amon Creek Natural Preserve and endangers the wetlands and streams.

Sincerely,

Gary and Mary Chancellor

## Stevens, Mike

**From:** Mary <maryl4@gmail.com>
**Sent:** Wednesday, May 25, 2022 4:01 PM
**To:** Stevens, Mike
**Subject:** Opposing Willowbrook Apartments

mstevens@ci.richland.wa.us

Dear Mr. Stevens:

I am writing in opposition to M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS). My opposition to this proposed development includes major concerns regarding the following issues: zoning, traffic volumes and safety, fire safety, city of Richland code violations, HOA covenants & restrictions violations, and environmental concerns. Each of these are addressed below:

**Zoning**

The zoning of the proposed property was designated as high density decades ago when access to this property was essentially uninhibited. Indeed, the plan was to provide adequate access to this property. However, the access to this property has been severely reduced by the city of Richland. No known attempt was made by the city or property owner to protect the access to this property. As result, the city and developers now find themselves in a predicament where the available access to this property does not readily support its current proposed use for a high density apartment complex. The current attempts to force a project where it no longer fits clearly poses several concerns, violates city code and HOA covenants.

**Traffic Volume and Safety**

There are only two proposed access options to this property

1. A meandering course through small neighborhood streets (Center Blvd and Piper St), and

2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.

You may already be aware of several issues related to this restricted access:

- Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. The location and position of the proposed intersection poses several safety concerns. Finally, as documented on the publicly available plans, the access to Broadmoor Street does not appear to meet the minimum width requirements.
- Center Blvd and Piper St are not adequately suited for high volume traffic and pose clear traffic safety hazards for motorists and pedestrians (especially young children) which are difficult to ignore. Given the shorter, straighter access to the apartment complex via John Ct and Piper St, I suspect that this route will, in reality, end up becoming the primary access to the apartment complex, regardless of the specification in the planning documents. That will result in an extreme increase in traffic volume on Piper Street, which is a fairly narrow street with frequent pedestrian traffic, including small children.
- Although a limited traffic study was performed earlier in 2022, I have doubts about its accuracy given that many workplaces were still closed or at reduced staffing/occupancy due to the pandemic. This would result in an artificially low assessment of traffic volume. A traffic study of longer duration performed now that pandemic restrictions have been lifted would provide more accurate assessment of the true traffic volumes.

**Fire Safety**

Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the specified primary access road, even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications it is now stated that the road to Broadmoor is designated as the primary access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

**City Code & HOA Covenant Violations**

The proposed plans violate existing Richland City Codes. This is readily apparent when reviewing the proposed dimensions of the access road to Broadmoor. The developer is in need of additional access but is limited by dimensions of the properties it owns. In any event, the access road to Broadmoor does not comply with City Code.

In addition, the northern access road to Broadmoor utilizes several properties that are subject to covenants & restrictions of two (2) Homeowners Associations. You may be aware of pending lawsuits against the developers asserting the appropriate usage of these HOA properties. I am certain the owners of these properties signed the acknowledgement of HOA covenants and restrictions on these properties when they were purchased. Although it has always been apparent that development of the larger property was possible, it could not have been anticipated that a road would be developed on lots designated for single family dwellings only. The members of the HOA and residents of adjacent properties invested their money in properties believing that the HOA covenants would protect the usage of its properties from inappropriate development.

**Environmental Concerns**

In spite of the 347-page-length of the Site Plan Review application submitted to the City of Richland, the developer is hoping the City will disregard several important laws. The most fundamental law they want the City to ignore is the law of gravity, by claiming that the stream and wetlands that form the eastern side of the project site will be protected by a 150 foot “buffer zone” from the massive earth-moving and construction activities throughout the west side of the site. The simple fact that is apparent to anyone who either walks the site, or looks carefully at the site topographic maps, is that the entire project site is in the immediate watershed of the stream and wetlands, and that natural stormwater, as well as water used for dust control and other land forming and construction activities, carrying particulates and other pollutants, will be drawn by gravity downhill across the “buffer zone” and into the wetlands and stream.

The developer’s application includes consultant reports on certain ecological aspects of the site. Those reports confirm that the stream drains north into the Yakima River and then directly into the Columbia River, that it is surrounded by adjacent wetlands that have been extensively delineated based on soils and vegetation, and that the stream and wetlands are therefore Waters of the United States under the jurisdiction of the Federal Clean Water Act and corresponding state laws. In particular, the reports confirm that the stream and wetlands are habitat for the Spring Chinook and Coho salmon species that are protected by the Endangered Species Act. The reports also confirm that the site is habitat for at least several species of migratory birds, which are protected under Federal law.

However, the application fails to take the next logical step to address the significant environmental law, regulation and permitting requirements that are triggered by the special character of the site and its wildlife:

1. The developers have apparently ignored the requirement to comply with requirements for a stormwater pollution prevention permit, which is required because the site is adjacent to, and drains into, a stream and its adjacent wetlands which are Waters of the United States protected under the Section 402 NPDES Permit requirements of the Clean Water Act. The permit program in Washington is administered by the Washington Department of Ecology, and includes a mandatory 30 day public comment period.

2. The developers have failed to address the requirement to obtain a necessary permit from the US Army Corps of Engineers under Section 404 of the Clean Water Act, since construction on the site will deposit soils into a stream and wetlands that are Waters of the United States.

3. The CWA Section 404 requirements include preparation by the Corps of Engineers of an environmental impact analysis under the Federal National Environmental Policy Act (NEPA), separate and apart from any State Environmental Policy Act analysis adopted by the City of Richland. NEPA requires examination of all potentially applicable laws and regulations, both state and Federal.

4. The stream and wetlands affected by construction on the site are habitat for Chinook and Coho salmon protected under the Federal Endangered Species Act (ESA). The potential impact on these species must be analyzed under the standards of the ESA, and the project may not then proceed without negotiation of a Federal Habitat Conservation Plan under Section 10 of the ESA, that must be approved by the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration.

5. While a contractor for the site owner identified many bird species on the site on March 19 of 2021, the contractor failed to address the requirements of the Federal Migratory Bird Treaty Act (MBTA), which makes it a Federal crime to harm any migratory bird or its eggs. A single March site visit fails to identify all the migratory bird species which may visit the site over the full course of the spring and summer months, some coming from thousands of miles away. Biologists working for the U.S. Department of Energy at the Hanford Site have documented that Benton County hosts dozens of species which nest on the ground, and others on structures, such as cliff swallows that use mud (such as that available in the wetlands on the project site) to build nests on walls and the frames of new buildings under construction, including the massive Hanford Waste Treatment Plant. MBTA compliance will not be complete until a comprehensive survey is conducted over the spring and summer of 2022, followed by negotiation with the US Fish & Wildlife Service Portland regional office to obtain the applicable permits for incidental "take" of protected birds and eggs that may occur during the construction and operation of the apartment complex.

6. The contractor reports have confirmed the presence on the site of Burrowing Owls, which are a species which the State of Washington has identified as declining significantly in its population, surviving in Washington mainly within Benton County, and therefore measures to protect the Burrowing Owl from the impacts of the construction and operation of the site must be analyzed and adopted to satisfy the State Environmental Policy Act (SEPA).

7. In light of the substantial environmental compliance and permitting issues identified above, the SEPA does not allow the City of Richland to authorize construction to proceed without completing a full environmental impact analysis to justify its action. Furthermore, since the facts trigger the application of the Clean Water Act, the Migratory Bird Treaty Act, and the Endangered Species Act, Federal law requires prior completion of a full environmental impact analysis under the National Environmental Policy Act, with public participation and hearings. If the City attempts to authorize the project to proceed without compliance with Federal law, both the City and the applicant may be subject to civil and criminal enforcement actions by these Federal agencies, and civil lawsuits brought by citizens to enjoin the action. Rather than assume legal responsibility for the developer's disregard of environmental protection laws, the City of Richland should direct the developer to negotiate with all of the state and Federal agencies cited above and demonstrate that their project has been brought into full compliance with all applicable laws, including the requirement of both SEPA and NEPA for a full analysis of the applicable requirements and opportunities for public comment and hearings on their draft decision documents, as well as on relevant permits.

In summary, I strongly oppose the Willowbrook Apartment development for multiple reasons related to zoning, code and HOA violations, traffic safety, and environmental impacts. The city must reconsider this development project. The current project is inappropriate for the site.

Regards,

Mary Lancaster

418 Piper St

Richland, WA

## Stevens, Mike

**From:** Mary Walden <pipercourt@icloud.com>
**Sent:** Tuesday, May 24, 2022 11:36 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** Matt Sweezea <matt.sweezea@gmail.com>
**Sent:** Wednesday, May 25, 2022 10:56 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments

Mike,

As a Richland resident and community member in the Meadow Springs area I urge you to re-direct the current proposal of Willowbrook Apartments as submitted. The developer has not provided nor followed local or federal requirements for site prep, building, and maintenance of development nor adequate public safety and traffic routes for such a development.

Traffic safety on broadmoor is already a concern with the increased traffic from sports and recreation at Claybell Park, almost nightly as we travel thru our neighborhood we have individuals parking along Broadmoor to access Claybell Park with narrow and curved streets many are standing in the street as they get out of cars, are parked away from curbs and create blind spots on side streets and significant congestion - this is already a public safety concern on a nightly basis. Adding 100+ apartments and that many vehicles to an already overly active area with limited access is a public safety nightmare.

Please take the community input and regulatory issues front and center. We welcome a growing and thriving community but safety must also be a top priority.

My Best,

**Matt & Kristin Sweezea - Richland Residents**

## Stevens, Mike

**From:** Matthew Pierson <matthewpierson@rocketmail.com>
**Sent:** Tuesday, May 24, 2022 6:18 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Thank you

Matthew Pierson

Sent from my iPhone

## Stevens, Mike

**From:** Mauri <maurikjones@gmail.com>
**Sent:** Wednesday, May 25, 2022 8:10 AM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

Dear Mr. Stevens,
I am writing to express my opposition to this proposed development for the following reasons:

1. Our family uses the Amon Creek Preserve daily for walking/running with our dog! We love the quiet, peaceful natural nature it provides! The amount of wildlife that currently live there(that I see daily when I walk/run) is amazing! That is their home and they need to be able to keep it in its natural unharmed state! Daily I see; rabbits, beaver, coyotes, and birds(many kinds). Not to mention many other people/families enjoying the nature when they walk/run through this area with their dogs and kids.

2. Our neighborhood is a family neighborhood with many children(including mine)walking, riding bikes and playing with friends. The Impact on traffic over Piper Street in the Willowbrook subdivision(WOULD BE DANGEROUS WITH EXTRA CARS AND PEOPLE DRIVING TO FAST), not to mention Broadmoor in the Second Nine Subdivision - no other apartment complex in Richland is accessed through another neighborhood over streets that are residential.

3. Impact on the Amon Creek Preserve - stormwater runoff, encroachment on a critical wildlife habitat(with MANY animals whom make this their HOME)-Birds, beaver, rabbits, coyotes and more!

4. Placement of a roadway over lots that are restricted by Willowbrook Community Association covenants to single-family housing, NOT streets.

5. Access road to Broadmoor is unsafely graded, narrow and inadequate for the proposed use.

6. The proposed density is incompatible with surrounding single-family residences and inconsistent with the City's strategic plan(LARGE apartment complex with EXTRA CARS)-doesn't fit this plan.

Sincerely,

Mauri Jones
118 Piper Ct.
Richland, Wa 99352

Sent from my iPhone

## Stevens, Mike

**From:** m a <runningbaby13@yahoo.com>
**Sent:** Tuesday, May 24, 2022 9:16 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sincerely, McKinsey Arola
Willowbrook Neighborhood

## Stevens, Mike

**From:** Megan Zobell <megszobell@gmail.com>
**Sent:** Tuesday, May 24, 2022 2:53 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Megan Zobell

## Stevens, Mike

**From:** MSP <mpekour@gmail.com>
**Sent:** Monday, May 23, 2022 8:25 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.
Please protect our public land.
Sincerely,
Mikhail S. Pekour
223 Center Blvd., Richland, WA 99352

## Stevens, Mike

**From:** Mitch Kutzko <mwkworks@gmail.com>
**Sent:** Wednesday, May 25, 2022 4:13 PM
**To:** Stevens, Mike
**Subject:** Comments opposing Willowbrook Apartment

Mr. Stevens:

I am writing in opposition to M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS). My opposition to this proposed development includes major concerns regarding the following issues: zoning, traffic volumes and safety, fire safety, city of Richland code violations, HOA covenants & restrictions violations, and environmental concerns. Each of these are addressed below:

**Zoning**

The zoning of the proposed property was designated as high density decades ago when access to this property was essentially uninhibited. Indeed, the plan was to provide adequate access to this property. However, the access to this property has been severely reduced by the city of Richland. No known attempt was made by the city or property owner to protect the access to this property. As a result, the city and developers now find themselves in a predicament where the available access to this property does not readily support its current proposed use for a high density apartment complex. The current attempts to force a project where it no longer fits clearly poses several concerns, violates city code and HOA covenants.

**Traffic Volume and Safety**

There are only two proposed access options to this property

1. A meandering course through small neighborhood streets (Center Blvd and Piper St), and

2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.

You may already be aware of several issues related to this restricted access:

· Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. The location and position of the proposed intersection poses several safety concerns. Finally, as documented on the publicly available plans, the access to Broadmoor Street does not appear to meet the minimum width requirements.

· Center Blvd and Piper St are not adequately suited for high volume traffic and pose clear traffic safety hazards for motorists and pedestrians (especially young children) which are difficult to ignore. Given the shorter, straighter access to the apartment complex via John Ct and Piper St, I suspect that this route will, in reality, end up becoming the primary access to the apartment complex, regardless of the specification in the planning documents. That will result in an extreme increase in traffic volume on Piper Street, which is a fairly narrow street with frequent pedestrian traffic, including small children.

· Although a limited traffic study was performed earlier in 2022, I have doubts about its accuracy given that many workplaces were still closed or at reduced staffing/occupancy due to the pandemic. This would result in an artificially low assessment of traffic volume. A traffic study of longer duration performed now that pandemic restrictions have been lifted would provide more accurate assessment of the true traffic volumes.

**Fire Safety**

Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the specified primary access road, even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications it is now stated that the road to Broadmoor is designated as the primary access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

**City Code & HOA Covenant Violations**

The proposed plans violate existing Richland City Codes. This is readily apparent when reviewing the proposed dimensions of the access road to Broadmoor. The developer is in need of additional access but is limited by dimensions of the properties it owns. In any event, the access road to Broadmoor does not comply with City Code.

In addition, the northern access road to Broadmoor utilizes several properties that are subject to covenants & restrictions of two (2) Homeowners Associations. You may be aware of pending lawsuits against the developers asserting the appropriate usage of these HOA properties. I am certain the owners of these properties signed the acknowledgement of HOA covenants and restrictions on these properties when they were purchased. Although it has always been apparent that development of the larger property was possible, it could not have been anticipated that a road would be developed on lots designated for single family dwellings only. The members of the HOA and residents of adjacent properties invested their money in properties believing that the HOA covenants would protect the usage of its properties from inappropriate development.

**Environmental Concerns**

In spite of the 347-page-length of the Site Plan Review application submitted to the City of Richland, the developer is hoping the City will disregard several important laws. The most fundamental law they want the City to ignore is the law of gravity, by claiming that the stream and wetlands that form the eastern side of the project site will be protected by a 150 foot “buffer zone” from the massive earth-moving and construction activities throughout the west side of the site. The simple fact that is apparent to anyone who either walks the site, or looks carefully at the site topographic maps, is that the entire project site is in the immediate watershed of the stream and wetlands, and that natural stormwater, as well as water used for dust control and other land forming and construction activities, carrying particulates and other pollutants, will be drawn by gravity downhill across the “buffer zone” and into the wetlands and stream.

The developer’s application includes consultant reports on certain ecological aspects of the site. Those reports confirm that the stream drains north into the Yakima River and then directly into the Columbia River, that it is surrounded by adjacent wetlands that have been extensively delineated based on soils and vegetation, and that the stream and wetlands are therefore Waters of the United States under the jurisdiction of the Federal Clean Water Act and corresponding state laws. In particular, the reports confirm that the stream and wetlands are habitat for the Spring Chinook and Coho salmon species that are protected by the Endangered Species Act. The reports also confirm that the site is habitat for at least several species of migratory birds, which are protected under Federal law.

However, the application fails to take the next logical step to address the significant environmental law, regulation and permitting requirements that are triggered by the special character of the site and its wildlife:

1. The developers have totally ignored the requirement to comply with requirements for a stormwater pollution prevention permit, which is required because the site is adjacent to, and drains into, a stream and its adjacent wetlands which are Waters of the United States protected under the Section 402 NPDES Permit requirements of the Clean Water Act. The permit program in Washington is administered by the Washington Department of Ecology, and includes a mandatory 30 day public comment period.

2. The developers have failed to address the requirement to obtain a necessary permit from the US Army Corps of Engineers under Section 404 of the Clean Water Act, since construction on the site will deposit soils into a stream and wetlands that are Waters of the United States.

3. The CWA Section 404 requirements include preparation by the Corps of Engineers of an environmental impact analysis under the Federal National Environmental Policy Act (NEPA), separate and apart from any State Environmental Policy Act analysis adopted by the City of Richland. NEPA requires examination of all potentially applicable laws and regulations, both state and Federal.

4. The stream and wetlands affected by construction on the site are habitat for Chinook and Coho salmon protected under the Federal Endangered Species Act (ESA). The potential impact on these species must be analyzed under the standards of the ESA, and the project may not then proceed without negotiation of a Federal Habitat Conservation Plan under Section 10 of the ESA, that must be approved by the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration.

5. While a contractor for the site owner identified many bird species on the site on March 19 of 2021, the contractor failed to address the requirements of the Federal Migratory Bird Treaty Act (MBTA), which makes it a Federal crime to harm any migratory bird or its eggs. A single March site visit fails to identify all the migratory bird species which may visit the site over the full course of the spring and summer months, some coming from thousands of miles away. Biologists working for the U.S. Department of Energy at the Hanford Site have documented that Benton County hosts dozens of species which nest on the ground, and others on structures, such as cliff swallows that use mud (such as that available in the wetlands on the project site) to build nests on walls and the frames of new buildings under construction, including the massive Hanford Waste Treatment Plant. MBTA compliance will not be complete until a comprehensive survey is conducted over the spring and summer of 2022, followed by negotiation with the US Fish & Wildlife Service Portland regional office to obtain the applicable permits for incidental “take” of protected birds and eggs that may occur during the construction and operation of the apartment complex.

6. The contractor reports have confirmed the presence on the site of Burrowing Owls, which are a species which the State of Washington has identified as declining significantly in its population, surviving in Washington mainly within Benton County, and therefore measures to protect the Burrowing Owl from the impacts of the construction and operation of the site must be analyzed and adopted to satisfy the State Environmental Policy Act (SEPA).

7. In light of the substantial environmental compliance and permitting issues identified above, the SEPA does not allow the City of Richland to authorize construction to proceed without completing a full environmental impact analysis to justify its action. Furthermore, since the facts trigger the application of the Clean Water Act, the Migratory Bird Treaty Act, and the Endangered Species Act, Federal law requires prior completion of a full environmental impact analysis under the National Environmental Policy Act, with public participation and hearings. If the City attempts to authorize the project to proceed without compliance with Federal law, both the City and the applicant may be subject to civil and criminal enforcement actions by these Federal agencies, and civil lawsuits brought by citizens to enjoin the action. Rather than assume legal responsibility for the developer’s disregard of environmental protection laws, the City of Richland should direct the developer to negotiate with all of the state and Federal agencies cited above and demonstrate that their project has been brought into full compliance with all applicable laws, including the requirement of both SEPA and NEPA for a full analysis of the applicable requirements and opportunities for public comment and hearings on their draft decision documents, as well as on relevant permits.

Respectfully,

Mitch Kutzko

418 Piper St.

## Stevens, Mike

**From:** nicholas.hoaglin@gmail.com
**Sent:** Thursday, May 26, 2022 5:48 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** Norm Rummel <normrummel37@yahoo.com>
**Sent:** Wednesday, May 25, 2022 9:54 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Norm Rummel
217 Pacific Ct
Richland, WA

## Stevens, Mike

**From:** Pamela Rothwell <prothw@gmail.com>
**Sent:** Wednesday, May 25, 2022 12:45 PM
**To:** Stevens, Mike
**Subject:** Opposition to M2020-101 & EA2020-114 (Willowbrook Place Appartments)

Dear Mr. Stevens:

It is with great concern that I write these comments in opposition to **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).** My opposition to this proposed development includes major concerns regarding the following issues: inappropriate zoning, traffic volumes and safety, fire safety, blatant city of Richland code violations, HOA covenants & restrictions violations and environmental concerns.

There are only two proposed access options to this property

1. A meandering course through small neighborhood streets (Center Blvd and Piper st,) and

2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.

· Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns.

· Center Blvd and Piper St are not adequately suited for high volume traffic and poses clear traffic safety hazards for motorists and pedestrians (especially young children) which are difficult to ignore.

Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the access road even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications this has evolved into a full access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. I am in support of an independent environmental assessment as I believe previous evaluations were performed with the goal obtaining a desired outcome instead of obtaining an accurate assessment of the true environmental impact of this project (similar to the traffic studies)

In summary, the proposed development blatantly violates established city codes and HOA covenants. It poses clear hazards to residents' safety and the environment and overall is an inappropriate use of the land. It is unfathomable that the proposed development could be approved given all of these issues. The flagrant disregard for these issues, if the project were approved by the city, would display maleficence towards its citizens, community, and environment or, at best, severe incompetence in proper planning and execution of the cities duties as it pertains to appropriate developments in our community.

Regards,

Pamela Rothwell

## Stevens, Mike

**From:** Schiessl, Joe
**Sent:** Friday, April 29, 2022 3:03 PM
**To:** Stevens, Mike
**Cc:** Tyutyunnik, Ruvim
**Subject:** RE: M2020-100 Willowbrook Apartments Public Hearing and SEPA

Mike,

A few comments from P&PF.

1. The Amon Preserve is not currently improved with paved recreational pathways nor are they anticipated. The applicant proposes a paved pathway in the access and utility corridor in the Amon Preserve. The City would prefer a soft-surface trail. I've not seen the existing easement language. Does it allow for public access?
2. I would not normally propose that the project move closer to the park, but to the extent any of the buildings or parking lot can be shifted northward to the wetland setback line it would potentially allow for a wider and more substantial buffer for the SFR to the south. The buffer plantings in this area should be denser and include additional deciduous vegetation for year round screening. I understand this buffer is outside of P&PF influence, but the point of this comment is to offer support to move the project a few feet closer to the north, potentially impacting the park experience to a greater degree, but offering important buffer enhancements to the SFR to the south.
3. Is there opportunity to facilitate any non-native plant removal replaced with native vegetation in the wetland buffer? There are a lot of Russian Olives in the buffer.
4. Is the applicant aware of the noisy KID irrigation pumps at the pond? It would be nice to make a match and see if the applicant would consider assisting KID to construct sound buildings around the pumps. This is not a SEPA comment.

Thank you,

Joe Schiessl
Parks & Public Facilities Director
625 Swift Blvd., MS-13 | Richland, WA 99352
(509) 942-7578

**From:** Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
**Sent:** Thursday, April 28, 2022 3:52 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>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey <clark.posey@co.benton.wa.us>; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric

Mendenhall <emendenhall@westrichland.org>; FormerOrchards@ecy.wa.gov; Greg Wendt <greg.wendt@co.benton.wa.us>; Gwen Clear <gcle461@ecy.wa.gov>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <jmcshane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod Macpherson <Jerrod.Macpherson@co.benton.wa.us>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; John Lyle <john.lyle@bentoncleanair.org>; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; Joseph Cichy, Ziply <joseph.cichy@ziply.com>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.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>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Noah Lee <noah.lee@bentoncleanair.org>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; 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>; 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>; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; WA Dept of Fish & Wildlife <lopezlal@dfw.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; William Simpson <william.simpson@commerce.wa.gov>
**Subject:** M2020-100 Willowbrook Apartments Public Hearing and SEPA

Attention:

Below is a link to the referral packet for the Willowbrook Apartments project located in Richland, WA. Included you will see the Notice of Application & Optional DNS, SEPA Checklist and all relevant application materials. Please review and submit any comments back to me by 5:00 PM, Wednesday, May 25, 2022.

Here's a OneDrive link to M2020-101 June 13 Referral Packet.pdf.

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

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# Comments on June 13, 2022 Hearing for M2020-101 & EA2020-114: Willowbrook Apartments Site Plan Review

Patrick Paulson
Laurie Ness

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Acronyms

DNS -Determination of No Significance ..... 1, 2, 3

FWHCA - Fish and Wildlife Habitat Conservation Areas ..... 2

PHS - Priority Habitat and Species ..... 2

WAC - Washington Administrative Code ..... 1, 2

WDFW – Washington Department of Fish and Wildlife ..... 2

We request the City of Richland withdraw the DNS determination for the Willowbrook Apartment Site Plan. This project will create substantial adverse impacts to the shrub steppe and Eastside steppe habitats and no mitigation for these impacts are given in the notice.

In addition, we note that the site plan fails to provide enough detail to determine if the project can conform to the applicable elements of the city's development regulations, particularly regarding stormwater.

# 1. Introduction, Procedural Facts, and Standard of Review

We are commenting on the Site Plan Review for Willowbrook Apartments. The Notice of Application states this project is a[1]

> Development of an approximately 14-acre site, with four (4) multi-family residential buildings containing up to 108 dwelling units, a clubhouse and covered parking structures together with associated parking, stormwater runoff and landscaping areas.

and notes that the "The Assessor's Parcel Nos. for the project site are: 136983050007002, 136983050008001, 136983050012000, 136983060000001 and 101882040002000."

Washington Administrative Code (WAC) 197-11-355 specifies that the "optional DNS process" be used *only* when it is unlikely that substantial adverse environmental impacts will occur, or all mitigations for such impacts are listed in the *Notice*.

A site plan review is submitted to the Hearings examiner for approval as a Type II permit application[2]. RMC 19.60.060 requires a Type II permit application be "supported by proof that it conforms to the applicable elements of the city's development regulations, comprehensive plan

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[1] *Notice of Application, Public Hearing & Optional DNS (M2020-101 & Ea2020-114).* City of Richland. Referral Packet: https://www.ci.richland.wa.us/departments/development-services/planning/land-use-1427.

[2] RMC 23.48.030. "a site plan shall be submitted to the hearing examiner for review and approval as a Type II permit application as defined in RMC 19.20.030"

and that any significant adverse environmental impacts have been adequately addressed". [3] Further RMC 19.60.095 states approval for a Type II application requires findings and conclusions that "The development application … meets the requirements and intent of the Richland Municipal Code" and "Impacts of the development have been appropriately identified and mitigated under Chapter 22.09 RMC." [4]

## 2. DNS for Willowbrook Should be Withdrawn

We request the City of Richland withdraw the DNS determination for the Willowbrook Apartment Site Plan.

- The project will result in substantial impacts to wetlands, a critical area protected by the City.
- The project will result in substantial adverse impacts to the shrub steppe and Eastside step habitats, which are Priority Habitats (PHS) listed by the Washington Department of Fish and Wildlife (WDFW);
- The City recognize all areas associated with PHS as Critical Areas, specifically Fish and Wildlife Habitat Conservation Areas (FWHCA);
- Washington Administrative Code (WAC) 197-11-355 specifies that the "optional DNS process" be used *only* when it is unlikely that substantial adverse environmental impacts will occur, or all mitigations for such impacts are listed in the *Notice*.

Since the project does not meet the requirements for a DNS threshold determination, the threshold determination should be changed to a Determination of Significance.

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[3] RMC 19.60.060. "Except for Type IV actions, the burden of proof is on the proponent. The project permit application must be supported by proof that it conforms to the applicable elements of the city's development regulations, comprehensive plan and that any significant adverse environmental impacts have been adequately addressed". By RMC 19.20.010.C, this requirement applies to Type III actions, which include Preliminary Plats such as Ladera: "Type III permits include the following types of permit applications: 1. Preliminary plats or major revisions thereof; …"

[4] Supra, note **Error! Bookmark not defined.**.

## 3. Site Plan Cannot be Approved as Submitted

RMC 22.10.340.C states

> The proposed activity must be designed and constructed in accordance with existing local, state and federal laws and regulations, and the Stormwater Management Manual for Eastern Washington, as amended (Ecology 2019), and/or the locally adopted program, as applicable.

The project's "Conceptual Stormwater and Utility Plan"[5] shows inadequate stormwater facilities: the stormwater infiltration ponds are undersized, and their location will require extensive grading to provide adequate site drainage. The lack of a preliminary stormwater management plan makes it impossible for the Hearings Examiner to determine if the project can meet "the requirements and intent of the Richland Municipal Code" without extensive modification.

## 4. Willowbrook/Smith Family Apartments Background and History

This is the fourth time the same development has been proposed. There are five separate SEPA's shown in the SEPA online Register. The development is proposed for properties owned by Duane W. and Cheryl L. Smith[6]. The City of Richland determined that the first proposal, in 2014, had significant ecological impact (DS). In 2018 the City determined that there were no significant impacts given the specified mitigations (DNS-M). In the proposal submitted in 2020 and again in the most recent proposal, the City has determined there are no significant impacts, even though not all the mitigations suggested in 2018 are part of this proposal. Furthermore, the City chose to use the O-DNS process which indicates that the applicant has all the relevant reports and will be ready to move to a Determination of No Significance (DNS). The review of the pertinent parts of this SEPA Checklist show that the checklist is incomplete. The wildlife habitat report submitted with the most recent proposals and evidence from site visit show that Shrub-steppe and Eastern Steppe, both State listed Priority Habitats designated by Richland as Fish and Wildlife Habitat conservation areas – that is, Critical areas under the GMA – will be

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[5] Page 21 of application packet, hereafter referred to as *Stormwater Plan*.

[6] Benton County Assessor, Benton County Property Search, Parcel # 136983050007002, 136983050012000, and 136983050008001, https://propertysearch.co.benton.wa.us/propertyaccess/PropertySearch.aspx?cid=0.

destroyed by the development with no mitigation required. In addition, the "conceptual stormwater and utility plan" submitted by the applicant has significant flaws and indicates the project needs substantial modifications to comply with the City's stormwater regulations. In short, there is not enough information in the packet to presume the project meets a DNS threshold; on the contrary, the information contained in the packet demand that a Determination of Significance (DS) be issued by the City of Richland.

### 4.1 SEPA# 201405010, Consult, Issued 09/23/2014[7]

Description:

> Smith Multi-Family Site Plan Review; The City of Richland is currently processing the above referenced application for a multi-family site plan review for a 112 unit apartment complex with associated parking, landscaping, utility line extensions and recreational facilities on a 14 acre site.

Applicant: Duane Smith.

### 4.2 SEPA# 201600373, DS/Scoping, Issued 01/22/2016, Related Record: SEPA# 201405010[8]

Description:

> Smith Multi-Family Project; multi-family residential project incl site plan approval, building permit approval, and grading and drainage plan approvals; develop 112 apartment units on a 14-acre site, incl assoc parking, landscaping, recreational areas and access road and utility line extensions

Applicant: Duane Smith

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[7] WDOE, "SEPA# 201405010", *SEPA Register*. (Hereafter referred to as *2014 SEPA)*. https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=201405010

[8] WDOE, "SEPA# 201600373", *SEPA Register*, hereafter referred to as "2016 SEPA". https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=201600373

### 4.3 SEPA #201804289, DNS-M, Issued 08/03/2018[9]

Description:

> Willowbrook Place; Development of approximately 14 acres with 96 multi-family residential dwelling units together with associated covered parking structures, paving and landscaping features; in the R-3 zone. Wetland report attached.

Applicant: Cliff Mort (dba Big Creek Land Company, LLC). Big Creak Land Company, LLC

### 4.4 SEPA # 20205113, ODNS/NOA, Issued 10/01/2020[10]

Description:

> Willowbrook Place Apartments; Site Plan Review application for the development of an approximately 14-acre site, with six (6) multi-family residential buildings containing up to 96 dwelling units, a clubhouse and covered parking structures together with associated parking and landscaping areas.

Applicant: Big Creek Land Company, LLC

### 4.5 SEPA # 202202056, ODNS/NOA, Issued 04/28/2022[11]

Description:

> Development of an approximately 14-acre site, with four (4) multi-family residential buildings containing up to 108 dwelling units, a clubhouse and covered parking structures together with associated parking, stormwater runoff and landscaping areas.

Applicant: Big Creek Land Company, LLC

---

[9] https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=201804289

[10] https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=202005113

[11] https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=202202056

## 5. Wetlands

RMC 22.10.125 requires that "New development within 150 feet of a wetland buffer shall contain stormwater runoff within the developed portions of the site. *No stormwater runoff shall drain into the wetland* (our emphasis)". The project's *Stormwater Plan* clearly indicates stormwater overflow being directed into the wetland buffer. RMC 22.10.125 states that stormwater runoff must be contained within the developed portions of the site for new development within 150 ft of a wetland buffer unless a study is done to show that this discharge is adequately mitigated. Such a study has not been done.

## 6. Fish and Wildlife Habitat Conservation Areas

The proposed project will adversely impact Fish and Wildlife Habitat Conservation Areas recognized by Richland but it fails to provide any mitigation for these impacts. RMC 22.10.220.A specifies that "Adverse impacts to habitat functions and values shall be mitigated to the extent feasible and reasonable" and that mitigation actions may include "Compensating for the impact by replacing, enhancing, or providing similar substitute resources or environments. Preference shall be given to measures that replace the impacted functions on site or in the immediate vicinity of the impact".

The habitat impacts due to the project could potentially be mitigated by rehabilitation or enhancement of habitat within proposed buffers. Rehabilitation and enhancement can include planting of native shrubs. Any mitigation should require long-term monitoring to ensure the success of the mitigation.

## 6.1 Failure to identify relevant Priority Habitats and Species (PHS) as Critical Areas

The report states[12] the "only mapped priority area recorded in the vicinity by WDFW is Burrowing Owl (Athene cunicularia) ...".

This report is not up to date. PHS protected by Richland currently shown for parcels 136983050007002, 136983050008001, and 136983050012000 include *Wetlands*, *Biodiversity Areas and Corridor,* and *Freshwater Forested/Shrubs Wetland*. In addition, parcel 136983050007002 contains priority *Eastside Steppe* and parcels 136983050007002 and 136983050008001 contain priority *Shrub-steppe* (Table 1). The City of Richland protects *all* Priority Habitats recognized by WDFW as critical areas, namely as Fish and Wildlife Habitat Conservation Areas.[13]

*Table 1. PHS Species/Habitat Overview.*[14]

| Occurence Name | Federal Status | State Status | Sensitive Location |
|---|---|---|---|
| Fall Chinook | N/A | N/A | No |
| Spring Chinook | N/A | N/A | No |
| Wetlands | N/A | N/A | No |
| Burrowing owl | N/A | Candidate | No |
| Biodiversity Areas And Corridor | N/A | N/A | No |
| Freshwater Forested/Shrub Wetland | N/A | N/A | No |
| Shrub-steppe | N/A | N/A | No |

[12] *Wildlife Assessment Report for Willowbrook*. Hailey Starr and Scott Brainard. Everett WA: Wetland Resources, Inc. April 23, 2020. Revision 1: April 28, 2022. On pp. 162-189 of application packet. Page 7.

[13] RMC 22.10.185.A: "Fish and wildlife habitat conservation areas include the following: … 2. State priority habitats and areas associated with state priority species.".

[14] Generated from *PHS on the Web* (https://geodataservices.wdfw.wa.gov/hp/phs/) using "Generate Report Function on project site parcels.

We note *PHS on the Web* undergoes continuous updates and that not all these areas may have been mapped when the *Wildlife Habitat Assessment Report* was prepared. However, Richland's Critical Areas Ordinance specifies that WDFW's PHS maps "shall be used as a general guide only for the assistance of property owners and other interested parties…The actual type, extent, and boundaries of habitat areas shall be determined by a qualified professional according to the procedures, definitions, and criteria established by this article." (RMC 22.10.190). The Wildlife Assessment Report contains sufficient detail to conclude the existence of Shrub-steppe and Eastside Steppe on the project site, as well as the presence of black-tailed jackrabbit, a PHS species recognized by WDFW.

## 6.2 Eastside Steppe

Figure 1 and Figure 2 (below) show that the site area to be developed is characterized as "Habitat Unit B" and "Habitat Unit C".

The report states that "Habitat Unit B"

> is comprised of common rabbitbrush (Chrysothamnus nauseosa), Russian thistle (Salsola tragus), Canada thistle (Circium arvense), desert parsley (Lomatium leptocarprum), Indian ricegrass (Achnatherum hymenoides), western yarrow (Achillea millefolium), cheatgrass (Bromus tectorum), and tumble mustard (Sisumbrium altissimum).ll
>
> … abundant signs of rabbits and coyotes was identified throughout this habitat unit. Large quantities of scat and tracts were found throughout the area. Several species of birds were found perching on large rabbitbrush and finding refuge /cover within the denser portions of the site. The majority of the wildlife trails observed within this habitat were of small mammals mostly used by rabbit species and coyote. Therefore, the primary usage of this habitat type is by small mammals, highly mobile species, and avian species.

Comparing this description and the accompanying photos in the assessment report to WDFW's PHS list, it is clear that "Habitat Unit B" meets the definition of *Eastside Steppe*[15], a priority habitat recognized by WDFW, and therefore a FWHCA protected by Richland as a critical area.

[15] "Eastside Steppe", pp 256-7. Washington Department of Fish and Wildlife. 2008. *Priority Habitat and Species List*. Olympia, Washington.

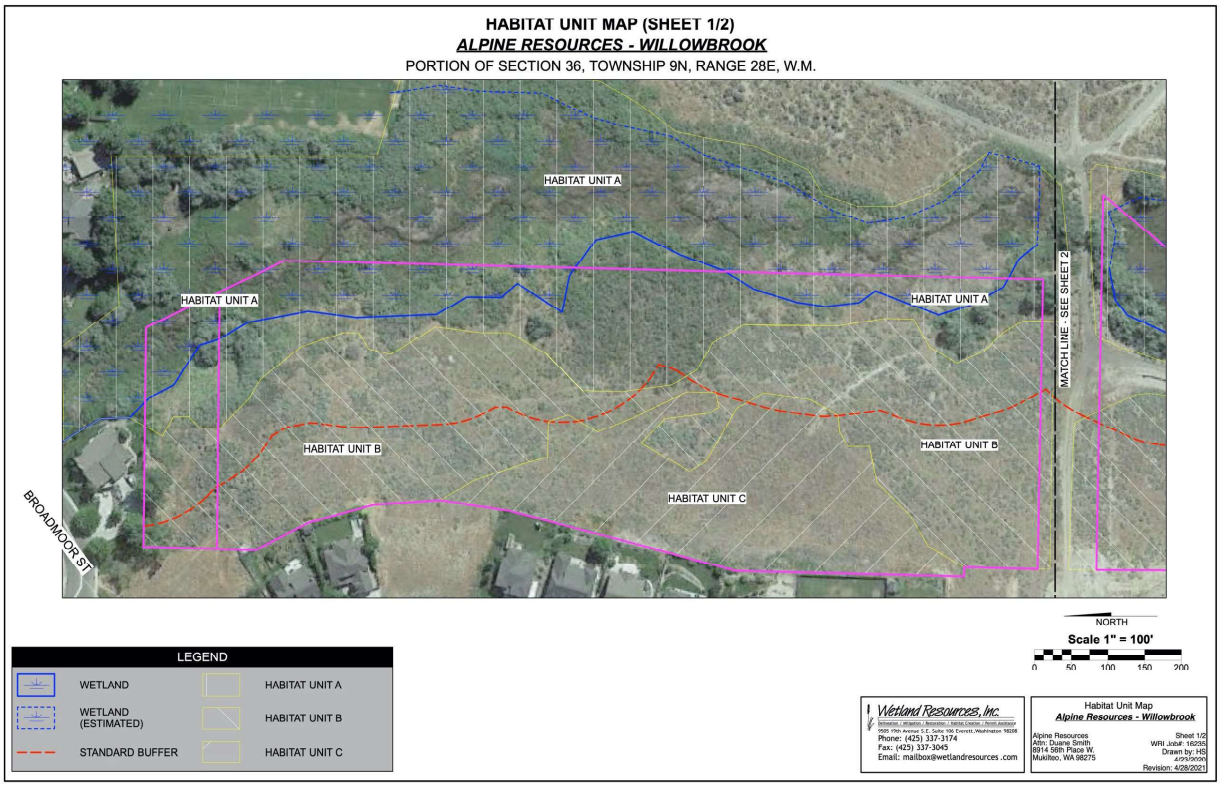



*Figure 1. Habit Unit Map, Wildlife Habitat Assessment Report (1/2)*

The area classified “Habitat Unit C” also meets the definition of *Eastside Steppe.*

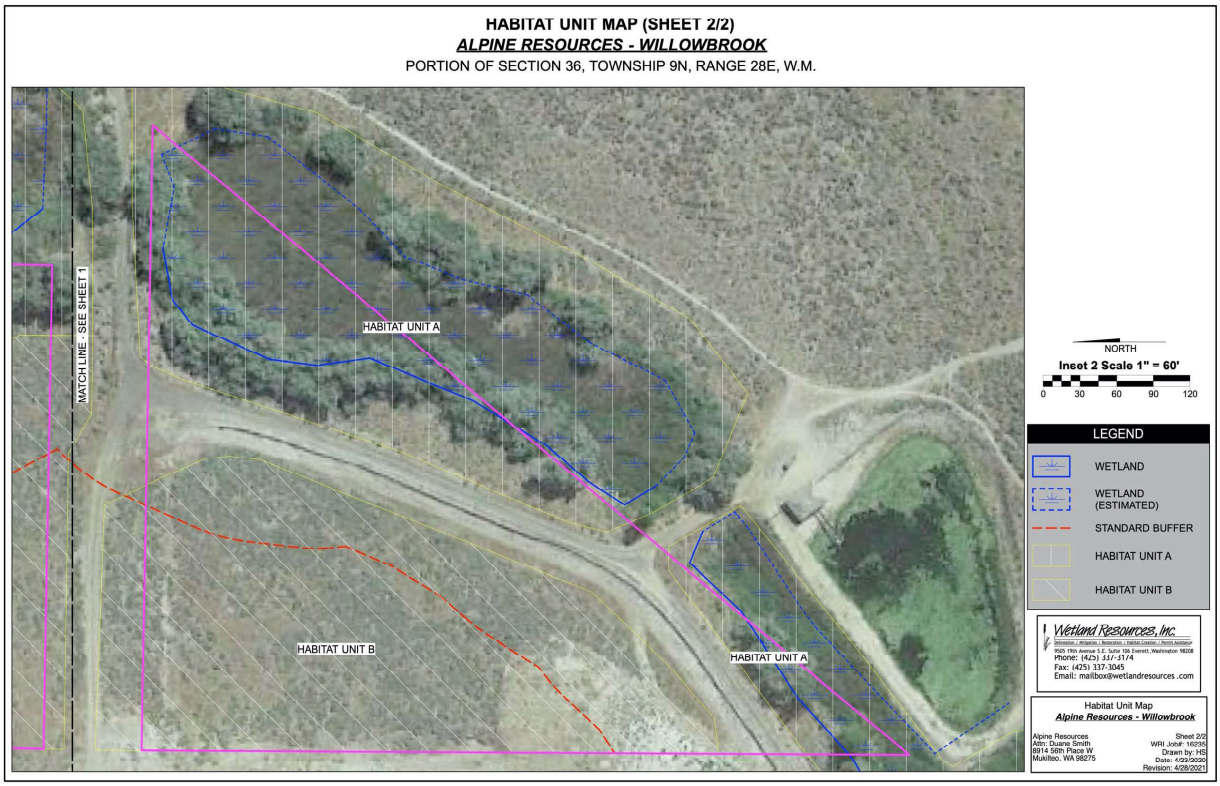



*Figure 2. Habitat Unit Map, Wildlife Assessment Report (2/2)*

## 6.3 Shrub-Steppe

The Wildlife Habitat Assessment Report notes that

> A small portion of the property located within the northwest property corner is … comprised of mature big sagebrush (Artemisia tridentata), a species indicative of a more native shrub-steppe habitat then the rest of the unit. More mature individuals of rabbitbrush were found intermixed with western yarrow (Achillea millefolium), tumble mustard (Sisumbrium altissimum), and cheatgrass (Bromus tectorum) within this portion of the habitat unit. The presence of structural diversity and cover offered by the larger shrubs creates perching opportunities for bird species that prefer mature sage such as Sage Sparrow (Artemisiospiza nevadensis) and Brewers Sparrow (Spizella breweri) and opportunities for refuge and cover for California Quail (Callipepla californica) and a variety of small mammal species. Several of the aforementioned species were visually identified within this habitat patch during our on-site evaluations.
>
> Overall, this habitat unit appears to have abundant use by a variety of species, especially rabbits, coyote, and a variety of bird species. However, the limited quantity of native plant species in both the shrub overstory and herbaceous understory as well as, the limited structural diversity offer by this habitat unit greatly limits wildlife use by a variety of species. A native herbaceous understory is mostly absent from this habitat unit thus inhibiting many ground dwelling species that require a more native shrub-steppe ecosystem.

While small, this area of mature shrub-steppe is adjacent to a Biodiversity Corridor within the proposed buffer area and the Amon Creek Natural preserve, increasing its value as habitat.

The Wildlife Habitat Assessment Report claims that "Given the disturbed nature on-site habitat and the dominance of cheatgrass (Bromus techtorum) in the grass layer, which is non-native and annual, the on-site area does not meet the definition of priority shrub-step habitat". However, the PHS List notes that "At more disturbed sites, non-natives such as Cheatgrass or Crested Wheatgrass may be co-dominant species,"[16] but does not state that the presence of cheat grass means that the area is not Shrubsteppe. Indeed, if it did, it would make protection of Shrubsteppe virtually meaningless, since almost all Shrubsteppe in Washington state is degraded to some degree and has been invaded by cheatgrass. Furthermore, the report notes the presence of 3 (!) sage obligate species: black-tailed jackrabbit, Sagebrush Sparrow (they use the older taxonomic name 'Sage Sparrow'), and Brewer's Sparrow. WDFW's *Site-specific Management How to Avoid and Minimize Impacts of Development to Shrub-steppe* notes that "If [shrub-steppe obligate] species occur on or near the project site, typically that indicates the habitat is important for conservation."

## 6.4 Black-tailed Jackrabbits

The Wildlife Habitat Assessment Report states that

> … two black-tailed jackrabbits were observed along the eastern property line. … While on site, abundant evidence of rabbit scat was observed and is likely a combination of cottontail and black-tailed jackrabbit. The on-site shrub-steppe habitat does provide low quality foraging and cover opportunities for the species….

Yet they contend the location does not have a 'primary association' with Black-tailed jackrabbits based on an idiosyncratic definition for "primary association" taken from the Municipal code of the City of Everett:

> A habitat of primary association typically refers to a critical habitat component that federally or state-listed endangered, threatened, candidate, sensitive, or priority wildlife require, which if altered may reduce the likelihood of that species to persist and reproduce over the long term

Since Richland's Critical Area Ordinance (CAO) doesn't give a definition for 'primary association' the general understanding of the term "primary association" should be used instead

[16] PHS List, p. 270.

of a definition conveniently found in the code of another municipality. For us, the general understanding of areas of "primary association" would include "areas where a species is regularly present".

Indeed, of the definitions we found throughout municipal codes in Washington, the most common is:

> Primary association area means the area used on a regular basis by, in close association with, or is necessary for the proper functioning of the habitat of a critical species. "Regular basis" means the habitat area is known normally or usually to contain the critical species. Regular basis is species population dependent. Species that exist in low numbers may be present infrequently yet rely on certain habitat types. [17, 18,19,20]

Another definition found was:

> ***Primary association area*** means the area used on a regular basis by, is in close association with, or is necessary for the proper functioning of the habitat of a critical species.[21],[22]

And finally,

> "*Primary association area*" means the area necessary for the viability and protection of any critical species, including its habitat and surrounding areas needed for protection of the habitat. *Primary association areas include habitat areas that are known to contain a critical species, or where evidence from the best available science indicates that a critical species is using a habitat area.* Primary association areas include but are not limited to areas for breeding,

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[17] Definition of *Primary association area*. *Law Insider*. https://www.lawinsider.com/dictionary/primary-association-area (based on occurrences separately listed)

[18] Chapter 15.88 – CRITICAL AREAS, Municipal Code, Carnation WA. 2019. Shttps://library.municode.com/wa/carnation/codes/code_of_ordinances?nodeId=TIT15LAUS_CH15.88CRAR

[19] Municipal Code, Bremerton WA. 20.14.200 DEFINITIONS.

[20] Municipal Code, Mount Vernon WA, 15.40.170 Definitions. https://www.codepublishing.com/WA/MountVernon/html/MountVernon15/MountVernon1540.html

[21] Definition of *Primary association area*. *Law Insider*. https://www.lawinsider.com/dictionary/primary-association-area (based on occurrences separately listed)

[22] 19.15.050 Definitions, Chapter 19.15 CRITICAL AREAS. Cowlitz County, WA. https://www.codepublishing.com/WA/CowlitzCounty/html/CowlitzCounty19/CowlitzCounty1915.html

> feeding, cover and migration. The size of the primary association area is species and population dependent and based on the known habitat requirements of the species.[23]

Clearly, the proposed site is an FWHCA as defined by Richland's CAO. Any impacts to the habitat that affects black-tailed jackrabbits must be avoided or fully mitigated.

# 7. Stormwater

The site plan provides inadequate information to determine if the project can be completed as designed and still meet the requirements and intent of the Richland Municipal Code. The information given in the site plan and the "Conceptual Stormwater and Utility Plan" indicates the project will need extensive grading, filling, and structural changes to avoid impacts to, and maintain the functions and values of, the wetland buffer.

The application should include a stormwater management preliminary engineering plan to show it can fit in the system footprint given in the application. The site plan should also include a full grading plan and sections of the proposed ponds and dispersion features to demonstrate they can stay out of the buffer. The application must also show the storm sewer and drainage profile and site grading to ensure the project can be contained in the proposed footprint.

## 7.1 Stormwater Preliminary Engineering Plan Required

They need to prepare a stormwater management preliminary engineering plan to show they can fit the system in the footprint they have. This includes runoff calculations to determine actual expected pond footprints, bottom invert, peak stage, freeboard, appropriate side slopes, and maintenance access road around the entire facility to do the water quality and flow control required.

The conceptual stormwater plan shows the existing site is sheet flow to the east. The plan concentrates the flow into three locations. This will require level spreaders at each of the locations; the site plan should indicate the footprint of the spreaders at the base of the stormwater berms.

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[23] Snonomish County Code 30.91P.290. https://snohomish.county.codes/SCC/30.91P.256

## 7.2 Grading Plan Required

The conceptual stormwater plan shows the largest infiltration pond (located in parcel B) is on a slope. The top elevation on the uphill side is about 508- or 509-feet elevation and the downhill side is at about 505 ft. elevation.

If the pond is graded so the top is at 505 ft and the pond depth is 5 ft., the pond would require a 10-foot cut on the uphill side. With the given footprint this means there would be no room for pond storage since the pond walls should have at most a 2:1 slope.

If, on the other hand, the top of the pond is at about 509 feet elevation, then the downslope side needs to be filled to match the 509-foot elevation. This will require a 10–12-foot-wide stability and access road, still at 509-foot elevation. The grade would then need to drop at a 2:1 slope until it hits existing grade, at about el. 502-foot elevation, resulting in a slope runout of about 15 feet. In other words, the pond shown could extend 25 feet or more to the east and is very likely to extend into the buffer.

## 7.3 Storm Sewer and Drainage Profile and Preliminary Site Grading Plan Required

Making the site drainage work appears to require some pretty extensive grading. For example, the middle pond design stage (in Parcel B) is shown at an elevation of 509 feet. The storm sewer serving the site needs to be higher than that and needs to have a positive slope. If it serves the entire development to the street, it will have a run of at least 1,100 feet of storm sewer. At a minimum grade of 0.5 percent, that requires the invert to be about 514.5 (5.5 feet above the pond stage). The storm pipe and cover will require an additional 2 feet, requiring 516.5-foot elevation at the pipe inlet. Add 100 feet of run for the building corner for surface drainage, that corner needs to be at 517.5 feet elevation. Since the existing grade is about at an elevation of about 506 feet, 11 feet of fill will be needed there to ensure proper drainage. Using that same basic framework of drainage slopes, the northeast corner of the buildings, even with a lower storm sewer at that point, would need be at about at least 514.5 ft of elevation. Since the existing grade is about 493, so they would need over 20 feet of fill, which would create a slope into the buffer or a tall wall requiring safety measures.

## 7.4 Stormwater facility sizing insufficient

The sizing of the infiltration ponds in the stormwater plan seems inadequate. Figure 3 shows the proposed stormwater facilities with a 120' ruler (in pink) so we can estimate the infiltration area. The first pond to the north has an area of at most 900 sq. ft. The center pond has no more than 800 sq. ft., and the southernmost pond has an area no greater than 900 sq. ft., for a total of at most 2,700 sq. ft. or 0.06 acres. Given an approximate site area of 7 acres, this is at most 1% of the project area. A preliminary analysis of stormwater requirements using the National Stormwater Calculator[24] indicates that about 8% of the site area should be used for the infiltration ponds to allow infiltration of the design storm specified by Richland[25] to complete infiltration in 60 hours. Figure 4 gives the site footprint used for these calculations; the stormwater parameters are shown in Table 2.

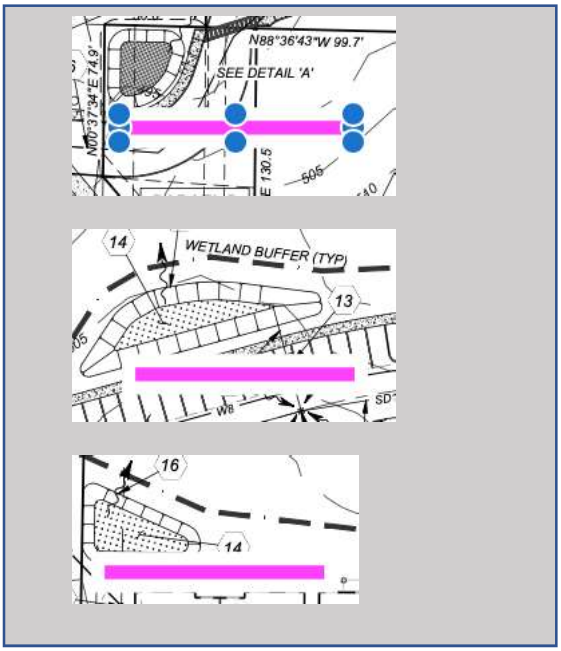



*Figure 3. Proposed Infiltration ponds with 120' ruler for scale.*

[24] https://swcweb.epa.gov/stormwatercalculator/

[25] Richland's Stormwater Management Plan (March 2016) Gives a design storm value of 0.53 inches:

"… while the 6-month, 24-hour design storm with a total rainfall depth of 0.53 inches must be used for volume-based water quality treatment BMPs, such as infiltration pond ". P. 3-5.

(https://www.ci.richland.wa.us/home/showpublisheddocument/2108/635984884464000000)




*Figure 4. Site footprint used for stormwater calculation.*

*Table 2. Design Parameters for National Stormwater Calculator*

| | |
|---|---|
| **Site Characteristics** | |
| Site Area (acres) | 7.03 |
| Hydrologic Soil Group | B |
| Hydraulic Conductivity (in/hr) | 0.108 |
| Surface Slope (%) | 5 |
| Precip. Data Source | RICHLAND |
| Evap. Data Source | RICHLAND |
| Climate Change Scenario | None |
| **Land Cover** | |
| % Forest | 0 |
| % Meadow | 0 |
| % Lawn | 30 |
| % Desert | 0 |
| % Impervious | 70 |
| **LID Controls** | |
| Disconnection | 0 |
| Rain Harvesting | 0 |
| Rain Gardens | 0 |
| Green Roofs | 0 |
| Street Planters | 0 |
| Infiltration Basins | 100 / 8 |
| Porous Pavement | 0 |
| **Analysis Options** | |
| Years Analyzed | 25 |
| Ignore Consecutive Wet Days | False |
| Wet Day Threshold (inches) | 0.1 |

# Comments on June 13, 2022 Hearing for M2020-101 & EA2020-114: Willowbrook Apartments Site Plan Review – Incomplete and Incorrect Checklist

Laurie Ness
Patrick Paulson

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# Acronyms

**Acronyms**

DNS -Determination of No Significance ..... 7

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# 1. Introduction

## 1.1 Importance of Complete and Accurate SEPA Checklists

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."

To allow agencies to "use this checklist to determine whether the environmental impacts of your proposal are significant," the SEPA checklist should be complete and self-contained. The checklist should not refer to external documents, which would require the agency and the public to track down the referenced document.

The SEPA checklist guidance stresses that you "must answer each question accurately and carefully"; referencing other documents may leave the question unanswered or require an agency to weed through unnecessary detail. Rather than refer to external documents, the relevant information should be filled into the checklist to make the checklist a standalone document. In comments submitted in response to the application made for this project in 2018, the Washington Department of Ecology noted that:

> …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.*[1] [emphasis added]

## 1.2 Responsibilities of Lead Agencies in issuing Threshold Determinations

WAC 197-11-330 requires that

> 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 DS, in the 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 checklist show Richland has failed to properly review and evaluate the applicant's responses, leaving it to citizens and agencies to ferret out information that should have been provided in the project's application packet.

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1 https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42960

## 2. Willowbrook/Smith Family Apartments Background and History

This is the fourth time the same development has been proposed. The SEPA checklist[2] for the most recent SEPA action[3] is virtually identical to the checklist[4] submitted for the 2020 SEPA action[5], even though significant changes have been made to the proposal.

As in 2020, the City has determined there are no significant impacts, even though not all of the mitigations suggested in 2018 are part of this proposal. Furthermore, the City chose to use the O-DNS process which indicates that the applicant has all the relevant reports and will be ready to move to a Determination of No Significance (DNS). The review of the pertinent parts of this SEPA Checklist show that the checklist is incomplete. Some reports required by Richland's code are missing; the ones that *are* included are incomplete or contain incorrect assumptions and conclusions. In short, there is not enough information in the packet to presume the project meets a DNS threshold; on the contrary, the information contained in the packet demand that a Determination of Significance (DS) be issued by the City of Richland.

In the next section we'll address deficiencies in the 2021 checklist resulting from not updating the checklist after project modifications as well as some highlighting significant problems that occur in both the 2020 and 2021 checklists. The remainder of the document will document problems that the revised checklist has failed to address.

---

[2] Cliff Mort, 2021. *SEPA Environmental Checklist, Prepared July 1, 2021 – REVISED 11-17-21*, at pp. 5-17 in referral packet. https://www.ci.richland.wa.us/home/showpublisheddocument/13423/637868181917770000

[3] SEPA # 202202056, ODNS/NOA, Issued 04/28/2022. https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=202005113

[4] Cliff Mort, 2020. *SEPA Environmental Checklist*, at pp. 6-17 in referral packet. https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=99719

[5] SEPA # 20205113, ODNS/NOA, Issued 10/01/2020. https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=202005113

# 3. Failures to Update Checklist After Project Modification

## 3.1 Checklist Item B.1.f (Environmental Elements/Earth): Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

## 3.2

WDOE guidance:

> If erosion could occur during construction activities such as filling, excavation, grading, or removing vegetation, describe the total area of exposed soil and duration of expected activities during the life of the proposal. The following circumstances could lead to site erosion including:
>
> - Changes in geometry of the slope.
> - Changes in material characteristics of the slope or soil.
> - Increased water on the slope or in the soil.
> - Increased or re-directed energy in a stream, river, lake or marine waters.

Applicants response: (same answer as in 2020)

> There is the possibility of slight erosion due to the construction on-site. Temporary and permanent BMPs will be used to minimize the potential of any erosion, as well as ESC measures. An ESC Pian will be submitted to the City for review and approval prior to construction.

A more complete description of potential sources of erosion is needed here so that the required scope of the Erosion and Sediment Control plan is clear. Figure 1 shows the site is highly susceptible to erosion.

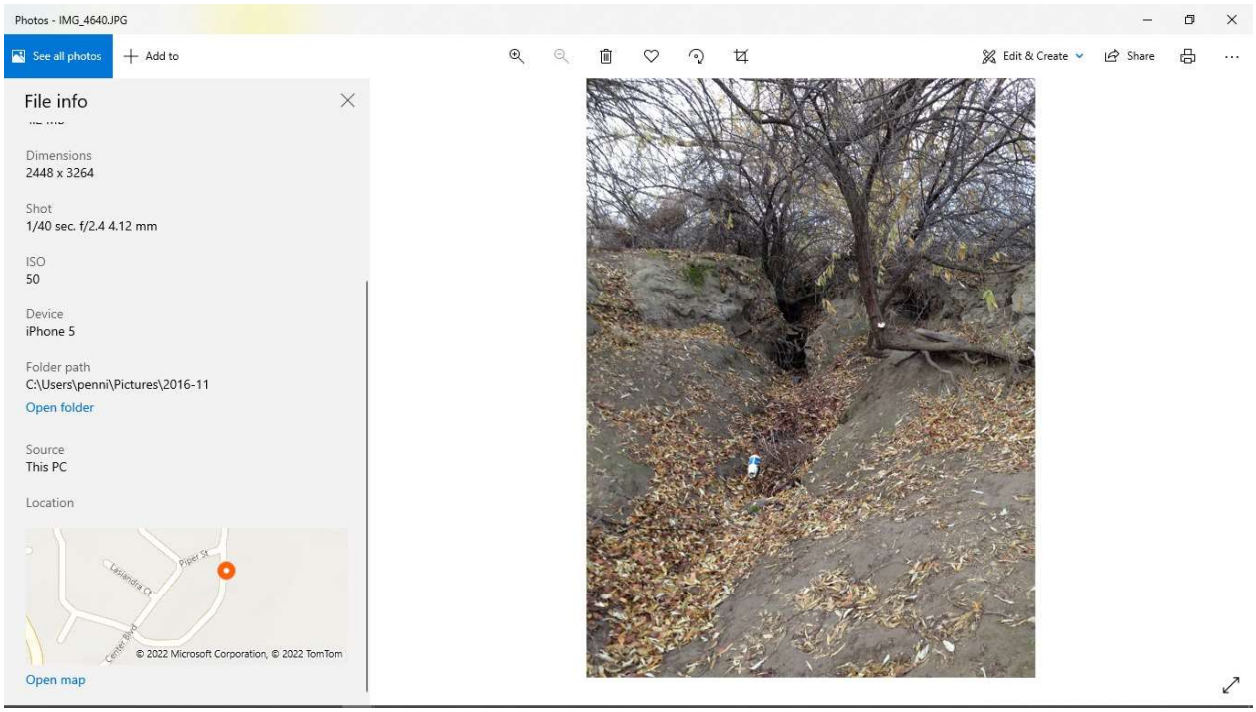



*Figure 1. Site is highly susceptible to erosion*

## 3.3 Checklist Item B.1.g (Environmental Elements/Earth): About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?

Checklist Question:

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

WDOE Guidance:

> 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.

Applicants response:

The same response in both the 2021 and 2020 checklists:

> Approximately 20% of the subject property will be covered with impervious surface after buildout of the apartment buildings.

It can be seen below in Figure 2 that significant changes in the project have occurred and that a new estimate of the impervious surface percentage is warranted and would be useful for citizens and agencies to substantively comment on the project.

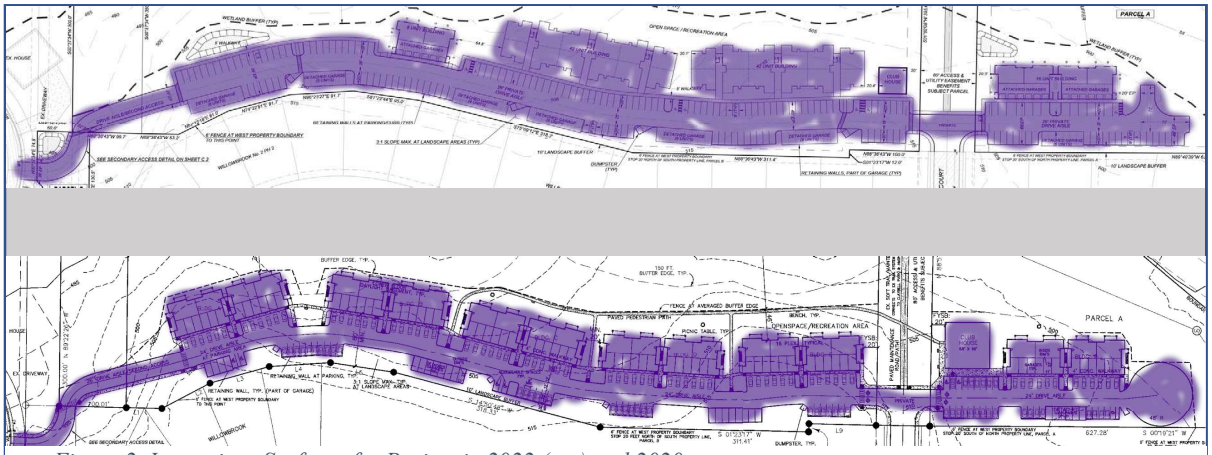



*Figure 2. Impervious Surfaces for Project in 2022 (top) and 2020*

From Figure 1 it also clear that the percentage of impervious surfaces encompasses more than 20% of the project site when the wetland buffer is excluded. It is misleading to use wetland buffer in the calculation since there are no impervious surfaces in the buffer; stormwater does not need treatment within the buffer, and stormwater facilities cannot be placed in the buffer. This distorted calculation makes it impossible for citizens and agencies to determine the extent of stormwater handling required for the project.

## 3.4 Checklist Item B.3.c.1 (Environmental Elements/Water/Water runoff): Describe the sources of runoff and method of collection and disposal, if any.

Checklist Question:

> 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 applicant gave the same response in both the 2021 and 2020 checklists:

> Stormwater runoff will be disposed of through conventional drywells and grassy swales in accordance with the City of Richland and the State of Washington Department of Ecology standards and regulations. This includes stormwater from driveways, sidewalks, streets and roofs. Pollutants contained in the stormwater will be mitigated and/or removed through the grassy swales prior to entering drywells. This water is not anticipated to flow into other waters.

Guidance from Ecology:

> Describe the following: source runoff; intended management systems; where and how the unoff will be discharged off the project site; and where and how the runoff will flow to ground or surface waters:

This answer does not reflect the plans in the packet. Currently, there are no grassy swales and no dry wells are shown. The current site plans show three on-site stormwater ponds. Yet no mention of these in the response. This area is also in a wellhead protection area. Roads will be needed to access stormwater facilities, which would need to accommodate very large Vactor-type trucks. There is no mention of how these storm water facilities will be maintained nor the roads required for those services.

As a concerned citizen, which source do I go with? Discrepancies between the SEPA Checklist response show me that a detailed stormwater engineering site plan should be required for clarification for the contractor and for the public.

## 3.5 Checklist Item B.3.c.2 (Environmental Elements/Water/Water runoff): Could waste materials enter ground or surface waters? If so, generally describe.

**Applicant's response:**

> There is a minimal risk that, post-construction, residential users could potentially have waste materials and/or household chemicals that enter the ground.

Guidance from WDOE:

> Consider potential sources of contamination such as parking lots, equipment storage, agricultural practices, lawn and landscaping maintenance, animal waste, treated wood, eroding soils, etc., as well as any treatment provided, and where runoff will flow or be discharged. Describe the type and source of potential contamination and the water body or aquifer where it is likely to end up. If located in a wellhead protection area, describe the area where the groundwater flows to the water supply well or other type of groundwater protection area.

Applicant's response: "No".

Omitted is that Amon Creek is a Type F fish bearing stream according to WAC 222-16-030. Again, stormwater drainage plans are not detailed enough for informed substantive comments by the public. This is particularly troublesome because one of the major threats to this ecosystem is stormwater runoff. We have reported stormwater violations to Ecology that actually went through some these parcels that came from uphill and drained into the wetlands. Due to the amount of ground disturbance and slope contouring, vegetation removal, and grade and fill work for viable on-site stormwater ponds the applicant did not, but must, identify the possibility of intentional or inadvertent filling of, or runoff to Amon Creek wetlands Priority Habitats and the

Biodiversity Corridor. Neither plans nor preliminary drawings showing type of activity and mitigation are included.

Consequently, if detailed stormwater engineering plans are not completed before this project is approved there are grave concerns that the public will be left out of the public process regarding stormwater decisions; and functions and values will be adversely impacted.

# 4. SEPA Checklist Section A: Background

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

The WDOE gives the following guidance for this question[6] (emphasis added):

> Applicants must provide all relevant environmental informational including:
>
> - Studies, surveys, evaluations, and maps
> - *Relevant SEPA and National Environmental Policy Act (NEPA) documents*
> - *Information specific to the project or prepared for similar projects*
> - City or county planning information
>
> Applicants seeking to revise a reclamation permit or plan for a surface mining project must convey if and when their plan was reviewed under SEPA.

The applicant responded:

> A Critical Area Report and Buffer Averaging Plan as well as a Wildlife Habitat Assessment Report have been prepared by Wetland Resources, Inc. for the subject property and the proposed project. Both reports have been submitted to the City of Richland for review.

The applicant failed to list the following SEPA documents, studies, and relevant documents:

1. 2014 SEPA Checklist[7]
2. Comments on 2014 Project from the Department of Ecology[8]

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[6] WDOE, *SEPA checklist guidance, Section A: Background*, https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background

[7] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60235

[8] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60227

3. City of Richland's letter regarding 2014 application materials[9]
4. Response to WDOE comments regarding 2014 application[10]
5. Revised SEPA checklist, 2014[11]
6. 2014 Wetland Delineation[12]
7. 2014 Wildlife Study[13]
8. Determination of Significance (DS/Scoping) issued by City of Richland in 2016 for 2014 application[14]
9. Department of Ecology letter on 2016 Threshold Determination[15]
10. 2018 SEPA Checklist[16]
11. WDOE comment letter on 2018 application[17]
12. 2019 Mitigated Determination of Non-Significance issued by City of Richland for 2018 application[18]

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[9] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60227

[10] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60240

[11] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60241

[12] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60241

[13] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60244

[14] https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=201600373

[15] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=52711

[16] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42356

[17] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42960

[18] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42355

13. 2018 Buffer Averaging Exhibit[19]
14. 2018 Critical Areas Report[20]

### 4.2 A.10: Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

WDOE guidance for this question:

> List all needed government permits, funding, leases, approvals, certificates, and letters of availability for public services or utilities. These permits could be needed from the lead agency or another local government, or state or federal agency. List the agency and type of needed permit, action or decision.

Applicant's response:

> A Multi-Family Site Plan Review Application will need to be reviewed and approved by the City of Richland as well as the necessary construction permits for the installation of utilities and infrastructure to serve the project. Utilities and infrastructure include domestic and irrigation water, sanitary sewer, stormwater facilities and street improvements. The Multi-Family Site Plan Review Application has been submitted concurrently with this Checklist.

The Applicant should have listed, at the least, these required approvals: HPA permit from WDFW or wetlands, Ecology Stormwater permits, City Grading. See SEPA 2018 for other possible required permits.

# 5. Environmental Elements

## 5.1 Item B. Earth

### 5.1.1 Item B.1.a: General description of the site: (circle one): Flat, rolling, hilly, steep slopes, mountainous, other.

Guidance from WDOE[21]:

> Describe hazardous slopes, including slope percentage and vertical height. Identify any large, deep-seated slumps, unstable areas, and any mass wasting features.

Applicant's response:

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[19] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42357

[20] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42358

[21] WDOE, *SEPA checklist guidance, Section B: Earth*. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Earth

The project is hilly and slopes from West to East at less than 10% average grade.

I think the grade of 10% is misleading and steeper geologically hazardous areas that are unstable are omitted.

### 5.1.2 B.1.h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Guidance from WDOE:

General mitigation possibilities include:

- Avoidance (stay away from the area).
- Alternative on-the-ground operational systems.
- Removing unstable material.
- Engineering to reinforce the slope, drain water, etc.
- Vegetation management (such as mulching, grass seeding, slash placement).
- Reducing slopes.
- Ripping or tilling compacted area.
- Road design, drainage structures, and water dispersion or fill armoring techniques.
- Silt curtains for in-water work.

Control methods to defray the potential erosion effects:

- Minimizing vegetation removal or actions in disturbed areas during construction and operation, especially steep slopes or previous destabilized areas.
- Planting or maintaining vegetative cover.
- Moistening exposed soils or applying stabilizing compounds.
- Placing straw, rip rap, or other materials to reduce exposure to the elements.
- Putting roads and structures away from unstable areas or geological hazards.
- Managing stormwater after construction is completed.

Applicant's Response:

> Engineering standard BMPs, ESC measures and common accepted construction practices will be used to reduce and/or control erosion risk. A TESC and BMP plan will be submitted to the City of Richland for review and approval prior to construction.

This is an incomplete answer. It should be made clear and listed in the answer how the Erosion and Sediment control plan will address erosion, both in the design of the development, all erosion due to construction, and on-going erosion controls post-construction. This response should list measures to include in the ESC Plan to address issues identified in item B.1.f. BMP's should at least be outlined so the reader doesn't have to guess a what the applicant is talking about. We believe that Stormwater engineering design plans should be required because the danger of runoff getting into the wetland is high according to what we see on this application.

## 5.2 Item B.3.a Surface Water

### 5.2.1 Item B.3.a.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.

Guidance from WDOE[22]:

Water bodies include year round and seasonal streams, saltwater, lakes, ponds, wetlands, domestic water intakes, or any forested or un-forested wetlands on the site, or downstream or down slope. Please identify possible fish-bearing streams. An intermittent stream might have fish present for a few weeks or months when stream flows are high.

Also note the presence of seeps, springs, wetlands or artificial water bodies. The site may appear dry but include areas that are transitional between open water and uplands. It may be periodically inundated or saturated.

Identify any water quality issues such as a Total Maximum Daily Load — a locally-focused scientific study that calculates the pollution a water body can receive and still meet water quality standards. It provides information about existing conditions and a watershed's sensitivity to additional development impacts.

Describe any water-based invasive species in the area (e.g., water milfoil, New Zealand mud snails, yellow flag iris, Brazilian elodea) and steps taken to avoid their spread during the project.

Applicant's Response:

> There are wetlands located on the subject property. They are located east of the proposed building envelopes. Reference is made to the Critical Area Report that has been prepared and has been submitted to the City of Richland as a part of this proposed project.

In 2014 SEPA Checklist and revised checklist:

> There is one Category 3 wetland.

In 2018 SEPA Checklist:

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[22] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water

There are wetlands located on the subject property. They are located east of the proposed site.

The responses do not identify the name of Amon Creek, the springs, the source of the wetland, or that the wetland confluences with the Yakima River.

Our comments: Not noted is that the project is Type 4 fish-bearing stream. No description of how the water body will be protected from the project or during or after construction.

Item B.3.a.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.

Guidance from WDOE:

> Any part of the project, plan, or other proposal that impacts the water body's shoreline is identified in this answer. Include grading, fill, or excavation; installation, construction, or demolition; paving; painting or maintenance activities; storage of materials; planting or removing vegetation; etc. if it will occur within 200 feet of the water and describe where the activities will take place in relation to the water body.
>
> You must identify the possibility of intentional or inadvertent filling of, or runoff to streams, wetlands or other water bodies. Attach plans (or preliminary schematic drawing with all water bodies included), if appropriate for the type of activity. If the project involves impacts to aquatics lands, you may need a hydraulic project approval (HPA) from the state Department of Fish and Wildlife, shoreline permits from the local government and possibly a use authorization from the Department of Natural Resources.
>
> Describe any water-based invasive species known to exist in the area (e.g., water milfoil, New Zealand mud snails, yellow flag iris, Brazilian elodea) and steps taken to avoid their spread during the project. Refer to the resources listed below for information:
>
> Describe any measures that will be taken to ensure that the equipment being used is not introducing or spreading invasive species. The Washington Invasive Species Council has developed prevention protocols to be used when working in or near water. For the removal or placement of in-water structures, describe how the material either to be removed or placed has been checked for invasive species and how any invasive species found will be removed and disposed of appropriately.
>
> WDOE also has included 9 Additional Resources and their website links.

Applicant's response:

> There will be work within 200' of the wetlands. In accordance with Richland Municipal Code 22.10.110, a 150’ wetland buffer has been proposed for this project. This is discussed in detail in the *Critical Area Report* that has been submitted for this project to the City of Richland, and reference is made to said report for additional information.

Since nearly all development will occur within 200 ft. of a wetland, all of the items given in Ecology’s guidance should be addressed here. Again, an imprecise reference to the buffer detailed in the Critical Area Report does not touch on what specific impacts and mitigations we expect the report to address. Missing are soil descriptions of areas near the wetlands, vegetation removal quantities and locations and disposal. There is no information on revegetation and

stated mitigations resulting from disturbances. There is no information on post-construction direct and indirect impacts from a high density of people and their pets on the wetlands, their buffers or the biodiversity areas and corridor. The impairing of waters from the dumping of yard waste and other trash into wetland buffers is not mentioned. This project does appear to involve impacts to aquatics lands. It appears that the applicant may need a hydraulic project approval (HPA) from the Department of Fish and Wildlife and a permit to work in wetlands from Ecology.

### 5.2.2 Item B.3.a.6. Does the proposal involve any discharge of waste materials into surface waters?

Guidance from WDOE:

> Include waste or contaminates associated with industrial wastewater; domestic sewerage; agricultural runoff; stormwater drainage from parking lots, equipment storage areas, chemically-treated lawns and landscaping; etc. Describe the source, the likely contaminates, and quantities if known. Waste materials means hot or very cold water, sediments, chemical by-products, wash water, sewage, stormwater and other pollutants.
>
> Discharge includes seeping or dripping of hot or very cold water; sediment filled water, controlled runoff, or liquid by-products of an activity, such as bore hole drilling waste products.
>
> Water bodies include year round and seasonal streams, saltwater, lakes, ponds, wetlands, domestic water intakes, or any forested or un-forested wetlands on the site or downstream/down slope. Please identify possible fish bearing streams and note that an intermittent stream might have fish present for a few weeks or months of the year during periods of high flow.

Applicant's response: "No".

Information is missing on this checklist is that Amon Creek is a Type F fish bearing stream according to WAC 222-16-030. Stormwater drainage details are not detailed enough therefore they are not adequate for substantive comments. This omission is particularly troublesome because one of the major threats to this ecosystem is stormwater runoff. Due to the amount of ground disturbance and slope contouring, fill to create the correct elevations of stormwater ponds and vegetation removal, the applicant did not, but must, identify the possibility of unintentional or inadvertent filling of, or causing runoff to the Amon Creek wetlands and the Biodiversity Corridor. Neither plans nor preliminary drawings showing the type of activity or mitigation are included. Because the applicant is not submitting detailed stormwater plans until after this approval, we have grave concerns that the public will be left out of the process regarding stormwater decisions and unanticipated damage because the applicant is seeking an approval using *conceptual designs* that have not been vetted.

## 5.3 Item B.3.b. Groundwater

### 5.3.1 Item B.3.b.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.

Guidance from WDOE[23]:

> … For water discharges to ground, remember to consider how stormwater runoff collected from impervious surfaces is managed onsite. Is the project in a drinking water wellhead protection area, the area where groundwater flows to a water supply well? The state Department of Health has a web tool—Source Water Assessment Program Maps—that can be used to locate wellhead areas in each county.

Applicant's response:

> No ground water will be withdrawn. Stormwater will be disposed of into the ground in accordance with the City of Richland standards and requirements, as well as those of the State of Washington Department of Ecology.

In the 2014 SEPA Checklist, the applicant responded:

> Yes. Storm water infiltrated within the infiltration ponds will eventually reach ground water, although there will be separation between the bottom of the pond and the ground water table.

The applicant fails to note that the project area is in Zone 1 (6-month time-of-travel) for "Willowbrook Well", DOH ID 72250 (Figure 5).

[23] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater

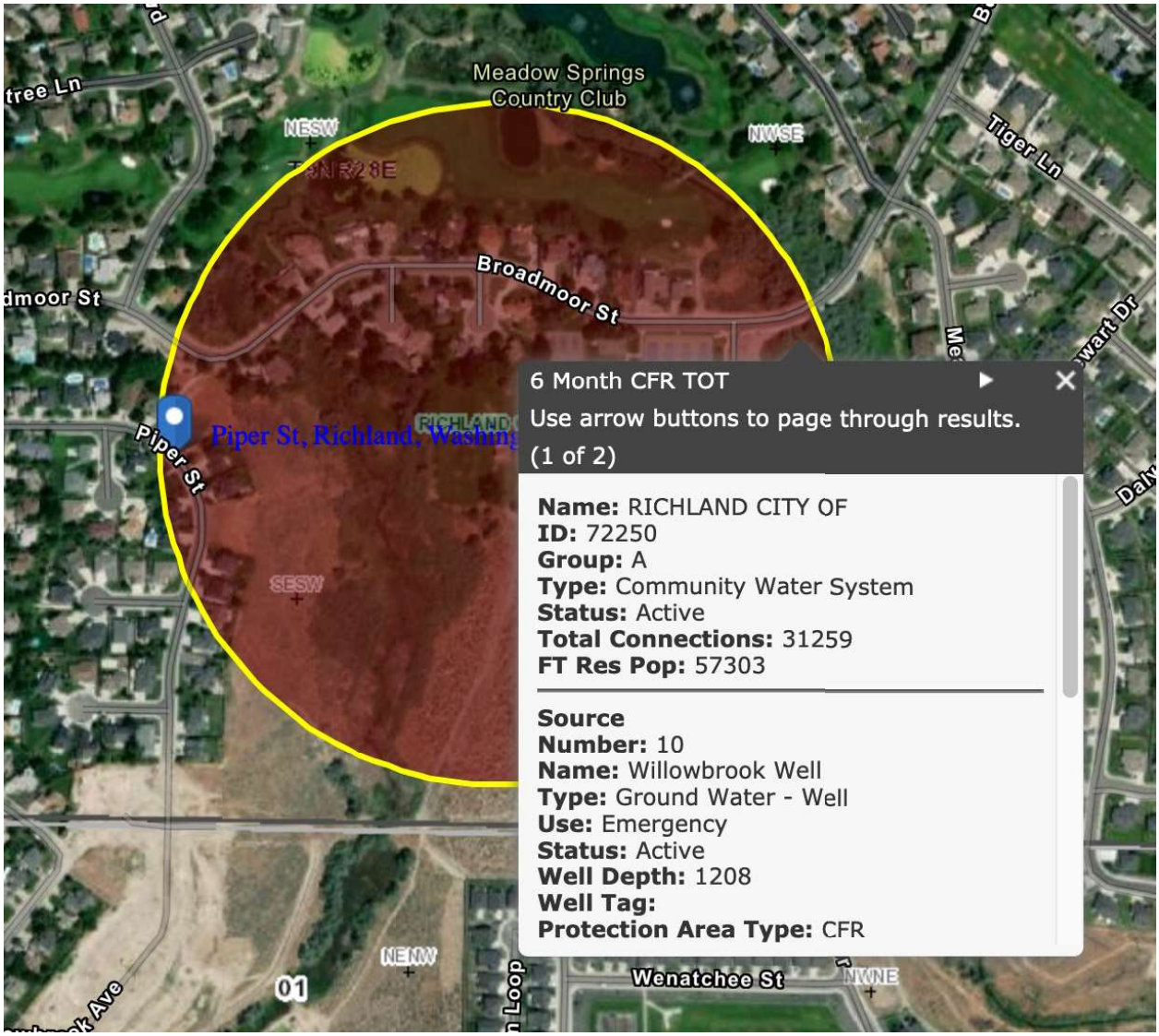



*Figure 3. Surface Water Collection zone for Ground Water Well*[24]

### 5.3.2 Item B.3.b.2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any.

Guidance from Ecology:

> Waste material includes chemicals, sediments, agricultural runoff involving pesticides, herbicides, and fertilizers, wash water, logging slash, log booming or storage debris, treated wood pilings, and oil or other fuels from equipment used for construction or operational activities.

[24] Generated by Washington Department of Health (WDOH) *Source Water Assessment Program (SWAP) Mapping Tool*, https://fortress.wa.gov/doh/swap/index.html

> While septic systems are a primary source of waste discharges to ground, unlined ponds or trenches used for discharge or storage of liquid waste such as manure, food processing waste, and contaminated waters, should also be considered. Remember to include size and quantities and describe the known nature and characteristics of the waste.
>
> When applicable, include discharges to injection wells such as dry wells. Injection wells are those in which water or other fluids are injected back into the ground. Injection may be directly to a groundwater aquifer or to unsaturated substrate overlying an aquifer. Mention any unlined ponds or trenches that store or discharge waste. Include size, quantities and type of waste. If the project is located above a sole source aquifer, that needs to be mentioned.

Applicant's response:

> No waste material will be discharged into the ground.

This response contradicts the applicant's response regarding stormwater, which states that stormwater runoff "will be disposed of through conventional drywells…". [25]

## 5.4 Item B.3.c Water runoff (including stormwater)

### 5.4.1 Item B.3.c.1. Describe the sources of runoff and method of collection and disposal, if any.

Guidance from WDOE:

> Describe the following: source runoff; intended management systems; where and how the runoff will be discharged off the project site; and where and how the runoff will flow to ground or surface waters:

Applicant's response:

> Stormwater runoff will be disposed of through conventional drywells and grassy swales in accordance with the City of Richland and the State of Washington Department of Ecology standards and regulations. This includes stormwater from driveways, sidewalks, streets and roofs. Pollutants contained in the stormwater will be mitigated and/or removed through the grassy swales prior to entering drywells. This water is not anticipated to flow into other waters.

Our comment :

This answer does not match with the plans in the packet. It appears that updating the checklist was a low priority to the applicant. Currently, there are no grassy swales on the site plans this time around. These discrepancies show that stormwater engineering site plans are needed and the SEPA checklist needs serious updating for clarification.

[25] A drywell is an injection well. See, e.g., WAC 173-218-040.

### 5.4.2 Item B.3.c.2. Could waste materials enter ground or surface waters? If so, generally describe.

Guidance from WDOE:

> Consider potential sources of contamination such as parking lots, equipment storage, agricultural practices, lawn and landscaping maintenance, animal waste, treated wood, eroding soils, etc., as well as any treatment provided, and where runoff will flow or be discharged. Describe the type and source of potential contamination and the water body or aquifer where it is likely to end up. If located in a wellhead protection area, describe the area where the groundwater flows to the water supply well or other type of groundwater protection area.

Applicant's Response:

> There is a minimal risk that, post-construction, residential users could potentially have waste materials and/or household chemicals that enter the ground.

The applicant fails to disclose that, as shown in Figure 5, the project is located on Zone 1 [26] of a wellhead protection area. No discussion of effects on the water supply is shown. The site is located on a Critical Aquifer Recharge Area (CARA)[27]. RMC 22.10.330 states that:

> Reports for CARAs shall be submitted to the administrator by the applicant when a development proposal activity not otherwise exempted as provided in RMC 22.10.320 is proposed on a parcel within an aquifer recharge area.

### 5.5 The proposed project does not meet the criteria for exemption, and so a CARA report is required; this should be noted in the checklist. Item B.3.c.3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe?

Guidance from WDOE:

> Identify any effects the proposal would have on drainage patterns, including effects on existing groundwater resources.

Applicant's Response:

> No.

Because grading and contouring average to steep slopes and grading 10, 000 cu yards of soils and vegetation it would a significant factor in changing drainage patterns. The answer should

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[26] WDOH, *Washington State Wellhead Protection Program Guidance Document,* June 2010, p. 2. https://www.doh.wa.gov/Portals/1/Documents/Pubs/331-018.pdf

[27] RMC 22.10.300.A states that CARAs include "Those areas designated as 'wellhead protection areas' …. Wellhead protection areas … include the identified recharge areas associated with either Group A public water supply wells". See Figure 5. Also see City of Richland, "Wellhead Protection Program" Map, Appendix R: Wellhead Protection Program p. 17. https://www.ci.richland.wa.us/home/showdocument?id=4609

have been “Yes” with details and descriptions. It is highly likely that 10, 000 cu yards of soil for fill is low considering there is now on site stormwater ponds that need a gradient to operate correctly.

### 5.5.1 Item B.3.d. Proposed measures to reduce or control surface, ground, runoff water, and drainage pattern impacts, if any.

Guidance from WDOE:

> Provide a description of the measures to avoid, minimize or counter adverse environmental impacts to groundwater from discharges, surface runoff, drainage patterns.

Applicant’s response:

> Grassy swales and other BMPs, as approved, will be utilized to control surface and runoff water.

The answer is incomplete. Grassy swales are from the last application.

WDOE Comment letter February, 10, 2016 for this site states[28]:

> Potential impacts from the project on previously situated wetland mitigation/preservation areas should be described and shown on site maps. Increased impacts from human and pet use of the localized area from this high-intensity development should also be discussed.

## 5.6 Item B.4. Plants

### 5.6.1 Item B.4.a. Check the types of vegetation found on the site:

Guidance from WDOE[29]:

> Please list and further describe the types of vegetation at the site including: Deciduous trees, including hardwoods and flowering trees such as alder, maple, and cottonwoods Evergreen trees such as firs, cedars, pines, and other shrubs Orchards, vineyards or other permanent crops. Grass, weeds, and other cleared-land vegetation. Pasture, agricultural crops, or gardens. Wet soil plants such as cattail, buttercup, bulrush, and skunk cabbage. Water plants such as water lily, eelgrass, and milfoil.

Applicant’s response:

> _Deciduous tree: alder, maple, aspen. other
> _evergreen tree: fir, cedar, pine, other
> _X_shrubs

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[28] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60227

[29] WDOE, *SEPA checklist guidance, Section B: Plants*, 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-4-Plants

_X_grass
__pasture
__crop or grain
__Orchards, vineyards or other permanent crops.
_X_wet soil plants: cattail, buttercup. bullrush, skunk cabbage, other
__water plants: water lily, eelgrass, milfoil, other
_X_other types of vegetation
Reference is made to the Critical Area Report and Buffer Averaging Plan.

Response should include further descriptions of where plants occur in the project site and the location of different plant types in the proposed development. Also the mention of PHS habitats is required.

### 5.6.2 Item B.4.b. What kind and amount of vegetation will be removed or altered?

Guidance from WDOE:

> Describe the total area of land clearing involved with all aspects of the proposal. This includes listing the total area or amount of vegetation to be removed, in acres or square footage. If selective removal or alteration of a relatively small number of individual trees or other plant(s) is planned, please list number of plants. If harvesting timber, include information on board feet as well as total acreage involved. Describe measures to ensure plant material or soils brought in or leaving the site are free of invasive plants, pests, and diseases.
>
> Information on the size and quality of the buffer area (such as a comparison of percent cover of native and non-native vegetation, percent slope and soil composition) should be provided. (Soil information such as drainage class, etc. may be pertinent to the hydrologic study questions below.).

Applicant's response:

> All existing native grasses and vegetation will be removed within the construction area and during the construction process.

Need more for substantive comments here. Need to know what amount of acreage will be cleared, exactly where that will occur, how the vegetation be disposed of, and how much land contours/slopes will change. Additionally, the percentage of native species and invasive species in and adjacent to the project area. This should be specified. The required plan for revegetation and buffer enhancement and a monitoring plan. It should include the plants that will be removed and what native plants will replace them. Additionally, the methods used to control the spread of invasive plants during and after construction should be detailed.

Ecology's 2019 Stormwater Management Manual for Eastern Washington, Chapter 3 - Page 131 states:

(That) Core assessment and management objectives for a project located in a drainage basin with a wetland designated as high quality and sensitive and not used as flow control or treatment should include the following:

- Protect mature native riparian vegetation and soils.
- Protect diverse native stream habitat characteristics to support the native assemblage of stream life.
- Maintain predevelopment hydrology.

### 5.6.3 Item B.4.c. List threatened and endangered species known to be on or near the site.

Guidance from WDOE:

> The Washington Department of Natural Resources has information about rare, threatened, and endangered plant species in our state.

Applicant's response:

> Reference is made to the Wildlife Habitat Assessment Report prepared by Wetland Resources, Inc. and submitted to the City of Richland as a part of this application.

If there are threatened or endangered species of plants, they should be listed right here. How hard is this? (The response seems to indicate that there *are* threatened or endangered plants on the site, otherwise not just state that none were found?)

### 5.7 Item B.4.d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Guidance from WDOE:

> If land disturbance planned, provide a summary about the re-vegetation plan. This can include avoiding or minimizing disturbance, new plantings, removing invasive species, and reseeding. Protection, replacement, or enhancement of critical or otherwise valuable habitat and plant species is particularly important. Provide a reference and summarize applicable local development regulations, including how proposal with complies with these requirements.

Applicant's Response:

> A Conceptual Landscape Plan has been submitted to the City of Richland as part of this project. A Formal Landscape Plan will be prepared and submitted to the City of Richland for review and approval prior to construction during the Plan Review process. All landscaping will be in accordance with the City of Richland standards and requirements, this includes all common areas, street trees and general landscaping.

Ecology 2016 Comment Letter:

> Potential impacts from the project on previously situated wetland mitigation/preservation areas should be described and shown on site maps.

The "Formal Landscaping Plan" is not included in the project packet and should be part of this packet that should be part of this public review process. Nor are there any details on how re-

vegetation will be done after construction. Our concerns that landscaping plans will consist of the traditional high-water use of non-native plants that replace and destroy the native habitat. This will increase pressure on water resources and stress the conditions required for native plants and animals to survive and breed successfully.

## 5.8 Item B.4.e. List all noxious weeds and invasive species

Guidance from WDOE:

> Describe if plant species present on site or used in the project are listed as noxious or invasive.

Applicant's response:

> Reference is made to the Critical Area Report and the Wildlife Habitat Assessment Report, both of which have been submitted to the City of Richland as part of this project.

This checklist should include the relevant information about noxious weeds here, not give an imprecise reference to another document. Referring to Reports is not adequate use of the SEPA checklist. The written answers *from* those reports should be *in* the SEPA Checklist. These are simple questions.

## 5.9 Item B.5. Animals

### 5.9.1 Item B.5.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 a short list of Birds, Mammals and Fish.

Guidance from WDOE[30]:

> Information about animal species is available from the Washington Department of Fish and Wildlife (WDFW). Describe if any animal species on site are listed as prohibited, regulated, or invasive. With Additional Resources web links of:
>
> Washington Species and Habitats (Washington Department of Fish and Wildlife)
>
> Priority Habitats and Species (Washington Department of Fish and Wildlife)

Applicant's response:

> Native animal/mammals include the Black-Tailed Jackrabbit, Eastern Cottontail and Douglas Squirrel.
>
> Fish: None observed. Removed from this current checklist.

[30] WDOE, *SEPA checklist guidance, Section B: 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

No birds are listed. WDOE's references to WDFW resources would have directed the applicant to WDFW's Priority Habitat and Species (PHS) mapping, which indicates Chinook Salmon adjacent to the site.[31]

The site is immediately adjacent to west fork of Amon Creek and the Amon Creek Natural Preserve. Animals that have been documented in the creek and preserve (and therefore 'near' the site) include Beaver, Black-tailed Jackrabbit, Mink, and Otter.[32] Other documented species include Side-blotched lizard, Cinnamon Teal, Great Blue Heron (State Monitored), Muskrat, White-tailed deer, Raccoon, Coyote, Northern Harrier, Pied-billed Grebe, Wood Duck, Bank Swallow, Black-crowned Night Heron, Cooper's Hawk, Blue-winged Teal, and Yellow-headed Blackbird.[33]

### 5.9.2 Item B.5.b. List any threatened and endangered species known to be on or near the site:

Guidance from WDOE:

> Threatened and endangered species lists are available at:
>
> - Priority Habitats and Species (Washington Department of Fish and Wildlife)
> - Critical Habitat Information (NOAA Fisheries)
> - Washington Endangered Species list (U.S. Fish & Wildlife Service)
> - StreamNet (Pacific Northwest fish data)
> - Natural Heritage Program (Washington Department of Natural Resources)

Applicant's response:

> Reference is made to the Wildlife Habitat Assessment Report submitted to the City of Richland as a part of this application.

If there are threatened or endangered species of animals they should be listed here. (The response seems to indicate that there are threatened or endangered animals on the site, otherwise not just state that none were found).

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[31] WDFW, *PHS on the Web*, accessed October 28, 2020. https://geodataservices.wdfw.wa.gov/hp/phs/

[32] Tapteal Greenway Webcam footage, https://tapteal.org/parks-preserves/amon-creek-natural-preserve/

[33] City of Richland, *Wildlife Report for the Rachel Road Alignment Study in Richland, Benton County, Washington*, February 3, 2017. https://www.richlandparksandrec.com/Home/ShowDocument?id=4416

Additional note: The City should create an additional SEPA checklist to be filled out with questions regarding items specific to Richland, such as listing all PHS species and habitats.

### 5.9.3 Item B.5.c. Is the site part of a migration route?

Guidance from WDOE:

> 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, Richland is within the Pacific Flyway. No other migration route is known. Reference is made to the Wildlife Habitat Assessment Report submitted to the City of Richland as a part of this application.

The applicant fails to list numerous migratory species that are present on the site during migration, either here or in the Habitat Assessment Report. The ACNP and the biodiversity area and corridor show this as a critical "stopover site" for these twice-yearly migrating birds needing food and shelter as well as the numerous breeding birds documented for this area. High buildings such as apartments located near a wetland and riparian area are documented to incur a high amount of window strikes by birds. There needs to be mitigations to address this bird mortality issue.

Terrestrial migrants and focal species are: beaver (Castor canadensis) and black-tailed Jackrabbits (*Lepus californicus*). For beaver this is a critical corridor that prevents the species from being isolated genetically from other populations.

Other terrestrial vertebrate migrants using the wetlands and the wildlife Biodiversity Corridor are: Mink (*Neovison vison*), Mule Deer (*Odocoileus hemionus*), North American Porcupine (Erethizon dorsatum), River Otter (Lontra canadensis), Striped Skunk (Mephitus mephitus), Northern Raccoon (Procyon lotor), Coyote (Canis latrans), Muskrat (Ondatra zibethicus), Townsend's Ground Squirrel (Urocitellus townsendii), Red Fox (Vulpes vulpes), American Badger (Taxidea taxus), and Cottontail species (Sylvilagus spp.).

WDFW PHS mapping documents that Chinook salmon, an aquatic migrant, are present on the site.

eBird, a website used to document avian species observed at Amon Creek--Willowbrook section documents current and historic bird species[34]. The eBird observations include 97 migratory birds using the ACNP; Of these species, 8 are neotropical migrants whose populations are experiencing large declines of 45%-76%[35].

The 97 migratory bird species included in the eBird observations are: Snow Goose, Cackling Goose, Canada Goose, Trumpeter Swan, Wood Duck, Blue-winged Teal, Cinnamon Teal, Northern Shoveler, Gadwall, American Wigeon, Mallard, Northern Pintail, Green-winged Teal, Redhead, Ring-necked Duck, Greater Scaup, Lesser Scaup, Bufflehead, Common Goldeneye, Hooded Merganser, Common Merganser, Pied-billed Grebe, Mourning Dove, Common Nighthawk, Black-chinned Hummingbird, Virginia Rail, American Coot, Sandhill Crane, Black-necked Stilt, Killdeer, Long-billed Curlew, Least Sandpiper, Wilson's Snipe, Spotted Sandpiper, Greater Yellowlegs, Double-crested Cormorant, American White Pelican, Great Blue Heron, Great Egret, Black-crowned Night-Heron,, Osprey, Golden Eagle, Northern Harrier, Sharp-shinned Hawk, Cooper's Hawk, Northern Goshawk, Bald Eagle, Swainson's Hawk, Red-tailed Hawk, Rough-legged Hawk, Western Screech-Owl, Great Horned Owl, Belted Kingfisher, Downy Woodpecker, Hairy Woodpecker, Northern Flicker, American Kestrel, Merlin, Prairie Falcon, Western Wood-Pewee, Say's Phoebe, Western Kingbird, Eastern Kingbird, Northern Shrike, Black-billed Magpie, American Crow, Common Raven, Black-capped Chickadee, Horned Lark, Northern Rough-winged Swallow, Tree Swallow, Violet-green Swallow, Bank Swallow, Barn Swallow, Cliff Swallow, Golden-crowned Kinglet, Ruby-crowned Kinglet, Red-breasted Nuthatch, Pacific Wren, Marsh Wren, Bewick's Wren, European Starling, Gray Catbird, Varied Thrush, Hermit Thrush, American Robin, Cedar Waxwing, House Sparrow, American Pipit, House Finch, Cassin's Finch, Pine Siskin, Lesser Goldfinch, American Goldfinch and Chipping Sparrow.

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[34] Cornell University, eBird Hotspot Report. https://ebird.org/hotspot/L832224?yr=all&m=&rank=mrec&hs_sortBy=taxon_order&hs_o=asc.

[35] American Bird Conservancy, *Saving Migratory Birdsfor Future Generations: The Success of the Neotropical Migratory Bird Conservation Act*. May 2009. http://abcbirds.org/wp-content/uploads/2015/05/act_songbirds.pdf

### 5.9.4 Item B.5.d. Proposed measures to preserve or enhance wildlife, if any.

Guidance from WDOE:

> Types of mitigation for adverse effects to animals could include:
>
> Habitat restoration (native plantings, maintaining water quality and hydrology including temperature, stream flows, protection from human and domestic animal intrusion or noise, light, and glare).
>
> - Measures to preserve or restore fish and wildlife corridors.
> - Monitoring and ongoing stewardship of habitat with performance measures for adaptive management.
> - Measures to control or eradicate invasive species coming into and leaving the site.
>
> Additional Resources
>
> - Priority Habitats and Species (Washington Department of Fish and Wildlife)
> - Aquatic Invasive Species (Washington Department of Fish and Wildlife)
> - Noxious Weed Control Board
> - Invasive Species Council

Applicant's response:

> Reference is made to the Wildlife Habitat Assessment Report submitted to the City of Richland as a part of this application.

We have to go all the way to the wildlife assessment document to find that no, there are no mitigations for wildlife or plants anywhere in this packet.

Item B.5.e. List any invasive animal species known to be on or near the site.

Guidance from WDOE:

> Check the current list of invasive animal species to see if they are known to live in the area of the proposal.
>
> Invasive Species List (link)

Applicant's Response:

> Reference is made to the Wildlife Habitat Assessment Report submitted to the City of Richland as a part of this application.

Comment: List them here, not there.

## 5.10 Item B.7.a Environmental Health - General

### 5.10.1 Item B.7.a.4. Describe special emergency services that might be required:

Guidance from WDOE[36]:

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[36] WDOE, *SEPA checklist guidance, Section B: Environmental health*, https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-

Thinking ahead and planning for emergencies can help prevent a small hazardous waste spill from turning into a dangerous, expensive contamination problem. The proposal could require a special response plan for potential hazardous waste emergencies including:

- Capabilities and proper use of emergency equipment including communications and alarm systems.
- Responding to fires, explosions, spills, releases to air, and ground water contamination incidents.
- Procedures for using, inspecting, repairing and replacing your emergency equipment (and monitoring equipment, such as temperature or pressure indicators, if you have any).
- Details of any automatic waste feed cut-off systems.
- Steps for shutting down operations.

Special services involving hazardous materials can include:

- In the event of a fire, call the fire department or attempt to extinguish the fire.
- In the event of a spill, contain the flow as possible, clean up the waste and any contaminated materials as soon as practicable, and call 1-800-SPILL-911.
- If a fire, explosion or other release could threaten human health or could reach state waters, call 1-800-SPILL-911 and the National Response Center at 1-800-424-8802.

Applicant's response:

None anticipated during or after construction, other than normal emergency services.

Our comment: Post-construction emergency services must be addressed in detail here. Richland has a track record of requiring access that should've been addressed in this planning stage. The result has shown adverse impacts and costly mitigations. Although a utilities (sewer) line with in the ACNP may not qualify as an emergency service, it is a good example of costly mitigations that occur when not considered in the planning process. This must be addressed at the planning stage right here in this proposal.

## 5.11 Item B.8. Land and Shoreline Use

### 5.11.1 Item B.8.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.

Guidance from WDOE[37]:

checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health

[37] WDOE, SEPA checklist guidance, Section B: Land & shoreline use. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-

Provide information about past, present, and future foreseeable land uses affected by the proposal. Be sure to address:

- Agricultural uses
- Residential uses
- Commercial uses
- Community and public services
- Industrial uses
- Natural resource uses
- Recreational activities

Applicant's Response:

The project site currently vacant. The property to the East and South is wetlands, and the property to the West is developed as Residential. The proposed land uses are similar and compatible with the surrounding existing uses.

Applicant fails to mention the adjacent Amon Creek Natural Preserve, which is used for community and recreational activities.

### 5.11.2 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 WDOE:

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.

Ecology Comment Letter Feb. 10, 2016:

Potential impacts from the project on previously situated wetland mitigation/preservation areas should be described and shown on site maps. Increased impacts from human and pet use of the localized area from this high-intensity development should also be discussed.

Applicant's Response:

Per the Geotechnical and Hydrogeological Site Evaluation Report submitted herewith, no portion of the proposed development is located within a City or County designated CARA.

Our Comments: The applicant fails to list WDFW PHS Shrub-steppe Biodiversity Corridor, Wetlands, WDFW PHS Shrub-steppe, Eastside steppe, Geologic Hazard Area, Type F, Fish-bearing stream, WDFW PHS Black-tailed Jackrabbit habitat.

---

checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-8-Land-shoreline-use

The checklist and Geotechnical report both falsely state the project is not located on a CARA. It is located on a CARA as shown in Figure 4.

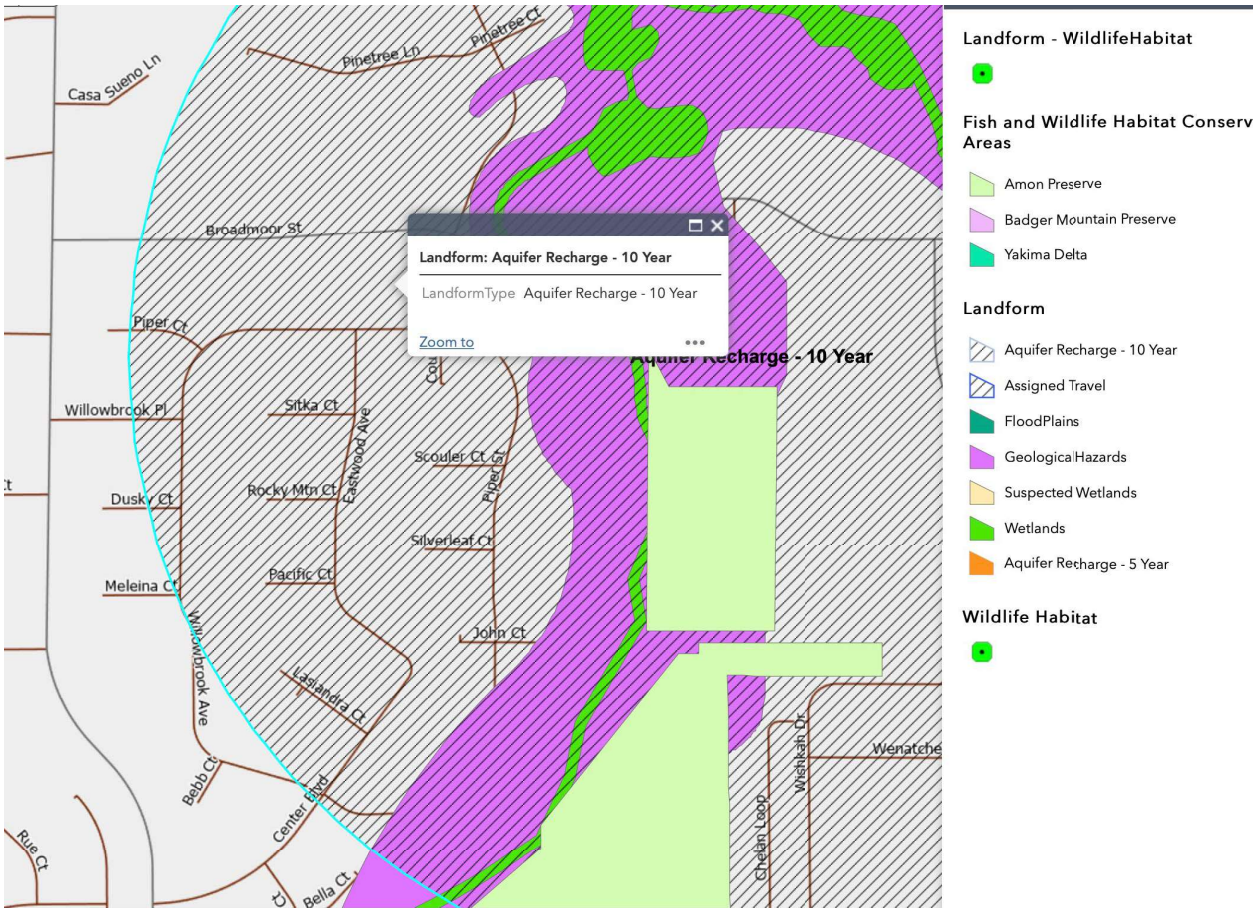



*Figure 4. City of Richland Critical Areas Map shows project located on CARA*

### 5.11.3 tem B.10.a. What is the tallest height of any proposed structure(s), not including antennas; what is the principle exterior building material(s) proposed?

Guidance from WDOE[38]:

> The applicant should address building height and exterior material of new structures. This include:
>
> - Building height. Although antennas are excluded, other appurtenances should be included such as smoke stacks, chimneys, and vents.

[38] WDOE, *SEPA checklist guidance, Section B: Aesthetics. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics*

- Exterior material of new structures associated with or will occur as an indirect result of the proposal. Describe materials, color, and total window area.

Applicant's Response:

> Multi-story units are proposed to be a maximum height of 40' from average ground level, in accordance with the City of Richland standards.

On the drawings we can see the words Daylight Basement in the current plans as well as in the drawings for previous SEPAs submittals. Clarify how with a decrease of buildings and a height of 40'

### 5.11.4 Item B.10.b. What views in the immediate vicinity would be altered or obstructed?

Ecology:

> Describe both scenic and non-scenic views that will change. Answer "none" only if the appearance of the site will remain unchanged.

Applicant's Response:

> The subject property is located on a small hillside located downhill from adjacent residential uses, therefore, there will be minimal obstruction to views from existing residences.

SEPA 2016 and 2018 Applicant Checklists:

> No greater than 40'. The building materials will be those typical to multifamily residential construction. The expectation is that roofing will be asphalt composition shingles and siding will be wood.

Our comments: Views from residences on the bench on the east side will no longer be able to see much of the ACNP.

## 5.12 Item B.11 Light and Glare

### 5.12.1 Item B.11.a. What type of light or glare will the proposal produce? What time of day will it mainly occur?

Guidance from WDOE[39]:

> Describe the types of light and glare the proposal would produce either directly or indirectly. Include the time of day and frequency that each source produces light and/or glare. The following information should be included:
> - Indoor lighting that may be seen through windows.

[39] WDOE, *SEPA checklist guidance, Section B: Light & glare*. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare

- Fixed outdoor lighting such as street lights, signage, and parking lots.
- Vehicles.
- Mirrored and un-mirrored glass as well as other reflective surfaces.

Applicant's response:

> Minimal light glare will be produced from lights on the apartments and street lights that will be used for lighting the parking lot and travelways. This glare will be during evening and nighttime hours.

The Applicant is creating light pollution sources where none existed previously and it should be mitigated. Nocturnal and diurnal wildlife will be displaced by the presence of constant sources of light and activities in this area. The WDOE list above provides bullets so you can answer the questions.

A short list of known nocturnal species are: Black-tailed Jackrabbit, Great-horned Owl, Black-crowned Night Heron, Beaver, Muskrat, Mink, Striped Skunk, River Otter, Coyote, Mule Deer, Screech Owl, Raccoon and Porcupine. RMC Table 22.10.115(D) has "Required Mitigation to Minimize Impacts to Wetlands from Changes in Land Uses with High Impacts. Stating "Direct lights away from wetland." This needs to be addressed!

### 5.12.2 Item B.11.b. Could light or glare from the finished project be a safety hazard or interfere with views?

Guidance from WDOE:

> Consider potential safety impacts to motorists, boaters, air traffic, and pedestrians both on and off the site. Identify safety and / or view impacts to nearby residents, area workers, tourists, wildlife, and domestic animals.

Applicant's response:

> No safety hazard is anticipated from light glare.

Applicant should list bird strikes to windows during night migration and during daylight hours.

### 5.13 Item B.11.c. What existing off-site sources of light or glare may affect your proposal?

Guidance from WDOE:

- What are the current conditions surrounding the area regarding light and glare?
- How will this affect the construction or operation of the project?

- How will the combined level of light and glare from the proposal and the surrounding area create additional light pollution impacts?

Applicant's Response: "N/A"

The combined level of light from the proposal and the surrounding area will flood critical areas that were previously dark. The light will displace wildlife and allow human incursion and activities in areas previously untouched at night. The introduction of light in this area will be just one cut of a thousand cuts that will systematically degrade and then destroy these areas for the wildlife that are intended to be protected under the GMA and Richland's Critical Areas Ordinance.

## 5.14 Item B.12. Recreation

### 5.14.1 Item B.12.a. What designated and informal recreational opportunities are in the immediate vicinity?

Guidance from WDOE[40]:

> This information helps reviewers better understand a development project's community impacts. Applicants should be specific and address possible impacts to formally-designated recreation areas as well as other uses such as access to state shorelines and common fishing spots. Other examples include:
>
> - Walking, hiking, biking, and picnicking
> - Dirt biking, dune buggies, and horseback riding
> - Playground, ball field, tennis or basketball courts, and golf courses
> - Recreation centers, swimming areas or pools, boating, rafting, fishing, and beach combing
> - Parks, stadiums, museums, aquariums, zoos, and wildlife viewing opportunities
> - Theaters, fairs, convention centers, and other public facilities

Applicant's Response:

> The Amon Wasteway Drainage and Claybell Park are located in the immediate vicinity of the proposed project.

[40] WDOE, *SEPA checklist guidance, Section B: Recreation*. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-12-Recreation

No effort was made to state that this area is named the Amon Creek Natural Preserve. It is a protected ecosystem used for educational projects and documented scientific data collection which is vast and publicly available.

### 5.14.2 Item B.12.b. Would the proposed project displace any existing recreational uses?

Guidance from WDOE:

> Consider how a proposal will directly impede, interfere, or prevent current and reasonably-foreseeable future recreational uses. These could include:
>
> - Shoreline access
> - Shellfish harvesting
> - Swimming, boating, and other water activities
> - Wildlife viewing
> - Hiking, camping, horseback riding, and skiing

Applicant's response:

> No

Wildlife viewing will be spatially curtailed due to buildings, restricted access to the ACNP and paving over native habitat. Wildlife displacement will occur due to loss of habitat noise, lights, high intensity human activity and the trash that follows. Consequently, there will be less wildlife to view. The Applicant does not share the recreational values of this area of the general public.

### 5.14.3 Item B.12.c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

Guidance from WDOE:

> These measures could include:
>
> - Development or improvement of a playground
> - Recreation center
> - Donation of park land or facilities to a recreation agency
> - Donation of land to create a park facility, club house, or public access to a beach and shorelines.
>
> Including five links for Additional Resources

Applicant's response:

> There is a proposed pedestrian pathway/trail that will front the wetlands/open space. This trail could be used for a variety of recreational activities including walking, jogging, hiking, scenic viewing, etc... The applicant also has proposed a paved trailway that will connect to the existing trail in Claybell Park thus providing a safe walking connection for students attending Amon Creek Elementary.

A proposed paved Trail is a 100% impervious surface and should be avoided. It has not been accounted for in the proposal. Since a gravel path exists, no additional trails should be placed on the eastside of the apartments or within 1500 feet of the wildlife Biodiversity Corridor to protect the ACNP. A paved crossing of Amon Creek is an additional concern, increasing the potential of problems with runoff, etc.

## 5.15 Item B.13. Historic and cultural preservation

WDOE gives the following overall guidance for this section[41]:

> **Overview**
>
> A community's cultural and historic resources tell the distinct story of its past. From lumber mills to schools, sacred landscapes to archeological sites, rustic cabins to office towers, these environmental elements are unique, non-renewable resources.
>
> Federal, state, and local environmental laws and review processes typically require consideration be given to protecting significant historic, archeological, and traditional cultural sites. The state Department of Archaeology and Historic Preservation (DAHP), local historic preservation organizations, and tribal governments work with agencies, private citizens, and developers to identify and develop strategies to protect Washington's cultural heritage.
>
> **Compliance programs reviewed by tribal governments, cultural resource agencies, and private organizations:**
>
> - Section 106 of the National Historic Preservation Act — Requires federal agencies to consider cultural resources in their licensing, permitting, and funding decisions. Federal agencies consult with state and local governments to identify cultural resources and receive formal opinions about the significance of an affected area and probable impacts.
> - State Environmental Policy Act — Requires agencies to consider impacts to cultural resources during the environmental review process. DAHP and others provide technical expertise and may issue formal opinions to local governments and other state agencies regarding impacts.
> - Forest Practices Act — Sets forest practice standards for timber harvest, pre-commercial thinning, road construction, fertilization, and forest chemical application activities. The rules help protect historic and cultural sites while maintaining a viable timber industry.

[41] WDOE, *SEPA checklist guidance, Section B: Historic & cultural preservation*, https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p

- Governor's Executive Order 05-05 — Requires all state agencies with capital improvement projects to integrate DAHP, Governor's Office of Indian Affairs, and tribal governments into their planning process to protect historic and cultural sites.
- State Shoreline Management Act — Requires local governments issuing development permits in areas with archeological sites to have them inspected or evaluated by professional archeologists in partnership with affected tribal governments before issuing permits.

### 5.15.1 Item B.13.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.

Guidance from WDOE:

> Historical and archeological places include significant locations, structures, or other evidence containing material remains of human life or activity. These can include sites associated with important historical personalities, sites or events—even when no physical evidence remains.
>
> SEPA rules require environmental review decisions be based on sufficient information and that threshold determinations sufficiently evaluate a proposal's environmental impact. Describe the process for incorporating historic and archeologic research and surveys, tribal consultation, and data gathering. The reference "near the site" is not limited to "adjacent to the site" since associated impacts may extend beyond a site's boundaries.

Applicant's response:

> None known, reference is made to the Cultural Resources submitted herewith.

Where is this in the packet? The applicant does not describe the process used for determining whether cultural resources at the site, despite the multitude of resources described by WDOE. This answer is incomplete; especially since this site is near a stream bed in an area that has a long cultural and tribal history.

### 5.16 Item B.13.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.

Guidance from WDOE:

> Each Indian tribe is a sovereign nation with its own definition of appropriate consultation. However, here are some materials to assist with consultation efforts:
>
> - Role of the Tribal Historic Preservation Officer in the Section 106 Process
> - Tribal Consultation: Best Practices in Historic Preservation
> - Centennial Accord

Other tribal government resources:

- DAHP Tribal Contact List for THPO's and Cultural Resource Staff
- Federally Recognized Tribes of Washington State Map
- Governor's Office of Indian Affairs Tribal Contact Directory
- Local and National Heritage Organizations

Applicant's response:

> A cursory review of available GIS data and online resources was conducted.

The applicant fails to use the resources recommended by WDOE; it is clear that the survey of cultural resources is inadequate, leaving the SEPA checklist incomplete. A 'cursory' review of these potential impacts is disrespectful to the values of people who are integral to and valued in our community.

## 5.17 Item B.14. Transportation

### 5.17.1 Item B.14.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:

Guidance from WDOE[42]:

> Review agencies will need to know if a proposal will contribute to existing safety, noise, dust, maintenance, or other transportation problems. This includes increasing road use. Describe site access roads and provide a public street or vicinity map showing access to the site. Highways or other listed major arterials do not need to directly access the site but these roads are likely to be used by employees, customers, or residents as well as transport materials or goods on and off the project.

Applicant's response:

> Proposed primary access to the subject property will be from Piper Street and John Court, which are public rights-of-way maintained by the City of Richland. A secondary access is proposed to connect to Broadmoor Street.

Roads for high volumes of traffic will have to be designed and built to access the project. Additional stoplights and other traffic control infrastructure should also be documented here. Also, it is not clear whether the secondary access is blocked to regular traffic. If it is not, the street will go through a platted development. Roads for Stormwater maintenance must be included. More clarification is needed on this issue.

---

[42] WDOE. *SEPA checklist guidance, Section B: Transportation*. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation

### 5.17.2 Item B.14.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?

Guidance from WDOE:

Include details about types of public transportation as well as proximity to nearest train stations and / or bus stops.

Additional resources:

- Transportation and Traffic Information
- Public Transit
- Washington Metropolitan Planning Organizations

Applicant's response:

The Ben Franklin Transit system serves the City of Richland. The nearest transit routes are the 123 and 110 routes.

Applicant needs to state locations of the Stops. They could be miles away from this project.

### 5.17.3 Item B.14.c. How many additional parking spaces would the completed project or nonproject proposal have? How many would the project or proposal eliminate?

Guidance from WDOE:

Include the following information:

- Type of designated parking lot
- Number and configuration of spaces
- Number of spaces to be eliminated
- How parking plan complies with local requirements

Additional resources include three links.

Applicant's response:

The proposed project will have approximately 239 total parking spaces. No parking spaces will be eliminated.

An excessive amount of parking and impervious surfaces for the units served.

### 5.17.4 Item B.14.e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe:

Guidance from WDOE:

Describe the adequacy of available facilities and services. Include information about how the proposal will use air, water, and / or rail transportation. Provide information about:

- Transport of raw materials

- Product delivery
- Waste disposal
- Employee or residential commutes

Additional resources include Public Transit link

Applicant's response:

No.

This answer was important be read thoroughly and answered completely because it asks the Applicant to "Describe the adequacy of available facilities and services." It's true no air, water or rail transportation are involved in the project, but omitting the description of available facilities and services was crucial for substantive agency and public comment on the project. These omissions render the answer incomplete.

### 5.17.5 Item B.14.h. Proposed measures to reduce or control transportation impacts, if any: Identify public streets and highways serving the site, and describe proposed access to the existing street system.

Guidance from WDOE:

Mitigation includes avoiding, reducing, or countering environmental impacts including:

- Providing additional parking
- Road improvements such as widening, or adding signs, signals, and turn-lanes
- A transportation plan to reduce commute trips per day, particularly during peak hours
- In lieu fees
- Consolidating trips by providing mixed-use development
- Alternative modes of transportation
- Pedestrian-friendly design, including smaller set-backs, parking behind buildings, and building sidewalks

Additional resources shows 3 links.

Applicant's response:

No specific measures are proposed at this time. The project will generate additional tax base and revenue, as well as Transportation Impact Fees that will help to offset any additional traffic impacts. A Traffic Impact Analysis has been prepared and is submitted as a part of the proposed project.

### 5.18 Item B.16. Utilities

#### 5.18.1 Item B.16.a. List the utilities currently available at the site: Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

Guidance from WDOE[43]:

> Applicants should include utilities that are accessible at the proposed site and note which services and / or lines will need to be connected or installed to serve the project.

Applicant's response:

> Electricity, natural gas, water, refuse service, telephone, sanitary sewer are all available to serve the subject property and are located immediately adjacent to the site.

The location of all utilities, stormwater facilities, etc. should be shown on submitted site plans for public review. Stormwater facilities should not be located within wetland buffers in accordance with the Eastern Washington Stormwater Manual. Nor should stormwater facilities be located within the Biodiversity Corridor or its buffers. A requirement upon approval must include a prohibition on utilities (or other infrastructure) from using the wetlands and biodiversity corridor or their buffers for any part of their routing.

## 6. References

**Other Authorities**

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## Stevens, Mike

**From:** Paul Johnson <paul.johnson53@outlook.com>
**Sent:** Wednesday, May 25, 2022 3:13 PM
**To:** Stevens, Mike
**Subject:** Comments: Environmental Review, Willowbrook Apartments - M2020-101 & EA2020-114

As a resident of Richland and a voter in every election I have major concerns with the proposed Willowbrook Apartment project in the Amon Creek Basin. As the Regional Consulting Biologist for the Central Washington and Columbia Basin Chapters of Safari Club International, I also represent the decision of both local chapters and over three hundred members that oppose the project. I have conferred with representatives of the Washington Department of Fish & Wildlife (WDF&W) and they find no argument with my points in opposition to the proposed project.

**INTRODUCTION**
Amon Creek, the largest tributary of the Lower Yakima River, is a F-1 "fish-bearing stream" as identified by the WDF&W. It arises from snowmelt in the Horse Heaven Hills that has traveled through an aquifer to the area in question where it comes to the surface through a series of natural springs that provide cold, clear water year-round to the wildlife that depend on it. Both the East and West Forks of Amon Creek are year-round streams that form the main stem just downstream from the proposed project where it flows north to drain into the Yakima River Delta – another critical habitat. The creek and its surrounding habitat have been identified as Category 2 Wetlands – the highest rating normally received by Eastern Washington wetland habitats.

**AN "AREA OF BIODIVERSITY"**
The WDF&W has identified the Amon Creek Basin, including the fourteen acres in question as an **"Area of Biodiversity".** The Department further defines this area - ***"identified as biologically diverse and provides a corridor of relatively undisturbed and unbroken tracts of vegetation that connect fish and wildlife habitat conservation areas and priority habitats."***

- This is a wildlife corridor, allowing for the movement of wildlife from the Yakima Delta to the Horse Heaven Hills – everything from salamanders to mule deer utilize this vital corridor. There is so much wildlife utilizing this corridor that an inter-agency committee has been formed to reduce wildlife/vehicle mortality on the Columbia Trail Road between the Yakima River Delta and the Amon Creek Basin.
- The proposed project will permanently block this essential corridor and yet there is no address of the "Area of Biodiversity" in the developer's proposal or how they plan to mitigate the environmental damage that would occur if the project were allowed to progress.

**SHRUB-STEPPE HABITAT**
This proposal requires the bulldozing of the entire Shrub-Steppe Habitat on the north side of Amon Creek's West Fork.

- Shrub-Steppe Habitat has been identified by the WDF&W as the highest at-risk habitat in Eastern Washington. The Department announced a fully-funded initiative earlier this year to assist Eastern Washington landowners – public, private, tribal – in restoring Shrub-Steppe Habitat.

- The City of Richland spent tens of thousands of taxpayer dollars to replant native Shrub-Steppe Habitat on the south side of the West Fork in 2010 for the benefit of the native wildlife.

- The City of Richland now endorses a plan to bulldoze the same existing native habitat on the north side, destroying the best habitat for quail, rabbit, and many other species.

- As in their 2020 proposal, the latest submission from the builder incorrectly measures the distance from the homes on Piper Street to the wetland border to determine the space for buildings, roads, parking, etc. Correct

measurements conducted by field biologists using Leopold RX-2 laser rangefinders have determined that the **current project will encroach twelve yards into the required wetlands buffer at the north end of the project.**

**WATER QUALITY & TEMPERATURE**

Water quality and even more important, water temperature are the biggest impediments to spawning salmon and steelhead from entering the Yakima River. Higher water temperatures in the Summer due to irrigation run-off have made the Lower Yakima River a less desirable passageway for anadromous species.

- Benton County is spending thousands of taxpayer dollars to implement initiatives to mitigate this issue.
- Amon Creek, as the largest tributary of the Lower Yakima River, drains into the Yakima 3F cooler then the river itself due to the spring-fed nature of the creek. River temperature changes as low as 2-3*F will impact salmon migration. The developer has offered no mitigation for increased water temperature and degraded water quality from the effects of construction or long-term effects of run-off from parking lots, planting areas and roads.
- Fertilizer, insecticides, herbicides from the landscaping and motor oil, brake fluid and anti-freeze from the projected 250 automobiles in the hardscape parking areas will, over time, have a serious detrimental impact on the water quality and temperature of both Amon Creek and the Yakima River.
- The "swales" mentioned in the developer's proposal are completely insufficient to reduce the impact of the above pollutants. The Washington State Department of Ecology requires much greater prevention strategies considering the soil type, steep slope and short distance to the Category 2 wetlands.

**SALMON & STEELHEAD**

WDF&W has listed Amon Creek as a "Salmon Spawning Stream" with both Chinook Salmon and federally threatened Mid-Columbia Steelhead spawning in Amon Creek approximately one hundred yards downstream from this proposed project.

- The developer makes no mention of spawning salmon and steelhead in their proposal as it is not "on the premises." No reasonable person can believe that the short and long-term pollution discussed above under Water Quality & Temperature will not have a long-term detrimental effect on these spawning grounds just downstream.
- Approving this project also exposes the City (and its taxpayers) to potential lawsuits from Indigenous nations and their NGO's, sport fishing organizations, commercial fishing organizations and conservation organizations who will all oppose high-impact projects this close to a salmon spawning stream. As other communities in Washington have discovered, the cost in litigation and settlement is not worth the minor increase in the tax base these projects can produce.

**THREATENED/ENDANGERED SPECIES**

As one would infer from the WDF&W's designation of "Area of Biodiversity", The Amon Creek Basin is teeming with wildlife – from insects to Mule Deer. The 14 acres that encompass the developer's proposal include some of the best habitat in the Basin as exemplified by the animals that reside there. All of these sightings within the boundary of the proposed project have been verified by 100's of hours of observation by professional biologists from September 2020 thru May 2022. The developer's multiple submissions have downplayed or even omitted the presence of any significant wildlife populations.

- Multiple species of Amphibians and Reptiles and freshwater Fish, including the Columbia Spotted Frog and Sagebrush Lizard, both WDF&W candidates for endangered species listing.
- More species of birds that can be listed, but including Redwing Black Birds, Goldfinch and Threatened Sagebrush Sparrow make the 14 acres their home.
- Great Blue Heron, Great Egret, Mallard, Wood Duck, Cinnamon Teal, Green Winged Teal and other migratory species rely on the spring-fed open water from October thru March when other bodies of water are frozen over. The 2 beaver ponds on the north end are a magnet for these birds. The developer does not mention the ponds, birds, or the impact that multi-story buildings will have on the ingress and egress of migratory birds. However, the developer's submission does minimize, without any explanation, the impact of noise and light pollution from the buildings, roads, and parking lots.
- Six nesting hen pheasants (2 roosters), 2 separate coveys of California Quail, and Mourning Dove are year-round residents of the area and would no longer have a home if this project sees the light of day.

- Raptors abound with plentiful prey – Rough-Legged Hawks (2), Redtail hawks, a Nesting pair of Merlin Falcons, Kestrels, and at least 3 Burrowing Owls (Candidate for Endangered Species) are regularly sighted within the fourteen acres. A one-time sighting of the federally endangered Ferruginous Hawk occurred in March 2022. The developer's report only suggests the possibility of any raptor species.
- In addition to the beaver responsible for the two beaver ponds mentioned above, there is a plethora of Mammals. Mule Deer use the area as their wildlife corridor from the Horse Heaven Hills down to the Yakima River Delta. Otter, Mink, Badger, Cottontail Rabbit and multiple species of rodents and voles are native to this acreage. WDF&W's candidates for endangered species that make their home here include the Black-Tailed Jackrabbit and Townsend's Ground Squirrel. Again, the developer's proposal is silent on the presence of these mammal species.
- Approval of this project would change the nature of this area from a living laboratory of native animals to a cemetery, complete with cement headstones in the shape of apartment buildings.

**OPTIONS**

The City of Richland has not lived up to its **Strategic Leadership Plan.** We have better options.

- Core Focus #4, Objective – ***"consider properties to improve park and recreational facilities in natural areas".*** No area in our city is more "natural" and deserving of protection from development that the Amon Basin.
- Core Focus #4, Outcomes – ***"balanced private and public interests in conservation and preservation of sensitive areas".*** No area within Richland is more "sensitive" and deserving of preservation then the Amon Creek Basin.
- The city, in its Strategic Leadership Plan also discusses the placement of multi-family residences – not sandwiched between a wetland and a residential neighborhood, but where the location is more conducive to the needs of the future residents with amenities that do no exist in the Amon Basin.
  Consider the locations that have:
    1) immediate access to arterials
    2) quick access to freeway on-ramps
    3) close access to amenities such as restaurants, shopping, theaters, etc.
    4) no environmental concerns
- Where these locations exist:
    1) The lands around Dallas Road and the I-82.
    2) Numerous vacant lots around Keene Road and Duportail Street.
    3) George Washington Way, north of the I-82 (mentioned in the Strategic Plan).

As you can observe from my comments the Amon Creek Basin deserves preservation - preserving part of it and allowing high-impact development in other parts dooms the entire Basin. We have options – options that are better in every aspect for our community, the developer, and the future apartment residents. The community has already filed its first lawsuit against the developer, blocking the project for the time being. There are already plans and a legal fund to introduce additional lawsuits to block this unwise and unwanted project. There is also the real potential for conservation organizations to become litigants, increasing the costs to both City and developer.

We have two options:

1) Spending thousands of dollars for another two decades, pitting the community against City and developer with the only winner being the lawyers. The project will never be built and the trust between the City and its residents will be in ruins.
2) Place the apartment complex in a location that is much more suitable for all parties while we work together to develop a long-term plan for the conservation of the Amon Creek Basin.

***"RIVERS, STREAMS, AND THEIR SURROUNDING AREAS PROVIDE CRITICAL NATURAL HABITAT, WATER AND PROTECTIVE COVER FOR FISH AND WILDLIFE, AND THEIR MOVEMENTS FROM ONE AREA TO ANOTHER. AMON CREEK AND ITS SURROUNDING AREA PROVIDE THE ONLY NATURAL CONNECTION BETWEEN THE BALSALT RIDGES BORDERING THE TRI-CITIES AND THE THREE RIVERS THAT JOIN IN THE IMMEDIATE AREA. AS SUCH, IT IS A CRUCIAL CORRIDOR ALLOWING FOR THE MOVEMENT OF WILDLIFE FROM THE SURROUNDING DESERT TO THE RIVERS.***

***THE YAKIMA RIVER AND WATERSHED IS RECOGNIZED AS ONE OF THE MOST DIVERSE, SCENIC AND BIOLOGICALLY PRODUCTIVE SYSTEMS IN THE ENTIRE PACIFIC NORTHWEST. THE WETLANDS ON THE WEST FORK OF AMON CREEK HAVE BEEN IDENTIFIED AS THE HIGHEST RATED "VALUE" WETLANDS IN SOUTHEASTERN WASHINGTON – AS SUCH, IT IS ABLE TO SUPPORT A GREAT DIVERSITY OF WILDLIFE.***
***THE ENVIRONMENTAL PROTECTION AGENCY (EPA) HAS ELEVATED THE STATUS OF THE COLUMBIA RIVER BASIN TO THAT OF ONE OF OUR NATION'S GREAT WATER BODIES – JOINING CHESAPEAKE BAY, GREAT LAKES, GULF OF MEXICO, PUGET SOUND, LONG ISLAND SOUND AND SOUTH FLORIDA ECOSYSTEM. THE OVERALL ECOLOGICAL HEALTH OF A LARGE WATER BODY DEPENDS ON THE HEALTH OF ITS TRIBUTARIES AND RESPECTIVE WATERSHEDS.***
***PRESERVING THE ECOLOGICAL HEALTH OF THE AMON BASIN IS NOT ONLY IMPORTANT ON A LOCAL SCALE, BUT A VITAL CONNECTION TO THE OVERALL HEALTH OF THE COLUMBIA RIVER BASIN."***
I would like to take credit for this incredibly accurate statement, but it is City of Richland signage at the Amon Creek Nature Preserve and at Claybell Park, right across the Creek from the proposed project.

Respectfully submitted,

Paul Arthur Johnson, MS, MSED
Regional Consulting Biologist
SAFARI CLUB INTERNATIONAL




Central Washington Chapter
Columbia Basin Chapter
paul.johnson53@outlook.com

## Stevens, Mike

**From:** paul presby <ppresby@ix.netcom.com>
**Sent:** Tuesday, May 24, 2022 4:49 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments and access on Broadmoor Street

Mr. Stevens,

I am again writing to comment against the proposed Willowbrook Apartment project that has somehow resurfaced again. I have lived on Broadmoor Street for 46 years and have grown to be very disappointed with the traffic/speeding problems especially in the past few years. With the expansion of Claybell Park, the new Amon Creek elementary and housing development surrounding and continuing to be built, our street has become a major arterial though our residential neighborhood with no visible city enforcement of speed limits. I've read through the applications for the apartments and the studies associated with it. As someone who drives on Broadmoor everyday and lives on the street, I believe the traffic study is not accurate. Currently there are traffic backups everyday from traffic coming from the school and park where cars are often 10-15 deep waiting to turn onto Leslie Rd. It really is a minor miracle that no child has been hit by speeding cars by the many school bus stops on our street and poor parking situation by Claybell Park. The thought of putting in an access road on the blind "S" curve for the apartments onto Broadmoor is a bad idea. The thought of having 500+ MORE car trips down Broadmoor, than the 1500+ we have daily is frightening to me and irresponsible of the city. I strongly urge that this access road not be installed onto a road that is already being used as a cut through by many to the school (which is in Kennewick), Steptoe and Clearwater Streets. I often have to wait for 5-10 cars to pass my house in order to back out of my driveway which was never the case in the past.

Thanks for your consideration on this issue, it is very important to me,my family and my neighbors.

Paul Presby
209 Broadmoor Street
Richland, Wa 99352
509-947-6801

## Stevens, Mike

**From:** Perry Roper <roperpf@gmail.com>
**Sent:** Tuesday, May 24, 2022 8:41 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

Dear Mike Stevens,

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

I am a Willowbrook Neighborhood homeowner, and I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

My family has lived here in Willowbrook since 2003, and I am familiar with the Amon Creek area where the proposed Apartment complex would be located. Its simply not possible to develop such without causing unacceptable and illegal impact to the wildlife of that area of the creek. The buffer Zone between the apartments and the creek can hardly be adequate to protect the creek from the drain-off and other impacts of the construction activities.

Wildlife come and go through the area, birds, birds of prey, upland birds, waterfowl, beaver, raccoon, opossum, porcupine, skunk, rabbits, coyote and even deer. These animals need room on either side of the creek for both home and cover, there has to be space for the animals to move through the area. Squeezing that area off, will eventually force the wildlife out, no question. I would also add the possibility of beavers over time flooding the Amon Creek Reserve in the area and reducing the size of the buffer between the creek and the apartments. A short walk of the site is all one needs to confirm the area is simply not able to support the proposed project.

In addition, the traffic impact is excessive, the neighborhood roads are narrow, twisty and not striped. People park on the side of the street and there are a lot of kids. Many people walk the neighborhood and during the nice weather when sprinklers are on, people will step into the street to avoid getting wet. If there is a car parked the people will walk around the car, which hasn't been an issue with current traffic volume. But if traffic is increased as much as has been estimated, that will create a hazard that these streets weren't designed for. The proposed traffic demands require wider streets and lane striping. Our son is an adult with developmental disabilities, and he walks the neighborhood sometimes several times a day... and he walks in the street if sprinklers are hitting the sidewalk. The proposed action and traffic it will bring introduces a traffic hazard that is deeply concerning.

The proposed new drive off Broadmoor is frankly laughable, it's about the same width as the driveways in many of the Willowbrook Homes. How can this possibly support the projected traffic? All roads in Willowbrook have sidewalks on both sides of the road, why doesn't this new drive have sidewalks on both sides of the road (like the proposed entrance off Center Blvd)? The way the proposed drive weaves around property borders (an S turn) must create a barrier for emergency vehicle access?

Has the Willowbrook Homeowner Association approved the designs as meeting all of the HOA requirements?

I am aware of other submissions that address the issues in a legal context, citing both local and Federal compliance issues. I trust your team will address each concern and not allow anything illegal or non-compliant to be approved.

Thank you,

Perry Roper

2644 Willowbrook Ave

509-539-3740

## Stevens, Mike

**From:** JAN PRZYBYLSKI <iluvlpnp@msn.com>
**Sent:** Saturday, May 14, 2022 4:38 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments

Dear Mr. Stevens,

I am a Richland resident living in Willowbrook Heights, across Leslie from Willowbrook.

I am against the proposed apartments in Willowbrook.

I have already seen and felt
The negative impacts from the Kennewick huge badger Mountain apartment complex near my Home and I can't even pull onto Leslie without a huge wait. The noise factor is awful as well.

The Traffic generated in a residential neighborhood ...
The Covenants that are being broken...
The Zoning being twisted...
The Wildlife being killed.

This is not the life I want in South Richland and I urge you to vote against this.

Thank you.
Mark and Jan Przybylski
2768 Rue Court
Richland, WA 99352

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**CITY OF RICHLAND**
**PUBLIC WORKS ENGINEERING**
**DEVELOPMENT COMMENTS**

| | |
|---|---|
| DATE: | May 23, 2022 |
| TO: | MIKE STEVENS, PLANNING MANAGER |
| SITE PLAN REVIEW BY: | JASON REATHAFORD, ENGINEERING TECH 4<br>PETE ROGALSKY, PUBLIC WORKS DIRECTOR<br>JOHN DESKINS, TRAFFIC ENGINEER<br>JOHN WHITTIER, CIVIL ENGINEER 1 |
| PROJECT NAME: | WILLOWBROOK PLACE APARTMENTS (M2020-101) |
| PROJECT LOCATION: | EAST OF THE PLAT OF WILLOWBROOK 2, SOUTH OF BROADMOOR STREET |

The Public Works Engineering Division has reviewed the Site Plan received in this office on April 28, 2022 for the above referenced property and has the following conditions.

## General Conditions:

1. 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 final acceptance of the project.

2. 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. 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.

3. 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.

4. Public utility infrastructure located on private property will require recording of a City standard form easement prior to acceptance of the infrastructure and final acceptance of the project. The City

requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final occupancy. 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.

5. 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.

6. All plan sheets involving construction of public infrastructure shall have the stamp of a current Washington State licensed professional engineer.

**Design Standards:**

7. 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. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
   C. All utilities shall be extended to the adjacent property (properties) at the time of construction.
   D. 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.
   E. The minimum centerline radius for local streets shall be 100-feet.
   F. 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.
   G. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
   H. 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.

8. 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.

9. 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.

10. SURVEY MONUMENT DESTRUCTION:
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 the 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:**

11. The City's Traffic Engineer has reviewed the traffic analysis report and finds that the Trip Generation and Distribution is in concurrence with past recommendations. Count volumes have been updated during days that are more representative of normal traffic. Section 6.1 of the report suggests that an annual growth rate of 1.8% was applied to the 2022 Existing Counts to obtain the 2032 Baseline. Checks on the numbers suggest that the actual growth rates applied between Figures 3 & 4 are higher than the 1.8% suggested. Therefore, the estimated LOS and delay are likely overestimated and conservative. We believe the project satisfies concurrency.

12. The proposed project is subject to Richland Municipal Code Section 12.03, requiring the payment of traffic impact fees. These fees will be due at the time of building permit issuance.

13. The entrance to the development off of the east end of John Court (a public right-of-way) shall be delineated with a standard commercial driveway. This proposed entrance and access road is on property that is owned by a separate owner than the project applicant. Permission to construct these improvements (and any necessary easements) shall be obtained by the applicant from the property owner prior to construction.

14. The private driveway onto Broadmoor Street shall be constructed per City of Richland commercial driveway standard details. The vision-clearance triangle at the Broadmoor Street driveway needs to be shown on the construction plans and be designed in accordance with RMC Chapter 12.11.020. Since the intersection is in a curve it will have to be evaluated per AASHTO guidelines.

15. "No Parking" signs shall be posted along the drive aisles and parking areas as required. Sufficient travel width needs to be maintained for larger vehicles and Fire Dept. apparatus.

16. 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.

17. The proposed access points onto Broadmoor Street and John Court are acceptable for this project, but any proposed changes to said driveways will be subject to approval by the City Engineer.

18. The on-site drive aisles shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.

19. If the project is to be constructed in phases the private driveway out to Broadmoor Street shall be constructed with the first phase. This roadway shall be designed to be passable by fire apparatus and solid waste collection vehicles.

20. Any dead-end drive aisles or parking areas longer than 150-feet (that will be continued later) need to have temporary turnarounds built at the end of them. The temporary turnaround will need to have a 50-foot radius and will require an easement over it.

21. There is a sewer maintenance & trail easement over the existing sewer maintenance access road that bisects the southern half of this property. Access over this roadway / trail shall be maintained during construction. The roadway / trail shall be restored to original condition after construction.

**Domestic Water:**

22. The closest domestic water mains to this project are located in Broadmoor Street to the north and John Court to the west. It shall be the responsibility of the developer to loop a water main through this property to serve domestic water at the time of project construction. Easements will be needed for this water main where it is outside of the public right-of-way. This water main shall be sized to adequately supply domestic water and fire flows to the proposed development. Looping of the water system provides redundancy and helps to eliminate stagnant water.

23. 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.

24. The fire hydrant layout shall be approved by the City Fire Marshal.

25. In accordance with RMC Chapter 18.13 and WAC 246-290 regarding Cross Connections, premise isolation backflow assemblies are required to be installed on the domestic water services of all new commercial/industrial buildings immediately downstream of the City's water meter. This will be a requirement on the construction plans. Please note this on the plans, and indicate where the backflow device is to be installed.

**Sanitary Sewer:**

26. The closest sanitary sewer available for the northern half of this development is located to the north in Broadmoor Street, and to the south of it in the adjacent property that is under separate ownership. The southern half of this property has an existing city sewer main running through it already. It shall be the responsibility of the developer to extend a sewer main to this property at the time of project construction.

27. 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:**

28. 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.

29. The proposed storm drainage and grading of all areas within the proposed development shall be shown on the plans (most grading and drainage plans must be prepared by a licensed civil engineer). If site contains at least 1,000 sq.ft. of new asphalt, and/or contains 30% or more impervious surfaces, storm drainage calculations from a licensed civil engineer are required. Stormwater shall be kept on-site (on the developing property that generated it). Stormwater shall not be flowed onto adjacent properties, or to the public Right-of-Way, without first obtaining written permission.

30. The private on-site storm drainage system shall be designed 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". Calculations shall be stamped by a registered professional Civil Engineer. Prior to discharging any storm drainage waters from paved surfaces into drainage ditches, groundwater or a public system, an oil/water separator must be installed. The applicant's design shall provide runoff protection to downstream property owners.

31. 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.

32. If there are any natural drainage ways across the proposed project, the engineered construction plans shall address it in accordance with Richland Municipal code 24.16.170 ("Easements-watercourses").

33. Any proposed storm drainage retention facilities within the boundary of the proposed project shall not adversely affect neighboring properties.

34. 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.

35. Any discharge of storm water into the adjacent waterway ("Amon creek") will have to be permitted by any or all agencies with jurisdiction over it. These agencies may include (but not be limited to); Kennewick Irrigation District, Bureau of Reclamation, National Marine Fisheries Service, U.S. Fish

and Wildlife, State of Washington Dept. of Fish and Wildlife, Department of Ecology, and Army Corps of Engineers.

36. The amount of post-development storm runoff from the proposed site shall not exceed the amount of pre-development runoff.

**Solid Waste:**

37. Any solid waste enclosures installed as part of this project shall be constructed to City standard details.

38. The solid waste enclosure must be shown on the construction plans and will have to be placed so that it is accessible by City solid waste collection vehicles.

**Project Acceptance Requirements:**

39. 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 final acceptance of the project.

40. 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 occupancy. 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.

41. 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 project construction and prior to final acceptance by the City.

## Stevens, Mike

**From:** Rachel Racicot <evergreen2917@gmail.com>
**Sent:** Tuesday, May 24, 2022 8:03 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments, No thanks

WE DO NOT want the proposed Willowbrook Apartments building. It will largely disrupt the native wildlife, which we've frequently seen in that area specifically. As well as greatly impact our neighborhood in measurably negative ways: traffic, overcrowding, noise pollution, etc.

This is an awful proposal, and again, we DO NOT want it.

Rachel R.

P.S. That area is home to a pheasant, known to us as Sir Charles Partridge, the Pleasant Pheasant. The building of these apartments would destroy his home and take him away from us.

## Stevens, Mike

**From:** Rachel Racicot <rachelane7@gmail.com>
**Sent:** Monday, May 23, 2022 5:26 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

## Stevens, Mike

**From:** acta <acta@frontier.com>
**Sent:** Wednesday, May 25, 2022 7:53 AM
**To:** Stevens, Mike

mstevens@ci.richland.wa.us NO to Willowbrook ApartmentsI strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

RANDY SMITH
From Rsmith2244@Frontier.com
Sent from my U.S.Cellular© Smartphone

MEMORANDUM May 23, 2022

RE: Proposed Willowbrook Apartments—Environmental Noncompliance

In spite of the 347-page-length of the Site Plan Review application submitted to the City of Richland, the developer is hoping the City will disregard several important laws. The most fundamental law they want the City to ignore is the law of gravity, by claiming that the stream and wetlands that form the eastern side of the project site will be protected by a 150 foot "buffer zone" from the massive earth-moving and construction activities throughout the west side of the site. The simple fact that is apparent to anyone who either walks the site, or looks carefully at the site topographic maps, is that the entire project site is in the immediate watershed of the stream and wetlands, and that natural stormwater, as well as water used for dust control and other land forming and construction activities, carrying particulates and other pollutants, will be drawn by gravity downhill across the "buffer zone" and into the wetlands and stream.

The developer's application includes consultant reports on certain ecological aspects of the site. Those reports confirm that the stream drains north into the Yakima River and then directly into the Columbia River, that it is surrounded by adjacent wetlands that have been extensively delineated based on soils and vegetation, and that the stream and wetlands are therefore Waters of the United States under the jurisdiction of the Federal Clean Water Act and corresponding state laws. In particular, the reports confirm that the stream and wetlands are habitat for the Spring Chinook and Coho salmon species that are protected by the Endangered Species Act. The reports also confirm that the site is habitat for at least several species of migratory birds, which are protected under Federal law.

However, the application fails to take the next logical step to address the significant environmental law, regulation and permitting requirements that are triggered by the special character of the site and its wildlife:

1. The developers have totally ignored the requirement to comply with requirements for a stormwater pollution prevention permit, which is required because the site is adjacent to, and drains into, a stream and its adjacent wetlands which are Waters of the United States protected under the Section 402 NPDES Permit requirements of the Clean Water Act. The permit program in Washington is administered by the Washington

Department of Ecology, and includes a mandatory 30 day public comment period.

2. The developers have failed to address the requirement to obtain a necessary permit from the US Army Corps of Engineers under Section 404 of the Clean Water Act, since construction on the site will deposit soils into a stream and wetlands that are Waters of the United States.
3. The CWA Section 404 requirements include preparation by the Corps of Engineers of an environmental impact analysis under the Federal National Environmental Policy Act, separate and apart from any State Environmental Policy Act analysis adopted by the City of Richland. NEPA requires examination of all potentially applicable laws and regulations, both state and Federal.
4. The stream and wetlands affected by construction on the site are habitat for Chinook and Coho salmon protected under the Federal Endangered Species Act. The potential impact on these species must be analyzed under the standards of the ESA, and the project may not then proceed without negotiation of a Federal Habitat Conservation Plan under Section 10 of the ESA, that must be approved by the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration.
5. While a contractor for the site owner identified many bird species on the site on March 19 of 2021, the contractor failed to address the requirements of the Federal Migratory Bird Treaty Act, which makes it a Federal crime to harm any migratory bird or its eggs. A single March site visit fails to identify all the migratory bird species which may visit the site over the full course of the spring and summer months, some coming from thousands of miles away. Biologists working for the U.S. Department of Energy at the Hanford Site have documented that Benton County hosts dozens of species which nest on the ground, and others on structures, such as cliff swallows that use mud (such as that available in the wetlands on the project site) to build nests on walls and the frames of new buildings under construction, including the massive Hanford Waste Treatment Plant. MBTA compliance will not be complete until a comprehensive survey is conducted over the spring and summer of 2022, followed by negotiation with the US Fish & Wildlife Service Portland regional office to obtain the applicable permits for

incidental "take" of protected birds and eggs that may occur during the construction and operation of the apartment complex.

6. The contractor reports have confirmed the presence on the site of Burrowing Owls, which are a species which the State of Washington has identified as declining significantly in its population, surviving in Washington mainly within Benton County, and therefore measures to protect the Burrowing Owl from the impacts of the construction and operation of the site must be analyzed and adopted to satisfy the State Environmental Policy Act.
7. In light of the substantial environmental compliance and permitting issues identified above, the SEPA does not allow the City of Richland to authorize construction to proceed without completing a full environmental impact analysis to justify its action. Furthermore, since the facts trigger the application of the Clean Water Act, the Migratory Bird Treaty Act, and the Endangered Species Act, Federal law requires prior completion of a full environmental impact analysis under the National Environmental Policy Act, with public participation and hearings. If the City attempts to authorize the project to proceed without compliance with Federal law, both the City and the applicant may be subject to civil and criminal enforcement actions by these Federal agencies, and civil lawsuits brought by citizens to enjoin the action. Rather than assume legal responsibility for the developer's disregard of environmental protection laws, the City of Richland should direct the developer to negotiate with all of the state and Federal agencies cited above and demonstrate that their project has been brought into full compliance with all applicable laws, including the requirement of both SEPA and NEPA for a full analysis of the applicable requirements and opportunities for public comment and hearings on their draft decision documents, as well as on relevant permits.

Submitted by Raymond Takashi Swenson,
Lt. Colonel, USAF (Retired); JD, LLM Environmental Law
Licensed in Washington (#27844), Utah (#3174), California (#164137), and the US District Court for the Eastern District of Washington.
103 Hillview DR, Richland, WA 99352
509-713-0966, RaymondTSwensonLaw@gmail.com

Raymond Takashi Swenson earned his BA degree in mathematics and Juris Doctor (JD) degree at the University of Utah, and a Master of Laws (LLM) in Environmental Law at George Washington University Law School in Washington, DC, where he served at the Pentagon with the Deputy General Counsel of the Air Force for Installations and Environment, and with the General Counsel for the White House Council on Environmental Quality. He served as Chief of Environmental Law for Strategic Air Command, and Air Force Regional Counsel for the Western United States. After several years with law firms in San Francisco and Salt Lake City representing cities negotiating to receive the transfer of closing military bases, he began 22 years of service as environmental law counsel for Bechtel and then CH2M HILL/Jacobs at the Idaho National Laboratory and the Hanford Site, retiring in 2019. Since 2010 he has been on the adjunct faculty of Washington State University, teaching students in Pullman, Vancouver and the Tri-Cities, in environmental policy and law and hazardous waste management.

## Stevens, Mike

**From:** Rebecca Rawson <rawsonrebecca1@gmail.com>
**Sent:** Tuesday, May 24, 2022 11:22 PM
**To:** Stevens, Mike
**Subject:** Oppose Willowbrook Place Apartments

Dear Sir,

I am the president of the Fairway Five Homeowners Association on Greenbrook Blvd near the proposed apartment complex. The homeowners of our association strongly oppose the Willowbrook Place apartment project proposed for our neighborhood.

Here are our reasons for this opposition:

1) Traffic Volume and pedestrian safety- This area has many people walking and bike riding which makes this a future scenario for high risk of **pedestrian harm**. The proposed road is at a point on Broadmoor at an "S" curve. This will not be an easy area for a driver to stop suddenly if need be. In winter time this low spot on the road gets icy as well. The traffic study shows that 60% of the apartment traffic will enter from this access. Broadmoor is already at a high traffic volume as it feeds to Claybell park. Increasing the traffic volume by putting in this road is not a responsible development for the neighborhood but a clear disregard for pedestrian safety.

2) This project is in direct violation of the CC&R's of 2 homeowners associations. Homeowners purchased their homes with the comfort of knowing that there were covenants to protect their home values. This project with the proposed road and increased traffic clearly reduces home values to the neighboring properties.

3) Environmental- Myself and others in our HOA walk regularly through the Amon Creek Natural Preserve. There are more than 150 species of birds, otter, coyote, beaver, black-tailed jack rabbits, and more that need protection. The slope of the area makes it such that gravity will pull pollutants down into this precious wetland and cause irreparable damage. A high density project like the one proposed will be detrimental to this precious area. The city of Richland has a duty to preserve this sensitive natural area for future generations.

In closing, it is clear that this project must be stopped. We know that more housing is needed in Richland but the placement of this project is not in the best interest of the neighbors, or the critical wetlands, flora and fauna of the area. We urge you to disapprove this project.

Very sincerely,

Rebecca Rawson, president
Fairway Five Homeowners Association

## Stevens, Mike

**From:** Buechler, Ken
**Sent:** Thursday, April 28, 2022 6:39 PM
**To:** Stevens, Mike
**Cc:** VanBeek, Michael; Jordon, Joshua
**Subject:** RE: M2020-100 Willowbrook Apartments Public Hearing and SEPA

Mike,
Fire is good with this. I'll have to dust off all the notes from the first time around. It looks to be the same.

**Kenneth L Buechler**
Fire Marshal 172
625 Swift Blvd., MS-16 | Richland, WA 99352
(509) 942-7556
(509) 578-9321

**From:** Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
**Sent:** Thursday, April 28, 2022 3:52 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>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey <clark.posey@co.benton.wa.us>; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; FormerOrchards@ecy.wa.gov; Greg Wendt <greg.wendt@co.benton.wa.us>; Gwen Clear <gcle461@ecy.wa.gov>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <jmcshane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod Macpherson <Jerrod.Macpherson@co.benton.wa.us>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; John Lyle <john.lyle@bentoncleanair.org>; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; Joseph Cichy, Ziply <joseph.cichy@ziply.com>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Katherine Cichy <katherine.cichy@ziply.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>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Michael Tovey <michael.tovey@ziply.com>; Noah Lee <noah.lee@bentoncleanair.org>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; 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>; 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>; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; WA Dept of Fish & Wildlife <lopezlal@dfw.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; William Simpson <william.simpson@commerce.wa.gov>
**Subject:** M2020-100 Willowbrook Apartments Public Hearing and SEPA

Attention:

Below is a link to the referral packet for the Willowbrook Apartments project located in Richland, WA. Included you will see the Notice of Application & Optional DNS, SEPA Checklist and all relevant application materials. Please review and submit any comments back to me by 5:00 PM, Wednesday, May 25, 2022.

Here's a OneDrive link to M2020-101 June 13 Referral Packet.pdf.

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

*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:** R&M Billen <rmgbillen@gmail.com>
**Sent:** Wednesday, May 25, 2022 4:20 PM
**To:** Stevens, Mike
**Subject:** Comments on Proposed Multifamily Development in Willowbrook

Dear Mr. Stevens:

As residents of the Willowbrook neighborhood we wanted to express our concerns related to the proposed multifamily development (M2020-101 & EA2020-114). Our understanding is that the main parcels proposed for development are part of the original Willowbrook plat (Tracts A, B, and F) and were intended to be developed as single family homes similar to the rest of the subdivision. As these are the final undeveloped tracts of the neighborhood, we would like to see any development completed in a well-thought-out manner. We believe that if this area is going to build, single family homes would be a much better alternative for the following reasons:

- The primary access road through Piper Street to the property is a local access street and not suitable for the hundreds of additional daily vehicle trips anticipated as part of this development. A plat with single family homes consisting of 20 – 25 homes would generate significantly less traffic as compared to the proposed multifamily development.
- While the proposed private access road onto Broadmoor would alleviate some of the trips through the Willowbrook neighborhood, this road looks dangerous and somewhat unbuildable due to the tight horizontal curves, steep grades from the property leading down into the curves, and tapers which narrow the access road and create a pinch point in the point of reverse curvature. Also, the roadway cross slope at the pinch point would need to be >6% to match the existing grades on either side of the road. Due to limited property ownership it does not appear that the cross slope could be reduced by grading out from the back of curb/sidewalk.
- We are concerned about traffic volumes through the neighborhood, including Piper Street and especially Willowbrook Place (the existing roadway). There are many kids in the neighborhood, and traffic/speeding is already a concern. The traffic report prepared by Kimley Horn shows that Willowbrook Place east of Leslie Road has a peak ADT of 1,198 per Figure 3 of the traffic report. This means that Willowbrook place already exceeds the recommended traffic volume for a local street (typical threshold of 1,000 trips).
- Per Figure 5 of the traffic report, the traffic volume on Willowbrook Place is projected to grow to 1,650 trips in the future with the addition of the multifamily development and remaining lots in Willowbrook 2. This is an increase of nearly 500 trips and is potentially an undercount since the traffic model assumes only 10% of trips from the multifamily development allocated in this direction. In addition, the 2032 traffic volumes at Center Street is shown as 1364 trips, from 859 currently. This is above the desired threshold for both local access streets and neighborhood collectors as stated in RMC 12.02. Since Willowbrook Place is a relatively steep local street this increase would create a significant traffic issue for the neighborhood, particularly the residents on Willowbrook Place that are trying to back out of their driveways.
- From a regional traffic perspective, the intersection of Leslie and Gage Blvd. is very congested during the PM peak hour in the northbound direction. The nearly 800 trips associated with the multifamily development will exacerbate the congestion at this location.

In summary, this proposed development is not consistent with the original plat for the neighborhood and will generate an unacceptable amount of trips on Piper Street and Willowbrook Place (well above City threshold guidelines), and increase traffic on Leslie. We also understand that the Willowbrook Community Association (HOA) has retained a traffic expert and critical areas expert to evaluate traffic conditions and wetland/habitat ratings and provide written reports on

their findings. We hope the City will review and consider the information provided by these reports when they are completed along with other community feedback so that development of the property can accommodate the property owner/developer, Willowbrook neighborhood, and City of Richland.

Thank you,

Billen Family

## Stevens, Mike

**From:** Rob Kopenec <rkopenec@live.com>
**Sent:** Monday, May 23, 2022 6:41 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Robert Kopenec

Please protect our public land.

Get Outlook for Android

## Stevens, Mike

**From:** Bob Byrd <byrd64b@gmail.com>
**Sent:** Wednesday, May 25, 2022 3:06 PM
**To:** Stevens, Mike
**Subject:** Fwd: Oppose Willowbrook Place Apartments & Roads

Dear Sir,
I'm A resident in the Meadow Heights neighborhood, my neighbors and I strongly oppose the new apartments and roadways that would be needed,

Here are our reasons for this opposition:

1) Traffic Volume and pedestrian safety- This area has many people walking and bike riding which makes this a future scenario for high risk of **pedestrian harm**. The proposed road is at a point on Broadmoor at an "S" curve. This will not be an easy area for a driver to stop suddenly if need be. In winter time this low spot on the road gets icy as well. The traffic study shows that 60% of the apartment traffic will enter from this access. Broadmoor is already at a high traffic volume as it feeds to Claybell park. Increasing the traffic volume by putting in this road is not a responsible development for the neighborhood but a clear disregard for pedestrian safety.

2) This project is in direct violation of the CC&R's of 2 homeowners associations. Homeowners purchased their homes with the comfort of knowing that there were covenants to protect their home values. This project with the proposed road and increased traffic clearly reduces home values to the neighboring properties.

3) Environmental- Myself and others in our HOA walk regularly through the Amon Creek Natural Preserve. There are more than 150 species of birds, otter, coyote, beaver, black-tailed jack rabbits, and more that need protection. The slope of the area makes it such that gravity will pull pollutants down into this precious wetland and cause irreparable damage. A high density project like the one proposed will be detrimental to this precious area. The city of Richland has a duty to preserve this sensitive natural area for future generations.

In closing, it is clear that this project must be stopped. We know that more housing is needed in Richland but the placement of this project is not in the best interest of the neighbors, or the critical wetlands, flora and fauna of the area. We urge you to disapprove this project.

Thanks for your attention in this matter
Robert Byrd

## Stevens, Mike

**From:** Robin Wojtanik <robin36@gmail.com>
**Sent:** Wednesday, May 25, 2022 9:00 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartment Project

Hi Mike - Please include my comments to the hearing examiner.

This project is too much, too late. The window for development was missed. While the lot is zoned for multi-family residential, and has been for years, the landowner and the city have been complacent in protecting access to the property. The only remaining options include violating HOA covenants, environmental laws, city comprehensive plan, etc;

If this land is to be developed, all involved should go back to the drawing board to find a less impactful solution to traffic, habitat and wastewater. If this project was a priority to the city or the landowner/developer, access should have been protected and planned for during all development that has occurred, and especially over the last two decades, in the neighboring communities of Willowbrook, Amon Creek, and Meadow Springs. Shoehorning it in with a road between homes sets a dangerous precedent for all future development within Richland and sends a message that we will build no matter the cost to wildlife, residents, or traffic - no matter if we didn't properly prepare for a project that should have been expected long ago. Please do not sign off on the project as is and demand revisions that protect wildlife, the overall environment and pedestrians who utilize the neighboring communities.

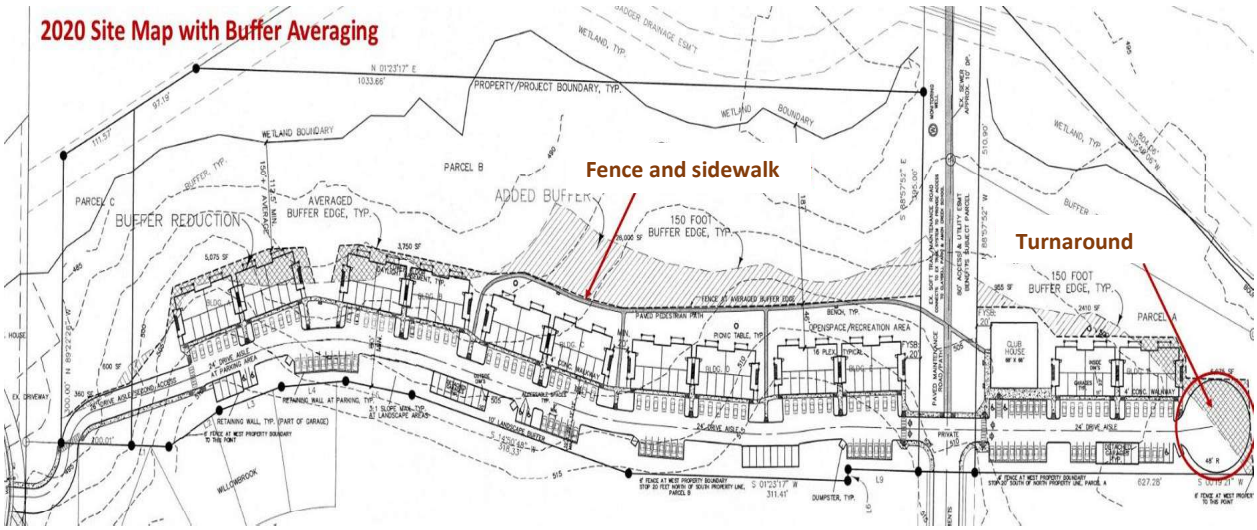
Robin Wojtanik

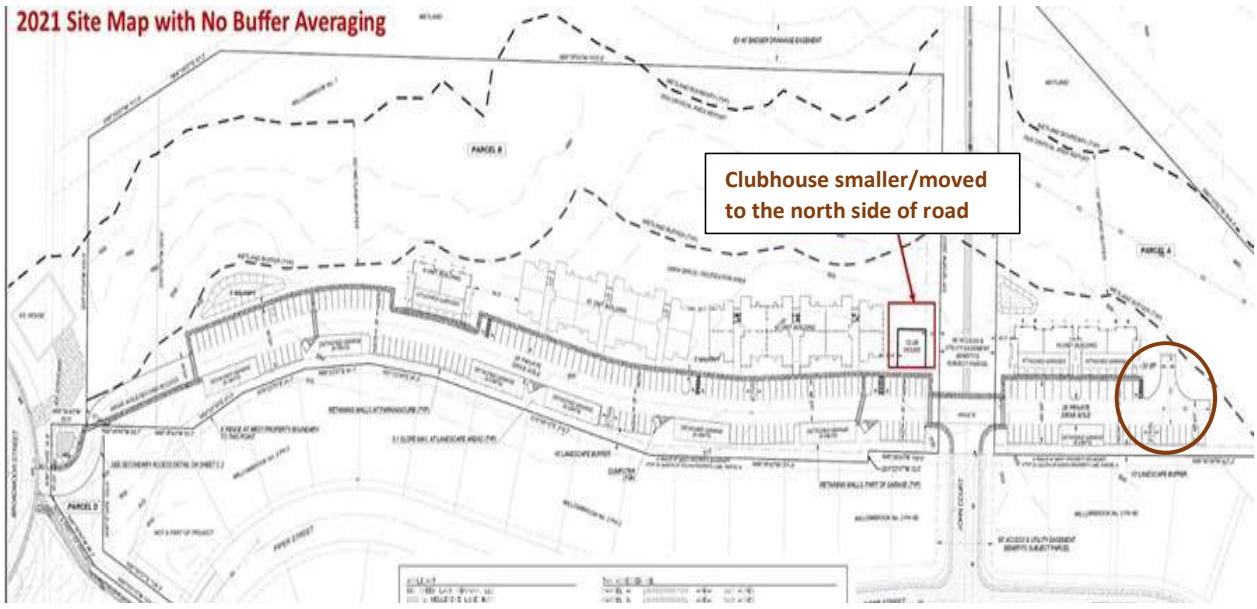
Dear Mr. Stevens:

The following comments are provided out of great concern and opposition to **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).** The following areas of concern/opposition to this proposed development includes the following issues:

1. General site design conditions
2. Inappropriate zoning
3. Traffic volumes
4. Traffic safety
5. HOA covenants & restrictions violations
6. Environmental concerns

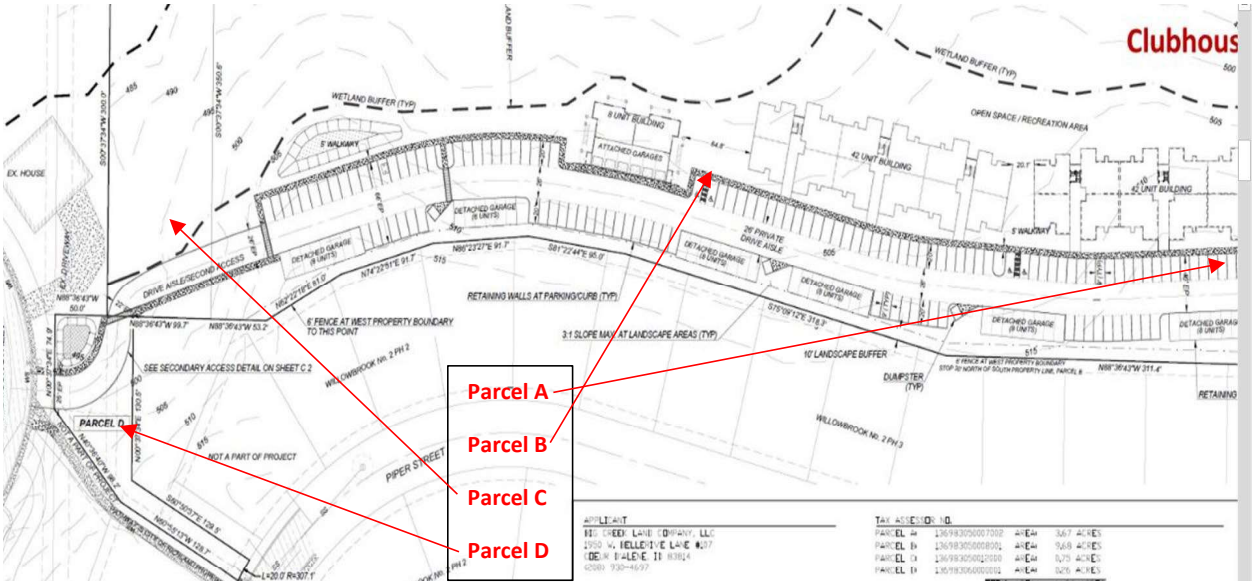
Each of these are addressed below:



**General Site Design Conditions:**

1. The fence that separated buildings and apartment open areas from wetland buffer in 2020 design is now gone (east side of property)
2. The sidewalk next to the fence is now gone (east side of property)
3. The number of apartment units in the 2020 design increased from 96 units to 108 units in 2021 design (***12.5% increase***)-




- Parcel A = 3.67 Acres (**Zoned as R-3, Multiple Family Residential**)
- Parcel B = 9.68 Acres (**Zoned as R-3, Multiple Family Residential**)
- Parcel C = 0.75 Acres (**Zoned as R-3, Multiple Family Residential**)
- Parcel D = 0.26 Acres (**Zoned as R-1, Single Family Residential**)




Parcel D is shown next to an existing home, on Broadmoor Street. It is zoned for a single family residence, but is being used for a road-access, in violation of the HOA covenants.

Parcel D includes a thin slide of land that extends up to Piper Street. If the City of Richland can authorize/approve a road/street access to Broadmoor, what would prevent the owner from also asking for a road access to Piper Street? In either case, this precedent is in clear violation of HOA covenants, that if allowed to stand, will embolden residents to challenge other HOA covenants (based on precedence). This is clearly an overreach of City management and should be stopped immediately.

1. Was Parcel D recently purchased (or always owned by Big Creek Land Co.)?
2. Is the proposed road extension to Broadmoor, considered a public or private street/road?
3. If public, will the City of Richland manage the road (cleaning, snow removal, paving, etc.) or is it the owner's responsibility?
4. Is the City or owner required to provide lighting for the street/road off Broadmoor?
5. Is the City going to provide traffic lights and crosswalks where the road intersects Broadmoor?

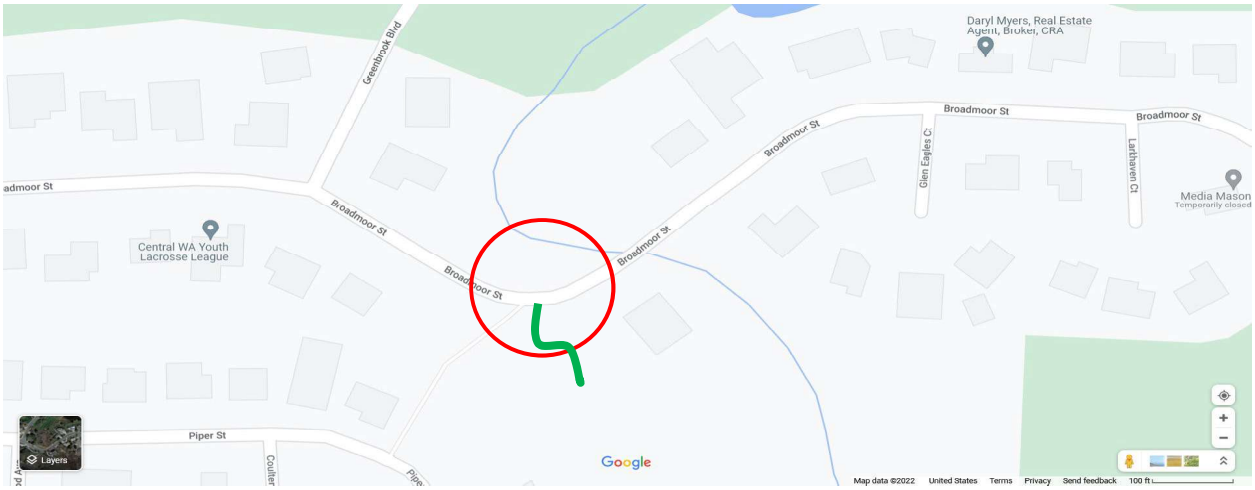
**Traffic Impact Analysis (TIA) by Kimley-Horn (March 2022)**

- The TIA was conducted during COVID, which makes many of the conclusions invalid (due to working from home, school occupancy patterns, etc.)
- The TIA states the following: "Intersection level of service analysis has been performed for the AM peak-hour, ***the highest four consecutive 15-minute periods between 7:00 AM and 9:00 AM***, and the PM peak-hour, ***the highest four consecutive 15-minute periods between 4:00 PM and 6:00 PM***".
- The IDAX raw data for many of the road intersection notes that average peak intersection activity is not occurring at the hours noted. For instance:
    - Leslie Road going north from Broadmoor Street intersection: ***AM Peak = 10AM – Noon***, ***PM Peak = 3PM – 5 PM***
    - Broadmoor Street going east from Leslie Road intersection: ***PM Peak = 3PM – 5 PM***
    - Willowbrook Avenue going east from Leslie Road intersection: ***PM Peak = 3PM – 5 PM***
    - Center Blvd going east from Leslie Road intersection: ***PM Peak = 3PM – 5 PM***
    - Leslie Road going south from Center Blvd intersection: ***PM Peak = 3PM – 5 PM***
    - There are a few intersections that exhibited peak periods, that were closer to noon (12:00 PM), which again, calls into question the noted peak period times for which traffic impacts were based upon.
- https://www.smatstraffic.com/2021/07/26/level-of-service/ This link provides excellent information regarding "Level of Service" (LOS) definitions and how different roadways are evaluated. Scroll down to "Urban Street Segments":
    - "Level of Service (LOS) ***does not offer the most in-depth or complex information, making it less than 100% accurate***, but it is easy to translate and understand, allowing decision makers to determine general service quality and how likely any changes are to create perceived improvements for travelers"
    - "Ultimately, ***LOS scores should not be the only factor taken into consideration when considering future changes***, but it can offer a helpful overview."
- The TIA fails to account for the Badger Canyon Apartments being constructed on Ridgeline Drive (more apartments are to be completed/occupied this summer), likely resulting in more traffic on **Leslie Road** than was measured by the TIA report/study.

| Road-Route | Daily Traffic Volume | RMC 12.02 Range (Trips) |
|---|---|---|
| Leslie - North | 12,372 | 5,000 – 15,000 |
| Broadmoor - West | 1,473 | 500 – 2,000 |
| Broadmoor - East | **1,926** | 500 – 2,000 |
| **Willowbrook Place** | **1,198** | 0 – 1,000 |
| **Center Blvd** | **859*** | 0 – 1,000 |
| Leslie - South | 9,788 | 5,000 – 15,000 |

The data above is from Figure 3 in the TIA report. Here are some key takeaways:

1. ***Center Blvd** data in the TIA indicates that the daily traffic volume is **237** (from Table 7), but the daily traffic volume is **859** (as noted from Figure 3), indicating a discrepancy in the TIA report
2. **Willowbrook Place** and **Center Blvd** are either above the allowable daily traffic volume or about to exceed the allowable daily traffic volume (per RMC 12.02)
3. Once the other homes are built out (along the **Piper Street** development), it is logical to anticipate an increase in daily trip numbers (for both **Willowbrook Place** and **Center Blvd**)
4. The TIA report fails to note the other traffic challenges for **Willowbrook Place**, **Center Blvd** and the planned road extension from the planned apartments, out to Broadmoor:
    - **Center Blvd** approaches **Leslie Road** on a level plane. The TIA reports that 75% of all monitored traffic heading southbound on Leslie Road were traveling between 40-50 miles per hour. **Leslie Road** is a straight, slightly uphill incline as **Leslie Road** routes south to north from **Rachel Road** to **Center Blvd**.
    - The TIA documents that 68% of all monitored traffic heading southbound on **Leslie Road** were traveling between 40-50 miles per hour. **Leslie Road** is designed with an "S" curve north of **Center Blvd**. The "S" curve creates a natural blind spot for drivers who are trying to exit from **Center Blvd** while turning left onto **Leslie Road** (to head south). This is creating challenges and near-misses as cars attempt to merge onto **Leslie Road**.
    - **Willowbrook Place** approaches **Leslie Road** on a steep incline, making entry to **Leslie Road** a slower effort from uphill movement. This is exacerbated during conditions when snow/ice/water/oil slick roads are present.
        - The TIA report fails to document what percentage of all monitored traffic heading southbound or northbound were traveling between 40-50 miles per hour on **Leslie Road** as it approaches **Willowbrook Place** (the TIA report doesn't document any analysis for this intersection – not sure why). This omission is concerning as safety of residents is paramount and increased traffic flows will result in drivers who will abandon caution as they are in a hurry, especially if traffic flows back up.
        - Given the data that was noted for traffic on **Leslie Road** where it approaches **Center Blvd**, one can assume that the percentages for the speeds noted (40-50 miles per hour) are likely the same (or higher) where **Leslie Road** intersects **Willowbrook Place**.




**Conclusions**:

1. Broadmoor and the access road to the planned apartments in Willowbrook do not account for the hazards from a road that exits onto Broadmoor (see map above, **red circle**). The road will exit onto Broadmoor where two "S" curves approach from the east and west. These "S" curves include blind spots that will contribute to vehicle accidents (**injury and death**) on Broadmoor.
2. Leslie Road (and the cross streets noted in the TIA report) are already approaching the maximum volume of daily trips as noted in Figure 3 of the TIA (measured in February 2022 during COVID slowdowns). This is likely to increase above the maximum range values allowed by RMC 12.02, further increasing the potential for vehicle accidents (**injury and death**) from heavier traffic flows, especially near **Center Blvd** as cars attempt to merge near the "S" curve (blind spot).
3. The report notes the LOS for all monitored locations is at level "B" (or better) and is anticipated to decrease to level "C" with the planned new apartments in Willowbrook. This report should acknowledge the additional traffic increases from other nearby housing (apartments on **Badger Canyon Road**, etc.) as Leslie Road and Broadmoor will continue to see increased growth as more apartments are completed at the Badger Canyon Road location.
4. The data in the TIA report is questionable at best, as the data was derived during COVID when many employees were still working from home, many schools had modified schedules and Claybell Park use is limited (compared to Spring-Fall time periods). The data for Center Blvd was grossly under-reported for daily traffic volume and should be corrected.

**SEPA and Critical Area Report Comments**

**General Comments:**

**The site map indicates "Private" as one traverses east on John Court to the main entrances for the apartments. If this is true, how are City of Richland residents that live west of the proposed development, supposed to gain access to the wildlife areas, as well as access to Claybell Park?**

- **In the SEPA Site Plan Review General comments, the property (all parcels) is listed as being zoned for R-3 (multiple family apartments). However, Parcel D has always been zoned as R-1 (single family residence), so the SEPA document includes mis-leading information at the start.**

- **General notes in the SEPA document, indicate that Parcel C and Parcel D are subject to "covenants, easements, restrictions, reservations". This seems to be a statement that will doom the outcome of this project and should have been already noted as a deal-breaker (legal issue).**
- **What is the City of Richland's stance on this legal issue? Whose interests does the City of Richland have on this matter (their citizens/residents or a business/family that does not reside here locally, let alone in this state)?**

**SEPA Environmental Checklist Comments (SEPA wording noted in italics)**

1. **Background**

**B. Environmental Elements**

Earth, Air, Water and Plant Elements are discussed (**1 through 4**):

Will the design for the multi-family apartments include rain-water collection and diversion to city sewer or other approved storm-water management systems?

The City of Richland Storm Water Management Plan (SWMP – updated 2022) should be required for the owner/contractor to respond to, prior to formal City approval. The link below is to the City of Richland's, 2022 stormwater management plan.
https://www.ci.richland.wa.us/home/showpublisheddocument/13275/637826077283470000

From the SWMP document:

*As part of the City's SWMP, an ongoing program is in place to ensure that construction site stormwater runoff is being controlled at both public and privately funded construction projects. The City has adopted regulations, located in the Richland Municipal Code (RMC), which require construction sites to comply with City of Richland Standard Design Guidelines and the Stormwater Management Manual for Eastern Washington. Furthermore, all projects are required to have a Stormwater Pollution Prevention Plan (SWPPP) prepared prior to construction commencing. The portion of the RMC which applies to construction site stormwater runoff is found in Title 16, Chapter 16.06 and is published at this website, http://www.codepublishing.com/WA/Richland/*

- The SWPPP is not listed in the SEPA Checklist but is still a requirement (prior to construction). The City of Richland should ask for this from the owner/contractor ASAP.

- Due to the sensitive nature of the proposed multi-family dwelling and close proximity to the Amon Creek/Tapteal Greenway/Chamna Natural Preserve, it seems reasonable and prudent for the City of Richland to make the SWPPP part of the checklist to demonstrate the City's commitment to the protection of the City's treasured water and land resources (as noted in the City of Richland's Strategic Plan - https://www.ci.richland.wa.us/i-want-to-/view/city-strategic-plan) as noted below:

The City of Richland developed its first strategic plan in 2008 and has continued to build upon it. Key goals are referenced as Core Focus Areas. ***The 6-Core Focus Areas organize our goals as follows***:

1. Promote Financial Stability and Operational Effectiveness

2. Manage & Maintain Infrastructure & Facilities
3. Increase Economic Vitality
4. ***Manage Our Natural Resources***
5. Maximize Community Amenities
6. Enhance Neighborhoods & Community Safety

**5. Animals (List birds and animals)**

The SEPA Checklist states "***None observed***" (which is totally ridiculous!). The Critical Area Report (prepared by*Wetland Resources, Inc*.) briefly notes the following fish, birds and animals:

***Spring Chinook and Coho both are presumed within the Amon Wasteway. Amon Creek is a fish-bearing stream and a water of the state flowing through a portion of the site, within the Amon wasteway wetland.***

***Burrowing Owl***

***Black-tailed jackrabbits***

***American badgers***

***side-blotched lizards***

***Squirrels***

Other animals and birds that have been seen by local residents (as well as me) included: coyote, raccoons, hawks, ducks, geese and other waterfowl and wildlife. It was very disappointing to rad a report that was woefully inadequate where scholarly details should be expected.

**6. Energy and Natural Resources**

The SEPA Checklist notes Electricity and Natural Gas. However, the Washington State energy code will forbid the use of natural gas energy for new construction of residential and multifamily residences (**after July 2023 – 14 months from now**); https://www.energyindepth.org/washington-states-shortcut-to-ban-natural-gas/

This may have severe consequences for the apartment designs and should be taken into consideration by both the City of Richland as well as the owner. The owner also noted that their apartment designs will not include any energy-efficiency improvements or any energy-efficient efforts. This seems short-sighted by the City of Richland, if allowed.

**10. Aesthetics**

***Multi-story units are proposed to be a maximum height of 40' from average ground level, in accordance with the City of Richland standards. The subject property is located on a small hillside located downhill from adjacent residential uses, therefore, there will be minimal obstruction to views from existing residences.***

This statement should really be asked of the residential property owners whose homes border the proposed project site to respond to (not the apartment owner). In my opinion, the subject property will provide obstruction of views to existing residents. Their views of the designated wildlife area, the Amon Creek and any wildlife that might inhabit the wildlife and Amon Creek spaces will all be impeded!

**12. Recreation**

***There is a proposed pedestrian pathway/trail that will front the wetlands/open space. This trail could be used for a variety of recreational activities including walking, jogging, biking, scenic viewing, etc… The applicant also has proposed a paved trailway that will connect to the existing trail in Claybell Park thus providing pedestrian access to the park and providing a safe walking connection for students attending Amon Creek Elementary.***

The latest site designs do not include the pedestrian pathway for Claybell Park or for Amon Creek.

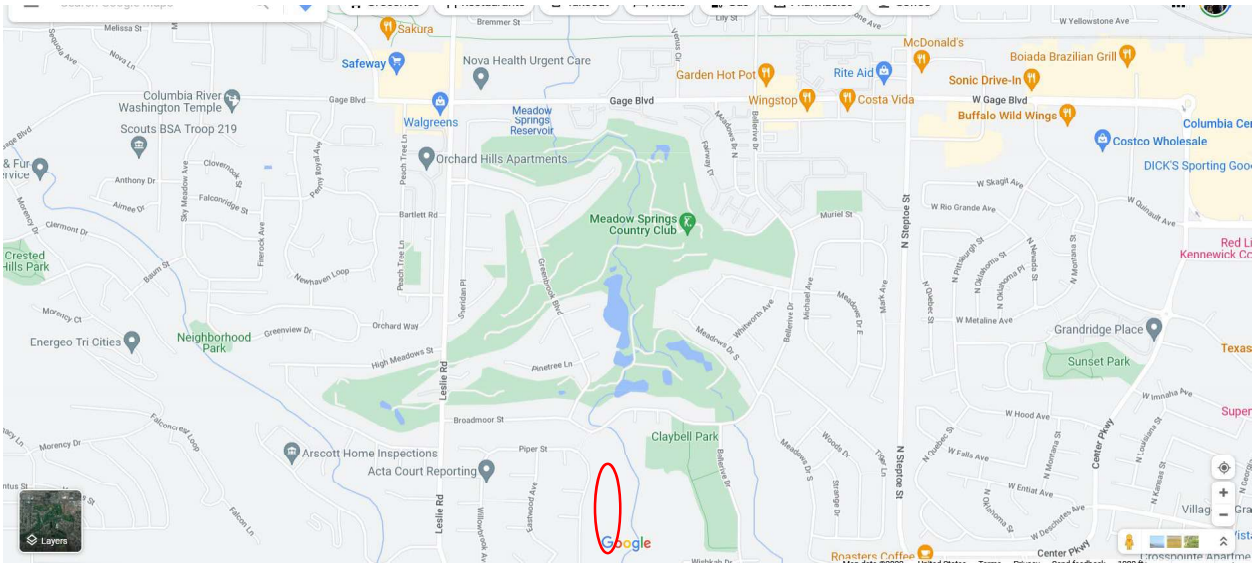
Will the existing gravel road that is currently connected to Piper Street (where the new John Court is proposed) provide the access? What will the project do with this existing (public) access to Claybell Park and to the wetlands/open spaces?

**14. Transportation**

***Proposed primary access to the subject property will be from Piper Street and John Court, which are public rights-of-way maintained by the City of Richland. A secondary access is proposed to connect to Broadmoor Street.***

While this description brings many challenges that the TIA report and other documents are trying to address, the Broadmoor Street access is very, very concerning from the standpoint of safety

- Two "S" curves with blind spots and close proximity to Claybell Park creates more traffic in the spring, summer and fall. This was not measured during the TIA report in February 2022. Claybell Park is heavily used year-round, but especially during spring to fall periods. The City of Richland recently made several improvements to the Park's capabilities. This includes:
    - Multiple soccer fields
    - Multiple baseball fields
    - Walking paths for people and pets
    - Running paths
    - Bike paths
    - Two playgrounds
    - Tennis courts
    - Pickle ball courts
- This project will combine to make even greater hazards to vehicle traffic and pedestrians who use Broadmoor to play, walk, run and take their pets along these roads that do not include




The proposed apartment complex site (**red oval**) is more than 1 mile (walking or driving) from retail services (food, gas, other services) that normally accompany apartment complex installations.

Google Maps shows the distance from 321 Broadmoor (house next to the apartment complex) is 0.9 miles driving distance to Safeway (on Gage) and 1.2 miles to Bonefish Grill (on Gage). Since the apartment complex is further south, the distances are likewise longer than Google Maps shows.

When evaluating other City of Richland apartment complexes and their proximity to retail services, it was noted that most are < 0.25 miles from retail services while some might be < 0.5 miles from retail services. The reasons for this are many but close proximity to retail services enable apartment residents to walk safely/quickly to obtain services. The Willowbrook location does not support this aspect and the City of Richland should address this problem.

**With anticipated residents from low-middle income and rising gas prices being felt by everyone, how will the City of Richland deter residents from walking through neighborhoods (most likely Meadow Springs) in an effort to obtain retail services located near Gage and Leslie?**

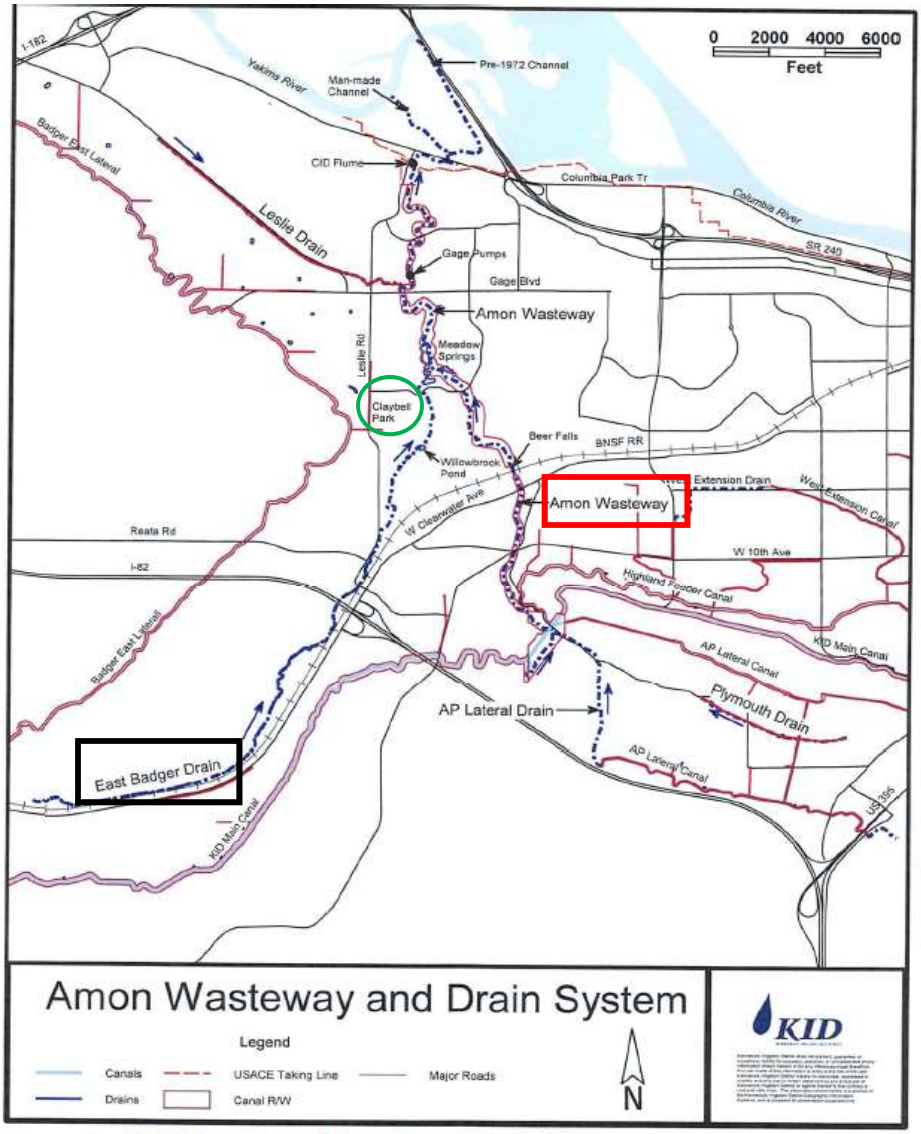



**Figure 1** - KID Map – Amon Wasteway and Drain System

The **Critical Area Report** as well as the **Wildlife Habitat Report** and some of the other documents err in their descriptions of the Amon Creek, referring to water as part of the **Amon Wasteway** that is fed by KID wastewater flows, even stating that the water flows dry up in the winter.

This is false and misleading for technical reports that should be scholarly and accurate.

The reports also make use of Kennewick Irrigation District (KID) maps. The use of KID maps (shown above – Figure 1 in the report) shows why this is problematic:

The East Badger Drain (https://en.wikipedia.org/wiki/Amon_Creek) is noted by others as being part of the Amon Creek and the longest tributary of the Lower Yakima River. It is highlighted above (**Black Box**). The Amon Wasteway (KID wastewater) is highlighted above (**Red Box**). Finally, Claybell Park (**Green Circle**) is noted as being just off of **Leslie Road** (where the Willowbrook Residences are located). Claybell Park is located between the Amon Creek (East Badger Drain) and the Amon Wasteway, so this map is in error and should not be used in technical/scholarly reports.

Thus, many of the reports produced for this project err when they reference the wasteway or refer (in error) to the Amon Wasteway. This brings into doubt, many of the conclusions.

**Conclusions**:

5. The failure to note the R-1 listing in the general SEPA documents for Parcel D and also acknowledging that the project will abide by the existing covenants and regulations of the Homeowner's Association is troubling (mutually exclusive statements, or oxy-moronic at best)
6. The City of Richland's 2022 Storm Water Management Plan (SWMP) which was recently updated, should be used to better evaluate this project and how the owner/contractor will manage storm water as well as other flows that occur from the construction and long-term operations and maintenance of the site.
7. The very limited listing of birds, fish and animals is woefully inadequate and demonstrates that the report generation was performed inadequately
8. The listing of natural gas as one of the energy sources (and the stated lack of any energy-efficient technologies) demonstrates that the owner is not in touch with current state rulings and directives regarding energy-efficiency
9. The 40-foot elevation of the apartment complex will have a devastating impact on existing homeowners and their views of both Claybell Park, Amon Creek and the wildlife spaces. This will also have a long-term (negative) impact on home values, resulting in decreased taxation values for the City of Richland.
10. The use of KID maps and mis-leading information from those maps is unfortunate at best, but again, demonstrates a lack of attention to details that are pertinent to critical outcomes and should draw everyone's attention to poor reporting for something that should be considered critical.
11. The remoteness of this proposed apartment location from retail services, will bring many challenges to those living in the apartments as well as neighboring residences. This (apartments located so remote from retail services) has never happened before in any other City of Richland apartment complex development.

## Stevens, Mike

**From:** Ronda Medina <rmed262@gmail.com>
**Sent:** Wednesday, May 25, 2022 9:20 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sent from my iPhone

## Stevens, Mike

**From:** Grama Son <gramason1@gmail.com>
**Sent:** Tuesday, May 24, 2022 7:09 PM
**To:** Stevens, Mike
**Subject:** Proposed Apartments in Willowbrook.

Hello
I saw the story Willowbrook
I don't live in that area but I'd like to way in as a Long time Tri- Citian.
Please help preserve our wildlife waterways, surely we can find a critter or waterfowl or salmon that we need to help preserve. We need to be good stewards of our land we need to preserve anything near waterways.
You know where there's humans there is destruction.
Not to mention **weather** catastrophes in our future.
PLEASE Don't sell out!
It's always about money.
This stuff about growth is ruining the
Tri- Cities.
As it is everything is being neglected everywhere you go.
I say let's fill in other desolate areas near town.
NO TO BUILDING ANYTHING IN WILDLIFE, STREAMS, CREEKS AREAS.
Save our Earth.

THANK YOU
S. Ayala

## Stevens, Mike

**From:** Samuel Dechter <sdechter@charter.net>
**Sent:** Friday, May 20, 2022 12:05 PM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place M2020-101 & EA2020-114

Dear Mr. Stevens,

I am writing to express my opposition to the proposed apartment complex to be located immediately east of Willowbrook. Several features of the proposal jump right out to me as significant concerns.

· The proposed exit route onto Broadmoor Blvd obtained by constructing a roadway through two Willowbrook lots violates our Willowbrook Covenants that permit only single family housing on the lots. I do not believe that the City has the authority to rezone the properties and authorize a road on them, thereby violating our Covenants.

· Dumping the traffic exiting from the proposed 108 units of the apartment complex onto Broadmoor right at a blind curve bend is a significant traffic safety concern and must be resolved prior to granting any approval for the developer to proceed. Police and Emergency Services must agree with and approve any proposed resolution.

· The additional hundreds of vehicles daily exiting the apartments onto Broadmoor Blvd will severely tax, if not overload the capacity of this residential street (Broadmoor is not a collector or feeder street) and threaten residents walking in the area to and from Claybell Park and will pose a threat to children playing and riding bicycles and other items along the street. The same hazardous concerns will be true for any traffic exiting onto Piper, Center, and Willowbrook Pl. within Willowbrook.

· The utter disregard for the wetlands of the Amon Creek Natural Preserve and the probable damage to its flora and fauna is apparent in the proposal. Without a barrier between the apartment complex roadways and walkways and the Amon area, significant damage to the Preserve is probable. Contractors not familiar with the area and not concerned with protecting wildlife habitat typically destroy the lands adjacent to the construction area (sewer line project, Hayden Homes housing project). Persistence by the developer in identifying the waterway as the Amon Wasteway and ignoring the fact that it is the Amon Creek Natural Preserve, a city owned public park documents the developer's negative attitude.

Perhaps the City could alleviate this entire problem by arranging a land swap with the developer so the acreage adjacent to Willowbrook can remain open and available for recreation and the developer can build his apartments on a section of land not adjacent to a single-family residential area and with direct access to appropriate feeder and collector streets designed for the increased traffic flow. Also, this approach would mitigate the several traffic safety concerns associated with the Willowbrook location.

Thank you for receiving and reading my letter.

Sincerely,

Samuel J Dechter
113 Bebb Ct
Richland, WA 99352

509-627-0950
sam.dechter@gmail.com

## Stevens, Mike

**From:** Sara Allington <sara.allington@gmail.com>
**Sent:** Thursday, May 19, 2022 5:44 AM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments

Good morning,

I was wondering, has a traffic impact study been completed by Richland since Claybell Park has been improved? That leads into my second question which is when were traffic studies done for the Willowbrook Apartments? Before or after the park improvements? Same question for wildlife impact studies before and after park improvements. Unless these studies have been redone recently I believe the results are grossly inaccurate. I won't let my kids walk to the park now because that road is dangerous as it is. I want to go on record that I am opposed to the development of this complex. That monstrosity doesn't make sense in our dense neighborhood.

Thanks for your time,

Sara Allington

## Stevens, Mike

**From:** Sara Hager <s0hager2@gmail.com>
**Sent:** Wednesday, May 25, 2022 4:45 PM
**To:** Stevens, Mike
**Subject:** Opposition to Proposed Willowbrook Development/Apartments

This is my opposition to Willowbrook development by the Amon Creek Preserve. My major concern is for the traffic safety of residents walking to and from Claybell Park. There are a mixture of retirees and new families living in this neighborhood. At all times of the day, you can see senior citizens, young children, and/or mothers pushing their stroller on the roadway. The sidewalks are not used because the pavement at the end of driveways are steeply sloped making it cumbersome on body joints. It is my concern that the risk of a pedestrian being injured on Broadmoor Street will increase with the addition of traffic from the proposed Willowbrook multi-family units.

In my opinion, there is a lot of congestion created on evenings where people are utilizing the park. Instead of using the Park's parking lot, people park on Broadmoor street. This is already treacherous on evenings when drivers have the sun in their eyes. I can't imagine how congested this will become with the projected increase of traffic. With the recent updates that have been made on the pickle ball courts, Broadmoor street is now congested during the day as well because retirees are utilizing the courts during the day. If you decide to allow the developer to build this complex, please fix the issues. Replace the ends of driveways with user-friendly sidewalks, and install no parking zones on both sides of Broadmoor Street by Claybell Park.

When my husband and I purchased our home, the interior of the house was not the selling point. It was the location. The house butted up next to a park and nature preserve! We envisioned that we would be able to walk out our backyard gate to enjoy Claybell Park and Amon Creek Natural Preserve's hiking trails with our unconceived child. It was lovely to see the geese waddling, quail scurrying along with their offspring in our backyard and listening to the coyotes at night. It is so serene taking a stroll in the park and seeing the view of Little Badger Mountain. We hoped that we would continue to enjoy the unobstructed views for several decades. That hope is quickly dwindling. With the expansion/upgrades of the Claybell Park and construction of the Hayden home development, the sightings of wildlife have greatly decreased. It saddens me because my little girl never got the opportunity to see geese and quail in our backyard. Now, my daughter and neighboring children have to be cautious when vehicles whip into the cul de sac because drivers make u-turns off of Broadmoor Street. Currently, we have three children who are on the Autism spectrum in our cul de sac. They don't always remember to watch out for vehicles. Please don't approve this construction to keep that amount of traffic on Broadmoor to a minimum for the safety of your residents.

Sara Hager

345 Glen Eagles Ct

Richland

## Stevens, Mike

**From:** Sara Lindberg <sara.m.lindberg23@gmail.com>
**Sent:** Saturday, May 21, 2022 11:38 PM
**To:** Stevens, Mike
**Subject:** Willowbrook apartments

Mike,
I am very much against the proposal of the apartment complex being built behind willowbrook. It will increase traffic in and around our neighborhood. It will also lower the values of the homes nearby. Please do what you can to prevent this from being done. Thank you for your help.
Sara Lindberg

Sent from my iPhone

## Stevens, Mike

**From:** shellene smedley <shellenesmedley@yahoo.com>
**Sent:** Wednesday, May 25, 2022 9:21 AM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

## Stevens, Mike

**From:** Sheri <slrdra86@gmail.com>
**Sent:** Tuesday, May 24, 2022 1:27 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

## Stevens, Mike

**From:** Sorcha Fox <sorcha_fox@yahoo.com>
**Sent:** Wednesday, May 25, 2022 12:24 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Place apartments application
**Attachments:** Willowbrook Apartments--Environmental Noncompliance--May 23 2022.docx

Dear Mr. Stevens,

I am again writing to place my trust in you to protect our neighborhood and the Amon Creek reserve in your consideration for the Willowbrook Place apartments application. I appreciate that you yourself are not responsible for the application, but you are the person with the power to protect our wildlife and human community, as well as the planet—as this is of course a significant environmental concern.

As I'm sure you know, it is bizarre and extremely troubling to local homeowners that the application should ever get this far. Any reasonable person can see that (1) the zoning is in error and completely out of date for any property next to such an important natural resource, and (2) the proposed access roads are still completely inadequate and inappropriate for the surrounding neighborhoods. I agree wholeheartedly with the attached memorandum provided by Ray Swenson, an Environmental Law attorney and WSU professor. Rather than re-hash it here in my own words, I urge you to review his document in detail if you have not already done so. His summary is extremely well researched and explained with great clarity.

However, I will call out specifically that I trust you to correctly address the many issues of zoning, traffic volume and safety, fire safety, city code and HOA Covenant violations, and environmental impact—without putting everyone through repeated charades of further poorly thought out proposals and hearings. We should not have to continuously spend our time and money fighting against something so completely unreasonable and detrimental to the community and environment. As I have stated in my previous letters, I have a deep respect for the traditions of urban planning and development, and I hope you will do the right thing in your very important duty. And as also previously mentioned in my previous letters, I invite you to visit the site from my property on 312 Piper Street, from which you'll see for yourself how ridiculously close the wetlands are to the proposed site. Of course this is only one of the many issues that I and several others have already brought to your attention.

Thanks again for your consideration,

Sorcha Fox

MEMORANDUM May 23, 2022

RE: Proposed Willowbrook Apartments—Environmental Noncompliance

In spite of the 347-page-length of the Site Plan Review application submitted to the City of Richland, the developer is hoping the City will disregard several important laws. The most fundamental law they want the City to ignore is the law of gravity, by claiming that the stream and wetlands that form the eastern side of the project site will be protected by a 150 foot "buffer zone" from the massive earth-moving and construction activities throughout the west side of the site. The simple fact that is apparent to anyone who either walks the site, or looks carefully at the site topographic maps, is that the entire project site is in the immediate watershed of the stream and wetlands, and that natural stormwater, as well as water used for dust control and other land forming and construction activities, carrying particulates and other pollutants, will be drawn by gravity downhill across the "buffer zone" and into the wetlands and stream.

The developer's application includes consultant reports on certain ecological aspects of the site. Those reports confirm that the stream drains north into the Yakima River and then directly into the Columbia River, that it is surrounded by adjacent wetlands that have been extensively delineated based on soils and vegetation, and that the stream and wetlands are therefore Waters of the United States under the jurisdiction of the Federal Clean Water Act and corresponding state laws. In particular, the reports confirm that the stream and wetlands are habitat for the Spring Chinook and Coho salmon species that are protected by the Endangered Species Act. The reports also confirm that the site is habitat for at least several species of migratory birds, which are protected under Federal law.

However, the application fails to take the next logical step to address the significant environmental law, regulation and permitting requirements that are triggered by the special character of the site and its wildlife:

1. The developers have totally ignored the requirement to comply with requirements for a stormwater pollution prevention permit, which is required because the site is adjacent to, and drains into, a stream and its adjacent wetlands which are Waters of the United States protected under the Section 402 NPDES Permit requirements of the Clean Water Act. The permit program in Washington is administered by the Washington

Department of Ecology, and includes a mandatory 30 day public comment period.

2. The developers have failed to address the requirement to obtain a necessary permit from the US Army Corps of Engineers under Section 404 of the Clean Water Act, since construction on the site will deposit soils into a stream and wetlands that are Waters of the United States.
3. The CWA Section 404 requirements include preparation by the Corps of Engineers of an environmental impact analysis under the Federal National Environmental Policy Act, separate and apart from any State Environmental Policy Act analysis adopted by the City of Richland. NEPA requires examination of all potentially applicable laws and regulations, both state and Federal.
4. The stream and wetlands affected by construction on the site are habitat for Chinook and Coho salmon protected under the Federal Endangered Species Act. The potential impact on these species must be analyzed under the standards of the ESA, and the project may not then proceed without negotiation of a Federal Habitat Conservation Plan under Section 10 of the ESA, that must be approved by the National Marine Fisheries Service of the National Oceanic and Atmospheric Administration.
5. While a contractor for the site owner identified many bird species on the site on March 19 of 2021, the contractor failed to address the requirements of the Federal Migratory Bird Treaty Act, which makes it a Federal crime to harm any migratory bird or its eggs. A single March site visit fails to identify all the migratory bird species which may visit the site over the full course of the spring and summer months, some coming from thousands of miles away. Biologists working for the U.S. Department of Energy at the Hanford Site have documented that Benton County hosts dozens of species which nest on the ground, and others on structures, such as cliff swallows that use mud (such as that available in the wetlands on the project site) to build nests on walls and the frames of new buildings under construction, including the massive Hanford Waste Treatment Plant. MBTA compliance will not be complete until a comprehensive survey is conducted over the spring and summer of 2022, followed by negotiation with the US Fish & Wildlife Service Portland regional office to obtain the applicable permits for

incidental "take" of protected birds and eggs that may occur during the construction and operation of the apartment complex.

6. The contractor reports have confirmed the presence on the site of Burrowing Owls, which are a species which the State of Washington has identified as declining significantly in its population, surviving in Washington mainly within Benton County, and therefore measures to protect the Burrowing Owl from the impacts of the construction and operation of the site must be analyzed and adopted to satisfy the State Environmental Policy Act.
7. In light of the substantial environmental compliance and permitting issues identified above, the SEPA does not allow the City of Richland to authorize construction to proceed without completing a full environmental impact analysis to justify its action. Furthermore, since the facts trigger the application of the Clean Water Act, the Migratory Bird Treaty Act, and the Endangered Species Act, Federal law requires prior completion of a full environmental impact analysis under the National Environmental Policy Act, with public participation and hearings. If the City attempts to authorize the project to proceed without compliance with Federal law, both the City and the applicant may be subject to civil and criminal enforcement actions by these Federal agencies, and civil lawsuits brought by citizens to enjoin the action. Rather than assume legal responsibility for the developer's disregard of environmental protection laws, the City of Richland should direct the developer to negotiate with all of the state and Federal agencies cited above and demonstrate that their project has been brought into full compliance with all applicable laws, including the requirement of both SEPA and NEPA for a full analysis of the applicable requirements and opportunities for public comment and hearings on their draft decision documents, as well as on relevant permits.

Submitted by Raymond Takashi Swenson,
Lt. Colonel, USAF (Retired); JD, LLM Environmental Law
Licensed in Washington (#27844), Utah (#3174), California (#164137), and the US District Court for the Eastern District of Washington.
103 Hillview DR, Richland, WA 99352
509-713-0966, RaymondTSwensonLaw@gmail.com

Raymond Takashi Swenson earned his BA degree in mathematics and Juris Doctor (JD) degree at the University of Utah, and a Master of Laws (LLM) in Environmental Law at George Washington University Law School in Washington, DC, where he served at the Pentagon with the Deputy General Counsel of the Air Force for Installations and Environment, and with the General Counsel for the White House Council on Environmental Quality. He served as Chief of Environmental Law for Strategic Air Command, and Air Force Regional Counsel for the Western United States. After several years with law firms in San Francisco and Salt Lake City representing cities negotiating to receive the transfer of closing military bases, he began 22 years of service as environmental law counsel for Bechtel and then CH2M HILL/Jacobs at the Idaho National Laboratory and the Hanford Site, retiring in 2019. Since 2010 he has been on the adjunct faculty of Washington State University, teaching students in Pullman, Vancouver and the Tri-Cities, in environmental policy and law and hazardous waste management.

## Stevens, Mike

**From:** Staci Cheatham <staci@cheatham.cc>
**Sent:** Monday, May 23, 2022 8:19 AM
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apartments

Dear Mr. Stevens:

We are very alarmed about the plan that City of Richland has for **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).** We are strongly opposed to these apartments and all of the problems that their construction and proposed physical access **will cause.** Our opposition to this proposed development includes major concerns regarding the following issues: inappropriate zoning, traffic volumes and safety, fire safety, blatant City of Richland code violations, HOA covenants & restriction violations and environmental concerns. Each of these are addressed below:

**Zoning**

The zoning of the proposed property was designated as high density decades ago when access to this property was essentially uninhabited. Indeed, the plan was to provide adequate access to this property. Unfortunately, over the years, either through intention or poor planning on the part of the city, the access has been severely reduced by the city of Richland. No known attempt was made by the city or property owner to protect the access to this property. As a result, the city and developers find themselves in a predicament where the available access to this property does not readily support its proposed use of a high density apartment complex. The current attempts to force a project where it no longer fits clearly poses several concerns, violates city code and HOA covenants and is an attempt to maximize profit at the expense of citizen safety and of the environment. I assert that the previous zoning designation is inappropriate and should be modified to better suit the restriction to access created by the city of Richland.

**Traffic Volume and Safety**

There are only two proposed access options to this property, and both are problematic.

1. A meandering course through small neighborhood streets (Center Blvd and Piper St.) and

2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.

You may already be aware of several issues related to this restricted access:

Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns. Often, Broadmoor access to Leslie Road is already backed up with 20 cars for long periods of time. The apartment build will greatly exacerbate this traffic issue. In addition, the Claybell Park area on Broadmoor (including the city's recent pickleball court expansion) is an extreme safety and traffic hazard. We have observed accidents and many near-accidents at this location.

Center Blvd and Piper St are not adequately suited for high volume traffic and pose clear traffic safety hazards for motorists and pedestrians (especially young children). The safety issues are impossible to ignore.

We understand that there was an updated traffic study, as the previous study was out of date. The new study confirms the listed concerns and it is now admitted in the study that the primary access (60% of volume) to these apartments will

be on Broadmoor on a roadway that was initially planned as a emergency access point and then a secondary access. This proposed road is 23 feet at its most narrow point, which also happens to be on an “S-curve”, located at a crosswalk, and does not plan for a retaining wall on this sloped land. Building a road in this location is of extreme safety and traffic concern.

**Fire Safety**

Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the access road even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications this has evolved into a full access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

**City Code & HOA Covenant Violations**

In a city with a “Code Enforcement” department that can issue citations and accompanying fines and property liens for vegetation that is too tall, it is flagrantly hypocritical that the city itself does not even attempt to follow its own codes. This demonstrates a blatant disregard of the city’s own codes. This is readily apparent when reviewing the proposed dimensions of the access road to Broadmoor. It is clear that the developer is in need of additional access and is limited by dimensions of the properties it owns. It is unfathomable that this could be considered “up to code” and the approval of such a road is extremely ill-advised and inconsistent with a rational approach to safe and ample access.

In addition, the northern access road to Broadmoor utilizes several properties that are subject to covenants & restrictions of 2 Homeowners Associations. You may be aware of pending lawsuits against the developers asserting the appropriate usage of these HOA properties. I am certain the owners of these properties signed the acknowledgement of HOA covenants and restrictions on these properties when they were purchased. Although it has always been apparent that development of the larger property was possible, it could not have been anticipated that a road would be developed on lots designated for single family dwellings only. I believe this is unfair to the members of the HOA and residents

of adjacent properties who have invested their money in properties believing that the HOA covenants would protect the usage of its properties from inappropriate development.

**Environmental**

This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. The preservation of this natural area is consistent with the City of Richland’s strategic plan in which the fourth focus area to “manage our natural resources” by “Balancing private and public interests in conservation and preservation of sensitive areas.”

**Summary**

In summary, the currently proposed development is not consistent with the City’s own strategic plan. The plan blatantly violates established city codes and HOA covenants. It poses clear hazards to residents' safety, efficient traffic patterns, and the environment and overall is an inappropriate use of the land. It is unfathomable that the proposed development could be approved given all of these issues. The flagrant disregard for these issues, if the project were approved by the city, would display an utter disregard towards its citizens, community, and environment or, at best, severe incompetence in proper planning and execution of the city’s duties as it pertains to appropriate development in our community.

Sincerely,

Staci Cheatham
103 Fairwood Court
Richland WA  99352

## Stevens, Mike

**From:** Steve Liston <liston100@yahoo.com>
**Sent:** Friday, May 20, 2022 8:37 PM
**To:** Stevens, Mike
**Subject:** Proposed Willowbrook Place Apartments

The proposed Willowbrook Place Apartments will put neighborhood children and grandchildren due to increased traffic and therefore speeders. Particularly where I live @208 Piper wher Willowbrook Ave , Piper St, and Piper Ct meet.
This
Is
a
Bad
Idea.
Sincerely,
Steve Liston

Sent from Yahoo Mail for iPad

## Stevens, Mike

**From:** Steven Smedley <smedsms@yahoo.com>
**Sent:** Wednesday, May 25, 2022 5:55 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

## Stevens, Mike

**From:** SJA <runningmom71@yahoo.com>
**Sent:** Tuesday, May 24, 2022 9:10 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Sincerely,

Susan Arola
Willowbrook Resident

Susan Miller
1920 Harris Ave.
Richland, WA 99354

Mike Stevens, Planning Manager
City of Richland
625 Swift Blvd.
Richland, WA 99352

May 23.2022

Dear Mr. Stevens,

I strongly object to the plans for the Willowbrook Place Apartments. I think the City of Richland should abandon this project. This is too great a disruption to the Amon Creek Natural Preserve and the land we call the "wild area". I'm concerned about the wildlife. I would like to have more wildlife, not less. My husband and I don't live near this land, but we enjoy walking there nonetheless. We enjoy walking in the shrub steppe habitat that has been restored. Thank you for that restoration.

My husband and I live on the Columbia River. We've lived in this house about 35 years. We've seen the habitat change and the wildlife diminish here. The homes along Piper Street enjoy more diversity of wildlife than we have now.

The homes around the land were built and bought so their owners could enjoy the wild area. Now that will be destroyed for them. Isn't there another parcel of land where these developers could build?

Sincerely,

Susan J. Miller

Susan Miller

## Stevens, Mike

**From:** Suzanne Norris <suenorris22@gmail.com>
**Sent:** Thursday, May 19, 2022 9:10 AM
**To:** Stevens, Mike
**Subject:** Broadmore intersection/Willow Brook Apts.

City of Richland Officials,
I live less than a half mile from the City of Richland's proposed road intersecting at Broadmoor Street not far from Claybell Park in Richland. I walk this road nearly every day with my spouse and experience moderate traffic speeding down this road every morning from Broadmoor Street by Claybell park all the way up to Leslie Road. Speeding traffic along with heavy street parking at Claybell Park concerns me. Not only is this a huge safety issue for walkers and the hundreds of people utilizing our beautiful Claybell Park (with the new pickleball courts, basketball, tennis, soccer, toddler playground, walking paths) the significant increase of traffic along this route will make it even more difficult to pull out onto Leslie Road when driving west. I've been caught at this stop sign during after school rush, unable to enter Leslie Road from Broadmoor for several minutes with a line of traffic over 12 cars long ( Add a school bus & the matter becomes nearly unbearable).
I do NOT support adding an intersection anywhere along Broadmoor Street. We already struggle with the traffic conditions on Broadmoor Street which is a perfectly nice neighborhood street, where lots of families live and play. What a shame to devalue these homes on Broadmoor by making it a thoroughfare that can never be reversed. Please ind a different route for this proposed apartment complex that is SAFER and makes sense!!

Suzanne Norris
124 Hillview Drive
Richland, Wa

## Stevens, Mike

**From:** Charter <tamisings@charter.net>
**Sent:** Monday, May 23, 2022 3:18 PM
**To:** Stevens, Mike
**Subject:** Proposed road at Broadmore

Please reconsider allowing another road access on Broadmore. The road is already congested especially on Saturday and Sunday due to the park down the street. I walk that street every morning and have only seen one traffic counter for about one week during the winter months. That short time was not a good enough indication of what the traffic will be if an apartment complex driveway is built. It is much busier on the weekends and during the summer months. All of the side roads will be congested also and are not built to accommodate such traffic, along with the golf traffic that is pedestrian along Greenbrook and Leslie Tamilyn Rawlins

Sent from my iPhone

Tapteal Greenway

PO Box 2002
Richland, WA 99352
www.tapteal.org

May 24, 2022

Mike Stevens, Planning Manager
City of Richland
625 Swift Blvd., MS-35
Richland, WA 99352

Dear Mike:

Tapteal Greenway has reviewed the site plan, environmental (SEPA) checklist, and associated reports regarding the revised and re-submitted Willowbrook Apartments Site Plan Review application (M2020-101 & EA2020-114) and wishes to submit the following comments. We believe the proposed development will negatively impact the adjacent west fork of Amon Creek, its associated wetlands and Amon Creek Natural Preserve. Therefore, a Determination of Significance should be issued although with extensive mitigation a MDNS might be applicable.

- The applicant's response to SEPA Checklist question 8.h does not mention that the Critical Areas map in the Comprehensive Plan designates a portion of the site as a Geological Hazards (Steep Slopes) area. This should be noted in the checklist with reference to the submitted GEOTECHNICAL & HYDROGEOLOGICAL SITE EVALUATION REPORT.

- The applicant's response to SEPA Checklist question 8.L states "The project is compatible with existing surrounding land uses ..." The west side of the project is bordered by single family residences. The east and south sides of the property are bordered by Amon Creek Natural Preserve which is designated natural open space. We do not find the proposed development to be compatible with these two land uses.

- The applicant's response to SEPA Checklist question 10.b states that there will be minimal obstruction of views from existing residences. The west edge of the site is at an elevation of 515'. The footprints of the proposed apartments fall on elevations of 495' to 505'. With no adjustment of elevations due to grading and a building height of 40' portions of the buildings would rise 30' above the west edge of the property. This creates much more than a minimal obstruction of views to the adjacent homes. This does not take in account the proposed landscaping plan that calls for the extensive planting of trees including adjacent to the western edge of the site.

- The applicant's response to SEPA Checklist question 12.a does not mention the presence of Amon Creek Natural Preserve which is adjacent to the property and provides significant recreational opportunities.

- The applicant's response to SEPA Checklist question 12.c proposes a paved trail to connect with the existing trail in Claybell Park. To make this connection the paved trail would pass through Amon Creek Natural Preserve. There is an existing soft surface trail along the proposed path of the paved trail. This proposed paved trail is not necessary nor is it compatible with the function and purpose of the preserve which is a designated fish and wildlife habitat conservation area.

- The submitted CRITICAL AREA REPORT FOR WILLOWBROOK ignores an important requirement of RMC 22.10.110: *"If the existing buffer is unvegetated, sparsely vegetated, or vegetated with invasive species that do not perform needed functions, the buffer should either be planted to create the appropriate plant community or the buffer should be widened to ensure that adequate functions of the buffer are provided."* There is a sewer line/access road that runs south along Parcel A to the KID irrigation pond. This access road is 20' wide. The sewer line and a second gravel path then head west across the south end of the parcel. Each of these gravel paths is 10' wide. These graveled paths are located within the buffer zone for this parcel. As they are devoid of vegetation and therefore can't provide the required buffer function the buffer should be widened to compensate for this. This increases the required minimum buffer width for this parcel from 150' to 170'.

- The submitted WILDLIFE HABITAT ASSESSMENT REPORT FOR WILLOWBROOK divides the site into three habitat units. A large portion of the buffer area is comprised of Habitat Unit B which is described as moderately disturbed shrub-steppe comprised of common rabbitbrush, Russian thistle, Canada thistle, desert parsley, Indian ricegrass, western yarrow, cheatgrass , and tumblemustard. Four of the listed plants are invasive species (Russian thistle, Canada thistle cheatgrass and tumblemustard) which likely degrade the functionality of the buffer area. Habitat Unit B comprises most of the buffer area in Parcel A which is also compromised by the presence of graveled paths. A vegetation enhancement plan that includes success monitoring should be required for the Habitat Unit B areas within the buffer.

- The site plan shows a paved maintenance road/path that passes through the buffer area at the north end of Parcel A and crosses the west fork of Amon Creek. The impact of this impervious surface on the buffer and the creek has not been accounted for. This impact needs to be assessed and either eliminated or mitigated for. As a gravel path already exists, the need for a paved path has not been demonstrated.

- Measures need to be taken to prevent encroachment into the buffer area during and after construction.

- This is essentially the same proposal that was subbmitted in 2018 for which the City issued a Mitigated Determination of Non-Significance (EA2018-119). The first three mitigation measures should also be required now: silt fencing at edge of buffer before any construction activity, permanent fence at edge of buffer with signage, shielded outdoor lighting.

As always, we appreciate the opportunity to review significant, substantive, landscape-altering proposals such as this. Please contact me directly on 942-0354 or taptealgreenway@gmail.com if there are further questions for the Tapteal Greenway.

Sincerely,

Adam J. Fyall

Adam J. Fyall
President, Tapteal Greenway

**Stevens, Mike**

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**From:** Terry Miller <tnmiller@owt.com>
**Sent:** Tuesday, May 10, 2022 12:17 PM
**To:** Stevens, Mike
**Cc:** Jeff Reiten; Craig Walker
**Subject:** M2020-101 & EA2020-114

Mr. Stevens,
Please confirm that all of the comments and objections submitted leading up to the scheduled hearing in December 2020 are still part of the record and that it is not necessary to resubmit those.

The Notice and application are objectionable:

1. The Notice does not include the completeness date. RCW 36.70B.110(2)(a).
2. There is no proof that the owners, Duane & Cheryl Smith, know of or consent to the application. No one signed for the other owners.
3. The property description does not include the Meadows Springs Second Nine lot that is part of the project.
4. The zoning for the lots in Willowbrook 2 and the Second Nine are not reflected.

Thank you for your professional courtesies,
Terry Miller

Sent from Mail for Windows

## Stevens, Mike

**From:** Tighe Racicot <tighe.racicot@icloud.com>
**Sent:** Wednesday, May 25, 2022 2:13 PM
**To:** Stevens, Mike
**Subject:** No Willowbrook Apartments

Mr. Stevens,

I emphatically disapprove of the Willowbrook Place Apartments proposal. My family purchased our home in this community just two months ago, and our property line would be adjacent to the proposed parking lot and access road at John Ct. Our realtor informed us there would be no further developments, and had the seller been transparent about this ongoing dispute—that apartments would be built behind us—I would have steered clear of the area. Having lived in apartment complexes for years after college, I know they will be greatly detrimental to our home and this community.

Apartments would significantly increase traffic and congestion passing right next to our home at the terminus of John Ct. This will endanger our children as they play outside. This will increase noise in various forms, loud vehicles with subwoofers or engines, loud groups of people, undoubtedly smokers will be smoking in the parking lot instead of the building, which will waft into our homes and yards as we try to enjoy the fresh air. It will increase noise and light at night, it will remove a substantial area of natural habitat and walking trails used by numerous people for health and recreation.

With so much land freely available in the Richland area, why is the builder trying to squeeze an apartment complex into a quiet and disproving community? I and my family ask you to prevent this from happening, and preserve our happy and quiet neighborhood and habitat.

Please direct the builder to develop elsewhere.

Thank you,

Tighe

## Stevens, Mike

**From:** Tori Shiozaki <torishiozaki@yahoo.com>
**Sent:** Wednesday, May 25, 2022 4:57 PM
**To:** Stevens, Mike
**Subject:** NO to Willowbrook Apartments

I strongly oppose and object to the proposed development of the Willowbrook Apartments, east of the Willowbrook neighborhood. This development is inconsistent with our community covenants, it would create serious traffic problems due to insufficient roadways, and it would destroy our nature preserve, which not only protects local wildlife but also provides essential walking and running paths.

Please protect our public land.

Tori Y. Shiozaki
(562) 221-0908

Sent from Yahoo Mail for iPhone

## Stevens, Mike

**From:** Tracy Wilson <gowilson5@yahoo.com>
**Sent:** Saturday, May 21, 2022 6:50 AM
**To:** Stevens, Mike
**Subject:** Willowbrook apts

In viewing the road to broodmoor that was created by purchasing housing lots to now make a road seem very unsafe. That curve road Is not very visable as it is. Adding all of that propane traffic ( and a traffic study done during COVID and many people still working and going to school at home) is the least it will be.

I understand a lawsuit from the williowbrook homeowners association is active and converting lots into roads goes agains the convents of the homeowners association.

When that parcel of land was identified as multi family how could the city planners not have a road access already in place?

It would seem a better road access would be so be paved along the back of claybell/Clearwater creek to exit onto that arterial the. Exit to bellreive. Exiting to broadmoor is not a safe plan. Or was it even foreseeable for the homeowners

Apartments all over Richland alway exit to an arterial and never through an existing neighborhood or by purchasing lots. I'm very concerned about the lot conversation situation. Is that really even legal?

Please reconsider the access road to a non residential path. Or perhaps find a land swap to allow the apartments to be relocated in a better situation.

I'm not opposed to having the housing just seems unbelievable that secluded parcel is really zoned that way. I suspect even claybell park additions changed possible access roads to this area

Please do not allow the access roads be onto Piper and Broadmoor

Tracy Wilson

Sent from my iPhone

State of Washington
**Department of Fish and Wildlife**
Habitat Program
2620 North Commercial Avenue, Pasco, WA 99301
Phone: (509) 543-3319, E-mail, Michael.Ritter@dfw.wa.gov

May 25, 2022

Mike Stevens
Planning Manager
City of Richland Planning Department
625 Swift Blvd MS-35
Richland, WA 99352

Subject: Willowbrook Apartments: (M2020-101 & EA2020-114)

Dear Mike,

Based on the City of Richland Municipal Code (RMC) 22.10.185 (A)(2), data collected within the project boundary and presented in the Wildlife Habitat Assessment Report, and the Washington Department of Fish and Wildlife's (WDFW) knowledge of the project site and adjacent Amon Nature Preserve, WDFW Priority Habitats and Species (PHS) will be permanently impacted (lost) from the development of the proposed Willlowbrook project. PHS that will be permanently impacted include shrubsteppe habitat and at least two animal species; Sagebrush sparrow and Black-tailed jackrabbit.

We are also concerned that the project may impact the adjacent Amon creek/wasteway, which is a central feature of the immediately adjacent WDFW Priority Amon Creek Biodiversity Area and Corridor. We wish to reiterate our concerns and recommendations from our October 2020 comment letter. In that letter we recommended:

- An erosion control plan should not only be maintained throughout the construction of the project but until suitable vegetation is established on the site (1-3 years) to prevent sediment or sediment laden water from entering the riparian buffer or the Amon Watercourse.

- All storm water from the site during and post construction should not be allowed to enter the adjacent buffer and wetland. Stormwater treatment facilities must not be located within the buffer.

We look forward to working with the City of Richland, the project, and others in support of RMC 22.10.220 to develop and implement mitigation that fully accounts for the permanent loss of priority habitat, its functions and values, and impacts to priority species.

Please contact me with any questions at Michael.ritter@dfw.wa.gov or at 509-543-3319.

Sincerely,



Michael Ritter
Habitat Biologist
Statewide Technical Lead: Wind and Solar

**Stevens, Mike**

**From:** At & t <kitchenwa@aol.com>
**Sent:** Wednesday, May 25, 2022 4:58 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments

2737 Chelan Loop
Richland, Washington 99352

May 25, 2022

Mike Stevens
mstevens@ci.richland.wa.us
Richland, WA 99352

SUBJECT: PROPOSED WILLOWBROOK PLACE APPARTMENT COMPLEX

Mr. Stevens,

This letter is a follow-up to my October 2020 letter to you. The intent of this letter is to again provide my opposition to the proposed Willowbrook Place apartment complex project.

Have you ever seen a great white egret swoop down from just above your house and fly into the watery marsh? I did and oh what a sight it was. My assumption is that it landed where the nest is with eggs ready to hatch. Have you ever seen a whole family of four coyote pups and their parents cautiously walking past in an area with sparse shrubbery where the young ones will learn how to hunt for their food and build small caves for their homes? Have you ever seen an owl land on my neighbor's house peak and sit for hours as a lookout to protect its babies and gather rodents for food? I'm sure most people would find it difficult to answer these three questions affirmatively but for me it is common place living in the Clearwater Creek area. All three examples are of wildlife present in the area or adjacent to the area being proposed as the construction area for the Willowbrook Place apartment complex.

I could expand on many of the beautiful wildlife present but I am sure you will receive input from a few professional experts on the negative environmental impacts of the subject project. So I move to an area where I am greatly concerned; the pending traffic dangers of this project.

Much of the traffic issues that will be brought on by this project are exasperated by the continued growth of, and the greatly expanded activities of, Claybell Park. The

Clearwater Creek area can easily be viewed as one of the jewels of Richland community planning. With walking trails, separation of possible high traffic areas by cul-de-sacs and "mini neighborhoods", and the placement of a large elementary school exemplify sound planning. Having Claybell Park nearby also establishes an area where many young and older neighbors enjoy. To date the traffic in these residential areas seems to be under control but it is at a critical level that is fragile to additional traffic that could feed Broadmoor Street or Bellerive Drive.

Since spring and the completion of the pickle ball courts, the number of vehicles parked in the area has, at least, doubled. The park is used by so many folks, from babies to older adults. Then the use of the soccer fields present shows the parking of vehicles where no parking should occur. In addition to all of this activity are the baseball/softball fields that will be used shortly throughout the day. Since the completion of the pickle ball courts, cars are parked correctly on the road but present a difficult and unsafe situation when meeting on-coming traffic and when a car door is opened. I travel this area at about 15 mph to be sure no accidents occur.

With the additional traffic from this proposed project, I fear it presents scenarios of accidents waiting to happen. I have also driven and parked at the point where the project would enter onto Broadmoor Street. This is obviously the worse possible location for this entry point. The driver's vision to exit the area is greatly hampered and any vehicles turning left into the entry drive would be difficult for the oncoming and for traffic the vehicle waiting to turn.

With well-planned neighborhoods already in this area it would seem that Richland would want to save this jewel of an area as a focal point of our overall community. I cannot believe there isn't another area available to provide a better location or a reduced-sized building for the design of this project. The design of the project seems a bit out of synch with today's styles and I don't understand why such a monstrosity has to be built as it will certainly be and eye-sore when completed. I'm sure this will meet a community need but I object to the size, the design, the location, and the lack of safety and environmental considerations.

Should you have any need to contact me, feel free to call me at (509) 308-9060.

Sincerely.

William Kitchen

## Stevens, Mike

**From:** Cichy, Katherine <katherine.cichy@ziply.com>
**Sent:** Monday, May 9, 2022 3:03 PM
**To:** Stevens, Mike
**Subject:** RE: M2020-100 Willowbrook Apartments Public Hearing and SEPA

Mike,

Ziply would potentially like to get service here if this goes through, other than that we do not have any comments.

Thank you,

Katherine Cichy
OSP Engineer
509-410-5035
Katherine.cichy@ziply.com

---

**From:** Stevens, Mike <mstevens@CI.RICHLAND.WA.US>
**Sent:** Thursday, April 28, 2022 3:52 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>; Buechler, Ken <KBuechler@CI.RICHLAND.WA.US>; Carrie Thompson <carrie.thompson@bnsf.com>; Casey Barney, Yakama Nation <Casey_Barney@Yakama.com>; Catherine Dickson <catherinedickson@ctuir.org>; Clark Posey <clark.posey@co.benton.wa.us>; Corrine Camuso, Yakama Nation <Corrine_Camuso@Yakama.com>; Hamilton, Craig <C.Hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; DAlessandro, Carlo <cdalessandro@CI.RICHLAND.WA.US>; Darrick Dietrich <darrick@basindisposal.com>; Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@bpa.gov>; Deskins, John <jdeskins@CI.RICHLAND.WA.US>; Eric Mendenhall <emendenhall@westrichland.org>; FormerOrchards@ecy.wa.gov; Greg Wendt <greg.wendt@co.benton.wa.us>; Gwen Clear <gcle461@ecy.wa.gov>; Hill, Kelly <khill@CI.RICHLAND.WA.US>; Jason McShane <jmcshane@kid.org>; Jennings, Tyler <tjennings@CI.RICHLAND.WA.US>; Jerrod Macpherson <Jerrod.Macpherson@co.benton.wa.us>; Jessica Lally, Yakama Nation <Jessica_Lally@Yakama.com>; John Lyle <john.lyle@bentoncleanair.org>; Jordon, Joshua <jojordon@CI.RICHLAND.WA.US>; Cichy, Joseph <joseph.cichy@ziply.com>; Joseph Cottrell <jecottrell@bpa.gov>; Junior Campos <junior.campos@charter.com>; Cichy, Katherine <katherine.cichy@ziply.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>; M. Deklyne <mjdeklyne@bpa.gov>; Map BCES <map@bces.wa.gov>; Mattheus, Pamela <pmattheus@CI.RICHLAND.WA.US>; Tovey, Michael <michael.tovey@ziply.com>; Noah Lee <noah.lee@bentoncleanair.org>; Noah Oliver, Yakama Nation <Noah_Oliver@Yakama.com>; 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>; 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>; Tyutyunnik, Ruvim <rtyutyunnik@CI.RICHLAND.WA.US>; WA Dept of Fish & Wildlife <lopezlal@dfw.wa.gov>; WA Dept of Fish & Wildlife <rittemwr@dfw.wa.gov>; Westphal, Nichole <nwestphal@ci.richland.wa.us>; William Simpson <william.simpson@commerce.wa.gov>
**Subject:** M2020-100 Willowbrook Apartments Public Hearing and SEPA

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**WARNING: External email. Please verify sender before opening attachments or clicking on links.**

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Attention:

Below is a link to the referral packet for the Willowbrook Apartments project located in Richland, WA. Included you will see the Notice of Application & Optional DNS, SEPA Checklist and all relevant application materials. Please review and submit any comments back to me by 5:00 PM, Wednesday, May 25, 2022.

Here's a OneDrive link to M2020-101 June 13 Referral Packet.pdf.

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

*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.*

Exhibit 14

# CITY OF RICHLAND
# NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114)

Notice is hereby given that Big Creek Land Company, LLC has submitted a Site Plan Review application for the development of an approximately 14-acre site, with six (6) multi-family residential buildings containing up to 96 dwelling units, a clubhouse and covered parking structures together with associated parking and landscaping areas. The project site is located east of the terminus of John Court and is zoned R-3 (Multiple-Family Residential). The property is described as Tracts A & B, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864) and Tract B, Willowbrook No. 2, Phase 4A, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA.

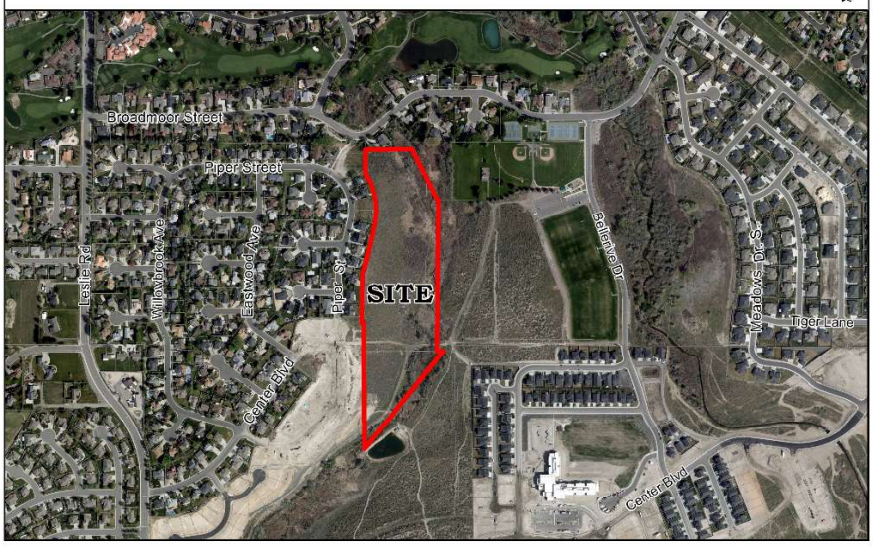
A virtual public hearing on the proposed site plan review will be held before the Hearing Examiner on Monday, December 14, 2020 at 6:00.

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 Blvd., 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, October 30, 2020.

**VICINITY MAP**

Item: Willowbrook Place Site Plan Review
Applicant: Big Creek Land Company, LLC
File #: M2020-101



**Please note that pursuant to RMC 23.48.010, the purpose of the site plan approval process is to facilitate project design that is compatible with adjacent land uses and is in keeping with the physical constraints of the project site.* ***The site plan review is not intended to determine whether a particular land use activity is appropriate on a particular site****. Land uses that are otherwise permitted in this title shall not be denied through the site plan review process unless such uses cannot meet the development and/or performance standards required for the use*.

## AFFIDAVIT OF MAILING

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 & Development Department for the City of Richland.

2. On the 1st day of October, 2020, I mailed a copy of the attached NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114) 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, December 14, 2020.

Signed: Michael Stevens

SIGNED AND SWORN to before me this 1st day of October, 2020 by Briana Ghbein.




Notary Public in and for the State of Washington,

Briana C. Ghbein
Print Name
Residing at 625 Swift Blvd, Richland, WA
My appointment expires: 4-25-23

# CITY OF RICHLAND
# NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114)

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**VICINITY MAP**

Item: Willowbrook Place Site Plan Review
Applicant: Big Creek Land Company, LLC
File #: M2020-101



| Owner | Mail Address | City | State | Zip |
|---|---|---|---|---|
| VIKING BUILDERS LLC | 19425 E BROADWAY AVE | SPOKANE VALLEY | WA | 99016 |
| VANWINKLE CORY F & LISA | 274 PIPER ST | RICHLAND | WA | 99352 |
| GARZA ALBERTO & DINA | 333 BROADMOOR ST | RICHLAND | WA | 99352-8401 |
| MEADOWS RICHARD P | 275 PIPER ST | RICHLAND | WA | 99352 |
| KOPENEC ROBERT A & ANGELA | 336 PIPER ST | RICHLAND | WA | 99352 |
| GHANNAM DANY E & HANANE | 348 PIPER ST | RICHLAND | WA | 99352 |
| MITCHELL MARIA B | 352 PIPER ST | RICHLAND | WA | 99352 |
| SMITH DUANE W & CHERYL L | 8914 56TH PL WEST | MUKILTEO | WA | 98275 |
| COLUMBIA VILLAS LLC | 245 BROADMOOR ST | RICHLAND | WA | 99352 |
| BAILEY NICOLE & JARED | 337 GLEN EAGLE COURT | RICHLAND | WA | 99352 |
| SCHERTZ NEAL J & THERESA C | 327 BROADMOOR ST | RICHLAND | WA | 99352 |
| STANFIELD JACOB & JENNIE | 265 SCOULER COURT | RICHLAND | WA | 99352 |
| SALDANA MIGUEL ANGEL | 8520 W 3RD AVE | KENNEWICK | WA | 99336 |
| MITCHELL J CHAD & BONNIE E | 305 PIPER ST | RICHLAND | WA | 99352 |
| CAMERON TRUSTEES LARRY & JO ANN | 268 PIPER ST | RICHLAND | WA | 99352-8702 |
| BAILEY KYLE D | 294 PIPER ST | RICHLAND | WA | 99352 |
| JOHNSON DEENA M & PAUL | 298 PIPER STREET | RICHLAND | WA | 99352 |
| STEINAUER BRETT A | 330 PIPER ST | RICHLAND | WA | 99352 |
| GROVER RONALD A & ERIKA | 351 PIPER ST | RICHLAND | WA | 99352 |
| ANG DENNIS & BESSIE | 259 SCOULER CT | RICHLAND | WA | 99352 |
| ESPINOZA ANGELA | 270 SCOULER CT | RICHLAND | WA | 99352 |
| RODEN TRUSTEE GERALD CLEMENS | 2300 IRVING AVE | MINNEAPOLIS | MN | 55405 |
| SPENCER REED W & KAREN L | 407 LARKHAVEN CT | RICHLAND | WA | 99352-9631 |
| BJORGAN TRUSTEE CHRISTINE | 2610 COULTER CT | RICHLAND | WA | 99352 |
| BIG CREEK LAND COMPANY LLC | 1950 W BELLERIVE LANE | COUER D'ALENE | ID | 83814 |
| ENOS SHARON CATHERINE | 264 SCOULER CT | RICHLAND | WA | 99352 |
| HAGER GEORGE & SARA | 345 GLENEAGLES CT | RICHLAND | WA | 99352 |
| CORBIN TRUSTEES KATHY & JOHN | 341 GLENEAGLES COURT | RICHLAND | WA | 99352 |
| SHALLMAN RICHARD & MARGARET | 321 BROADMOOR ST | RICHLAND | WA | 99352 |
| KRISHNASWAMI KANNAN & FOX SORCHA C | 312 PIPER ST | RICHLAND | WA | 99352 |
| WUERCH ROLF M & MIRYAM R | 318 PIPER ST | RICHLAND | WA | 99352 |
| MORASCH LAUNA F | 324 PIPER ST | RICHLAND | WA | 99352 |
| WILSON MICHAEL & TRACY | 261 SILVERLEAF CT | RICHLAND | WA | 99352 |
| MACALISTER EDWARD D & PATRICIA L | 337 PIPER ST | RICHLAND | WA | 99352 |
| TAPTEAL GREENWAY | PO BOX 2002 | RICHLAND | WA | 99352 |
| SHARLEDAN PROPERTIES | 640 JADWIN AVE STE G | RICHLAND | WA | 99352 |
| ARCHIBALD JASON M & KAROLINE K | PO BOX 1412 | RICHLAND | WA | 99352-1412 |
| CARR BLAINE & RACHEL | 258 SILVERLEAF CT | RICHLAND | WA | 99352 |

## 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 & Development Department for the City of Richland.

2. On the 2nd day of October, 2020, I posted the attached NOTICE OF PUBLIC HEARING, File Number's M2020-101 at the following location:

One within the public right-of-way at the easterly terminus of John Court, and another on the south side of Willowbrook Avenue approximately 285 feet east of Greenbrook Boulevard.

Print Name: Shane O'Neill

SIGNED AND SWORN to before me this 9th day of October, 2020, by SHANE O'NEILL.

BRIANA C GHBEIN NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 4-25-23 207960

Signature of Notary

Briana C. Ghbein

Printed Name

Notary Public in and for the State of Washington,

Residing in Benton County, WA

My appointment expires: 4-25-23

BRIANA C GHBEIM
NOTARY
PUBLIC
STATE OF WASHINGTON
207560
COMMISSION EXPIRES
4-25-23

Tri-City Herald
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VOICE OF THE MID-COLUMBIA
WINE PRESS NORTHWEST



# AFFIDAVIT OF PUBLICATION

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**Attention:** Jana Duncan (TC)

CITY OF RICHLAND/LEGALS
625 SWIFT BLVD. MS-11
RICHLAND, WA 99352

**CITY OF RICHLAND**
**NOTICE OF APPLICATION, PUBLIC HEARING AND OPTIONAL DNS**

Notice is hereby given that Big Creek Land Company, LLC has submitted a Site Plan Review application for the development of an approximately 14 acre site, with six (6) multi-family residential buildings containing up to 96 dwelling units, a clubhouse and covered parking structures together with associated parking and landscaping areas. The project site is located east of the terminus of John Court and is zoned R-3 (Multiple-Family Residential). The property is described as Tracts A & B, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864) and Tract B, Willowbrook No. 2, Phase 4A, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA.

A virtual public hearing on the proposed site plan review will be held before the Richland Hearing Examiner on **Monday, December 14, 2020 at 6:00 p.m .**

**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 Blvd., 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, October 30, 2020.

Published: Sunday, October 11, 2020

AMANDA DAWN GRISHAM
My Notary ID # 132031326
Expires May 30, 2023

COUNTY OF BENTON)
.SS
STATE OF WASHINGTON)

Victoria Rodela, being duly sworn, deposes and says, I am the Legals Clerk of The Tri-City Herald, a daily newspaper. That said newspaper is a local newspaper and has been approved as a legal newspaper by order of the superior court in the county in which it is published and it is now and has been for more than six months prior to the date of the publications hereinafter referred to, published continually as a daily newspaper in Benton County, Washington. That the attached is a true copy as it was printed in the regular and entire issue of the Tri-City Herald and not in a supplement thereof, ran 1 time(s) commencing on **10/11/2020**, and ending on **10/11/2020**, and that said newspaper was regularly distributed to its subscribers during all of this period.

V Rodela
(Signature of Legals Clerk)

SUBSCRIBED AND SWORN BEFORE ME THIS **25th** DAY OF **November, 2020**

Amanda Grisham
Notary Public in and for the State of Texas residing in Dallas County

**Extra charge for lost or duplicate affidavits. Legal document please do not destroy!**

# Exhibit 15

| | |
|---|---|
| **From:** | Dave Bricklin |
| **To:** | Stevens, Mike |
| **Cc:** | Alex Sidles |
| **Subject:** | BIG CREEK LAND COMPANY, LLC (M2020-101; EA2020-114) |
| **Date:** | Friday, October 30, 2020 4:50:20 PM |
| **Attachments:** | Cooke CV.pdf<br>2020 10 30 Bricklin to Stevens.pdf<br>Willowbrook Review Cooke.pdf |

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Mr. Stevens,

In accord with the public notice and solicitation of public comments on the above referenced proposal, please find attached my comment letter on behalf of the Willowbrook HOA, a comment letter from wetland scientist, Sarah Cooke, and Ms. Cooke's resume. Thank you.

David Bricklin

Bricklin & Newman, LLP
1424 Fourth Avenue, Suite 500
Seattle, WA 98101
1-206-264-8600
1-206-264-9300 (fax)
bricklin@bnd-law.com
http://www.bnd-law.com

***Give me your tired, your poor,***
***Your huddled masses yearning to breathe free,***
***The wretched refuse of your teeming shore.***
***Send these, the homeless, tempest-tost to me,***
***I lift my lamp beside the golden door!***

BRICKLIN & NEWMAN LLP
lawyers working for the environment

Reply to: Seattle Office

October 30, 2020

**VIA E-MAIL TO mstevens@ci.richland.wa.us**

Mike Stevens
Planning Manager
625 Swift Boulevard, MS-35
Richland, WA 99352

Re: Big Creek Land Company Site Plan Review (M2020-101 and EA2020-114)

Dear Mr. Stevens:

I write on behalf of the Willowbrook Homeowners Association with regard to the above-referenced application. Because the project has probable significant adverse impacts, an environmental impact statement should be prepared. Further, because the project cannot meet applicable development and performance standards, the application should be denied.

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 probably 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). Thus, an apartment project located amidst other multi-family developments with good transit and arterial nearby might have fewer impacts than the same project proposed adjacent to wetlands, wildlife habitat and single family homes, far removed from transit and adequate arterials.

Obviously, consideration should be given to the project's impacts on environmentally sensitive areas such as wetlands and wildlife corridors. WAC 197-11-330(3)(e).

Land use is one of the elements of the environment that must be evaluated in the threshold determination process. Here, the environmental checklist provides incomplete and inaccurate information regarding the project's probable land use impacts. The checklist states that the "proposed land uses are similar and compatible with the surrounding existing uses." No foundation is provided for that statement. It is demonstrably false. On one side, the proposed 96-unit apartment complex would be adjacent to wetlands and wildlife habitat. That open space land use is not "similar" to the proposed uses nor is it "compatible." On the other side, the subject property is adjacent to single-family residential homes. A dense, multi-story apartment complex is neither "similar" nor "compatible" with that single-family development either.

An assessment of compatibility ought to include an assessment of the various conflicts that will arise between the proposed development and the surrounding land uses, including the single-family homes to the west. Those conflicts include noise, light, traffic, and visual impacts. The City should require a design review compatibility assessment before making a threshold determination.

Another aspect of evaluating land use impacts is assessing the project's consistency with the goals and policies of the Comprehensive Plan. The checklist states that the project is in accordance with the goals and policies of the Comprehensive Plan. That is an incorrect statement. The Comprehensive Plan designates this area for medium density residential use. A 96-unit apartment complex is not a medium density use. The conflict between the proposal and the Comprehensive Plan should be acknowledged and classified as a significant adverse impact.

There appears to be inadequate information to assess the project's significant impacts related to emergency services. The site plan indicates a secondary access connecting to Broadmoor Street, but the site plan acknowledges that the necessary easement for that access has not yet been obtained. This project has been in the works for nearly a decade and yet that access still looms as a huge uncertainty. Without an adequate secondary access, that project's impacts with respect to emergency facilities and services will be significant. The threshold determination should not be

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 same uncertainty infects the initial analysis of traffic impacts. If the second access to Broadmoor cannot be constructed, traffic impacts would be very different than as portrayed in the current traffic analysis. Without a second access, all project trips would use Willowbrook Ave/Piper Street to reach Leslie Road. Piper is designated by the City as a local street, with an expected threshold "generally less than 1,000 vehicles per day" per RMC 12.02.070. With traffic from 96 units, the project would add 420 daily trips to Piper Street bringing its total volume to 1,700 daily vehicles (up from 1,280 in 2029 without the project). That volume far exceeds the code's threshold. Given the uncertainty of developing the Broadmoor access, the threshold analysis should consider these impacts. If it did, it would result a determination the impacts are significant and an EIS is required.

The city also lack adequate information about the project's probable impacts on Amon Creek. As detailed in the letter from biologist and science instructor, Paul Johnson, and Loren Lund (with a masters in natural science and a Woodrow Wilson Fellow in science instruction), the environmental checklist has provided the City was incomplete and blatantly misleading information about Amon Creek. The City should take a hard look at this issue given the local and regional significance of Amon Creek.

As Johnson and Lund detail, Amon Creek is a highly significant waterway and riparian corridor, connecting the basalt ridges bordering the Tri-Cities and the three rivers that join there. The creek provides valuable habitat to countless species of regional significance. The creek provides spawning habitat for steelhead salmon. None of this is acknowledged in the checklist which disparagingly refers to the watershed as a "wasteway." This pejorative, misleading characterization should be rejected by the City. The City should do its own assessment of the creek's natural resource values and reach its own conclusion as to the project's probable impacts on this critical resource area. The city's investigation should include consultation with the Washington Department of Fish and Wildlife which is familiar with this property; its natural resource values; and the significant impacts that would result from development of this type on the property. Until the city obtains adequate information from WDFW and others, a threshold determination would be premature.

Furthermore, the City should take a harder look at the wetland rating. The Amon Creek wetland is a combination of riverine and depressional hydrogeomorphic types and is, therefore, given a depressional HGM classification for the purposes of scoring the wetland. However, it would be difficult to assess this system without assessing the entire stream both upstream and down, which is not possible by limiting the analysis to a single parcel. A classification of the wetland in the

context of the relevant ecosystem may indicate that it is a Category I wetland. No assessments of impacts should be completed until the wetland is properly classified.[1]

In sum, the City lacks adequate information at this time to make a threshold determination. Additional information should be obtained before deciding whether to require an EIS. If the City were to proceed with a threshold determination at this time, it should decide that the impacts are significant and an EIS must be prepared. Numerous project impacts are significant in their own right. In addition, "[s]everal marginal impacts when considered together may result in a significant adverse impact." WAC 197-11-330(3)(c). Whether considered individually or cumulatively, the impacts associated with this project are probably significant and an EIS should be prepared.

## SITE PLAN ISSUES

No decision should be made on the site plan until after the environmental review process (including preparation of an EIS) has been completed. But when the City turns to the site plan review, based on the information available to the City at this time, the application should be denied. Pursuant to RMC 23.48.010, if a project cannot meet the applicable development and performance standards, the project must be denied. That is the case here.

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 23.48.040. A 96-unit, three-story apartment complex in the midst of this single-family residential community creates incompatibilities that cannot be mitigated through setbacks, buffers, landscaping, or other similar mitigation. The visual, aesthetic, vehicular, lighting, noise, traffic and other impacts are too great to be mitigated to the point of making the project compatible with its surroundings.

The project also must be denied because it cannot meet City requirements for its secondary emergency vehicle access. Despite years of trying, the applicant still has not been able to demonstrate that it can provide the secondary access required by the City's performance standards for this kind of development. Given the inability of the applicant to demonstrate compliance with the emergency access requirement, the City has no discretion; the application must be denied.

The so-called "secondary access" indicated on the site plan is a misnomer and does not have an adequate width. The applicant's traffic study shows a majority of trips using the mis-named "secondary" access. In reality, it would be the primary access. Its heavy use would cause significant disruption to the adjacent single family neighborhoods.

[1] Also submitted with this letter is a report from Sarah Cooke, a highly qualified and respected wetland scientist. Her report identifies other shortcomings in the SEPA review process that should be addressed before a threshold determination is made and which provide further support for a determination that an EIS should be prepared.

Further, the dimensions of the mis-named "secondary" access are inadequate. That private access route meets the code's definition of a "driveway." RMC 12.04.020. It is subject to the dimensional requirements for "non-residential" driveways because it does not serve single family residences. RMC 12.04.095. As such, a minimum width of 35 feet is mandatory. *Id.* The site plans show the width varying between 23 feet and 26 feet. The site plan does not meet the code and cannot be approved.

Also, as discussed above, if the so-called "secondary" access to Broadmoor cannot be constructed, the project would violate code requirements for impacts on Piper Street. That inconsistency also serves as further evidence of the project's incompatibility with its surroundings.

With regard to critical areas, it appears that the buffers are inadequate. If the wetland is a Category I, they certainly are inadequate. Even if they are a Category II, buffer averaging has been misused. Buffer averaging may be used "to improve wetland protection." RMC 22.10.115. But as Ms. Cooke demonstrates, buffering averaging is being used here not to provide improve wetland protection. Instead, the proposal is to provide greater width where buffer values are lower and less width where buffer needs are greater. This will decrease, not increase, the protection is comparison to a standard buffer. This is directly contrary to the code.

In sum, the application if woefully lacking. Critical information is missing. The information that is provided demonstrates the project cannot be approved in its current form.

Thank you for your attention to all of these issues. Please feel free to contact me to discuss any of these issues further.

Very truly yours,

BRICKLIN & NEWMAN, LLP

David A. Bricklin

DAB:psc

cc: Willowbrook Homeowners Association

COOKE SCIENTIFIC
1315 E VICTOR ST, BELLINGHAM, WA 98225
PHONE: (206) 695-2267
COOKESS@COMCAST.NET WWW.COOKESCIENTIFIC.COM

Bricklin & Newman October 30, 2020

**RE: Review, Analysis and Comments on Big Creek Land Company Site Plan (M2020-101 and EA2020-114)**

I have been asked to review the file as a third party expert for Bricklin & Newman LLP for the proposed Big Creek Land Company Site Plan, in Richland, Washington. My comments are below.

The **topics** I am addressing are as follows:

1. **SEPA inaccuracies and omissions with respect to Critical Areas**
2. **Assessment of the delineation of wetlands on the property, including a review of the wetland rating and buffers assigned.**
3. **Inadequate mitigation given the size of the wetland likely exceeds that identified by the consultant and the adjacent wetlands that have not been considered.**

## References Reviewed.

- Wetland Resources. February 18, 2018.Critical Area Report for Willowbrook.
- Wetland Resources. December 17, 2019. Revision 3. Critical Area Report and Buffer Averaging Plan for Willowbrook.
- Wetland Resources. April 23, 2020. Wildlife Habitat Assessment Report for Willowbrook.
- City of Richland. May 7, 2020. Site Plan Review Application for Willowbrook Subdivision.
- City of Richland. May 7, 2020. SEPA Environmental Checklist for the Willowbrook Place Apartments.
- Lake City Engineering, Inc. Buffer Averaging Exhibit Plan, Willowbrook Place.
- Lake City Engineering, Inc. Willowbrook Apartment Conceptual Site Plan Exhibit Plan, Willowbrook Place.
- Bredberg & Associates. September 9, 2014. Cover later and Fish and Wildlife Habitat Area Study. Smith Site Application.
- Bredberg & Associates. September 9, 2014. Comments on DOE Letter September , 2014.
- Bredberg & Associates. July 14, 2014. Wetland Delineation, Smith Project, Richland.
- USGS Survey 7.5 minute Quad for the City of Richland. March 9,2020 . https://catalog.data.gov/dataset/usgs-us-topo-7-5-minute-map-for-richland-wa-20178789d
- Paul Johnson and Loren Lund. October 2020. Environmental Review Response to the Proposal of Big Creek Land Company to Build Willowbrook Place Apartments.

I have reviewed the documents listed above in preparation for generating comments. I have not visited the site. My comments are based on the assessments found in the reports listed above and my knowledge of the research available in the literature on wetlands, my knowledge of the current Wetland Delineation Manual, my review of the resources listed above, and my knowledge of the City's Critical Areas code. My comments are as follows:

## 1. SEPA Inaccuracies and Omissions with Respect to Critical Areas

The Environmental Checklist does not include sufficient information for the County to have made an informed decision on SEPA with respect to wetlands because of the following:

a) **The report identifies the creek adjacent to and within the property boundaries as the "Amon Wasteway"** which is actually several miles to the east. The stream on the property is actually Amon Creek, a natural creek (identified as a natural creek on the USGS 7.5 minute Quad 3/9/20). Perry Harvester, Washington State Department of Fish & Wildlife (Pers Comm. 10/20) has identified that the West Fork of Amon as a natural source stream fed by year-round springs from Badger canyon. He identified that it may convey irrigation run-off as well. The Amon Creek Natural Preserve (owned by the City of Richland) lists both the east and west forks with a natural spring source in Badger Canyon. The City has identified this stream as the "West Fork of Amon Creek" on the signage east of the stream and just off the property. The regulation of the creek is very different if it is a created wastewater irrigation channel versus if it is a natural creek. The City has not identified this error and therefore needs to research this and require the correction of this fact in the wetland report. This needs to be clarified in SEPA and in the reports and the City needs to regulate this project as if it is a natural creek.

b) **There is little to no mention that Amon Creek is recognized as a salmon/trout steam by the State Fish & Wildlife Department** and that there is a listed fishing season on the creek. Spawning Steelhead have been found far up the creek as well as rainbow trout and other fish species. This resource MUST be evaluated by the City as it is at risk for "Takings" under the Endangered Species Act if fisheries impacts result from the development of the property.

c) **The report fails to mention the City of Richland has a habitat restoration project directly east of the proposed project.** The City's project was designed to attract wildlife and enhance the habitat. City staff in the Planning Department may not be aware of this project but obviously it needs to be considered in the Planning Department review of Willowbrook. It would make no sense for the City to approve a private development project that would negatively impact their own habitat restoration project. It has been reported that the habitat on the west side of the Creek (where the Willowbrook project is proposed) is actually better for forage for wildlife that also utilize the restoration area that is on the east side where the proposed habitat enhancement plan is located. The City needs to assess the impacts resulting from the elimination of habitat on the west side of Amon Creek with respect to this Habitat Restoration project. The Habitat Management Plan for Willowbrook states the vegetation for rabbits, quail and other species would be eliminated.

d) **A wildlife survey has not been done nor required by the City for this project.** This is not in keeping with what is known about Amon Creek, which has been recognized for its high quality when compared to what is available across the entire region. Neighbors have reported that City of Richland agree with the assertion that the West Fork, Amon Creek is a crucial wildlife corridor and, in fact, signage on the site just across from the Willowbrook property specifically states ***"Amon Creek and its surrounding area provide the only natural connection between the basalt ridges bordering the Tri-Cities and the three rivers that join in the immediate area. As such, it is a crucial corridor allowing for the movement of wildlife from the surrounding desert to the rivers.*** *The Yakima River and watershed is recognized as one of the most diverse, scenic, and biologically productive systems in the entire Pacific Northwest. The wetlands on the West Fork of Amon Creek have been identified as the highest rated "value" wetlands in southeastern Washington – as such, it is able to support a great diversity of wildlife. "*

e) There is no mention of 2 beaver dams/ponds on the north end of the proposed project. Beavers highly modify landscapes and there needs to be an assessment of what would happen to the wetland ecosystem if these beaver were to leave the area because of the high density of the development proposed. These beaver ponds are adjacent to the project and within slightly more than the 100-feet. Also:

- There are large populations of white-tailed deer in the area as reported by the neighbors. No mention has been made of where they are expected to go if this project is built.
- There are Cinnamon Teal (candidate for threatened/endangered species listing) reported by neighbors, seen resting and foraging on the beaver dams on the north end of the proposed project along with Mallards.

- There have been confirmed sightings (Neighbor pers comm.) at night of hunting Burrowing Owls (candidate for threatened/endangered species listing), where the building sites would be located, in the proposed project.
- Blacktail Jackrabbit - (candidate for threatened/endangered species listing) also has confirmed sightings along with cottontail rabbits.
- Neighbors have reported two resident coveys of California Quail that utilize both the wetland and upland adjacent buffer areas. The upland buffer areas are proposed to be removed for a portion of their current extent leaving no habitat left for the quail.
- Neighbors have reported daily sightings of Great Blue Heron utilizing the beaver dams on the north end of the wetlands. The proposed development would block access to the beaver dams from the west

f) Amon Creek and its adjacent terrestrial habitat has been designated as a Biodiversity Corridor by the Washington State Department of Fish and Wildlife. The report and the SEPA checklist do not mention this and it is important as is preserving this habitat.

## 2. Assessment of the delineation of wetlands on the property including wetland rating and buffers assigned:

a) **Accuracy of the Delineation**- The second delineation was completed in September of 2016 (even though the report is dated 2018). The first delineation was completed in 2014. Part of the wetland complex is onsite and part extends offsite in both direction as it follows Amon Creek for miles through the region. It is difficult for me to assess from an aerial photograph the actual extent of the wetland without doing an on-site evaluation. I can only assume that the wetland boundary is accurate because wetland boundaries in this ecoregion tend to be very distinct.

**b) Review of the Wetland Rating**

The Amon Creek Wetland is a combination of riverine and depressional hydrogeomorphic types and is therefore given a depressional HGM classification for the purposes of scoring the wetland. I agree with this assessment. If only considering just this stretch of the creek, it would be a Category II wetland with a moderate habitat score. Standard Wetland buffer widths were determined based on RMC 22.10.110. The data sheet appears to be accurately filled out but given the nature of the Amon Creek stream, it would be impossible to assess this system without seeing the entire stream both upstream and down, which is not possible to do at the individual property level. The rating protocol for rating I requires inclusion of the entire HGM unit. The City should undertake the rating of the creek/wetland system themselves for all the acreage included in the Amon Creek watershed because it may be a Category I wetland given all that I have read about its importance and quality with respect to other streams.

**c) Appropriate Buffers Given the Wetland Rating**

- The overall wetland has been assigned a Category II wetland with a moderate habitat score, that is typically designated a 150-foot buffer adjacent to high intensity land use. There was a discrepancy in the February 2018 report on the assigned buffer width with a 100-fot buffer suggested in the Executive. Summary on page iv, a wetland summary on page 7, and a 150-foot buffer suggested on page 6 and on the Critical Aras Figure. I was glad to see this was corrected in the December 2019 report. “The entire wetland unit was evaluated with the Rating System as required by the City of Richland. The wetland has a total score of 20 and a habitat score of 7. This equates to a Category II designation with a 150-foot protective buffer adjacent to high intensity land uses (expected).” After an examination of the critical areas code Table 22.10.110 (D), Buffer widths, it appears the 150-foot buffer width is correct for a Category II wetland with a habitat score of 7 and proposed high intensity land use. But the buffer would be larger if this is a Category I wetland as discussed above.
- The project is situated on a slope that grades down to Amon Creek and the associated wetland. The slope appears on the topo map to be quite steep. Slopes that the buffers are on appear to be very steep. (See wetland mapping that identifies the topographic contours at the end of the December 2019 report.) City code that addresses this situation is RMC 22.10.115 E.

  “Buffer modifications”. When the minimum buffer for a wetland extends into an area with a slope of greater than 25 percent, the buffer shall be the greater of: a. The minimum buffer for that particular wetland; or b. Twenty-five feet beyond the point where the slope becomes 25

percent or less. The slope appears to be greater than 25 percent, at least for a portion of its length on the property.

Building an apartment complex on a slope this steep would also be difficult This property is not conducive for building apartments on top of these slopes adjacent to wetlands and a stream.

d) **Buffer averaging.** Buffer averaging has been proposed for a non-water related project on a wetland and creek that is known to be regionally important. Maximizing the lot layout for units is not an acceptable reason to impact wetland and stream buffer habitat. The developer is proposing to set aside "extra" buffer on the south end of the project, which they admit in their own report, has the least desirable habitat. In exchange, they would encroach on the most valuable habitat on the northern end, even placing large parts of buildings and parking lots within 100-feet of a beaver dam.

e) Given the foregoing, the following statement in the applicant's materials is not correct: "**The proposed residential development has been designed to minimize impacts to the wetland and its associated buffer.** Buffer width averaging is consistent with RMC 22.10.115(A)." If the project were designed to do this, the buffers would be increased where the applicant has proposed to reduce them and vice versa. Also, there would be only a few single family homes not an apartment complex. It is inconsistent with reasonable use to get maximum use of a site so encumbered with critical areas (wetlands, stream, steep slopes).

**Conclusions**

As proposed, the project includes probable significant adverse impacts, and as such, an environmental impact statement should be prepared. There are significant omissions in the application and SEPA checklist that need to be included and considered in order for the City to make an informed decision about SEPA and project approval. The Planning staff do not seem to be aware of the fact that Amon Creek is regionally special and should be preserved

As stated by the City on their own sign next to Claybell Park.
*"Preserving the ecological health of the Amon Basin is not only important on a local scale, but a vital connection to the overall health of the entire Columbia River basin."*

# Cooke Scientific

4231 NE 110TH STREET
SEATTLE, WA 98125
COOKESS@AOL.COM

PHONE: (206) 695-2267
FAX: (206) 368-5430
WWW.COOKESCIENTIFIC.COM


## Sarah Spear Cooke, Ph.D.

Wetlands Ecologist, Soil Scientist, Plant Ecologist and Taxonomist

**Expertise**

- Wetlands creation, restoration, and enhancement , CAD design and plant installation oversight
- Upland habitat restoration including prairies, forests, coastal, riparian, and others –worldwide
- Masters in Botanical Taxonomy, Doctorate in Botany and Soils, specializing in Wetland Plants , Soil science (hydric soils), Soils Mapping and Classification, and Remote Sensing and Geobotany
- Rare plant and vegetation community surveys and mapping
- Invasive weed identification and development of control strategies, control manuals, and field oversight of control efforts
- Wetland Functional Evaluation, including Washington and Oregon current and past methodologies
- Regulatory and Permitting Assistance, on local, state and national levels, (ESA, 404b, 401 WQ Cert, SEPA)
- Soil Science, Soils mapping and classification
- Stream typing methodology-trained 2012, Oregon Method
- Watershed Analysis
- Project Management and Staff Supervision, senior level scientist
- Author *A Field Guide to the Common Wetland Plants of Western Washington & Northwestern Oregon,* published by the Seattle Audubon Society
- Mine reclamation ecology and uplands restoration
- Ordinary High Water Mark (OHWM) determinations and instruction.
- Offers Expert Witness testimony on Wetlands, Permitting, Soils, and restoration

Dr. Cooke has 30 years of experience in wetlands ecological research and environmental consulting, and 33 years of experience in ecological and geological research, in the Pacific Northwest. She has run her own company, run Environmental Sections of large consulting firms, and managed vey large civil projects. She specializes in habitat creation, restoration and enhancement projects, both in design and implementation. She excels in permitting assistance on the local, state, and national level in Washington State. She was a co-senior investigator for the Puget Sound Wetland and Stormwater Management Research Program, a 10+-year systematic wetland ecosystem study conducted under the auspices of the Environmental Protection Agency, The US



APPELLANT EXHIBIT 4

Geological Survey, Washington State, and King County in Washington State. Dr. Cooke's areas of expertise include: wetland and stream inventories, delineation, restoration/mitigation designs, baseline studies, permitting, and monitoring programs; weed identification and control; rare plant surveys and vegetation mapping; soil assessments; watershed analysis; and environmental assessments in the region. She has more experience in developing assessment methodologies than any other private wetlands consultant in the PNW. She has extensive experience in classroom instruction of wetlands ecology, restoration ecology and implementation, delineation protocols, functional assessment, weed identification and control, hydric soils, and wetland plant identification. She has 28 years experience in managing multidisciplinary teams, supervising subcontractors, and generating reports, and marketing from a consulting perspective. She currently teaches restoration ecology and implementation, wetland botany, and weed ecology and control at Portland State University. She is a former instructor and a founding instructor for the Wetland Certification Program at the University of Washington and Wetland Ecology and Science for the graduate program at the Evergreen State College. She has been teaching classes for the Coastal Training Program through the Washington State Department of Ecology for eight years and has taught Wetland Delineation for the US Army Corps of Engineers, US Environmental Protection Agency and the Wetlands Section of the Washington State Department of Ecology. She is also the senior author/editor of the *A Field Guide to the Common Wetland Plants of Western Washington & Northwestern Oregon*. She is the author of the Semi-Quantitative Wetlands and Buffer Functional Assessment Method used since 2001 by most wetland practitioners.

## Education

Ph.D., University of Washington, Dissertation title: The Edaphic Ecology of Two Northwest American Composite Species. Major: Botany, Geology, and Soils; minor Statistics, Plant Physiology, and Genetics. 1994.

M.S., Plant Taxonomy, University of Washington, 1987.

Honors Degree, Geobotany, McGill University, 1979.

B.S., Biology and Geology, McGill University, 1979.

Undergraduate studies in Biology, General Science, and Geology at Purdue University 1974-76.

## Experience

- Company owner, and senior scientist– Cooke Scientific. Seattle Washington. Projects include all expertise listed above. Average 30 projects a year. 1998-present. Incorporated with staff from 1998-2006; incorporated with staff. 2007-present; sole proprietor.
- Special Lecture for US Environmental Protection Agency. Weed Issues and Restoration. Invited speaker. March 2016.
- Western Washington Representative, Washington State Noxious Weed Board. 2005 to 20015. Chair, Standards committee. Developed a methodology for inventorying and documenting weeds used by County Weed Boards in Washington.
- Instructor, Habitat Restoration, and Mitigation. Wetland Training Institute. Syllabus development, classroom instruction, and field trips. 2007-2014.
- Instructor, Wetland and Buffer Vegetation of the PNW. Coastal Training Program, Washington State Department of Ecology, classroom instruction, and field trips, 2004-present.
- Special Lecture for Washington State Department of Transportation. What to plant and What not to Plant. Invited speaker. September 2008.
- Instructor, Wetland and Buffer Flora of the PNW. Portland State University, classroom instruction, and field trips. 6-class contract, 1997-present.
- Instructor, PNW Winter Twig ID. Coastal Training Program, Washington State Department of Ecology, classroom instruction, and field trips. 2007- present.
- Instructor, Grass, Sedge and Rush ID in PNW. Coastal Training Program, Washington State Department of Ecology, classroom instruction, and field trips. 6-class contract, 2004-present.
- Critical Areas Reviewer for the City of Seattle, staff responsible for critical areas review for the Department of Planning and Development at the City of Seattle. 2008.
- Instructor, Washington State Wetland Rating System in Western Washington. Coastal Training Program, Washington State Department of Ecology, classroom instruction, and field trips. 6-class contract, 2005- 2006.
- Instructor, Weeds of the Pacific Northwest. Portland State University, Portland, Oregon. Syllabus development, classroom instruction, and field trips. Summer 2004. 2006. 2008.
- Development Advisory Team. Washington State Wetland Rating for Western Washington. Washington State Department of Ecology. 2002- 2004.

- President Pacific Northwest Chapter Society of Wetland Scientists. May1999- May 2000. Executive Vice President SWS PNW Chapter 1998-1999.

- Development Advisory Team. Washington State Functional Assessment Method. Washington State Department of Ecology. 1996-1998.
- Instructor, WNPS Native Plant Stewardship program, King, Snohomish, Pierce Counties, Washington Native Plant Society, Syllabus development, classroom instruction, Fall 1996- present.
- Instructor, Hydric soils class, University of Washington, College of Forest Resources, Center for Urban Horticulture. 1998, 2006.
- Instructor, Habitat Restoration, and Mitigation. Portland State University, Portland, Oregon. Syllabus development, classroom instruction, and field trips. Fall 1998- 2008.
- Owner, Cooke Scientific Services, Inc. Seattle, Washington. Principal Scientist and President of company. Projects include wetland mitigation (restoration, enhancement, and creation), wetland delineations, wetland inventories, wetland functional assessments, wetland and sensitive areas permitting (federal, state and local jurisdictions), rare plant surveys, vegetation and soil mapping, environmental evaluations, environmental impact statements, watershed analysis, and mine reclamation in upland and wetland areas. 1995-2004.
- Instructor, Wetland Plants of the Pacific Northwest; Winter trees and shrubs; and Grasses, Sedges, and Rushes. Portland State University, Portland, Oregon. Syllabus development, classroom instruction, and field trips. Spring 1998- present.
- Principal Scientist, wetlands Group, Pentec Environmental Inc., Edmonds, Washington. Started, marketed, and managed the wetlands group. Projects included wetland mitigations (restorations, enhancements and creations), wetland delineations, wetland inventories, wetland functional assessments, wetland and sensitive areas permitting (federal, state and local jurisdictions), rare plant surveys, vegetation and soil mapping, environmental evaluations, environmental impact statements, watershed analysis, mine reclamation in upland and wetland areas. 1990 – 1995.
- Instructor, University of Washington, Extension Services, Wetland Certification Program. Wetland Science and Ecological Processes. . Syllabus development, classroom instruction, and field trips. 1994-1996.
- Instructor, University of Washington, Extension Services, Wetlands Flora of Western Washington. Syllabus development, classroom instruction, and field trip. 1990-1996.
- Long-term Research Co-manager, Puget Sound Wetlands and

Stormwater Management Research Program. Experimental design, implementation, and coordination of a five-year total ecosystem survey and monitoring study. 1987-1996.

- Project Coordinator, Senior Editor and Author. US Environmental Protection Agency/Washington Native Plant Society. A Field Guide to the Wetland Flora of Pacific Northwest Project. Grant writing, project management, technical coordination, and writing the grass, sedge, and rush sections of book. 1992-1997.

- Instructor, Washington State Department of Ecology, Wetland and Riparian Restoration, a workshop for agency staff and consultants. Co-development of syllabus, text, class instruction for the vegetation portion of the workshop. 1993.
- Co-instructor, Hydric Soils workshop. University of Washington Center for Urban Horticulture, College of Forest Resources. 1992.
- Instructor, Hydric Soils, Processes and Characteristics. University of Washington Extension Services. Development of syllabus, text, classroom instruction, and class field trip. 1992.
- Co-instructor, Wetlands Ecology. The Evergreen State College, Masters of Environmental Science. Co-development of syllabus and co-instructor for wetlands ecology, management, and regulatory policy class. 1991.
- Instructor, Interagency Wetlands Delineation Agency Training/USACOE, EPA, SCS, Fish, and Wildlife Service. Taught vegetation and soils methodology (1987 and 1989 methodologies).
- Field Biologist/Soil Scientist, King County Wetlands Inventory. Paper inventory, development of field assessment protocol, manager field-inventory. 1990.
- Professional Botanist, Washington Native Plant Society. Research, teaching workshops related to the native flora, establishment, and curator of the plant species distribution library. 1989.
- Senior Wetlands Ecologist, Shapiro and Associates. Wetland delineation, plant identification, vegetation analysis, soils assessment, aerial photo interpretation, and report writing, with emphasis on wetlands problems, and toxic waste. 1988.
- Botany and Soils Consultant and Subcontractor, Raedeke Associates. Plant identification, vegetation analysis, soils assessment, and aerial interpretation with emphasis on wetlands problems. 1986-1987.
- Team Member, Cedar River Watershed Long-term Wetlands Monitoring Project, Seattle City Light. Design and implementation of vegetation and soils aspects of the study, and air photo interpretation. 1988.
- Teaching Assistant, Scientific Methodology Sampling, Purdue University. 1975.

**Awards**

- International Fellow. Society of Wetland Scientists. Dr. Cooke was one of three internationally scientists recognized by the SWS for our contributions to Wetland Science. 2003.
- Elected President, Society of Wetland Scientists, Pacific Northwest Chapter. 1999-2000.
- Best Paper Award. International Serpentine Conference, Society of Serpentine Ecology. 1999.
- Sigma Xi, Forestry Society. Elected to be a member of the Washington State Chapter of Sigma Xi, the professional Foresters Society. 1994.

**Professional Affiliations**

- Member of Society of Wetland Scientists
- Member Society for Ecological Restoration
- Member Association of State Wetland Managers
- Member Sigma Xi
- Member Ecological Society of America
- Member Consulting Soils Scientists of America

| | |
|---|---|
| **From:** | Craig Walker |
| **To:** | Stevens, Mike |
| **Cc:** | Craig Walker |
| **Subject:** | Willowbrook Place Site Plan Review - Big Creek Land Company - #M2020-101 |
| **Date:** | Friday, October 30, 2020 12:56:30 PM |
| **Attachments:** | IMG_1771.jpg<br>2005_013099.pdf |

Mr. Stevens: While I have reservations about the suitability of this project generally, my primary concern is in regard to the planned access onto Broadmoor.

My perspective is first as a homeowner on Broadmoor. I travel east on Broadmoor on a daily basis. The area where the planned access will enter Broadmoor is on an S curve where travel is frequently too fast and where visibility is already impaired. Creating a new intersection will make this area an unnecessary hazard for both the vehicular and pedestrian travel through this S curve. But the danger there is likely to pale by comparison to the danger a block away at Claybell Park. The attached picture was taken only a few days ago but demonstrates the visibility issues that exist at the park segment. As those who live there know, the parking during summer is frequently on both sides of the street with kids jumping in and out of vehicles to use the tennis courts, basketball, baseball and other park facilities. Because visibility is impaired drivers frequently move to or beyond the centerline to navigate this corridor, and travel in excess of 10 mph is unreasonable. Adding another 50% volume to this corridor is going to make an already dangerous situation substantially worse.

Traffic on Broadmoor has already gotten worse with the Hayden development to the South. I am not sure a traffic study that is more than a couple of years old will fairly identify the impact to this neighborhood. My understanding is that Broadmoor, or parts of it ,was not intended as a collector road but will assume that role if 420 cars per day are dumped onto it by virtue of this project access. One might suggest that this is an alternative route for the project and much of the traffic will use an alternate route. However, it seems unlikely people will travel south through Willowbrook to get to the town north where they work and shop.

I also have a perspective as a lawyer. Both Willowbrook and Meadow Springs Second Nine both have covenants that guide use of the property within the subdivision. Both treat the lots across which the access road will be constructed as residential lots. Using a residential lot to access a commercial project is inconsistent with the scheme of development contemplated when the CCRs were adopted. People bought their properties in reliance upon the CCRs. The reasonable expectations of owners will be violated if prohibited uses are allowed. Notably Article 2.1 of the Willowbrook covenants provide that even clearing and grading on any lot is prohibited until there are approved plans for a “single family dwelling” .

As you know the site plan review process is to facilitate project design that is “*compatible with adjacent land uses”.* The project does not end at the last apartment but includes the private roads and driveways necessary to access the apartments. The adjacent land uses contemplate houses not access roads to large scale apartment projects.

It is worth nothing that the scheme of development for Willowbrook did not contemplate access

from Willowbrook onto Broadmoor. Instead there is a 1' buffer as shown on the attached plat map. The developers acquisition of the Meadow Springs Lot 16 fronting that 1' corridor is an attempt to circumvent both Willowbrook and Meadow Springs scheme of development.

Even assuming an easement is granted by the property owner it is doubtful that the road width at Broadmoor access point would be compatible with the volume of use and required design. And it looks doubtful that the numerous easements within the access route are compatible with the planned access road.

Finally I am unaware of any decision that would allow an R-1 lot to be used as part of an R-3 project.

The City is not obligated to afford this developer a 94 unit project simply because it has a lot that might otherwise be suitable had it come with traditional routes of access. Approval of this site plan will be an illegal and unconscionable afront to all of the citizens who bought and live in the adjoining neighborhoods.

Craig Walker

Walker Heye Meehan & Eisinger, PLLC - Attorneys
1333 Columbia Park Trail, Suite 220
Richland, WA 99352
Direct 509.537.1205
Office 509.735.4444
Fax 509.735.7140

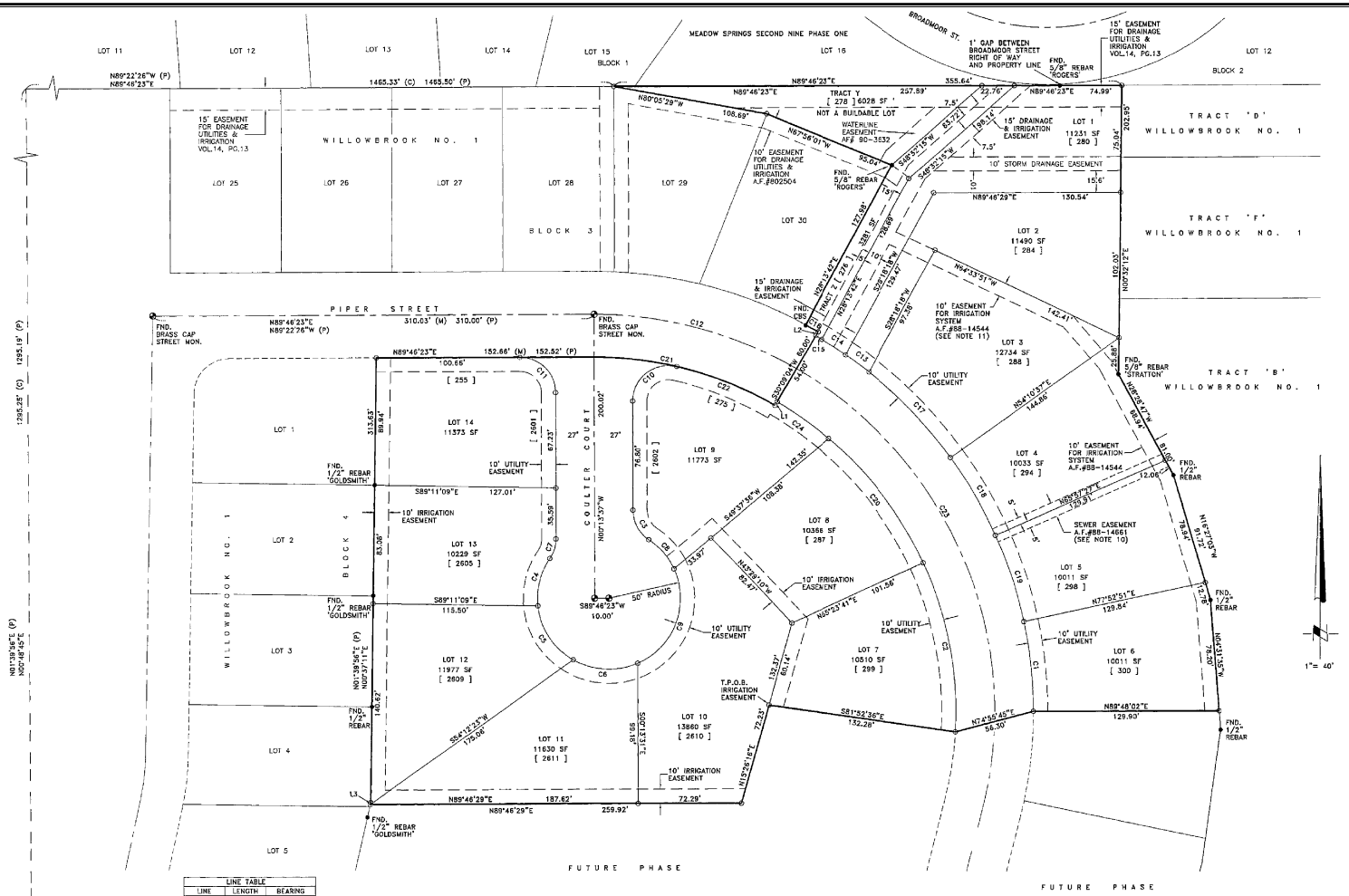


V. 15 P. 271

# PLAT OF WILLOWBROOK NO. 2

## PHASE TWO

LOCATED IN THE SW 1/4 OF SECTION 36, TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.
CITY OF RICHLAND, BENTON COUNTY, WASHINGTON




| LINE TABLE | | |
|---|---|---|
| LINE | LENGTH | BEARING |
| L1 | 3.00 | S30°09'04"W |
| L2 | 3.00 | S30°09'04"W |
| L3 | 1.48 | N12°59'31"E |

| CURVE TABLE | | | | | | |
|---|---|---|---|---|---|---|
| CURVE | LENGTH | RADIUS | DELTA | TANGENT | CHORD | CHORD BRG. |
| C1 | 63.89' | 307.10' | 11°55'11" | 32.06' | 63.77' | N08°09'18"W |
| C2 | 122.27' | 253.10' | 27°40'43" | 62.35' | 121.08' | N10°45'39"W |
| C3 | 24.41' | 25.00' | 55°56'39" | 13.28' | 23.45' | S28°11'56"E |
| C4 | 34.96' | 50.00' | 40°03'56" | 18.23' | 34.26' | S13°58'57"W |
| C5 | 47.02' | 50.00' | 53°53'00" | 25.41' | 45.31' | S32°58'31"E |
| C6 | 47.02' | 50.00' | 53°53'33" | 25.41' | 45.31' | S86°52'28"E |
| C7 | 14.94' | 25.00' | 34°14'32" | 7.70' | 14.72' | N18°53'39"E |
| C8 | 27.58' | 50.00' | 31°36'16" | 14.15' | 27.23' | N40°22'08"W |
| C9 | 79.20' | 50.00' | 90°45'06" | 50.88' | 71.17' | N20°48'35"E |
| C10 | 45.10' | 25.00' | 103°21'23" | 31.83' | 39.23' | S51°27'05"W |
| C11 | 39.27' | 25.00' | 90°00'00" | 25.00' | 35.36' | N45°13'37"W |
| C12 | 148.51' | 280.10' | 30°22'41" | 76.04' | 146.77' | N75°02'16"W |
| C13 | 20.22' | 307.10' | 03°46'23" | 10.11' | 20.22' | N83°15'44"W |
| C14 | 19.99' | 307.10' | 03°43'47" | 10.00' | 19.99' | N57°00'49"W |
| C15 | 5.20' | 307.10' | 00°58'14" | 2.60' | 5.20' | N59°21'49"W |
| C16 | 9.81' | 310.10' | 01°48'48" | 4.95' | 9.81' | N60°45'50"W |
| C17 | 83.59' | 307.10' | 15°35'28" | 41.95' | 83.13' | N43°35'49"W |
| C18 | 63.14' | 307.10' | 11°46'48" | 31.66' | 63.03' | N29°55'41"W |
| C19 | 63.81' | 307.10' | 11°55'24" | 32.02' | 63.79' | N18°04'35"W |
| C20 | 111.01' | 253.10' | 25°07'44" | 56.41' | 110.12' | N37°09'52"W |
| C21 | 132.60' | 250.10' | 30°22'41" | 67.90' | 131.05' | N75°02'16"W |
| C22 | 74.30' | 250.10' | 17°01'18" | 37.43' | 74.03' | N88°21'35"W |
| C23 | 299.82' | 280.10' | 61°19'33" | 165.41' | 286.65' | N29°17'09"W |
| C24 | 44.70' | 253.10' | 10°07'12" | 22.41' | 44.63' | N54°47'20"W |

| PLAT CLOSURE | | | | | | | |
|---|---|---|---|---|---|---|---|
| BEARING | DISTANCE | COSINE | SINE | N | S | E | W |
| N89°46'23"E | 152.66 | 0.00396098 | 0.99999216 | 0.60 | | 152.66 | |
| S75°08'16"E | 131.09 | 0.25818811 | 0.96609687 | | 33.83 | 126.61 | |
| N00°09'04"E | 60.00 | 0.86470270 | 0.50229230 | 51.88 | | 30.14 | |
| N90°45'59"W | 9.91 | 0.48840973 | 0.87261443 | 4.84 | | | 8.65 |
| N89°13'48"E | 187.98 | 0.88105966 | 0.47298652 | 112.76 | | 60.53 | |
| N51°56'01"W | 95.04 | 0.37568067 | 0.9267491? | 33.70 | | | 88.86 |
| N80°05'29"W | 108.69 | 0.17207715 | 0.98508348 | 18.70 | | | 107.07 |
| N89°46'23"E | 355.64 | 0.00396098 | 0.99999216 | 1.41 | | 355.64 | |
| S00°39'04"W | 200.98 | 0.00396646 | 0.99999213 | | 200.94 | | 1.50 |
| S28°28'47"E | 81.00 | 0.87898593 | 0.47684770 | | 71.20 | 38.62 | |
| S16°27'03"E | 91.78 | 0.95906810 | 0.88319846 | | 87.97 | 25.97 | |
| S04°31'39"E | 78.20 | 0.99688109 | 0.07891864 | | 77.96 | 6.17 | |
| S89°48'02"W | 129.90 | 0.00348096 | 0.99999394 | | 0.45 | | 129.90 |
| S74°55'45"W | 56.30 | 0.26031300 | 0.96560512 | | 14.64 | | 54.36 |
| N81°52'36"W | 132.28 | 0.14130440 | 0.98956619 | 18.59 | | | 130.95 |
| S15°26'16"W | 72.29 | 0.96392010 | 0.26619173 | | 69.62 | | 19.23 |
| S89°46'29"W | 259.92 | 0.00393183 | 0.99999227 | | 1.02 | | 259.92 |
| N12°59'31"E | 1.46 | 0.97562347 | 0.21856524 | 1.43 | | 0.33 | |
| N00°37'11"E | 313.63 | 0.99994151 | 0.01081598 | 313.61 | | 3.39 | |
| | | | | 559.62 | 559.63 | 800.05 | 800.06 |

## LEGAL DESCRIPTION

THE PLAT OF WILLOWBROOK NO. 2 PHASE TWO

REAL PROPERTY LOCATED IN THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 9 NORTH, RANGE 28 EAST, WILLAMETTE MERIDIAN, CITY OF RICHLAND, BENTON COUNTY, WASHINGTON BEING TRACT "E" AND A PORTION OF TRACT "J" OF THE PLAT OF WILLOWBROOK NO. 1 AS RECORDED IN VOLUME 14 OF PLATS, PAGE 13, RECORDS OF BENTON COUNTY AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHEAST CORNER OF LOT 1, BLOCK 4 OF SAID PLAT OF WILLOWBROOK NO. 1; THENCE NORTH 89°46'23" EAST, 152.66 FEET ALONG THE SOUTH LINE OF PIPER STREET OF SAID PLAT TO THE BEGINNING OF A 250.10 FEET RADIUS CURVE CONCAVE TO THE SOUTHWEST; THENCE EASTERLY 132.60 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID SOUTH LINE THROUGH A CENTRAL ANGLE OF 30°22'41"; THENCE NORTH 30°09'04" EAST, 60.00 FEET TO A POINT ON THE NORTH LINE OF SAID PIPER STREET SAID POINT BEING ON THE ARC OF A 310.10 FEET RADIUS CURVE (RADIUS POINT BEARS SOUTH 30°09'04" WEST); THENCE WESTERLY, 9.91 FEET ALONG THE ARC OF SAID CURVE AND ALONG SAID NORTH LINE THROUGH A CENTRAL ANGLE OF 1°49'48" TO THE SOUTHEAST CORNER OF LOT 30, BLOCK 3 OF SAID PLAT; THENCE NORTH 28°13'42" EAST, 127.98 FEET TO THE NORTHEAST CORNER OF SAID LOT 30; THENCE NORTH 67°56'01" WEST, 95.04 FEET TO THE NORTHWEST CORNER OF SAID LOT 30; THENCE NORTH 80°05'29" WEST, 108.69 FEET TO THE NORTHWEST CORNER OF SAID TRACT "E"; THENCE NORTH 89°46'23" EAST, 355.64 FEET TO THE NORTHEAST CORNER OF SAID TRACT "E"; THENCE SOUTH 00°32'12" WEST, 202.95 FEET TO THE SOUTHEAST CORNER OF SAID TRACT "E" SAID POINT BEING ON THE EAST LINE OF SAID TRACT "J"; THENCE SOUTH 28°28'47" EAST, 81.00 FEET ALONG SAID EAST LINE; THENCE SOUTH 16°27'03" EAST, 91.72 FEET ALONG SAID EAST LINE; THENCE SOUTH 04°31'35" EAST, 78.20 FEET ALONG SAID EAST LINE; THENCE SOUTH 89°48'02" WEST, 129.90 FEET; THENCE SOUTH 74°55'45" WEST, 56.30 FEET; THENCE NORTH 81°52'36" WEST, 132.28 FEET; THENCE SOUTH 15°26'16" WEST, 72.23 FEET; THENCE SOUTH 89°46'29" WEST, 259.92 FEET TO A POINT ON THE EAST LINE OF BLOCK 4 OF SAID PLAT OF WILLOWBROOK NO. 1; THENCE NORTH 12°30'31" EAST, 1.46 FEET ALONG SAID EAST LINE; THENCE NORTH 00°37'11" EAST, 313.63 FEET ALONG SAID EAST LINE TO THE POINT OF BEGINNING.

CONTAINS 4.54 ACRES.

## DEDICATION

*WE, THE UNDERSIGNED, 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 AS SHOWN HEREON AND THE UTILITY EASEMENTS, STREET RIGHTS OF WAY AND WALKWAY TRACT Z ARE HEREBY DEDICATED TO THE USE OF THE PUBLIC AND THAT SAID SUBDIVISION SHALL HEREAFTER BE DESIGNATED BY THE NAME: "PLAT OF WILLOWBROOK NO. 2, PHASE TWO".*

John P. Roden — JOHN P. RODEN
Jean D. Roden — JEAN D. RODEN

## ACKNOWLEDGMENTS

STATE OF WASHINGTON }
COUNTY OF BENTON } ss

*THIS IS TO CERTIFY THAT ON THIS 12 DAY OF April, 2005 PERSONALLY APPEARED BEFORE ME JOHN P. RODEN AND JEAN D. RODEN TO ME KNOWN TO BE THE INDIVIDUALS IN AND WHO EXECUTED THE FOREGOING "DEDICATION", AND ACKNOWLEDGED TO ME THAT THEY SIGNED THE SAME AS THEIR VOLUNTARY ACT AND DEED. IN WITNESS THEREOF, I HAVE SET MY HAND AND OFFICIAL SEAL THE DAY AND YEAR FIRST ABOVE WRITTEN.*

Cheryl Lopez — NOTARY PUBLIC IN AND FOR THE STATE OF WASHINGTON
RESIDING AT Pasco, Washington
MY COMMISSION EXPIRES: 5/9/07

CHERYL L. OPITZ — NOTARY PUBLIC — STATE OF WASHINGTON — COMMISSION EXPIRES 05-09-07

## APPROVALS

*THIS PLAT IS HEREBY APPROVED BY AND FOR THE CITY OF RICHLAND, BENTON COUNTY, WASHINGTON.*

CITY MANAGER — DATE 4/25/05
CITY CLERK — DATE 4-22-05
CITY ENGINEER — DATE 4-25-05
CHAIRMAN CITY PLANNING COMMISSION — DATE 4/22/05

## IRRIGATION APPROVAL

*I HEREBY CERTIFY THAT THE PROPERTY DESCRIBED HEREIN IS LOCATED WITHIN THE BOUNDARIES OF THE KENNEWICK IRRIGATION DISTRICT, THAT THE IRRIGATION EASEMENTS SHOWN ON THIS PLAT ARE ADEQUATE TO SERVE ALL LOTS SHOWN HEREON. I FURTHER CERTIFY THAT THOSE LOTS WHICH ARE ENTITLED TO IRRIGATION WATER UNDER THE OPERATING RULES AND REGULATIONS OF THE DISTRICT HAVE SATISFIED THE REQUIREMENTS OF RCW 58.17.310, AND THAT ALL ASSESSMENTS HAVE BEEN PAID THROUGH THE YEAR 20__ A.D.*

KENNEWICK IRRIGATION DISTRICT — DATE 4/6/05

## TREASURER'S CERTIFICATE

*I HEREBY CERTIFY THAT THE TAXES ON THE LAND DESCRIBED HEREON HAVE BEEN PAID TO AND INCLUDING THE YEAR 2005.*

Duane A. Davidson by Kristi Hill — BENTON COUNTY TREASURER — DATE 26 Apr 05

## ASSESSOR'S CERTIFICATE

Barbara Wagner by Pat Hahn — BENTON COUNTY ASSESSOR — DATE 4/26/05
BY DEPUTY — DATE
1-3698-305-0016-000 (pth) — PARCEL NO.

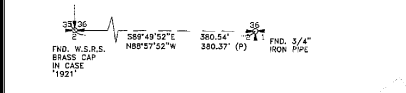
## AUDITOR'S CERTIFICATE

*FILED FOR RECORD AT THE REQUEST OF ROGERS SURVEYING, RECORDED IN VOLUME 15 OF PLATS, PAGE 271, RECORDS OF BENTON COUNTY, WASHINGTON, AT 27 MINUTES PAST 10:00 A.M., THIS 26 DAY OF April, 2005 A.D.*

Bobbie Gasner by Ida Manns Dep. Aud. — BENTON COUNTY AUDITOR
2005-013099 — FEE NUMBER

## NOTES:

1. *BEARINGS SHOWN ARE GRID, WASHINGTON STATE PLANE COORDINATE SYSTEM NAD83/91, SOUTH ZONE BASED ON TIES TO MONUMENTS SHOWN ON RECORD OF SURVEY RECORDED IN VOLUME 1 OF SURVEYS PAGE 1970, RECORDS OF BENTON COUNTY, WASHINGTON.*
2. *○ = SET 5/8" X 24" REBAR WITH YELLOW CAP STAMPED "RSI-JAB 21384" AT ALL CORNERS OR AS NOTED.*
3. *● = FOUND MONUMENT AS NOTED.*
4. *◎ = INSTALLED BRASS CAP STAMPED "JAB 21384", SET IN MON. CASE.*
5. *◉ = FOUND BRASS CAP IN MON. CASE.*
6. *(C) = CALCULATED (M) = MEASURED (P) = RECORD DIMENSION FROM PLAT OF WILLOWBROOK NO. 1.*
7. *EQUIPMENT AND PROCEDURES USED: TOPCON GTS 225 (5 SECOND 2mm+2ppm) CLOSED TRAVERSE AND RADIAL SURVEY METHODS UTILIZED.*
8. *[ 280S ] = ADDRESS. ADDRESS NUMBERS ARE SUBJECT TO CHANGE BY THE CITY OF RICHLAND AT TIME OF BUILDING PERMIT ISSUANCE WHEN EXACT LOCATION OR ACCESS ONTO EACH LOT IS DETERMINED.*
9. *LOTS 1 AND 2 WILL REQUIRE INDIVIDUAL SEWAGE LIFT PUMPS AND PRESSURIZED SERVICE LINES DUE TO THE DEPTH OF THE EXISTING SEWER IN PIPER STREET.*
10. *THE LOCATION OF THE SEWER EASEMENT DESCRIBED IN A.F.#88-14661 HAS BEEN RELOCATED TO THE LOCATION SHOWN HEREON AND WITHIN THE NEW RIGHT OF WAY OF PIPER STREET DEDICATED HEREON AS ALLOWED BY SECTION 8 OF THE EASEMENT DEED.*
11. *THE LOCATION OF THE IRRIGATION EASEMENT DESCRIBED IN A.F.#88-14544 HAS BEEN RELOCATED TO THE LOCATION SHOWN HEREON AS ALLOWED BY SECTION 8 OF THE EASEMENT DEED.*
12. *TRACT Y IS RESERVED FOR FUTURE TRANSFER OF OWNERSHIP TO THE ADJOINING LOTS OR CONVEYANCE TO THE HOMEOWNERS ASSOCIATION.*
13. *TRACT Z IS HEREBY DEDICATED TO THE CITY OF RICHLAND FOR A PUBLIC WALKWAY.*







## SURVEYOR'S CERTIFICATE

*I, JOHN A. BAALMAN, A REGISTERED LAND SURVEYOR IN THE STATE OF WASHINGTON, (REG.#21384) HEREBY CERTIFY THAT THE PLAT OF WILLOWBROOK NO. 2 PHASE TWO, AS SHOWN HEREON IS BASED UPON AN ACTUAL FIELD SURVEY OF THE LAND DESCRIBED AND THAT ALL DISTANCES, AND COURSES ARE CORRECTLY SHOWN AND THAT THE MONUMENTS HAVE BEEN SET AND THE LOT CORNERS STAKED AS SHOWN ON THE PLAT.*

JOHN A. BAALMAN — STATE OF WASHINGTON — 21384 REGISTERED PROFESSIONAL LAND SURVEYOR — EXPIRES 9-25-05

4-8-05 — DATE


ROGERS SURVEYING INC.
1455 COLUMBIA PARK TRAIL
RICHLAND, WA. 99352
PHONE (509) 783-4141
FAX: (509) 783-8994
WWW.ROGERSSURVEYING.COM


2760492.DWG REV: 04-08-05

**From:** Paul Johnson
**To:** Stevens, Mike
**Cc:** childersc309@gmail.com; lars2pal@aol.com
**Subject:** Willowbrook Apartments, Written Comments
**Date:** Thursday, October 29, 2020 7:29:44 PM
**Attachments:** ENVIRONMENTAL REVIEW RESPONSE TO PROPOSAL OF BIG CREEK LAND COMPANY OF IDAHO TO BUILD WILLOWBROOK PLACE APARMENT1.docx

Mr. Stevens

## ENVIRONMENTAL REVIEW RESPONSE TO PROPOSAL OF BIG CREEK LAND COMPANY OF IDAHO TO BUILD WILLOWBROOK PLACE APARTMENTS:

The project site is located east of the terminus of John Court and is zoned R-3 (Multiple-Family Residential). The property is described as Tracts A & B, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864) and Tract B, Willowbrook No. 2, Phase 4A, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA.

At issue is the significance of the land as a Category II Wetlands and the impact this project would have on this critical habitat.
This EIS Review was conducted thru multiple day, on-site observations, and measurements by the following:
Paul A. Johnson, MS, MSEd
Richland, WA
Paul is a retired biologist with a Masters in Vertebrate Zoology and Science Education. He has been a science educator in Seattle and Yakima with multiple awards including National Science Teacher of the Year from the Department of Energy. He has also been a consultant to pharmaceutical industry.
Loren Lund, MNS, Woodrow Wilson Fellow
Yakima, WA
Loren earned a Masters in Natural Sciences and is a retired science instructor at the high school and college level. He is a Woodrow Wilson Fellow, the highest honor for a science educator.

### HISTORY OF AMON CREEK:

The West Fork of Amon Creek was at one time the course of the Yakima River and was utilized for approximately 4,000 years as a fish camp for Native Americans along with other such camps at Celilo Falls and the mouth of the Snake River. After glaciation changed the course of the Yakima River, Amon Creek has survived in its modern form as the largest tributary of the Lower Yakima River with its source being natural springs originating in Badger Canyon.
What is now the area between I-82 downstream to Columbia Park Trail, Amon Creek became a dumping ground until 2008, when local citizens organized to clean up the creek, including

the removal of 16 tons of trash and 14 abandoned automobiles. It was at this time citizens made it known to the City of Richland that this area needed protection as a wildlife preserve with human access limited to a trail system. In 2007-2008 the City of Richland, Washington State Department of Transportation, Tapteal Greenway and other stakeholders purchased 75 acres land surrounding Amon Creek from Leslie Road where it joins the Yakima Delta upstream to Claybell Park. There have been attempts to purchase the rest of the Creek path into Badger Canyon for the City to have a natural reserve. These attempts included the land under question in the project proposal.

On the East side of the West Fork of Amon Creek, the City has developed Claybell Park, with its ballfields placed such that there is a buffer far greater than 150' and even greater for the attached parking areas. In addition, just upstream from the park, the City of Richland has set aside multiple acres for habitat restoration alongside the West Fork, including the current replanting of native vegetation. This restoration area is directly across the West Fork of Amon Creek from the proposed apartment project.

**RESPONSE TO THE CRIRTICAL AREA REPORT & SITE PLAN REVIEW APPLICATION:**

This response revolves around multiple omissions in the Critical Area Report and Buffer Averaging Plan compiled by Wetland Resources, Inc. All these omissions, individually and combined, have a net effect of an attempt to lessen the actual impact of this project. They are as follows:

1. Incorrectly identifying the area as a Category II Wetlands by omitting the fact that the Wetland within the boundaries of this proposed project consisting of 10.2 acres (not including the currently proposed buffer). By Washington State Code in accord with federal regulations, the area can only be classified as a Category I Wetlands.
2. There is no mention of the fact that the City of Richland has a habitat restoration project directly east of the proposed project and what the effect would be by eliminating habitat on the west side of Amon Creek – the west side has better quality and quantity of forage for wildlife that also utilize the restoration area. This vegetation for rabbits, quail and other species would be eliminated according to the project proposal.
3. There is no mention of 2 beaver dams on the North end of the proposed project and what efforts there would be to protect these critical components of the Wetlands. These ponds are adjacent to the project's intention to build on top of the buffer to within 100' of these beaver dams. Addition of these dams to the rating for Eastern Washington Wetlands would also have an effect to move the rating towards Category I.
4. The report significantly under reports wildlife in the affected habitat, thereby reducing the habitat score to qualify as a Category II Wetlands. Specifically, the following species with confirmed sightings (confirmed sightings by biologists, in accordance with City of Richland code).
    a. Cinnamon Teal - (candidate for threatened/endangered species listing) are often seen resting and foraging on the beaver dams on the north end of the proposed project along with Mallards.
    b. Burrowing Owl - (candidate for threatened/endangered species listing) preys on rodentia native to the area, especially in the sagebrush on the north end that would be eliminated under the proposed project. There have been confirmed sightings at night of Burrowing Owls hunting, where the building sites would be located, in the proposed project.
    c. Blacktail Jackrabbit - (candidate for threatened/endangered species listing) also has confirmed sightings along with cottontail rabbits.
    d. Whitetail Deer – Missing from the report is a highly visible deer trail following the

creek where doe tracks, scat and the scrape of a small buck were observed on 10/26/2020 where the apartment buildings would be placed. These tracks were fresh since the last rains a week previous and confirm a deer migration route between Badger canyon and the Yakima River Delta where deer have also been observed. Statements from the City of Richland agree with the assertion that the West Fork, Amon Creek is a crucial wildlife corridor.

e. California Quail - There is no mention of the two resident coveys of California Quail (north and south) that utilize not only the Wetland but the sage brush and Cheat Grass as foraging areas. These coveys will be exterminated if this project is to go forward as the proposed plan specifies that all (native) vegetation will be removed.
f. Great Blue Heron - several GBH's utilize the beaver dams on the north end of the Wetlands, on a daily-basis, to feed on the trout. Not mentioned in the report but the project would erect 40' tall buildings completely covering the ingress and egress for these birds as well as above listed waterfowl (ingress and egress from the east side of the beaver ponds are blocked by tall trees).
g. Great Egrets - This area is the northern edge of their migration route and these Egrets are, like the Herons, using the beaver dams of the Creek to forage for fish. Egrets are seasonal in the area from spring thru early summer.
h. Beavers – (see 3., above)

5. There is no mention that Amon Creek is recognized as a salmon/trout steam by the State Fish & Wildlife Department and that there is a listed fishing season on the creek. Spawning Steelhead have been found far up the creek as well as rainbow trout and other fish species.
6. The report makes no mention that Amon Creek and the terrestrial habitat has been designated as a Biodiversity Corridor by the Washington State Department of Fish and Wildlife.
7. The report confuses the source of water for the West Fork, Amon Creek by continuously referring to the "Amon Wasteway" which is several miles to the east. The West Fork of Amon Creek is only classified as a drain or wasteway by the Kennewick Irrigation District as this allows the KID access to the Creek and the ability to reclaim and reuse water from these systems which they would not be able to do if the source of water was defined as "natural".
8. Perry Harvester, Washington State Department of Fish & Wildlife (the overseeing agency) has stated publicly that the West Fork of Amon is of a natural source (year-round springs from Badger canyon) and that there may be irrigation run-off as well. This flies in direct opposition to the Critical Area Report that only utilizes the KID description of an irrigation wasteway to reduce the significance of this Wetland. The U.S. Geological Survey lists Amon Creek as a natural stream, The Amon Creek Natural Preserve (owned by City of Richland) lists both the East and west Forks as of natural spring source in Badger Canyon. Every available map, on-line and in print) lists the waterway as Amon Creek or West Fork, Amon Creek. Even the local elementary school is named Amon Creek Elementary.
9. A separate issue from the effect on vegetation and wildlife is the misuse of buffering averages – buffering averages are available to take account for the meandering nature of a stream. The developers of this project are setting aside "extra" buffer on the south end of the project, which they admit in their own report, has the least desirable habitat – sparse grasses. In exchange, they would encroach on the most valuable habitat on the northern end, even placing large parts of buildings and parking lots within 100' of a beaver dam. This is an intentional misuse of wetland regulations and should be rejected.

**SUMMARY:**

The proposed project would cause irreparable damage to the wildlife, wetland and the Amon Creek Natural Preserve and other natural areas downstream from the proposed project. That

is the scientific conclusion of two biologists who have spent their entire life's enjoying the natural beauty of Eastern Washington. But I think the following quote says it much better than we ever could:

**"Rivers, streams and their surrounding areas provide critical natural habitat, water and protective cover for fish and wildlife, and their movements from one area to another.**

**Amon Creek and its surrounding area provide the only natural connection between the basalt ridges bordering the Tri-Cities and the three rivers that join in the immediate area. As such, it is a crucial corridor allowing for the movement of wildlife from the surrounding desert to the rivers.**

**The Yakima River and watershed is recognized as one of the most diverse, scenic, and biologically productive systems in the entire Pacific Northwest. The wetlands on the West Fork of Amon Creek have been identified as the highest rated "value" wetlands in southeastern Washington – as such, it is able to support a great diversity of wildlife.**

**The Environmental Protection Agency (EPA) has elevated the status of the Columbia River basin to that of one of our nation's great water bodies – joining Chesapeake Bay, Great Lakes, Gulf of Mexico, Puget Sound, Long Island Sound, and South Florida Eco-system. The overall ecological health of a large water body depends on the health of its tributaries and respective watersheds.**

**Preserving the ecological health of the Amon Basin is not only important on a local scale, but a vital connection to the overall health of the entire Columbia River basin."**

I would like to take credit for the above statement as it really answers the question as to whether it is a good idea to bulldoze an entire ecosystem and build high density dwelling complete with hundreds of humans and hundreds of automobiles closer to the watershed than law and common sense allow. However, this quote was not mine but taken from a public information sign at the City of Richland's Claybell Park, right across from the West Amon Creek Wetlands.

The City of Richland has the opportunity today to do the right thing, not only rejecting this project but going a step further and put their own words above into action and preserve the Amon Creek watershed for today and future generations, Offer the developer land more suited for high-density housing in trade for these 14 acres. Imagine a hiking/bike trail from the Yakima Delta to Badger Canyon through a wildlife corridor where fish, waterfowl, herons, quail, rabbits, and other wildlife abound. Imagine elementary school children taking field trips through this corridor, learning the value of wildlife and wild spaces. Or imagine a mass of concrete buildings slowly degrading as the cars release gas, oil and antifreeze leaks into a wetlands that slowly but surely turn back into the garbage dumping grounds we rescued this area from in 2008. Your choice.

Respectfully submitted,

*Paul A. Johnson*

Paul A. Johnson, MS, MSEd

*Loren Lund*
Loren Lund, MSN

- Paul

Paul A. Johnson
(425) 766-3988
paul.johnson53@frontier.com

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Loren earned a Masters in Natural Sciences and is a retired science instructor at the high school and college level. He is a Woodrow Wilson Fellow, the highest honor for a science educator.

### HISTORY OF AMON CREEK:

The West Fork of Amon Creek was at one time the course of the Yakima River and was utilized for approximately 4,000 years as a fish camp for Native Americans along with other such camps at Celilo Falls and the mouth of the Snake River. After glaciation changed the course of the Yakima River, Amon Creek has survived in its modern form as the largest tributary of the Lower Yakima River with its source being natural springs originating in Badger Canyon.

What is now the area between I-82 downstream to Columbia Park Trail, Amon Creek became a dumping ground until 2008, when local citizens organized to clean up the creek, including the removal of 16 tons of trash and 14 abandoned automobiles. It was at this time citizens made it known to the City of Richland that this area needed protection as a wildlife preserve with human access limited to a trail system. In 2007-2008 the City of Richland, Washington State Department

of Transportation, Tapteal Greenway and other stakeholders purchased 75 acres land surrounding Amon Creek from Leslie Road where it joins the Yakima Delta upstream to Claybell Park. There have been attempts to purchase the rest of the Creek path into Badger Canyon for the City to have a natural reserve. These attempts included the land under question in the project proposal.

On the East side of the West Fork of Amon Creek, the City has developed Claybell Park, with its ballfields placed such that there is a buffer far greater than 150' and even greater for the attached parking areas. In addition, just upstream from the park, the City of Richland has set aside multiple acres for habitat restoration alongside the West Fork, including the current replanting of native vegetation. This restoration area is directly across the West Fork of Amon Creek from the proposed apartment project.

**RESPONSE TO THE CRIRTICAL AREA REPORT & SITE PLAN REVIEW APPLICATION:**

This response revolves around multiple omissions in the Critical Area Report and Buffer Averaging Plan compiled by Wetland Resources, Inc. All these omissions, individually and combined, have a net effect of an attempt to lessen the actual impact of this project. They are as follows:

1) Incorrectly identifying the area as a Category II Wetlands by omitting the fact that the Wetland within the boundaries of this proposed project consisting of 10.2 acres (not including the currently proposed buffer). By Washington State Code in accord with federal regulations, the area can only be classified as a Category I Wetlands.
2) There is no mention of the fact that the City of Richland has a habitat restoration project directly east of the proposed project and what the effect would be by eliminating habitat on the west side of Amon Creek – the west side has better quality and quantity of forage for wildlife that also utilize the restoration area. This vegetation for rabbits, quail and other species would be eliminated according to the project proposal.
3) There is no mention of 2 beaver dams on the North end of the proposed project and what efforts there would be to protect these critical components of the Wetlands. These ponds are adjacent to the project's intention to build on top of the buffer to within 100' of these beaver dams. Addition of these dams to the rating for Eastern Washington Wetlands would also have an effect to move the rating towards Category I.
4) The report significantly under reports wildlife in the affected habitat, thereby reducing the habitat score to qualify as a Category II Wetlands. Specifically, the following species with confirmed sightings (confirmed sightings by biologists, in accordance with City of Richland code).
    a. Cinnamon Teal - (candidate for threatened/endangered species listing) are often seen resting and foraging on the beaver dams on the north end of the proposed project along with Mallards.

b. Burrowing Owl - (candidate for threatened/endangered species listing) preys on rodentia native to the area, especially in the sagebrush on the north end that would be eliminated under the proposed project. There have been confirmed sightings at night of Burrowing Owls hunting, where the building sites would be located, in the proposed project.
c. Blacktail Jackrabbit - (candidate for threatened/endangered species listing) also has confirmed sightings along with cottontail rabbits.
d. Whitetail Deer – Missing from the report is a highly visible deer trail following the creek where doe tracks, scat and the scrape of a small buck were observed on 10/26/2020 where the apartment buildings would be placed. These tracks were fresh since the last rains a week previous and confirm a deer migration route between Badger canyon and the Yakima River Delta where deer have also been observed. Statements from the City of Richland agree with the assertion that the West Fork, Amon Creek is a crucial wildlife corridor.
e. California Quail - There is no mention of the two resident coveys of California Quail (north and south) that utilize not only the Wetland but the sage brush and Cheat Grass as foraging areas. These coveys will be exterminated if this project is to go forward as the proposed plan specifies that all (native) vegetation will be removed.
f. Great Blue Heron - several GBH's utilize the beaver dams on the north end of the Wetlands, on a daily-basis, to feed on the trout. Not mentioned in the report but the project would erect 40' tall buildings completely covering the ingress and egress for these birds as well as above listed waterfowl (ingress and egress from the east side of the beaver ponds are blocked by tall trees).
g. Great Egrets - This area is the northern edge of their migration route and these Egrets are, like the Herons, using the beaver dams of the Creek to forage for fish. Egrets are seasonal in the area from spring thru early summer.
h. Beavers – (see 3., above)

5) There is no mention that Amon Creek is recognized as a salmon/trout steam by the State Fish & Wildlife Department and that there is a listed fishing season on the creek. Spawning Steelhead have been found far up the creek as well as rainbow trout and other fish species.
6) The report makes no mention that Amon Creek and the terrestrial habitat has been designated as a Biodiversity Corridor by the Washington State Department of Fish and Wildlife.
7) The report confuses the source of water for the West Fork, Amon Creek by continuously referring to the "Amon Wasteway" which is several miles to the east. The West Fork of Amon Creek is only classified as a drain or wasteway by the Kennewick Irrigation District as this allows the KID access to the Creek and the ability to reclaim and reuse water from these systems which they would not be able to do if the source of water was defined as "natural".

8) Perry Harvester, Washington State Department of Fish & Wildlife (the overseeing agency) has stated publicly that the West Fork of Amon is of a natural source (year-round springs from Badger canyon) and that there may be irrigation run-off as well. This flies in direct opposition to the Critical Area Report that only utilizes the KID description of an irrigation wasteway to reduce the significance of this Wetland. The U.S. Geological Survey lists Amon Creek as a natural stream, The Amon Creek Natural Preserve (owned by City of Richland) lists both the East and west Forks as of natural spring source in Badger Canyon. Every available map, on-line and in print) lists the waterway as Amon Creek or West Fork, Amon Creek. Even the local elementary school is named Amon Creek Elementary.
9) A separate issue from the effect on vegetation and wildlife is the misuse of buffering averages – buffering averages are available to take account for the meandering nature of a stream. The developers of this project are setting aside "extra" buffer on the south end of the project, which they admit in their own report, has the least desirable habitat – sparse grasses. In exchange, they would encroach on the most valuable habitat on the northern end, even placing large parts of buildings and parking lots within 100' of a beaver dam. This is an intentional misuse of wetland regulations and should be rejected.

**SUMMARY:**

The proposed project would cause irreparable damage to the wildlife, wetland and the Amon Creek Natural Preserve and other natural areas downstream from the proposed project. That is the scientific conclusion of two biologists who have spent their entire life's enjoying the natural beauty of Eastern Washington. But I think the following quote says it much better than we ever could:

**"Rivers, streams and their surrounding areas provide critical natural habitat, water and protective cover for fish and wildlife, and their movements from one area to another.**

**Amon Creek and its surrounding area provide the only natural connection between the basalt ridges bordering the Tri-Cities and the three rivers that join in the immediate area. As such, it is a crucial corridor allowing for the movement of wildlife from the surrounding desert to the rivers.**

**The Yakima River and watershed is recognized as one of the most diverse, scenic, and biologically productive systems in the entire Pacific Northwest. The wetlands on the West Fork of Amon Creek have been identified as the highest rated "value" wetlands in southeastern Washington – as such, it is able to support a great diversity of wildlife.**

**The Environmental Protection Agency (EPA) has elevated the status of the Columbia River basin to that of one of our nation's great water bodies – joining Chesapeake Bay, Great Lakes, Gulf of Mexico, Puget Sound, Long Island Sound, and South Florida Eco-system. The overall ecological health of a large water body depends on the health of its tributaries and respective watersheds.**

**Preserving the ecological health of the Amon Basin is not only important on a local scale, but a vital connection to the overall health of the entire Columbia River basin."**

I would like to take credit for the above statement as it really answers the question as to whether it is a good idea to bulldoze an entire ecosystem and build high density dwelling complete with hundreds of humans and hundreds of automobiles closer to the watershed than law and common sense allow. However, this quote was not mine but taken from a public information sign at the City of Richland's Claybell Park, right across from the West Amon Creek Wetlands.

The City of Richland has the opportunity today to do the right thing, not only rejecting this project but going a step further and put their own words above into action and preserve the Amon Creek watershed for today and future generations, Offer the developer land more suited for high-density housing in trade for these 14 acres. Imagine a hiking/bike trail from the Yakima Delta to Badger Canyon through a wildlife corridor where fish, waterfowl, herons, quail, rabbits, and other wildlife abound. Imagine elementary school children taking field trips through this corridor, learning the value of wildlife and wild spaces. Or imagine a mass of concrete buildings slowly degrading as the cars release gas, oil and antifreeze leaks into a wetlands that slowly but surely turn back into the garbage dumping grounds we rescued this area from in 2008. Your choice.

Respectfully submitted,

*Paul A. Johnson*

Paul A. Johnson, MS, MSEd

*Loren Lund*

Loren Lund, MSN

| | |
|---|---|
| **From:** | flaircraft |
| **To:** | Stevens, Mike |
| **Subject:** | Willowbrook Place Apartments - too much traffic already! |
| **Date:** | Friday, October 30, 2020 3:12:23 PM |
| **Attachments:** | PICT0002.JPG<br>PICT0003.JPG<br>PICT0012.JPG<br>PICT0014.JPG |

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Mr. Stevens,

My name is Joe Rice and I live at 101 Willowbrook Place. I'm writing to express my opposition to the proposed Willowbrook Place Apartments (M2020-101 & EA2020-114). There are many issues with the proposed development; inappropriate zoning, increased traffic volumes & routing, fire safety concerns, Richland code violations, HOA covenant violations, and environmental concerns.

My prime personal concern is with increased traffic through the neighborhood, and specifically past my residence. I live at the entrance to the Willowbrook housing development, on the corner of Leslie Road and Willowbrook Place. Traffic past my residence is already significant, which causes a multitude of problems including:

- Frequent near-accidents by people who almost rear end me when they are turning onto Willowbrook from Leslie and I am pulling into my driveway
- Drivers regularly use my driveway to pull U-turns
- Long wait times to leave my own driveway
- People constantly speeding around the corner and past my home

Due to the above, the current volume of traffic past my residence is ALREADY a safety issue. I am not comfortable allowing my children to play in our own yard due to the volume of traffic past, and often into, our property. Near misses are a common event. A couple of years ago, someone wasn't paying attention and drove completely through the brick wall at the entrance to the development, and thereby onto our property. If they had been going a little faster they would have most likely driven their SUV into our house and into the room where my children were sleeping. As it was, bricks sent flying from the impact still nearly reached my home. Please see attached photos of the damage caused by the incident.

A significant increase in traffic volume caused by adding subject apartment complex will only worsen the aforementioned problems, and all but guarantee regular accidents in front of or even on my residence.

Sincerely,

Joe Rice


LOWBROOK

WOLF



| | |
|---|---|
| **From:** | William L Heilman |
| **To:** | Stevens, Mike |
| **Cc:** | Jeff Reiten |
| **Subject:** | Willowbrook Place Site Plan Review Application |
| **Date:** | Thursday, October 15, 2020 4:51:27 PM |
| **Attachments:** | Williowbrook Place Project Impacts.pdf |

Mike Stevens
City of Richland Planning Manager

We are writing in opposition to the subject project. We live on High Meadows St., a residential street that intersects with Leslie Road about one block north of the intersection of Leslie and Broadmoor St., the arterial that will carry all of the traffic from the proposed development. Under current conditions, given all of the development that has been approved by the City of Richland south of the Leslie/Broadmoor intersection in recent years, and the lack of traffic control on Leslie Road south of Gage Boulevard, residents in our neighborhood already have to wait up to 5 minutes during certain times of day to leave the neighborhood and enter on to Leslie because of the steady stream of traffic in both directions. Much of the projected 420 vehicles per day from the project on to Broadmoor will undoubtably end up on Leslie, thereby significantly increasing what is already a serious problem.

A second traffic issue is the vehicle load on Broadmoor east of the intersection that would serve the proposed development. We frequently travel on Broadmoor from our home to our daughters home in Meadow Springs East or to Meadow Springs Country Club. It has been striking to us regarding the potential for a human disaster whenever we drive in the vicinity of Claybell Park. This stretch of road has very poor sight distance going in either direction, yet the city has seen fit to allow parking on both sides of Broadmoor over the entire length of roadway adjacent to the Park. This area is already a tragedy just waiting to happen, and will only be made worse by the additional traffic if the proposed development is approved.

Finally, I fully support the opposition position of the Meadow Springs Second Nine Homeowners Association as set forth in the attached document titled "Willowbrook Place Project Impacts".

Thank you for the opportunity to provide our input on this matter. We sincerely hope the City of Richland will seriously consider the potential impacts on current residents of this area before approving the construction of a high density residential project such a Willowbrook Place.

William L. Heilman
Marilyn B Heilman
119 High Meadows St.
Richland, WA 99352

509-627-2341

CC: Jeff Reiten, President, Meadow Springs Second Nine Homeowners Association

## TOPICS/AREAS WHICH COULD HAVE POSSIBLE DETRIMENTAL EFFECTS AS A RESULT OF THIS PROJECT

The Amon Creek Natural Preserve and its associated buffer are located within the boundary of the subject property. RMC 22.10.370 requires that, prior to issuance of a State Environmental Policy Act (SEPA) determination, applicants submit a wetland determination, wetland delineation report, habitat conservation report or geologic hazard report if critical areas are located within the subject property (Ref: WAC 197-11-960). A report was submitted and may not include additional detrimental effects on, or from, an example of areas and associated activities indicated below as required by City of Richland Municipal Code (i.e.: RMC 20.10, RMC 23.48, RMC 24.08, RMC 24,16, RMC 24.20).

**TRAFFIC IMPACT: An estimated 400-700 additional cars would use the access road build on the steep grade between Piper Street and Broadmoor Street.**

- Current traffic counts from the Second Nine HOA's speed reading cameras count approximately 1,500 cars daily on Broadmoor St. We believe the data being used by the city and the project applicant are misrepresented for both speed and volume.
- As designed, the intended use of the proposed road would service multi-family zoning through single-family homes, placing a road right between two homes.
- Richland has declined any efforts at traffic calming on Broadmoor, including speed humps (paid for by the HOA), low-profile roundabouts (paid for by the HOA) or parking lane painting to narrow the width of the street.
- Overflow parking for the apartment complex may result in cars lining Broadmoor Street or Piper Street, contributing to the increased traffic safety concerns.
- The street would be built outside of the current code on minimum width and would have no sidewalks.
- In the event of an emergency, access out of the apartment complex and access into the apartment complex would use this road.

**STORMWATER IMPACT: The location of the proposed road is the same location where the concrete path has washed out more than once in periods of sudden rainfall, including a storm in 2017 that washed out the path at a depth of more than two feet.**

- If a single storm could cause massive damage that took more than six months for the city to repair, imagine the potential damage that could be caused by an impervious surface that has no ability to absorb water.
- The average slope on the planned road is 10% and goes as high as 14% at points.

**ENVIRONMENTAL IMPACT: We have already seen the impact from animals displaced and habitat lost due to all the development around Amon Basin. Pets are frequently missing as the natural food chain is disrupted.**

- Amon Creek Natural Preserve is within the Pacific Flyway, an important migratory bird passageway
- The ACNP is home to multiple plants, 150 bird species, and over 30 mammal species. These include mink, beaver, river otter and black-tailed jackrabbits, a Washington state "species of concern."
- Wetlands provide critical habitat for fish, waterfowl and other wildlife, in addition to purifying polluted water. Washington state's total wetlands are at less than 2% of terrain.
- Fish presence, such as Spring Chinook and Coho salmon, presumed to be within the Amon Creek Natural Preserve, according to the Washington Department of Fish and Wildlife (WDFW), Pacific States Marine Fisheries Commission (PSMFC), and the Washington Dept. of Natural Resources (WADNR).

**From:** Liston, Steven M
**To:** Stevens, Mike
**Subject:** 96 unit Willowbrook Multi family development
**Date:** Monday, October 19, 2020 7:39:49 AM

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Mike,

I am vehemently opposed to the Multi unit family development for a couple of reasons.

1. First and foremost, there are safety concerns with the additional traffic. I have seven grandchildren who visit frequently and my house is located at the most dangerous spot for speeders taking the corner at Willowbrook/Piper.

2. The development appears to not be in compliance with city zoning issues such as street length and width.

Due to these factors I feel the project should be delayed or stopped until these issues are addressed in a favorable manner.

Respectfully,
Steve Liston

**Subject: Comments on proposed Willowbrook Place apartment complex** October 29, 2020

Mr. Stevens,

Thank you for the opportunity to comment on the proposed Willowbrook Place apartment complex application.

There are so many reasons why the proposed Willowbrook Place apartment complex is inappropriate for the chosen location. The reasons include the extremely close vicinity of the Amon Creek Natural Preserve and the significant negative impacts the development will have on this sensitive area (which is inconsistent with the City's previous action to help create the Preserve), inconsistency with housing densities in surrounding neighborhoods, inconsistency with the City's documented objectives and policies, access through an existing neighborhood with all the safety and traffic problems on roads not designed for the expected traffic, use of a planned road that would violate City codes and HOA covenants and restrictions, and the significant change in character of the area which will make nearby neighborhoods less desirable.

a. Also, the SEPA Checklist is inadequate and should not be used as a basis for allowing the proposed apartment complex to proceed.

I strongly request that the City represent the citizens of Richland on this proposal and disallow construction of any apartment complex at this location – an apartment complex at this location is totally inappropriate. At the very least the citizens of Richland deserve a thorough evaluation of such a significant proposal adjacent to the Amon Creek Natural Preserve, which has also been designated by the Washington Department of Fish and Wildlife as a "fish and wildlife habitat conservation area" per RMC 22.10.185.A.8. At the very least an Environmental Impact Statement should be required if the project is allowed to proceed.

Please see my detailed comments below.

Sincerely,
Janet Davis
253 Scouler Ct
Richland, WA 99352

**********

**Comments on the proposed Willowbrook Place apartment complex**

1. The proposed apartments would be adjacent to the Amon Creek Natural Preserve. The City of Richland saw the wisdom of creating this Preserve years ago because of its unique attributes and high value to the citizens of Richland. It does not make sense for the City to put the Preserve in

danger now by allowing the apartments, which are classified as a "high intensity land use" in the project documentation, to proceed.

These are some of the unique attributes of the Preserve that need to be evaluated and protected:

a. Reference 1 (a biological study near the location of the apartments) documents the following about the area:
    i. Amon Creek "provides a water source during the dry summer months and the riparian vegetation provides cover and food for a wide variety of species."
    ii. There are wildlife species living in Amon Basin that are, or are candidates for classification as, federal and state priority species. The animals (some of which were identified by the Washington State Department of Fish & Wildlife) and their federal and state status include:
        1. Ferruginous hawk: Federal species of concern, State categorization of threatened
        2. Townsend's ground squirrel: Federal species of concern, State candidate for threatened status
        3. American badger: State species of concern
        4. Black-tailed jackrabbit: State candidate for threatened status
    iii. Other animals live in the area also, including beaver, deer, mink, weasels, river otters, coyotes, and around 150 species of birds (more than are present in many national parks).
b. The Preserve has also been identified as:
    i. A designated "fish and wildlife habitat conservation area" per RMC 22.10.185.A.8. According to RMC 22.10.185.B, this designation is intended to "limit the level of human activity within such areas… including the presence of roads," "protect riparian ecosystems," "evaluate land uses that may negatively impact these areas," and "establish buffer zones around these areas to separate incompatible uses from habitat areas".
    ii. One of the highest quality natural areas in the Tri-Cities.
    iii. One of only 6 "natural open spaces" on or near the Yakima River, according to Richland's Comprehensive Plan.
    iv. One of the last, high-quality ecosystems for black-tailed jackrabbits in the Tri-Cities. Sightings of black-tailed jackrabbits are lessening because of nearby development that is even further away from the Preserve than the proposed apartments. Black-tailed jackrabbits, which are a State candidate for "threatened" status, are especially sensitive to encroachment and will simply leave an area when encroachment occurs.
    v. Very unique in that it (a) includes shrub-steppe, riparian, and wetland ecosystems all in one concise area, and (b) is located within the city and is easily accessible for recreation and education.
    vi. Key to the desirability of the area. Real estate agents identify Amon Creek Natural Preserve as a significant selling point for homes in the surrounding community.

vii. Being part of a Biodiversity Corridor, confirming its role as important habitat. The Corridor was recently expanded by the Washington Department of Fish and Wildlife to include the area between Amon Creek Natural Preserve and Claybell Park.
viii. Being within the Pacific Flyway, an important migratory bird passageway.

c. Considering all the unique aspects and the sensitive nature of the habitat and the priority wildlife species living in the Preserve, an apartment complex is not at all appropriate for the proposed location. If the project is allowed to proceed, at the very least, the following impacts should be evaluated in an Environmental Impact Statement, keeping in mind that the Preserve must be protected from damage by these impacts:
    i. Destruction of wildlife habitat, including destruction of areas used to tie utilities into the proposed apartments
    ii. Erosion during construction due to vegetation removal, including silt buildup in Amon Creek
    iii. Noise during and after construction
    iv. Construction vehicle exhaust
    v. Light pollution (particularly how it will affect nocturnal habits of the wildlife)
    vi. Rainwater and other runoff into Amon Creek resulting from the large impervious area on the proposed apartment site
    vii. Traffic noise and exhaust fumes
    viii. Extremely close proximity of approximately 240 people residing in the proposed apartments (the mere presence of which will undoubtedly disturb the wildlife) and the disturbance/destruction caused by residents who do not understand or respect the significance or sensitivity of Amon Creek Natural Preserve.

2. The proposed apartment complex is incompatible with several aspects of Richland's Comprehensive Plan. The City's stated vision and goals include preserving, protecting and minimizing environmental impacts on natural areas, sensitive habitats, and wildlife. Allowing the apartment complex at the proposed location would subject the Amon Creek Natural Preserve to significant environmental impact and degradation, which is inconsistent with the City's stated goals. (See Comment 10, which addresses environmental impacts that are not addressed in the SEPA Checklist.)

   The City also has a goal to ensure compatibility of new residential developments with established neighborhoods. The apartment complex is not compatible with the surrounding neighborhoods. See Comments 7 and 8 for further discussion of this.

   The following are examples of how allowing the apartment complex at the proposed location would be inconsistent with specific Comprehensive Plan goals and policies:
   a. The Community Vision section of the Plan states (on page 7), "The community recognizes that natural resources add value to the quality of life. Richland preserves and protects existing natural resources, and critical areas." Amon Creek Natural Preserve is a critical area

that would not be preserved and protected if the apartment complex is allowed at the proposed location.

b. Community Goal 5 of the Plan states (on page 9): "Encourage the identification, preservation, and restoration of the City's open space and natural areas to maintain habitat, provide opportunities for residents to connect with nature, and meet educational, health, and outdoor recreational needs with associated economic opportunities to the community." The City of Richland will be working against preservation and protection of Amon Creek Natural Preserve if the apartment complex is allowed at the proposed location. The Preserve habitat; the opportunities for residents to connect with nature; and the ability to meet educational, health, and outdoor recreational needs will all be diminished accordingly. If we don't protect the Preserve now, its value could be lost forever.

c. Economic Development Goal 7 of the Plan states (on page 12): "Recognize parks, natural areas, and a built environment with quality design for the value they offer as major attractions. Policy 1 of this goal states, "Preserve open space areas and associated functions and values." Policy 2 of this goal states, "Work with public and private groups to support these areas." Public and private groups are working diligently to preserve Amon Creek Natural Preserve. The City should follow its goal of supporting these public and private groups instead of working against them by allowing the apartments at the proposed location in spite of the significant impacts the Preserve would suffer.

d. Natural Environment Goal 1 of the Plan states (on page 21) : "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 of this goal states: "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." Amon Creek Natural Preserve is a critical area and a natural open space (specifically identified in the Natural Environment portion of the Comprehensive Plan on page 31). It is also a sensitive habitat area and is home to many types of wildlife. As such, it warrants the protection and conservation stated in this goal. The proposed apartment complex would have significant impacts on the Preserve. The SEPA Checklist (which is listed in this Comprehensive Plan goal as a tool for protecting critical areas and the natural environment), is being used to justify the exact opposite of this goal. See Comment 10 on the inadequacy of the SEPA Checklist and details regarding the impacts that have not been addressed. Again, The City of Richland would be working against this goal and policy if the apartments are allowed at the proposed location.

e. Urban Design Goal 3 of the Plan states (on page 23): "Development through appropriate design, should protect natural features…" Policy 1 of this goal states: "Development should be sensitive to existing topography and landscape, and should minimize environmental impacts." The Amon Creek Natural Preserve was created by the City of Richland to protect the natural features there. The apartment complex would magnify (not minimize) the environmental impacts to the Preserve.

f. Housing Development Goal 5 states (on page 40): "Ensure compatibility of new residential developments with established neighborhoods and the community." The proposed apartment complex is not compatible with surrounding neighborhoods. See Comment 7, which explains this in more detail.

g. Capital Facilities Goal 6 of the Plan states (on page 56): "Identify, prioritize, and preserve unique natural habitat, ecologically critical areas, shorelines, and significant landforms and develop public recreational activities appropriate to these resources." Again, the apartment complex would have many detrimental impacts on Amon Creek Natural Preserve. And again, the City would be working against this goal by allowing the apartment complex at the proposed location.

3. Richland's Strategic Leadership Plan Core Focus 1 contains an objective to "promote leadership growth and development". One of the actions specified to meet this objective is to "attract and retain top talent to meet the demands of the evolving community".

   In his book "The Rise of the Creative Class", Richard Florida reports that, contrary to previous thinking that the environment must be sacrificed for economic growth, environmental quality is now a prerequisite to attracting the "creative class" that mans the advanced technologies of the new economy. Environmental quality was more important in high-technology workers' decisions on work location than house, cost of living, and good schools. Putting the Amon Creek Natural Preserve in danger of degradation from the proposed apartments is inconsistent with the City's stated objective to promote leadership growth and development, and is also an indication of how the City views preservation of identified natural and environmentally sensitive areas in general. If the City allows Amon Creek Natural Preserve, one of the highest quality natural areas in the Tri-Cities, to be degraded by proceeding with the proposed apartments, we can't expect the City to protect other natural and sensitive areas. The City needs to keep its word on stated goals.

4. Richland's Strategic Leadership Plan contains Core Focus 4 to "manage our natural resources". The associated Core Strategy states: "The City of Richland develops strategies to identify and conserve the significant natural resources that provide citizens an exceptional quality of life while balancing the realities of accommodating a growing community". One of the "outcomes" for implementing this strategy is to "balance private and public interests in the preservation of identified natural and environmentally sensitive areas". The Amon Creek Natural Preserve is identified as a natural and environmentally sensitive area. If the City allows Amon Creek Natural Preserve to be degraded by proceeding with the proposed apartments, the City will be working against yet another stated strategy/objective. This strategy and objective were included in the Strategic Leadership Plan because they are the right thing to do. Again, the City needs to keep its word on stated goals.

5. Richland's Strategic Leadership Plan contains Core Focus 5 to "maximize community amenities". One of the associated objectives is to "provide and maintain park and recreation facilities to meet the needs of our community."

The Amon Creek Natural Preserve and Benton County's Badger Mountain Centennial Preserve speak volumes about the needs of this community. Over 200,000 visits have been recorded on Badger Mountain in previous years, clearly identifying the need for open space and trails. Amon Creek Natural Preserve has scored highly as a favorite place and has been ranked as the number one trail connection for the Ridges to Rivers Trail. The Amon Creek Preserve trails have been encroached by past development. The proposed apartments would be yet another significant encroachment that diminishes the desirability of the Preserve trails. Allowing this to happen would be another example of the City working against its stated goals.

6. The increased traffic associated with 96 apartments is unacceptable for the reasons stated below. If the proposed apartments are allowed to proceed, an Environmental Impact Statement must be required to address these items.
    a. The SEPA Checklist estimates there will be an additional 703 vehicle trips per day. This, coupled with an additional 604 vehicle trips per day from Willowbrook Phase 4 when it is completed (per the project's *Traffic Impact Analysis*), makes for a total of 1307 additional vehicle trips per day. The additional traffic will not be compatible with the residential roads in Willowbrook, which were designed to accommodate low-density housing traffic. They were not designed for high-volume traffic associated with multi-family housing.
    b. The only access to the proposed apartments will be through the Willowbrook neighborhood or via the proposed new road off of Broadmoor (which would be in violation of City codes and HOA covenants and restrictions). This means the only access will be through Willowbrook's residential roads. No existing apartment complexes in the Tri-Cities have access only via residential neighborhood roads - for good reason.
    c. With only one way to access the proposed apartment complex (through Willowbrook), there will be inadequate emergency vehicle access to and from the proposed apartment complex.
    d. A large increase in traffic volume on roads not designed to handle that volume will put Willowbrook families, especially children, at higher risk. It is not worth risking the safety of the community to proceed with the proposed apartments.
    e. Additional traffic will aggravate the already problematic situation of turning onto Leslie Road from Willowbrook, especially during rush hour.
    f. Core Focus 2 of the Richland Strategic Leadership Plan is to "manage & maintain infrastructure and facilities". One of the actions to implement Core Focus 2 is to "address traffic congestion". If the proposed apartments are allowed to proceed, the City will be working against this action – the City will be creating congestion instead of addressing traffic congestion.
    g. Additional traffic noise and exhaust fumes, both during and after construction, must be evaluated thoroughly.

7. The proposed apartments would create an inconsistency with other developments in the area, which are single family homes (many of which are high-end homes) and limited medium-density housing (e.g., the Casa Sueno and Meadows North condominiums). It is not right to create such a disparity that undermines the attractiveness of living in this part of Richland, for the sake of tax

income and profit. The City should be the stopgap in preventing development that is not compatible with neighboring areas. Proceeding with the proposed apartments may even backfire when people leave because the area has been degraded by poor City decisions. Several of our neighbors have already left Willowbrook because of the proposed apartments.

8. Real estate agents have described Willowbrook as "one of the most desirable subdivisions in South Richland". It makes no sense for the City to ruin that reputation by inserting high-density low- and middle-income, multi-family housing into the neighborhood and causing the many problems identified in these comments. Significant alteration of the character of Willowbrook and other nearby neighborhoods should be avoided to minimize:
    a. Reduced home values
    b. Obstruction of views
    c. Potential for increased crime (which is likely for this project according to local law enforcement) and associated concerns for the new grade school nearby, as well as possible vandalism and malicious treatment of wildlife in Amon Creek Natural Preserve. The Richland Comprehensive Plan acknowledges the need for more police protection services on page 61: "Future growth will increase demand for police protection services and police department community programs." The proposed 96-unit apartment complex with an estimated 240 residents certainly qualifies as "future growth".
    d. A large influx of people who have little sense of ownership because they are renting apartments and are typically transient residents.
    e. General reduced quality of life in affected neighborhoods.

    Richland's Strategic Leadership Plan contains Core Focus 6 to "enhance neighborhoods & community safety". The associated Core Strategy states in part, "The City of Richland values the safety of our neighborhoods and community. We work to enhance the sense of community pride through prevention of neighborhood deterioration." Allowing the proposed apartments to proceed in spite of the significant negative alteration of the character of the surrounding area would again work against the City's stated goals. The City should keep their word on working toward their stated goals.

9. If the proposed apartment site was re-zoned now considering the changes in the surrounding area since Mr. Smith bought the property in 1988 (e.g., inadequate access through an existing neighborhood, new high-end homes adjacent to the property, the extremely close proximity of Amon Creek Natural Preserve, the lack of adequate emergency access and egress, etc.), it is doubtful that it would be zoned as anything other than low-density single-family homes. The City needs to do the right thing and take a stand against a development that is completely inappropriate for the location now.

10. The SEPA Checklist has many shortcomings, calling into question the City's anticipation of issuing a determination of non-significance for this project. The fact that the proposed apartment complex is so incredibly close to the sensitive Amon Creek Natural Preserve is by itself a major concern

regarding environmental impacts. (See Comment 1 for a description of the uniqueness and sensitive nature of the Preserve.) There are many overly simple and incorrect answers in the SEPA Checklist regarding impacts to the Preserve. The developer says there are virtually no impacts to the Preserve from water runoff, drainage pattern changes, chemical exposure, noise, lighting, etc. The true impacts indicate that the apartment complex is completely inappropriate at the proposed location, and that the City should reject the application. At the very least an Environmental Impact Statement should be required to evaluate the impacts in detail. An Environmental Impact Statement was required for the previous proposed apartment complex at this location, in part because the site is incredibly close to the Preserve. Amon Creek Natural Preserve is too unique, important, and valuable to risk ruining it forever by not requiring an honest, detailed evaluation of impacts.

The SEPA Checklist shortcomings include:

a. Section B.2.a: This section acknowledges that dust and construction vehicle exhaust will be present during construction. It also acknowledges that typical residential emissions (automobile exhaust, fireplace use, etc.) will be present post-construction, which means for the life of the apartments – likely decades. With the proposed apartments being so incredibly close to Amon Creek Natural Preserve, this is a significant concern for the Preserve and must be addressed.
b. Section B.3.c.2: The developer states there is a "minimal risk that, post-construction, residential users could potentially have waste materials and/or household chemicals that enter the ground". The close proximity of Amon Creek Natural Preserve raises the significance of this "minimal" risk, especially with so many people in such high density adjacent to the Preserve. It is virtually impossible to catch all stormwater runoff. There will undoubtedly be runoff that goes directly into the wetland – likely containing oil from cars, soap from people washing their cars, spilled chemicals used in car repair/maintenance, etc. The developer cannot know whether the 240 people estimated to be living in the project will all abide by relevant safety measures in the future. I submit that this is more than a "minimal" risk to the Preserve.
c. Section B.3.c.3: This section states that nothing associated with the project will alter or otherwise affect drainage patterns in the vicinity of the site. This cannot be true – the developer acknowledged in Section B.3.c.1 that drywells and grassy swales will be used to handle stormwater runoff. Those changes are <u>designed</u> to affect drainage. The introduction of impervious surfaces (which constitute 20% or more of the area in the proposed project) will also undoubtedly affect drainage patterns, which in turn will impact the wetlands. The project's *Critical Area Report and Buffer Averaging Plan* even states in Section 3.4.2 that "the [project] site is hydrologically connected and contiguous with the ACNP [Amon Creek Natural Preserve]". The Checklist answer should be corrected.
d. Section B.5.a regarding birds: The list of birds observed on or near the site is seriously incomplete. It is widely known that Amon Creek Natural Preserve is home to about 150 species of birds. Some that I have seen myself in the area that are not included in the list are heron, pheasant, red-tailed hawk, and others. The environmental impact of this project cannot be evaluated without a complete list of wildlife.

e. Section B.5.a regarding mammals: The list of mammals observed on or near the site is incomplete. Mammals that are missing include beaver, river otter, weasel, mink, and coyote. The environmental impact of this project cannot be evaluated without a complete list of wildlife.
f. Section B.6.a: This item requests a description of energy uses on the site. The developer's answer does not say what the energy uses will be.
g. Section B.6.c: The developer states that "no specific measures" to reduce or control energy impacts are proposed. This answer should be unacceptable to the City. How are we as a society supposed to reduce or control energy impacts if developers are not held responsible for doing so?
h. Section B.7.a: The developer states, "There is a small risk of chemical exposure and fire during construction." While the risk may be small in an unimportant area, it is not small considering the extremely close proximity of the project to Amon Creek Natural Preserve. A chemical exposure or fire could be devastating to the Preserve.
i. Section B.7.a.3: This item asks for a description of any toxic or hazardous chemicals that might be "stored, used, or produced" during "construction or at any time during the operating life of the project". The developer's answer is, "There will be no toxic chemicals stored onsite during construction." The answer does not address hazardous chemicals at all. And the answer does not address toxic or hazardous chemicals that might be "used or produced". The answer is unacceptable because it is incomplete. There will undoubtedly be gasoline (and perhaps diesel), pesticides, fertilizers, paint, glues, cleaners, and other chemicals used in construction as well as during the life of the project.
j. Section B.7.a.5: The developer states that "no specific measures" are proposed to reduce or control environmental health hazards. This answer should be unacceptable to the City. As noted in the previous item, there will be toxic and or hazardous chemicals on site. The measures used to reduce or control these hazards need to be identified. Regarding pesticides, RMC 22.10.115.D provides examples of measures that can be taken, including things like "establish covenants limiting use of pesticides" and "apply integrated pest management". Control of pesticides, herbicides, fertilizers and other environmental health hazards during the life of the project (which could be many decades), is critical to protecting Amon Creek Natural Preserve and nearby wetlands.
k. Section B.7.b.2: The developer states that "noise pollution will be prevalent during construction". Noise pollution might be a passing concern at an unimportant site. But it is a considerable concern in such close proximity to the Amon Creek Natural Preserve. According to the developer, construction will last an entire year. Long-term noise will undoubtedly affect the wildlife in the adjacent area, perhaps permanently. RMC 22.10.115.D lists noise as a disturbance for which mitigation is required for changes in land use that have high impacts on wetlands. This is an unacceptable environmental impact on the Preserve. The SEPA Checklist should reflect this.
l. Section B.7.b.e: The developer states that no measures will be used to reduce or control noise impacts. This is unacceptable. The City needs to hold developers accountable for controlling noise impacts. Regarding noise, RMC 22.20.115.D lists noise mitigation measures

that include: “Locate the activity that generates noise away from a wetland” and “Enhance existing buffer with native vegetation plantings adjacent to noise source”.

m. Section B.8.a: One of the questions in this section is “What is the current use of the site and adjacent properties?” The developer’s answer includes, “The property to the East and South is wetlands.” This is an inadequate answer and it is clear the developer is trying to minimize the importance of the Amon Creek Natural Preserve located there, as well as its use for wildlife habitat, conservation, education, and recreation. In a further misrepresentation of the situation, the developer states: “The proposed land uses are similar and compatible with the surrounding existing uses.” This is not true. This project is significantly different and incompatible with the surrounding existing uses. The proposed land use is a multiple family residential complex within a single-family housing neighborhood. It is also adjacent to the Amon Creek Natural Preserve and its wetlands – a multi-family apartment complex is totally incompatible with the adjacent Preserve. Access to the proposed apartments would be through residential neighborhood streets that are not designed to accommodate the increased traffic, resulting in safety hazards for the current residents. The proposed new road from Broadmoor to accommodate emergency vehicle access is totally inconsistent with the residential zoning of the property on which the road would be located. The developer’s answer to this question should be unacceptable to the City because it is not true.

n. Section B.8.l. The developer’s answer states, “The project is compatible with the existing surrounding land uses and is in accordance with the goals and policies of the Comprehensive Plan and future land uses.” This is not true. See Comment 7 regarding incompatibility of the project surrounding neighborhoods. See Comment 10 regarding impacts from the project that make it incompatible with Amon Creek Natural Preserve. See Comment 2 regarding the incompatibility of the project with the goals and policies of the Comprehensive Plan. The SEPA Checklist answer should be corrected accordingly.

o. Section B.10.b: The developer states that the proposed apartments will cause “minimal obstruction to views from existing residences”. The small slope on the property is not steep enough to compensate for the obstruction of views caused by a large band of buildings up to 40 feet tall. The buildings will virtually eliminate and significantly change the views – not only for many homes but for every person who enters Amon Creek Natural Preserve. The height of the buildings will also have a negative impact on the adjacent Amon Creek Natural Preserve and will affect the Pacific Flyway – an important migratory bird passageway that includes the Preserve. The developer’s answer to this question is incorrect and should be revised to address these considerations.

p. Section B.11.b: This item asks, “Could light or glare from the finished project be a safety hazard or interfere with views?” The developer’s answer is “no safety hazard is anticipated from light glare” - this does not address interference with views. There will undoubtedly be significant light interference with views from all of the adjacent houses. This answer is incomplete and does not acknowledge a significant impact of this project.

q. Section B.11.d: The developer states, “All lighting will be installed in accordance with city of Richland standards and requirements.” City of Richland standards and requirements are not designed to address the significant impact lighting can have on wetlands and Amon Creek

Natural Preserve. RMC 22.10.115.D acknowledges that lighting can be an impact and requires lighting mitigation to protect wetlands from high-impact land use changes. Lighting impacts and mitigation measures must be addressed in the SEPA Checklist.

r. Section B.12.a: This item asks, "What designated and informal recreational opportunities are in the immediate vicinity?" The developer's answer is: "The Amon Wasteway Drainage and Claybell Park are located in the immediate vicinity of the proposed project." The answer shows an incredible lack of understanding of the surrounding area. The Amon Creek Natural Preserve is literally adjacent to the proposed project and is not even mentioned in the answer. The Preserve would suffer significant impacts from the project. Not only is it a recreation area for walkers, bike riders, and bird and wildlife enthusiasts, it is used for educational purposes because of its unique ecosystem that supports an incredible amount of wildlife in 3 habitat types – wetlands, riparian, and shrub-steppe. The City of Richland recognized it as a treasure to be protected when they designated the area as the Amon Creek Natural Preserve and listed it in the Comprehensive Plan as one of only 6 natural open spaces on or near the Yakima River. The City needs to protect the Preserve from the impacts that will unquestionably occur with this project. The developer must be required to answer this question correctly. (Also – the name of the waterway is Amon Creek, not Amon Wasteway Drainage.)

s. Section B.12.b: This item asks: "Would the proposed project displace any existing recreation uses?" The developer's answer is "No." This is incorrect for bird and wildlife enthusiasts. The apartment construction, the buildings and parking lots, and the influx of 240 people living so close to Amon Creek Natural Preserve will undoubtedly cause many of the animals to leave. The numbers of black-tailed jackrabbits have already diminished significantly because of surrounding development that is even further away from the Preserve than the proposed apartments. The developer's answer to this question should be "Yes".

t. Section B.14.a: The developer states that proposed access to the subject property will be from Piper Street and Center Boulevard and a proposed secondary access from Broadmoor Street. Piper Street and Center Boulevard are residential streets that are not designed for the increased traffic resulting from the project. This will result in increased safety hazards for all existing residents who use these roads, especially children. Based on this concern alone, it would be inappropriate for the City of Richland to approve this project. Another issue is that the proposed secondary access from Broadmoor would violate City codes and HOA covenants and restrictions. Therefore, the City cannot approve the proposed secondary access from Broadmoor. Which means that the proposed apartment complex cannot be built because secondary access cannot be provided and the City's requirement for secondary access for emergency purposes will not be met.

u. Section B.14.f: The developer states in this item that 703 more vehicle trips per day will be generated by the estimated 240 residents living in the apartment complex, based on the *Traffic Impact Analysis* performed for this project. The same traffic analysis states there will be an additional 604 vehicle trips per day when the Willowbrook Phase 4 development of single-family homes is completed (Phase 4 homes are under construction now). This is a total of 1307 additional vehicle trips per day. This is an incredible increase in traffic on 3

residential roads that are not designed for such traffic. The hazards to residents who use these roads, including children, will increase in accordance with the increase in vehicle trips per day. This is an unacceptable additional risk. The developer should acknowledge in the SEPA Checklist that the 703 vehicle trips per day associated with the proposed apartment complex are in addition to an eventual 604 more vehicle trips per day associated with the Willowbrook Phase 4 development. See also Comment 6 which addresses these and other traffic issues associated with this project.

v. Section B.15.a: The developer states, "It is anticipated that the project will have minimal impact on public services." According to local law enforcement, it is very possible that increased police protection will be needed at the site of the proposed apartment complex. Even the Richland Comprehensive Plan acknowledges the need for more police protection services on page 61: "Future growth will increase demand for police protection services and police department community programs." The proposed 96-unit apartment complex with an estimated 240 residents certainly qualifies as "future growth". The developer's answer should be revised accordingly.

w. Section B.16.b: The developer states that irrigation water will be provided by Richland Water Utility, which is incorrect (the name of the irrigation provider is Kennewick Irrigation District). The adequacy of the irrigation water supply is a concern and should be evaluated. Willowbrook has already experienced irrigation water shortages and equipment failure outages. With the 48 new single-family homes in the Willowbrook Phase 4 development being constructed now, as well as the possibility of the proposed apartments, it appears that irrigation water supply problems will only get worse. The adequacy of the irrigation water supply and service infrastructure with regard to all of these planned developments and other potential users must be addressed.

11. Section 2.1.2 of the project's *Critical Area Report and Buffer Averaging Plan* says "no impacts to the on-site wetland, the Amon Wasteway, or associated buffers will occur and therefore no mitigation will be provided." There will definitely be impacts to the on-site and adjacent wetlands and Amon Creek Natural Preserve – certainly enough to justify elimination of the project. See Comment 10 for impacts that are not appropriately identified in the SEPA Checklist. If the project is allowed to proceed, mitigation of these impacts needs to be identified and provided.

12. Appendix C, "Critical Area Report and Buffer Averaging Plan Map," is missing in the *Critical Area Report and Buffer Averaging Plan.*

13. Section 5.2.2 of the project's *Wildlife Habitat Assessment Report* states, "Therefore, the proposed development plan will provide greater protection to on site HCAs [habitat conservation areas] by increasing the total on-site buffer area by 13,805 square feet." The fact that the total on-site buffer area is larger is poor logic for claiming that "greater protection" will be provided. Use of buffer averaging to minimize the buffer protection in one area should be eliminated. That one area deserves just as much protection as the other areas. Even Section 5.A.1 of the project's *Critical Area*

*Report and Buffer Averaging Plan* acknowledges that "Vegetated landscapes typically experience reduced habitat functionality at edge environments and adjacent to human land use activity."

References

1. PBS Engineering and Environmental, November 4, 2013, "Biological Resources Report - Proposed Beer Falls Development".

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

October 5, 2020

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

In future correspondence please refer to:
Project Tracking Code: 2020-10-06136
Property: City of Richland_Willowbrook Subdivision Project (M2020-101 & EA2020-114)
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. A desktop review of our Statewide Predictive Model has identified the proposed project area as having high potential for archaeological resources. This is due, in part, to the wetland/creek that intersects the property. 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

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

October 28, 2020

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

Re: SEPA 202005113, M2020-101, EA2020-114

Dear Mike Stevens:

Thank you for the opportunity to comment during the Optional Determination of Non Significance process for the Willowbrook Place Apartments, proposed by the Big Creek Land Company, LLC. We have reviewed the documents and have the following comments.

**SHORELANDS/ENVIRONMENTAL ASSISTANCE**

The Department of Ecology (Ecology) received an inquiry through our website feedback link on October 14, 2020, in regards to the proposed apartment development. The regional wetland specialists did respond to the inquiry and copied the City of Richland on our response.

Ecology's Shoreline and Environmental Assistance (SEA) Program reviewed the application materials provided for the DNS. Additional attention was concentrated on the *CRITICAL AREA REPORT AND BUFFER AVERAGING PLAN FOR WILLOWBROOK Richland, WA*, conducted by Wetland Resources, Inc. on February 26, 2018 (with Revision on 3: December 17, 2019). Based on the information provided within the report only, it appears the appropriate methodology was used to make wetland boundary determinations and rating scores. Per the document, one category II wetland is located over 100 feet from the project location. Per the City of Richland's Critical Area, Chapter 22.10, Table 22.10.110(D) – Buffer Widths, the appropriate 150 foot buffer width for a category II wetland having a habitat score of 7 and a proposed high land-use intensity, has been applied to the proposed project.

Per Ecology's guidance documents, it is assumed all buffer areas are appropriately vegetated. Areas that sparsely vegetated with woody species, maintained/managed, or contains large amounts of invasive species are to be planted with appropriate native species prior to an increase or change in land-use intensity.

Ecology recommends the City request a buffer revegetation plan for review and approval prior to any construction or development. An appropriately planted buffer will provide the intended and required benefits to properly protect the functions of the nearby category II wetland.

Please contact **Lori White** at lori.white@ecy.wa.gov or 509-575-2616 should have questions regarding the comments above.

**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.

**SEPA**

This reviewer found that the environmental checklist lacked sufficient answers to many questions within the checklist. Therefore, a revised checklist may be warranted for environmental review. It is Ecology's recommendation that when referencing an additional document, a short detailed answer and page number within the referenced document should be provided by the applicant or consultant. This provides a direct pathway between the environmental checklist and the additional documents.

Sincerely,

Gwen Clear

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

**From:** Jeff Reiten
**To:** Stevens, Mike
**Cc:** "Jeff Reiten"
**Subject:** ACTION REQUIRED: MEADOW SPRINGS SECOND NINE HOMEOWNERS BOARD COMMENTS TO CITY OF RICHLAND - WILLOWBROOK PLACE APARTMENTS
**Date:** Tuesday, October 20, 2020 8:32:24 AM
**Attachments:** image002.jpg
**Importance:** High

*MEADOW SPRINGS SECOND NINE HOMEOWNERS ASSOCIATION*

October 20, 2020

Attention: Mike Stevens - City of Richland Planning Manager

Email: mstevens@ci.richland.wa.us.

Subject - Meadow Springs Second Nine Homeowners Association Board (MSSNHOA) Comments - Willowbrook Place Site Plan Review Application: Big Creek Land Company, LLC File#: M2020-101

Mr. Stevens

This is to inform you that the MSSNHOA Board has reviewed the referenced Big Creek Land Company, LLC Site Plan Review Application and have the following comments.

**A. APPLICATION AND PROCEDURE**

1. The Notice is incomplete: The date of the application is missing; the date of completion is missing; the property description is incomplete in that tract F, the lot in Willowbrook 2 and the lot in Meadow Springs are not listed. RMC 19.30.040.
2. The property owners are not the owners of the property and there is no verified proof that the owners authorize the application. RMC 19.30.20 B, C.
3. The zoning is inaccurate. Willowbrook 2, Ph. 2, Lot 1 ("Lot 1") and Meadow Springs Second Nine, Lot 16 ("Lot 16") are zoned R1.
4. The signature is not the signature of the applicant.
5. No City Staff report has been provided. RMC 19.50.010, 19.60.020.
6. There is no determination of consistency or concurrency. Id.
7. The Project is incompatible with the comprehensive plan. Tract F, Lot 1 and Lot 16 are classed as medium residential, listed by the Assessor as "use code 11, single unit".
8. The Project is incompatible with zoning. Lots 1 and 16 are zoned Rl.
9. The Project is incompatible with the subdivisions of Willowbrook 2 and Meadow Springs Second Nine, both of which are single family residential subdivisions, long since finalized.
10. The Project is incompatible with the subdivisions if it delivers an additional 420 traffic trips per day to Broadmoor St. as described in the application traffic study.
11. The Project exceeds the physical constraints of the Project site as evidenced by the need for the street to Broadmoor. RMC 23.48.010.
12. The Project exceeds the physical constraints of the Project site as evidenced by the absence of boundary streets. See, RMC 23.48.030 B.
13. The Project violates Covenants, Conditions and Restrictions of record (recorded September 10, 1974 at Benton County Auditor File # 669883 ("CCR's") for the MSSNHOA. For Example:

    - The CCR's restrict use of lots in the Second Nine to single family use. Art. VIII, Section 1.
    - Any use of Lot 16 to benefit or facilitate an apartment complex violates the single family use covenant.
    - The CCR's insure quiet enjoyment of the Second Nine and prohibit any development or use that would be an annoyance or nuisance. Art. X Section 1, Art. VIII Section 4.
    - Any use of Lot 16 to benefit or facilitate an apartment complex violates the quiet enjoyment covenant and constitutes an annoyance and a nuisance.

**B. STREET TO BROADMOOR**

1. Site plans are required to show roadways. RMC23.48.030, 19.30.020. Roadways are streets. RMC 24.08.180
   The application traffic study projects 420 trips/day on the street.
2. The street violates the comprehensive plan. Tract F and Lots 1 and 16 are all classified as medium density . Comprehensive Plan Land Use Designation Map, Assessor website.
3. The street is inconsistent with the City's Street Functional Class Map which does not show any streets on or connecting to the Project on the north.
4. The street violates the zoning of lots 1 and 16, both of which are zoned Rl. The street violates the viability/sanctity of the two subdivisions which were finally processed and approved years ago.
5. The street is too long. RMC 24.16.180 prohibits blocks longer than 1500 feet.
6. The street is too close to Piper street. Minimum block width is 200 feet. RMC 24.16.190.
7. The street is too narrow. Minimum right of way is 54 feet. RMC 24.16.110. Minimum pavement width is 34feet. RMC 24.20.010.
8. The curves near Broadmoor are too sharp. RMC 24.16.070 requires a minimum 100 ft radius for curves on minor streets.
9. The street does not have the required sidewalks. RMC 12.10 requires 5 or 8 foot sidewalks on one or both sides of the street.
10. If the street to Broadmoor is revised to eliminate its connection to Broadmoor then it is limited to a cul-de-sac with a maximum length of 400 feet from Piper St. RMC 24.16.050.
11. The City of Richland shares the blame for not providing access to the project site. RMC 24.16.020, 24.20.070. The City should have considered this site when approving the Meadow Springs subdivisions, and more recently the owner and the City should have provided access in the recent development of Claybell park and the approval of Willowbrook 2 subdivisions.

**C. APPLICATION TRAFFIC STUDY**

1. The traffic study volumes were taken for a minimal time in months when traffic volumes were low.
2. The traffic study volumes were taken 18 and 22 months ago and are out dated.
3. The traffic study ignores approximately 193 units of single family residence in Clearwater Creek which have been permitted since the traffic study volumes were taken. At the 9.44 trips per unit per day rate used in the study this translates to over 1800 trips per day that are split between two streets out of the subdivision. Much of the existing Clearwater Creek traffic uses Broadmoor.
4. The traffic study ignores approximately 127 units of single family residence in the Heights at Meadow Springs, many of which have been permitted since the traffic study volumes were taken. This traffic is split between three streets out of the subdivision. Much of the existing Heights traffic uses Broadmoor.
5. The traffic study ignores traffic to the new elementary school in Clearwater Creek which opened since the study. Some traffic to the school uses Broadmoor.
6. Two commercial traffic monitoring devices which were reviewed and permitted by the City of Richland and which are located on Broadmoor show volumes far in excess of those in the traffic study.
7. The location of the traffic tubes used to calculate data were placed at the westernmost point of Broadmoor near the Leslie Road intersection where speed is slowest (cars have either just turned onto Broadmoor or are slowing for the intersection) and does not reflect a fair representation of speed on the road as a whole. Additionally, those dates in March 2019 were snow days, including a three-hour school delay for the Richland School District due to snow and freezing rain. Volumes and speeds would have been even lower than typically seen in this section due to this environmental factor.
8. Previous traffic volume and speeds recorded by our HOA, City of Richland and Richland Police Department trailer recordings vastly outnumber those provided in the Gibson Traffic Study. The average speed on the application states 28.2 mph, while other city reports share 30-35 mph.
9. The application suggests added traffic from Willowbrook Place will result in 1466-1622 cars traveling on Broadmoor daily. This falls conveniently within the threshold of Broadmoor's definition as a "neighborhood collector." However, in 2009 a city traffic study noted that the average daily volume for Broadmoor was 1050. The speed reader signs your HOA dues paid for recorded typical volumes of 1467 cars daily in a recent one week period. By adding the additional cars expected from the Willowbrook Place project, it's likely the daily volume will be closer to 1800-2000 daily.

**D. OPEN RECORD PUBLIC MEETINGS**

In accordance with the City of Richland, A "Virtual Public Hearing" on the proposed site plan review will be held before the Hearing Examiner on Monday, December 14, 2020 at 6:00 P.M.

The hearing process is governed by the State Open Public Meetings Act. Our HOA Board will insist on compliance with the act and object in advance to any "virtual public hearing" that does not comply with the Richland Municipal Code (RMC) Chapter 19.60 and the Act.

In addition, it is the opinion of our HOA Board that a Virtual Public Hearing would significantly impact the process of public attendance and interaction than that held in a traditional Open Record Public Hearing concept. Therefore it is recommended that the Hearing Examiner consider postponing the virtual public hearing until compliance to Governor Inslee's "Safe Start Reopening Plan" dated October 6, 2020 for COVID-19 Requirements in group spaces and public hearings can be met.

Please provide me with notice of any decisions related to the application or the EIS. And should you have any questions regarding this matter please feel free to contact me as identified below.

Sincerely

Jeff Reiten
President - Meadow Springs Second Nine HOA
509.531.5722
reiten@charter.net

MSSNHOA Board Members:

| | |
|---|---|
| Jeff Reiten | President |
| Mike McGuire | Vice President |
| Todd Erickson | Treasurer |
| Robin Wojtanik | Secretary |
| Toni Cavanaugh | Director |
| Jerry Cavens | Director |
| Dan Houston | Director |
| Garth Stowe | Director |
| Paul Presby | Director |

**From:** Caitlin M
**To:** Stevens, Mike
**Subject:** Against Willowbrook Apartment Development
**Date:** Wednesday, October 21, 2020 12:07:18 PM

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Good morning Mr. Stevens,

As someone who grew up on Piper Street when it was a dead end, the construction of apartments in this neighborhood would be absolutely devastating. Not only would it be an absolute disaster for the home values in the area but it would greatly impact the lifestyle of the folks who live in the neighborhood. Not to mention all the wildlife that call Amon Basin home.

Caitlin Mitchell Chacon

**From:** Kevin Mote
**To:** Stevens, Mike
**Subject:** Amon Creek Natural Preservation
**Date:** Thursday, October 15, 2020 6:27:53 PM

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I am writing to add my voice in support of protecting the Amon Creek Natural Preserve. This diverse habitat is unique in the region, and I believe we should do all that we can to preserve it. As I'm sure you know, the Fish and Wildlife Services recently expanded the majority of the area from Amon Creek Natural Preserve to Claybell Park as a biodiversity corridor. Please support this designation by rejecting the application for a 96 unit apartment complex in that area.

Thank you!
Kevin Mote
Hanson Park resident,
Kennewick
(509) 619-6414

**From:** brucekoerner@bresnan.net
**To:** Stevens, Mike
**Subject:** Amon Creek Natural Preserve
**Date:** Tuesday, October 27, 2020 8:41:34 AM

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Dear Mr. Stevens,

I am a home owner in the Willowbrook Heights development which is just across the street from the proposed apartment complex. As such, I have a vested interest in the proposed development around the area.

I strongly urge you to not allow the building of the proposed apartment complex. First of all, it will turn an already heavy traffic load on Leslie into a nightmare. There are only two ways to get into our development, which are already difficult to navigate safely. Secondly, we highly value the natural characteristics of the area. Although a relatively small area, it is occupied by a wide variety of wildlife and plants. We love being able to see them so close to where we live.

Please reject the application for building this apartment complex.

Thanks,

Bruce A. Koerner

**From:** Dave Praino
**To:** Stevens, Mike
**Cc:** LaVonne Praino
**Subject:** Amon Creek Natural Preserve
**Date:** Tuesday, October 20, 2020 8:47:01 AM
**Attachments:** image001.jpg

---

Good morning Mr. Stevens. Please add my, and my wife's names to your list of neighboring citizens who oppose the proposed Willowbrook Apartments at Amon Creek Natural Preserve. Thank you.

Dave Praino
509-947-4321
148 Bear Dr., Richland, WA 99352

Laurel L. Praino
509-947-5102
148 Bear Dr., Richland, WA 99352

Dave Praino
PS Media, Inc.
ph. (509) 737-1166
fx. (509) 737-9166
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| | |
|---|---|
| **From:** | Bonnie Symonds |
| **To:** | Stevens, Mike |
| **Cc:** | *CITY COUNCIL |
| **Subject:** | Amon Creek Natural Preserve |
| **Date:** | Wednesday, October 14, 2020 2:55:33 PM |

Dear Mr. Stevens,

I write to you as a resident of Prosser who goes to Richland in part to enjoy the unique nature experiences in and around the city. Amon Creek is one of those unique spaces that is being threatened by the proposed Willowbrook Apartment complex. You may be aware of all of the following points, but they bear repeating and certainly heeding.

The WA Dept. of Fish and Wildlife (WDFW) has designated Amon Creek and the surrounding terrestrial habitat as a biodiversity corridor. Biodiversity is one of the key points of interest to many persons who are interested in being outside: we like to see all the critters. Some critters of interest are birds. ACNP is within the Pacific Flyway, which is an important migratory bird passageway. In fact, ACNP has 150 bird species and over 30 mammal species, such as mink, beaver, river otter, and the black-tailed jackrabbit, which is a Washington state species of concern.

In addition to providing critical habitat for fish, waterfowl, and other wildlife, as a wetlands, ACNP purifies polluted waters before they reach our drinking water. It is contributing to residents' health. Today Washington State's total wetlands is less than 2%. Rather than damaging this critical area for short-term profit for a small group of developers, why not protect it and even bring positive attention to it as a wetlands for long-term and current gain for all of Richland's residents?

The proposed development will damage the preserve by the construction activities, unsuitable residential proximity, and ongoing environmental destruction due to human activity. Furthermore, it would immediately cause many folks frustration and possible serious harm. The road exiting onto Broadmoor doesn't meet proper zoning, will cause an increase in traffic and, present a significant safety risk for pedestrians, drivers, and those in need of emergency care. Additionally, there is insufficient planning for water quality and runoff in the preserve to mitigate flooding and pollution from pesticides, fertilizers, and other chemicals. All of which can increase cancer levels in humans.

The plans are insufficient to preserve this unique space as a wetlands preserve. An extremely unrealistic averaged buffer zone of a mere 150 feet from the wetlands will not reduce human impact. Furthermore, constant lighting from parking lot immediately adjacent to the wetland habitat will cause change in wildlife behavior and can be detrimental to the resident and migrating birds.

I ask you to reject this proposal in several grounds: 1) part of it does not meet proper zoning, making it illegal; 2) this project enriches a few to the detriment of many, making it suspect as a "public" good; 3) it endangers a unique area with important flora and fauna native to this area; and 4) it is short-sighted.

Thank you for your time.

Bonnie Symonds, MA

**From:** Smith, Olivia M
**To:** Stevens, Mike
**Subject:** Amon Creek Nature Reserve
**Date:** Saturday, October 17, 2020 6:26:33 AM

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Dear Mike Stevens,

The Amon Creek Nature Reserve (near Claybell Park) must be maintained as a wildlife reserve! Please do not allow destruction of important shrub-steppe, riparian, and wetland ecosystems vital to long-term sustainability of our planet.

Additionally, access to nature is increasingly important as mental health issues rise due to COVID-19.

Sincerely,
Olivia Smith, PhD
Avian Ecologist

**From:** Julie Waldron
**To:** Stevens, Mike
**Subject:** Apartment complex - Willowbrook
**Date:** Monday, October 5, 2020 8:38:43 PM

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I am just writing to provide my view on the new project to be approved. I disagree with the construction. That is a school and a single house  residential area and apartments are known to bring more pollution and more crimes. Also, there is only a small park close by that is most likely get even more crowded by apartments. I just can't believe that with so many empty areas around Richland, people are trying to make it more crowded with more apartments. My suggestions is to build trails or a park/entertainment area. There are also lots of nature in that area, coyotes, birds etc. please, consider to leave a little natural area in Richland. This city is already so crowded.

Sent from my iPhone

**From:** JAN PRZYBYLSKI
**To:** Stevens, Mike
**Subject:** Apartment Complex at Amon Creek
**Date:** Tuesday, October 20, 2020 9:11:30 AM

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Dear Mr. Stevens,
I am writing as a concerned citizen of Richland, over the proposed apartment complex at Amon Creek.

My first and foremost concern is for the habitat that will be destroyed. These wetlands are crucial for the fish, waterfowl, and other wildlife who live there. This area has already been built on too much, and this precious little swath needs protection.

Secondly, I live in Willowbrook Heights and the traffic on Leslie is already awful. I have to wait very long to pull out onto Leslie each morning.

The huge Badger Mountain Apartment Complex on Ridgeline has done enough damage, that cannot be reversed. I am still blown away that the city of Richland allowed this huge of a complex to be built (and it is still going). I do not believe there is any way a truthful traffic study could have been done for this complex.

I beg of you to abandon this new apartment complex proposal! We need to keep this tiny swath of wildlife refuge! This is not Seattle! Put the apartments further out, but NOT in this precious reserve!

Sincerely,
Jan L. Przybylski
2768 Rue Court
Richland, WA 99352

**From:** Doris & Jim Kelly
**To:** Stevens, Mike
**Subject:** Apartment Complex M2020-101 Comment
**Date:** Monday, October 26, 2020 8:47:12 AM

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Mr. Stevens, COR Planning Manager,

I have lived in South Richland since 1980 and have seen the development in this part of town. The city planners have forgot about the quality of life in South Richland. This South Richland high density housing project is now being seen for the second time. Developers should not drive growth. The city planners need to push back and think about the citizens in the community and their quality of life before bending to developers.

The "Amon Creek Phase I, 60.12 acres, Future use agreement", Mike Mills 2009: Let's try and maintain the original intent of the agreement: "...the Amon Creek Property, in its present state, has significant natural features and provides critical habitat for fish and wildlife and should be managed as a public nature preserve providing opportunity for education, passive recreation, and quiet enjoyment by the public..."

I urge the City of Richland to consider supporting an alternate location for the apartment complex and maintain quality open space for future generations as the communities grow in South Richland.

Thank you,
Jim Kelly

**From:** Eric Christensen
**To:** Stevens, Mike
**Subject:** Apartment complex near Ammon Creek
**Date:** Monday, October 12, 2020 7:42:43 AM

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Mr. Stevens,

I am writing to you in regard to the proposed apartment complex near Ammon Creek. It is my understanding that the developer is proposing a large 96-unit apartment complex. This deeply troubles my family and should our community. I have 2 major areas of concern which are damage to the wildlife surrounding the area as well as the safety of the community and especially the children in the area.

Ammon Creek is a beautiful area. We often at night can hear the coyotes howling. It's a wonderful feeling to think that we have wildlife preserve so rich with life close by. I have no doubt that putting in the apartment complex is going to severely impact the wildlife in that area. The proposed roads will surround the preserve and cut off the routes that the animals have to get in and out. Additionally, the proposal is relying on average distances. This demonstrates that there are areas that will fall too close to the preserve and will undoubtedly have an environmental impact. Please don't allow this development to destroy such a beautiful resource.

My second area of concern is of safety. 96 apartments will lead to a huge amount of new traffic each day on Piper St and or Center St. Part of the reason I moved my family to this neighborhood was the safety of it. I wanted my kids to grow up in an area that they could walk to their friend's house. Adding 96 apartments drastically increases the traffic and will have huge safety implications for the many kids that live in these neighborhoods. The proposed egress to the apartments is a small lot that was purchased and is on a blind corner. Right next to this lot is a public walkway that kids use every day to get to and from Claybell Park. Adding significant traffic there is going to endanger the lives of the young children in this community.

I am a realistic person. I believe that the owner of this land has the right to develop it. I also understand that the zoning done in the 70s would allow for apartments like this. However, the community that we have now did not exist when the zoning was done for that area. While the developer should be able to develop that area, I ask that it be done responsibly. Perhaps more single-family homes, or half the number of apartments.

Please consider these concerns when making a decision on this proposal.

Regards,

Eric Christensen

206 Sitka Ct

**From:** Don Wodrich
**To:** Stevens, Mike
**Subject:** Apartment Complex near Amon creek
**Date:** Monday, October 19, 2020 8:23:49 AM

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I live in Willowbrook Heights and oppose the proposed apartment complex. Additional human activity that near the creek will affect the wildlife and peacefulness of those walking the trails--including me. There are lots of other places to build apartments in the Tri-Cities. but no other place like Amon, and it can't be relocated! Please protect one of the few such places in the area.
Sincerely,
Don Wodrich
113 Mattis Drive
Richland, WA 99352

**From:** Jenna Bilbrey Pope
**To:** Stevens, Mike
**Subject:** apartment complex on Broadmoor
**Date:** Friday, October 16, 2020 7:43:25 PM

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Hello,

My home is located in the Back Nine Meadow Springs HOA, which is involved in the new road and apartment complex being built. I SUPPORT both the road and the apartment complex. Please also put in a bus stop because we do not have good bus access in this neighborhood.

Thank you,
Jenna Pope

**From:** rachel york
**To:** Stevens, Mike
**Subject:** Apartment Complex Proposal for Willowbrook
**Date:** Sunday, October 18, 2020 3:43:43 PM

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Mr. Mike Stevens,

I am writing to say how unfortunate that a 96 unit apartment complex is once again being considered for construction in the Willowbrook neighborhood on the narrow strip of land between it and the Amon Creek Natural Preserve. I do not believe this is beneficial to the Amon Creek Wildlife, natural vegetation nor the water that flows through that area providing necessary resources to that area as well as the Willowbrook neighborhood.

Additionally, the disruption of soil as most recently experienced through the building of new homes at the south and east side of Willowbrook continues to be a menus to the present home dwellers along with the increase of traffic. By building a 96 unit apartment complex you are not only endangering the environment, the wildlife of the area but also the current population of home owners who reside here. It is my experience that since the housing population has increased that not all homeowners or their visitors are willing to be mindful of the speed limits and the possibility of harming a person or animal whether walking, biking or otherwise enjoying their surroundings is only going to have a greater negative impact on those dwelling here.

Thank-you for your consideration,

Rachel York, Willowbrook Resident

**From:** Jan Cain
**To:** Stevens, Mike
**Subject:** Apartment Complex Proposal
**Date:** Friday, October 30, 2020 4:23:58 PM

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Mike,
We have lived in Willowbrook Heights for almost 8 years and are concerned about the large apartment complex. There would be too many cars near Broadmoor. . .that's poor planning. There's an area closer to the east side of Leslie near Rachel (but that would be Kennewick and not Richland).
We walk the wetlands of Amon Creek frequently and enjoy the quiet.
Thanks for all you do on behalf of Willowbrook.
Jan and Gary Cain

**From:** Mindy Stromberg
**To:** Stevens, Mike
**Subject:** Apartment Development in Willowbrook
**Date:** Friday, October 30, 2020 10:28:42 AM

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Mr. Stevens,

I would like to express my concerns regarding the apartment development proposal in the Willowbrook neighborhood. As a homeowner in the Willowbrook neighborhood, I am absolutely opposed to this development for multiple reasons. Our wonderful Willowbrook community has been fighting this fight for YEARS and it continues to creep back into our lives. Our greatest desire, as neighbors, is to feel HEARD. We have only felt put-off and that our city employees are unwilling to honestly hear and act upon our concerns. I hope that you will be the change we have hoped for.

I know you have received many emails regarding this issue, and I'm sure it is tiresome to read through the endless remarks, but I do appreciate you taking the time to read and respond.

The proposed land was zoned over 20 years ago, but the needs and community surrounding the land has CHANGED in those 20 years. There is NOT a safe and easy access for high-density traffic or for emergency vehicles. The access road from Broadmoor is not a suitable access to the development. If this development had been built before other neighborhoods had gone in, there might have been other options to provide easier access to an apartment complex. As it stands, that extent of traffic that would be traveling on Piper Street through Willowbrook is a huge safety concern. The significant increase in traffic on our small neighborhood roads puts our children at significantly higher risk for injury. There are children who walk to school through the Amon Creek Nature Preserve, and many children who ride their bikes or scooters throughout our neighborhood. Willowbrook also serves two separate school districts, so we have a greater number of buses that come through. Adding an apartment complex will increase both the number of buses and the number of children waiting at bus stops, or crossing the streets before/after school.

As a mom of 3 children, who also works part-time and volunteers in the community, I often leave my house over 7 times per day. It is difficult to get an accurate "Traffic Study" of how many additional cars (or trips) would be going through the neighborhood without recognizing that many of the people in an apartment complex have diverse backgrounds and travel needs. **This land NEEDS to be REZONED** to appropriately reflect the location AND the access. This land should be SINGLE FAMILY, not high-density, multi-family. We are requesting that this should be CHANGED. There are definite concerns for the obvious violations of City code in relation to the zoning of this area, as well as the road size. I've personally walked the area on Broadmoor many, many times and am very aware that it is not suitable for a wide enough road to access an entire community.

This development also very clearly goes against the covenants in our Willowbrook HOA. As a resident, I am required to follow many rules in relation to my home, where I place my trash cans, where and how long to park my vehicles, and many others. I pay my HOA fee to ensure that my neighborhood is well-kempt and inviting. The proposed apartment complex completely disregards and would violate many of the covenants that are outlined (Article III, Section 1: They do not allow for an access road to be placed on HOA designated lots, only single detached family homes). As someone who contributes regularly to our HOA, It must be

taken into consideration that the HOA should be able to block the road due to the outlined covenants.

Mr. Stevens, we LOVE our neighborhood. We love the Amon Creek Nature Preserve. We love to bring out-of-town visitors on walks through the preserve to show them the natural beauty that there simply is not enough of in neighborhood developments. We have seen coyotes, otters, snakes, racoons, beavers, a wide variety of birds, insects and other wildlife. This proposed development will absolutely effect this beloved area. There is great potential for additional pollution, littering, light pollution, and simply evicting wildlife from their homes. The "Wetland Buffer Zone" is definitely a concern because the developers plan encroaches on this designated safety precaution.

I could go on and on, but the bottom line of this situation is that the residents of Richland, particularly those in the Willowbrook and surrounding neighborhoods feel as if their city is failing them. We WANT to take pride in our city! And We want our City to LISTEN to us. While the proposed development would put money in the pockets of OUTSIDERS (NOT Richland Residents), the safety, beauty, and integrity of our neighborhoods and citizens should be THE PRIORITY. Please help us to get this land re-zoned to single-family homes. This will benefit our community, our neighborhood, and will maintain the magic of nature that we are lucky enough to experience in our very own backyard.

Thank you for your time.

Mindy Stromberg
Willowbrook Resident

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Virus-free. www.avg.com

| | |
|---|---|
| **From:** | courtney carter |
| **To:** | Stevens, Mike |
| **Subject:** | Apartment project Willowbrook Richland |
| **Date:** | Thursday, October 22, 2020 1:30:17 PM |

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Hi,

I have lived in the Willowbrook neighborhood for just over a year and a half now, and have seen it grow immensely already. There are Hayden Homes, and Viking Homes all building in this area and I don't blame them, South Richland is so desirable right now. That's the reason I bought in this neighborhood, not for a forever home but for an investment in my future. I have worked so hard my whole life and never thought I'd be so fortunate to be where I am at right now. At 21 I purchased this home, my goal was to live in it for a few years and sell it for a profit, I never wanted to rent so I was so blessed to be able to live at home with my family until I was able to buy. It is so disappointing and disheartening knowing all that I have worked so hard for is going to be affected. Home values will decrease, petty crime will increase, and the much desirable South Richland area will soon be forgotten and fled. It sounds dramatic, but look at the statistics. This has proven to be true over and over again. It is so cruel to build these commercial properties and massive complexes in the middle of residential areas, please put yourself in our shoes. Would you feel comfortable with your children playing outside and riding bikes? I know I wouldn't. The amount of traffic it would bring to a small neighborhood road with parks and lots of small children is scary and not safe. It would only take one person getting hit for the city to have a massive lawsuit. Would you feel comfortable with your spouse or kids going on nightly walks around the neighborhood? I personally already wear or carry pepper spray when I go jogs because I refuse to be a victim, but if people don't have anything to protect themselves, it would be so easy for someone with bad intentions to cause harm. It's an unfortunate truth, but when you invite hundreds if not a thousand people to live in a small area, it is inevitable.

Please help stop this project before our community is ruined.

Thank you,

Courtney C.

| | |
|---|---|
| **From:** | kspencerappraisal@charter.net |
| **To:** | Stevens, Mike |
| **Cc:** | "front9homeownersassociation@gmail.com"; "kspencerappraisal@charter.net" |
| **Subject:** | apartments access to Broadmoor St in South Richland |
| **Date:** | Saturday, October 24, 2020 11:59:38 PM |

M. Stevens:

Comment on the proposed access road for the proposed apartment complex at Amom Creek in South Richland as part of the Willowbrook NO2 Phase 2. In looking at the parcel maps it is noted that the subject lot #1 has access to Piper street to the south via a stovepipe part of the lot number 1. But at the North end of the subject lot 1 Willowbrook NO2 Phase 2 there is not a access point as the lots of parcel # 136983020001016 and parcel # 136983020002012 meet at a point and there is no access for the subject lot # 136983060000001 to access Broadmoor street thru these two lots. I was under the impression that if the subject lot has access to public street then they could not force access via another point just for convenience. The other problem I see with this access for this apartment complex is that the high number of potential cars coming on to the Broadmoor Street at the indicated point looks to be an accident waiting to happen, as the point is at a curve in the city street and even with the 25 mph for this street looks to be a point that will cause potential accidents. The other item is when other developments were created in this general area there was concern about access for emergency vehicles. I am not sure with the slope of the area and the limited size of the access that larger fire trucks could access this area. And with the number of apartments that are proposed this will require larger fire trucks. I would hope that you might take this under consideration when looking at this proposal. I know that this developer has tried several times without success, and some was due to their not following through on the requirement that the city of Richland has imposed.

It is noted that this developer paid more for the subject lot recently than is typical for lots in this area maybe to circumvent the requirements that you had placed on this proposed development. There has been a lack of access for this project before.

Kenneth H Spencer Jr

106 Oakmont Ct

Richland, WA 99352

**From:** Owen Stanfield
**To:** Stevens, Mike
**Subject:** Apartments in our Neighborhood (WillowBrook)
**Date:** Thursday, October 22, 2020 11:52:09 AM

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Good morning Mr. Stevens,

My name is Owen Stanfield and I'm in 6th grade. I have lived in Willowbrook since I was 8 years old, and I love my neighborhood. One of my favorite things about where I live is that there are a lot of kids my age and we all play outside together. I am writing to express concerns about the apartments being built at the end of my street.

I am worried that more traffic on Piper Street will create a dangerous environment for me and my friends. Usually when we play outside there are not very many cars that come through the neighborhood. It is estimated that when the apartments are built, an additional 420 cars will drive down my street. This would make it very difficult and dangerous for kids to play outside how we usually do. I am concerned that one of my friends could get hit by a car and be injured or even killed.

Another reason I am opposed to the construction of apartments as currently planned is because of the wildlife that live near my home. I have a lot of fun with my cousin and friends going out into the desert and looking for wildlife. We often see coyotes, rabbits, snakes, and many different kinds of birds. If the apartments are built then I'm afraid that these animals would have to find a new home, and that many would die in the process.

In conclusion, I do not think the current plan for apartments is a good idea for our neighborhood. Not only would it be very dangerous for the kids who live here, but it would be harmful to our local plants and animals as well. Thank you for your time and for considering the safety of the kids in my neighborhood.

Sincerely,
Owen Stanfield

**From:** Nicole Schwartz
**To:** Stevens, Mike
**Subject:** Apartments near willowbrook housing development
**Date:** Thursday, October 22, 2020 11:30:16 AM

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Mr Stevens,
I am very upset at the proposed plan to build an apartment complex between our neighborhood and claybell park for MULTIPLE reasons. First off, Willowbrook is a neighborhood that is always filled with families walking, children playing in their front yards and one of my daughters is always riding her scooters around the neighborhood with her friends. We have this luxury because the only people coming in/out of our area are the people that live there. Adding access roads to the apartments and through our neighborhood will bring in so much more traffic and people that I will not feel safe allowing my daughter to walk or ride to and from her friends house. In times of quarantine where she is only allowed to be outside with her friends this would be especially devastating.
Additionally, we walk the nature paths literally everyday. We have seen snakes, tiny lizards, pheasants, cranes, tons of birds, and we even crossed paths with a coyote once. Where will these animals go when even more of their habitat is destroyed?
The children in the surrounding area are so fortunate to grow up right on the edge of a natural habitat and that is slowly being taken away from them and the animals who have every right to be there.
Finally, the addition of hundreds of cars coming in and out of the area, particularly into two spots with low visibility will cause a daily safety issue. This is not the right place for an apartment complex, it will not be arranged in a way that is safe or fair to the homeowners and their families. Please do not allow this to move forward.
Thank you,
Nicole Dunn

**From:** Nancy Clemmer
**To:** Stevens, Mike
**Subject:** Apartments
**Date:** Sunday, October 11, 2020 9:24:47 AM

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Dear Mr Stevens,
I hope you don't  permit this development in the Willowbrook area. It is such a treasure in the middle of the city. There is so much undeveloped land around the Tricities where a huge complex can be built. Please reconsider not allowing this to occur.
Nancy Clemmer

**From:** drbobintran@charter.net
**To:** Stevens, Mike
**Subject:** Appartmnt complexasin
**Date:** Saturday, October 24, 2020 1:14:47 PM

Mike, I have on several occasions commented on this project's environmental impacts. The following is why I think that the subject of ground water pollution has not been covered properly.

To reduce the cost of having to use Potable water for home yard watering and the expand Clay Bell Park, the city has expanded its draw down of ground water pumping and procuring more KID water, some of which is not Yakima River water.

Next is the use of catch ponds to collect runoff and filtration of this water before it enters the ground water. At the north and south end of the proposed housing development the ground water level in very shallow, and the further north you go along Amon creek the shallower it gets. Road drainage and rum off captured in a in a constructed catch pond will be a farce. That water will immediately go into the ground water then into amon creek.

This summer KID, in their rebuilding of their Yakima river irrigation water pond, at the north end of the plat plan , hit ground water at the start of their digging. They had to shut down and pump the ground water out to dig deeper.
That pond is at the north end of the Plat and is not lined.

I conclude that any location of a runoff catch pond will not protect the ground water or Amon creek. The city and state are not recognizing and integrating the impact to the environment in an ancient bed off the Yakima river. You could theoretically see that at some point we would be recycling polluted ground water.

FYI
I have also mentioned I have videoed juvenile ottos eating what had to be a salmon last year. On schedule they showed up this morning at the meadows spring pond on hole 16
This year a new bever dam directly above the KID pond broke and hundreds of fish where flushed down to the pond on meadows Spring hole 16. The result of that was for the first time in 22 year we videoed pelicans feeding on fish on pond on hole 16.
Robert Benedetti
400 Broadmoor, Richland Wa.

**From:** rbad2@charter.net
**To:** Stevens, Mike
**Subject:** Big Creek Land Company Proposed Development #M2020-101
**Date:** Saturday, October 10, 2020 12:43:14 PM

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Dear Mike;

I'm contacting you to submit my comments on the subject development site review plan. I am opposed to the plan for the following reasons:

1. A development of this size further encroaches on critical habitat, namely the Amon Creek Wildlife Natural Preserve  A committed group of volunteers has worked for two decades to conserve, protect, and make available for public education and appreciation this community treasure.

2. The development is counter to the spirit, if not the intent, of our state's Growth Management Act (RCW 36.70A.020) goals, specifically:
a. Open space and recreation
b. Environmental protection

3. The proposed development site, if completed, will continue the City of Richland's surround of an area that qualifies under the GMA's "critical area" designation, i.e., wetlands, riparian and shrub-steppe, and fish and wildlife habitat. Tapteal Greenway attempted to acquire 119 acres by partnering with Washington Department of Fish and Wildlife on an acquisition grant through the Recreation and Conservation Office in 2010. Unfortunately, the grant was not funded, and property was subsequently sold to Hayden Homes, which developed Clearwater Creek. Their website promotes the "Cottages at Clearwater Creek" as being, "just steps away from the... beautiful Amon Creek Natural Preserve." Continued parceling out of this area will eliminate essential buffering and change the area to little more than a park.

We are fortunate to have this treasure in the very heart of our community, easily reached by our citizens, young and old, a perfect venue for educating our children (and adults) about the local ecosystem, and a draw for visitors to the region.

Please deny the Big Creek Land Co. development proposal.

Thank you,

*Richard*

Richard V Badalamente
3302 W. 42nd Pl
Kennewick, WA 99337
509-546-1420

**From:** Chris Powers
**To:** Stevens, Mike
**Subject:** Big Creek/Willowbrook Apt
**Date:** Monday, October 26, 2020 10:39:18 AM

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My HOA recently advised me of the proposed plan to build an apartment complex next to the Amon Creek. I was surprised to hear this and have several questions.
Was there an environmental impact done?
It appears they want access to Broadmoor via a residential lot... has the zoning changed? It also appears the builder or a representative purchased an adjacent residence to accomplish this. Has this lot been rezoned?
Having been President of the Realtor Assoc and a broker for 32+ years, this is something I have never heard of. Were the appropriate disclosures made?
Has a study been done on the increased traffic on Broadmoor, including entry to Leslie Rd without a traffic light? Also of concern is the increased traffic downhill from Bellerieve past a children's park.
The slope of the proposed access road would most certainly impact storm water drainage/runoff into Amon Creek in an area where that already can be substantial.
I have not seen a site plan, but I have a hard time imagining the buffer zone, storm water runoff and light pollution as well as the human impact would not be detrimental to Amon Creek. Have these been studied?
This is an area that many in our community have worked hard to preserve and enjoy. It seems this project does not meet the best use for Richland and it's citizens.

Donna Powers
509-627-2250
509-539-5986

| | |
|---|---|
| **From:** | Erin Zasso |
| **To:** | Stevens, Mike |
| **Subject:** | CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114) |
| **Date:** | Friday, October 23, 2020 1:59:57 PM |

Erin Zasso
2738 Willowbrook Ave.
Richland, WA 99352
ErinZasso@yahoo.com
(509) 438-0080

15 October 2020

Mike Stevens
Richland City Planning Manager
625 Swift Blvd. MS-35
Richland, WA 99352
mstevens@ci.richland.wa.us
(509) 942-7764

**RE: CITY OF RICHLAND NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114)**

Mr. Stevens,

As a new homeowner to this community the proposal of having an apartment complex be built in our neighborhood is disheartening. The main reason for moving into this neighborhood was for the quiet community, the Amon Creek nature preserve, and proximity to Amon Creek Elementary for our children. The main fear for our family for having an apartment complex built will increase unnecessary traffic through our quiet neighborhood streets and decrease the security and safety for our children.

As a family we have enjoyed walking and riding our bikes around the neighborhood. On our adventures around the neighborhood we have enjoyed seeing our neighbors also enjoy walking, riding bikes, scootering, and walking their dogs. It would be disappointing if when this apartment complex is completed the increase of traffic decreases the frequency that people enjoy doing outdoor activities around the neighborhood. The nature preserve is very unique to this area. It is always exciting to see all of the wildlife that live in that area and if we take away part of their home, eventually they will disappear.

This is a great friendly neighborhood to raise a family and I would hate for the neighborhood to be ruined by the construction of an apartment complex from a company that is not based in the state of Washington. The applicant that has proposed this plan is not based in this area and will not suffer from the results of this construction after it is completed. I hope the City of Richland will reconsider the use of this land and consider relocating the apartment plans away from the Amon Creek Nature Preserve.

Thank you for your time,
Erin Zasso and family

Sent from Yahoo Mail on Android

Jacob M. Stanfield M.D.
265 Scouler Court
Richland, WA 99352
jakestanfield@gmail.com

10/20/2020
Mr. Stevens
Planning Manager - City of Richland
625 Swift Blvd MS-35
Richland, WA 99352
mstevens@ci.richland.wa.us

Dear Mr. Stevens:

It is with great concern that I write these comments in opposition to **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).** My opposition to this proposed development includes major concerns regarding the following issues: inappropriate zoning, traffic volumes and safety, fire safety, blatant city of Richland code violations, HOA covenants & restriction violations and environmental concerns. Each of these are addressed below:

**Zoning**

The zoning of the proposed property was designated as high density decades ago when access to this property was essentially uninhibited. Indeed, the plan was to provide adequate access to this property. Unfortunately, over the years, either through intention or poor planning on the part of the city, the access has been severely reduced by the city of Richland. No known attempt was made by the city or property owner to protect the access to this property. As a result, the city and developers find themselves in a predicament where the available access to this property does not readily support its proposed use as a high density apartment complex. The current attempts to force a project where it no longer fits clearly pose several concerns, violates city code and HOA covenants and is an attempt to maximize profits at the expense of the safety and of the environment. I assert that the previous zoning designation is inappropriate and should be modified to better suit the restriction to access created by the city of Richland.

**Traffic Volume and Safety**

There are only two proposed access options to this property

1. A meandering course through small neighborhood streets (Center Blvd and Piper st,) and

2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.

You may already be aware of several issues related to this restricted access:

- Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns.
- Center Blvd and Piper St are not adequately suited for high volume traffic and pose clear traffic safety hazards for motorists and pedestrians (especially young children). These safety issues are difficult to ignore.
- I have little confidence in the limited and outdated traffic study already performed. I am supporting an independent traffic study and would also encourage the city of Richland to conduct a more thorough traffic study. Hopefully this study will be performed with the intent of obtaining an accurate and honest assessment of the current volumes on these streets instead of manipulating the timing and length of the study in order to conjure data that supports the desired outcome.

**Fire Safety**

Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the access road even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications, this has evolved into a full access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties. Broadmoor St. will provide more direct access to these apartments and it is disingenuous to design this road as a secondary access when it will obviously be used for the majority of apartment residents.

**City Code & HOA Covenant Violations**

In a city with a “Code Enforcement” department that can issue citations and accompanying fines and property liens for vegetation that is too tall, it is flagrantly hypocritical that the city itself does not even attempt to follow its own codes. This demonstrates a blatant disregard of the city’s own codes. This is readily apparent when reviewing the proposed dimensions of the access road to Broadmoor. It is clear that the developer is in need of additional access and is limited by dimensions of the properties it owns. It is unfathomable that this could be considered “up to code” or safe and the approval of such a road is nothing short of magical thinking.

In addition, the northern access road to Broadmoor utilizes several properties that are subject to covenants & restrictions of 2 Homeowners Associations. You may be aware of pending lawsuits against the developers asserting the appropriate usage of these HOA properties. I am certain the owners of these properties signed the acknowledgement of HOA covenants and restrictions on these properties when they were purchased. Although it has always been apparent that development of the larger property was possible, it could not have been anticipated that a road would be developed on lots designated for single family dwellings only. I believe this is unfair to the members of the HOA and residents of adjacent properties who have invested their money in properties believing that the HOA covenants would protect the usage of its properties from inappropriate development.

**Environmental**

This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. I am in support of an independent environmental assessment as I believe previous evaluations were performed with the goal obtaining a desired outcome instead of obtaining an accurate assessment of the true environmental impact of this project (similar to the traffic studies)

**Summary**

In summary, the proposed development clearly violates established city codes and HOA covenants. It poses CLEAR HAZARDS to safety and the environment and overall is an inappropriate use of the land. It is unfathomable that the proposed development could be approved given all of these issues. The flagrant disregard for these issues, if the project were approved by the city, would display maleficence towards its citizens, community, and environment or, at best, severe incompetence in proper planning and execution of the city's duties as it pertains to appropriate developments in our community.

Regards,



Jacob M. Stanfield M.D.

**From:** Samuel Dechter
**To:** Stevens, Mike
**Subject:** Cliff Mort Proposed Apartment Complex--My Comments
**Date:** Wednesday, October 21, 2020 10:15:53 PM

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October 20, 2020

Mr. Mike Stevens
Richland City Planning Manager 625 Swift Boulevard, MS-35 Richland, WA 99352

Dear Mr. Stevens,

I am providing you with my comments regarding the multi-family project proposed by the Big Creek Land Company, LLC (Clifford Mort) Willowbrook development in south Richland. The following issues should be addressed and resolved to the satisfaction of the community before this project gains approval or else the project should be discontinued and abandoned.

I noted in the package of information that it is the developer's intention to construct an exit to the north of the project onto Broadmoor St. for both resident vehicular access and emergency vehicle access. That driveway does not appear to meet Richland city code requirements for a city street with sidewalks, and it contains some very tight turns. These requirements must be evaluated for compliance and resolved. Also, this driveway/roadway does not appear to meet city code requirements for residentially zoned lots in addition to not complying with the Willowbrook HOA requirements for residential lots.

Traffic impacts on the Willowbrook and Meadow Springs communities will be severe, and the traffic survey information is out-of-date. The traffic data appears to have been collected in November 2018 and March 2019. That is nearly two years ago. Since that time the Hayden Homes subdivision near Claybell Park has been constructed, resulting in increased traffic flow along both Broadmoor Street and Bellerive Drive. The other exit from the Willowbrook Place project leads traffic directly onto Piper Street in Willowbrook and to exit Willowbrook either via Center Blvd or Willowbrook Pl. These streets are residential streets where children play, residents walk, or jog and new home construction is continuing.
The speed limits are only 25 mph. This is a serious safety concern to me.

Additionally, I am not aware of any other multi-family housing area in Richland that has its egress directly through a residential community for access to a major thoroughfare. I urge the City to take this into consideration when evaluating the impact of the apartment complex on its adjacent environment.

The environmental impact on the flora and fauna of the Amon Creek Natural Preserve should not be treated lightly. Although the KID claims authority over the waterway, it is what it is today: a thriving wetland supporting native shrubs and growth and a wide variety of native and non-native wildlife. Tapteal Greenway has video recording the diversity of wildlife within the wetlands. These videos should be reviewed and evaluated. A thorough environmental study of the wetlands area must be undertaken that will ensure there are no endangered species that will be impacted. Construction on the sloping hillside and residential usage will increase drainage into the wetlands and will alter what is there. This impact must be studied and analyzed in thorough detail. The impact of the construction process and its debris on the wetlands must be calculated and appropriate protective actions developed and implemented. I recommend that Tapteal Greenway, overseer of the Amon Creek Natural Preserve, be given a strong voice in evaluating the environmental impact on the wetlands.

Finally, there is really no need for the developer to request and the city to approve the convenience of buffer averaging in order to justify encroaching on the Amon Preserve wetlands. The project should be redesigned to prevent violating the buffer requirements in all areas of the project—period!

Thank you for the opportunity to comment on the documents for this construction project. I sincerely hope that the

city will not permit the proposed multi-family housing project to proceed.

Samuel J Dechter 113 Bebb Ct Richland, WA 99352 (509) 627-0950

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

October 28, 2020

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

Subject: Review Comments for M2020-101

Dear Mr. Stevens

The Kennewick Irrigation District has received your Site Plan Application submitted by Big Creek Land Company, LLC, 1950 W. Bellerive Lane #107, Cour d'Alene, ID 83814, to develop an approximately 14 acre site with 6 multi-family residential buildings containing up to 96 dwelling units, a clubhouse and covered parking structures. This project is located east of the terminus of John Court. The property is described as Tracts A & B, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864) and Tract B, Willowbrook No. 2, Phase 4A, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA.

1. This parcel is within the Kennewick Irrigation District (KID) boundaries and is considered irrigable lands; therefore, the Kennewick Irrigation District does assess them.
2. Please note that permanent structures are not allowed within irrigation easements.
3. Please protect all existing irrigation facilities.

SEPA Checklist Comments

4. **3.a.1** – The site borders the East Badger Drain, also known as Amon Creek or West Fork Amon, a water course that removes return flows from Yakima Project (KID) irrigation in Badger Coulee and the surrounding residential areas and drains it into the Yakima River via the Amon Wasteway.
5. **3.d** – The East Badger Drain, or Amon Creek, discharges directly into the Amon Wasteway, a U.S. Bureau of Reclamation facility. Non-agricultural stormwater discharges into Reclamation facilities must meet appropriate Clean Water Act National Pollutant Discharge Elimination System (NPDES) permit requirements and other relevant considerations and must obtain authorization from Reclamation (see Reclamation Manual Directives and Standards, ENV 06-01).

6. **8.a** – The site borders the East Badger Drain/Amon Creek on the east. To the south is the Amon Creek Natural Preserve, an area of ecological and recreational value to the community and region. The PSA 120 pond and pump station is also located to the south, which is a facility that provides irrigation water to the adjacent Willowbrook and Clearwater Creek neighborhoods.
7. **12.a** – Amon Wasteway is an irrigation water conveyance facility owned by Reclamation and operated by KID. While the wasteway provides habitat for fish, birds and other wildlife and may be aesthetically interesting, access is prohibited and it is not a recreational facility.

Critical Area Report Comments

8. **Page 2:** Assertions that the KID Main Canal and the Badger East Lateral are both unlined is incorrect. A combined amount of approximately 22 miles of the KID Main Canal and Badger East Lateral have been lined since 1956. Assertion that both canals lose a combined total of 2,800 acre-feet of water needs to be verified.
9. **Pages 5 and 8:** KID disputes the characterization of Amon Creek or West Fork Amon Creek as a "water of the state." While we recognize the ecological values of the stream and have worked diligently with community and state partners to manage the resources in Amon to balance ecological and irrigation considerations, the water source of the stream is irrigation return flows that are recaptured for beneficial use at both the PSA 120 pond and downstream at the Gage Pumps.

If you have any questions regarding these comments, please contact me at the address/phone number listed above.

Sincerely,

Blaine Broberg

Blaine Broberg, EIT
Staff Engineer

C: LB/correspondence/File: [36-09-28]

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Planning &
Development Services

October 25, 2020

Greetings,

This is Angela S. Reinhardt of the Willowbrook neighborhood. I have a concern about traffic with the proposed building near Willowbrook. I am a retired Richland School District Sp. Education teacher and have lived here and driven in this neighborhood for over 17 years.

I have observed that we have always had a huge kiddo population as this is a very family-oriented neighborhood. Children are often out, on the sidewalks, in the streets riding scooters, etc. We often must drive around 3-4 miles per hour for the safety of the children. I once stopped in my tracks and got out of the car to explain to a four year old why he should not drive his bike in the streets! Kids are very unaware at times.

I hear it's about 100+ additional cars being projected. Why doesn't he build single family homes instead of apartments? I think that would be a good idea...

Please keep our children in mind with any decision that is made...they are looking to us to protect them.

Best regards,

Angela S. Reinhardt,EdM

Retired, RSD

October 25, 2020

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Mike Stevens,
Planning Manager, City of Richland
625 Swift Boulevard, MS-35
Richland, WA 99352

Dear Mr. Stevens,

I am writing you to express my opposition to the building of apartments in Willowbrook.

When the property in question was originally zoned for apartments, it was intended to be accessible from a major arterial, Center Boulevard. This major arterial would have accommodated the heavier traffic generated by the apartments.

However subsequently the City decided to not extend Center Boulevard as originally planned, instead effectively stranding the apartment property behind residential streets. This would force apartment traffic through quiet residential streets.

As a homeowner in Willowbrook, I oppose the use of our neighborhood's streets to replace the function of a major arterial the City decided not to build. When the City made the decision to not extend Center Boulevard, it seems to me the City should have rezoned the adjacent apartment property accordingly. In any event, building the apartments now will have a deleterious impact on our neighborhood.

Please convey my concern to the appropriate decision-makers on this issue.

Sincerely,

Jay Reinhardt
202 Rocky Mountain Court
Richland, WA 99352

Judy Kitchen
2737 Chelan Loop
Richland, WA 99352

October 26, 2020

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NOV 02 2020
Planning &
Development Services

Mr. Mike Stevens
Planning Manager
625 Swift Blvd. MS-35
Richland, WA 99352

Dear Mr. Mike Stevens, Planning Manager,
This email is to express my disapproval for the plan to build a multi-unit dwelling adjacent to the Amon Creek Nature Reserve just to the east of Willowbrook subdivision. There are many factors that contribute to this opinion:

1. I am worried about the increased traffic through residential streets. The only access to these apartments would be from Willowbrook to Piper, or from Broadmoor. Both of these are built residential areas and the increased traffic would be a hazard to those residents. In my opinion, it makes more sense to build an apartment complex near a main arterial. This way, the residential streets stay safe and less travelled, as they are meant to be.
2. This planned complex is directly adjacent to the Amon Creek Nature Reserve. This is an area of open space that contains shrub-steppe, wetland ecosystems, and wild animals that live and thrive there. It is a natural wildlife habitat.
3. This is also an area where many residents come to walk through paths and just to be at one with nature. When people have access to open space and they are in contact with the natural environment, they have less stress, subsequently this open space is good for mental health.
4. The Amon Creek Nature Reserve supplies storm-water drainage. We have seen this to be true in the subdivision where I live, Clearwater Creek. There have been major reconfigurations of several drainage designs simply because as more houses were built, it altered the natural storm-water drainage in the area.
5. Simply the fact that there is some land here, does not mean it has to be built upon. A city should have a plan to be an enjoyable place to live for all of it's residents.
6. There are other locations where wildlife habitat would not be as drastically affected, and traffic would not be such a detriment, such as on Keene Rd, on Steptoe St, or on Duportail Ave.

I sincerely hope that you take these reasons into consideration when you meet to discuss the plans for this proposed apartment complex.

Regards,
Judy Kitchen

Judy Kitchen

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Development Services

Karen Spencer
407 Larkhaven Ct.
Richland, WA 99352
October 24, 2020

Mike Stevens, City of Richland Planning Manager
625 Swift Blvd, MS-35
Richland, WA 99352

Dear Mr. Stevens,

My comments concern the Site Plan Review application for the proposed 96 unit apartment complex in the south Richland neighborhood of Willowbrook, referred to as the Willowbrook Place Site Plan Review.

**I strongly oppose the construction of Multiple-Family Residential buildings in this location.**

The proposed project conflicts with RMC 23.48.010.
The municipal code reads: "The purpose of the site plan approval process is to facilitate project design that is compatible with adjacent land uses and is in keeping with the physical constraints of the project site."

The proposed project conflicts with this code. The physical constraints of the project site include a residential neighborhood with limited access. The proposed road addition simply moves the additional traffic to Broadmoor, already congested due to Claybell Park traffic. More importantly, the physical constraints of the site infringe on the nearby wetland. The foundational work for a series of Multiple-Family residential buildings requires a great deal of large machinery moving large amounts of earth. This cannot be completed without disruption to the nearby sensitive environment. The contractor will create damage, probably irreparable.

it is time to rezone this parcel of land. It was never suitable for apartments given the proximity to Amon Creek. It is even less suitable now given the established Willowbrook neighborhood and Broadmoor traffic due to Claybell Park.

Sincerely,

Karen Spencer

October 23, 2020

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Planning &
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Mr. Mike Stevens
City of Richland Planning Manager
625 Swift Blvd. MS 35
Richland, WA 99352

**Subject: Proposed 96-Unit Apartment Complex between Willowbrook and the Amon Creek Natural Preserve**

Dear Mr. Stevens:

I value this chance to comment on Cliff Mort's (d.b.a. Big Creek Land Company) plans to erect **six** apartment buildings (2-3 stories each) adjacent to the Amon Creek Preserve in south Richland. As a 27-year resident of Willowbrook and a Richland taxpayer, I am astonished and alarmed that Mr. Mort's plan to develop the land east of Piper into 96 multi-family apartments is still being considered. **Please do not allow this!**

**Violating Willowbrook Covenants:** Why are you even considering allowing a contractor to build access roads and apartments in an area restricted by HOA covenants to **single-family use**? This makes no sense. This should be a showstopper.

Apparently, the City of Richland expects to assign a Determination of Non-Significance (DNS) on the Mort development. Yet in 2016, the area was considered significant enough to require an Environmental Impact Statement. The Amon wetlands are **still** extremely vulnerable—probably even more so—why is no EIS required now? What has changed?

Here are my additional concerns. Please investigate and address them.

**Negative Environmental Impact on Amon Creek Natural Preserve:**

First, this development will drastically endanger the prime habitat of Amon Creek Natural Preserve (APNC) and its Class 2 wetlands located just to the east and downhill from the proposed development hydrologically connected to it. Note that the Washington Dept. of Fish and Wildlife has recently expanded the Amon Preserve and the majority of its surrounding habitat into a **Biodiversity Corridor—a priority habitat** for fish and wildlife. Amon Natural Preserve is also a stopover point for migratory birds on the **Pacific Flyway**. It is crucial that we protect this habitat rather than allow it to be damaged any further.

It's likely that Big Creek's handling of the ground water run-off (and subsequent irrigation, sprinklers, etc.) from the very erosion-prone soil adjacent to the Amon Creek wetlands will do **irreversible** damage to sensitive wetlands, riparian habitat, and prime shrub steppe, as well as drain into the Chinook and Coho salmon spawning grounds of Amon Creek. In the past we have witnessed contractors (some hired by the City) ignore marked delineations and silt barriers: a couple of prime examples are the recent sewer line through Amon and buffer destruction by Hayden Homes contractors. A 150-foot **averaged** buffer **is NOT** enough!

The contractor's smug dismissal of any potential damage that could possibly be done by them is revealing: "no impacts to the on-site wetland, the Amon Wasteway (sic) or associated buffers will occur and therefore no mitigation will be provided." p.5, *Critical Area Report.*

**Negative Impact on Amon Wildlife:**

I am also greatly alarmed about Amon Creek Natural Preserve's beavers, badgers, mink, otters, muskrats, black-tailed jackrabbits, moles, marmots, deer mice, side-blotched lizards, and the approximately 150 Audubon-identified species of birds living there, as well as drainage into the Chinook and Coho salmon spawning grounds of Amon Creek. The APNC is a critical wildlife corridor for animals including white-tailed deer traveling between the Horse Heaven Hills and the Yakima River. It is also a possible nesting site for Ferruginous Hawks (listed as a threatened species in WA), Townsend Ground Squirrels (a federal species of concern), and Burrowing Owls (both state and federal species of concern). Moreover, light and noise pollution from the apartments will take its toll on these creatures.

**Increasing Safety Hazards from High Traffic Volume on Piper St., Center Blvd, Willowbrook Place, and Broadmoor:**

I understand that if the Mort development goes through, traffic volume will increase to **1500 trips/day**. Center, Piper, and Willowbrook Place are **neighborhood collector streets**, not arterial thoroughfares. They were never intended to handle that much traffic. This traffic increase on Piper, Center, Willowbrook Place, and Broadmoor is neither logical nor reasonable. It will become a speedway dangerous for pedestrians as well as for vehicles backing out of driveways. I contend this increase in traffic is hazardous and excessive.

Our children walk on Center, Willowbrook Ave. and Piper every day to and from their school buses. Residents walk along these streets through Willowbrook, often on their way to Amon Creek Natural Preserve. This traffic volume (and speed) is hazardous and poses threats to pedestrian safety, especially that of children walking to bus stops. I shudder to think of a child being crushed in a vehicle accident. Injury to even one child is one too many.

The current secondary access is considered the emergency access—and was originally meant for emergency vehicles only. Its tight curves are **dangerous** if cars attempt to exit in an emergency, or if larger emergency vehicles are trying to maneuver in the complex. We are asking for trouble—or worse—here.

Proposed measures to reduce or control transportation impacts are not considered. Why not? These traffic studies should be repeated—and for longer than two days as last performed in Nov. 2019. The study should include analyses of traffic exiting Center and Willowbrook Place during morning peak periods. Leslie Road is extremely busy, with a dangerous blind curve to navigate. It's difficult to turn left (southbound) from Center or Willowbrook Place onto Leslie at peak times *now*.

At present kids and adults ride their bikes, skateboards, and scooters on Piper, Willowbrook Avenue, and Center. That will no longer be an option for safety-conscious families when Piper, Center and Willowbrook Ave are forced to carry so many more autos. Children on Bebb Court, the first court off Willowbrook/Center, often fill the court with their big wheels, bikes, and other riding toys. That will be impossible once the traffic load increases. And it's unlikely that traffic will proceed at the posted 25 mph. How will that speed be enforced? At the very least, raised speed strips/bumps and costs should be included in the contractor's plan.

**Overall Deteriorating Quality of Life and Property Values in Willowbrook:**

We in Willowbrook value our quality of life. We have worked to maintain and improve our homes and yards. We know our neighbors and their children. We care about our safety and that of our kids. A 96-unit apartment complex will degrade our hard-earned quality of life. At the very least, apartment residents must be required to join the Willowbrook Homeowners Association and contribute to assessments.

I fear that apartment transients—however many there are—will speed as rapidly as possible up and down Piper and Center in and out of Willowbrook. They will not care a bit about what we have built here.

It appears that the almighty dollar has taken precedence over all other considerations.

I am dismayed. Please consider the **NO ACTION** alternative.

Please notify me of any decisions made on this application.

Sincerely,



Kathy T. Dechter

113 Bebb Court

Richland WA 99352

Lisa Dukes
215 Broadmoor Street
Richland, WA 99352

RECEIVED
NOV 02 2020
Planning &
Development Services

October 30, 2020

City of Richland
625 Swift Blvd.
Richland, WA 99352
Attn: Mike Stevens, Planning Manager

Dear Mr. Stevens:

I am providing these comments to express my deep concern about and opposition to **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).** My opposition to this proposed development includes major concerns regarding multiple issues:

- Zoning that is not in consistent with the Comprehensive Plan's Land Use Goals and existing land use in the area
- Current and planned traffic volumes that significantly exceed acceptable volumes, creating serious safety hazards
- A new road that violates HOA covenants, violates design standards for its usage, and is far too narrow and steep for emergency access or the traffic volume expected.
- Significant environmental concerns related to development adjacent to a designated critical wetland area and natural preserve
- Erosion and stormwater issues that are inadequately addressed in the SEPA checklist or by the site design

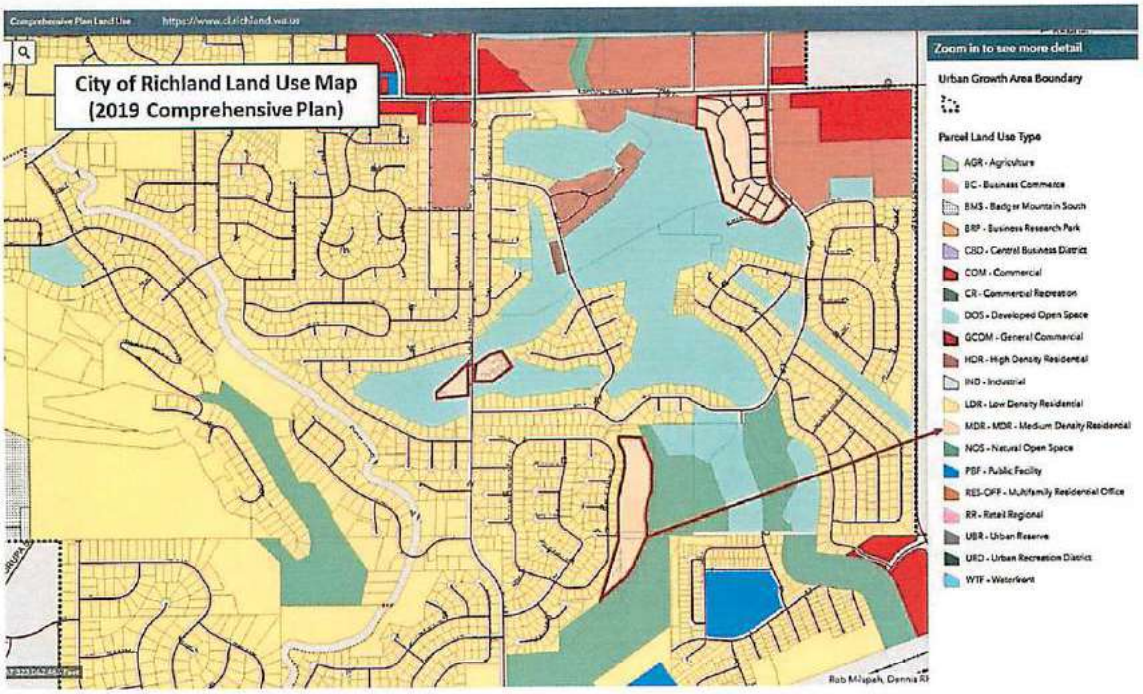
These concerns are addressed in further detail below:

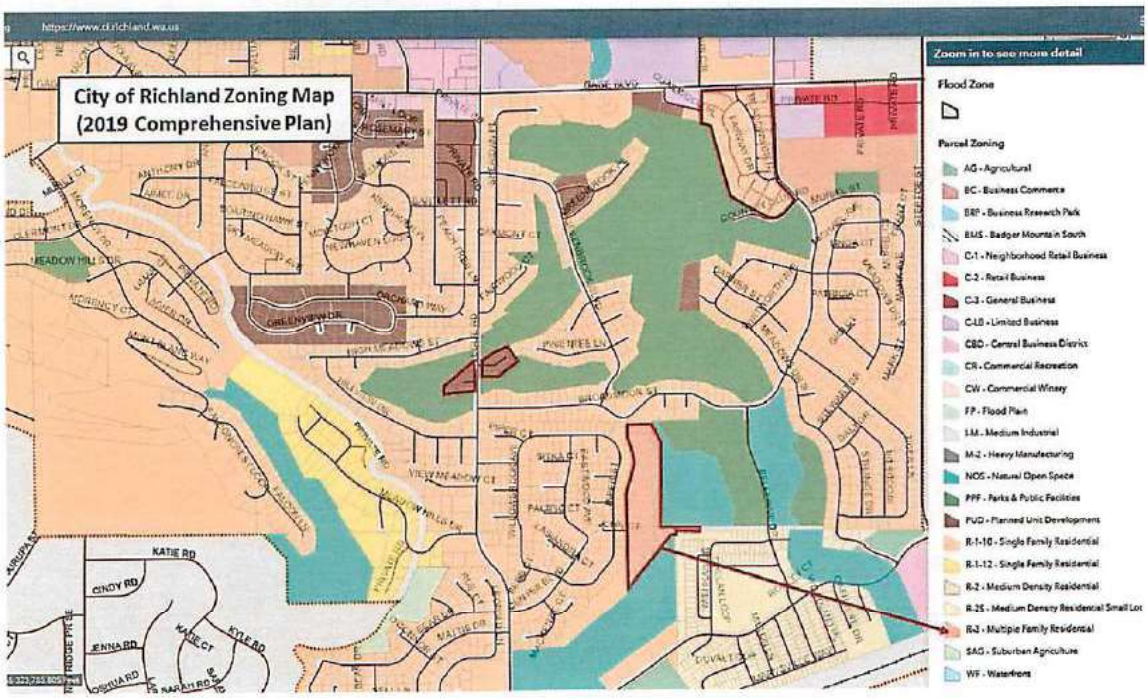
## 1. Current Zoning Violates Goals of the Comprehensive Plan

The proposed property is identified in the Richland Comprehensive Plan's Land Use Map as medium density, as shown below outlined in red. The zoning categories for Medium Density residential are R-2 and R-2S per Table LU-1 in the Comprehensive Plan. Other nearby properties with this designation include small condominium developments built on arterial roads (Leslie Road and Gage Blvd.) and also shown in red on the map below.

The proposed property is zoned R-3 Multi Family, as shown in the second map and per Table LU-1, is defined as High Density residential. In the intervening years since the property was zoned R-3, extensive home building in the area makes the property entirely unsuitable for high-density development and access to it through low density housing areas untenable. It is clear from these maps that high-density housing in Richland is intended for placement on arterial roads with ready access to public transportation and services.

The placement of a high-density development adjacent to sensitive wetlands violates the intention of the Comprehensive Plan in multiple areas:




The placement of a high-density development adjacent to sensitive wetlands violates the intention of the Comprehensive Plan in multiple areas:

- Land Use Goal 2: **Establish land uses that are sustainable** and create a livable and vibrant community.
- Land Use Goal 2, Policy 3: **Ensure that the intent of the land use and districts are maintained.**

- Natural Environment (NE) Goal 1: **Promote the protection, conservation, and restoration of natural areas, shorelines, and critical areas** as unique assets to the community…
- NE Goal 1, 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.

The current effort to shoehorn this project into a location where it no longer belongs must be ended. The project violates the City's overarching Comprehensive Plan in multiple areas. The R-3 high-density zoning designation is inappropriate and should be modified to comply with the plan and meet the City of Richland's long term goals.

**2. <u>Design of the New Access Road and Impacts to Traffic Safety</u>**

In 2018, the City of Richland withdrew the Mitigated Determination of Non-Significance for this project, requesting a great deal of additional of information and requiring a secondary emergency vehicle access (SEVA) road for the Richland Fire Department.

Instead of an secondary emergency access road, the developer has proposed a road that will direct 423 vehicles per day (60% of the development's traffic) onto Broadmoor Street, a neighborhood collector street that regularly exceeds the traffic volume for which it was designed (1,000-1,500 vehicles per day).

Traffic safety has long been a concern of residents on Broadmoor Street. In 2016, Meadow Springs Second Nine Homeowners Association placed radar traffic signs on Broadmoor Street east of Leslie. Speeding vehicles travelling at over 50 mph are regularly observed by residents and speeds as high as 70 mph have been recorded. Unsuccessful requests to the City for the addition of traffic calming measures began in 2007. Recent speed camera data for the week of October 18-24 recorded 58% of vehicles exceeding the 25mph speed limit.

Speeding vehicles on Broadmoor pose significant risk to residents, pedestrians, cyclists, and the many community members that use Claybell Park for soccer leagues, Little League baseball, basketball, tennis and walking in the adjacent open spaces. The addition of 423 vehicles per day to Broadmoor traffic and a new intersection in a location with limited sight lines and braking distances will certainly make the situation far more dangerous that it already is.

This proposed access road will travel downhill through an area with a history of erosion, flooding, and stormwater management problems. It will exit onto Broadmoor opposite a large stormwater catchment basin. In March 2019, a school bus slid off the road at the location of the proposed intersection. The proposed access road, with a downhill grade of up to 10% and two very sharp turns near the Broadmoor intersection will certainly result in more accidents, especially in winter, when cars from three directions will be descending downhill to the lowest point on Broadmoor Street.

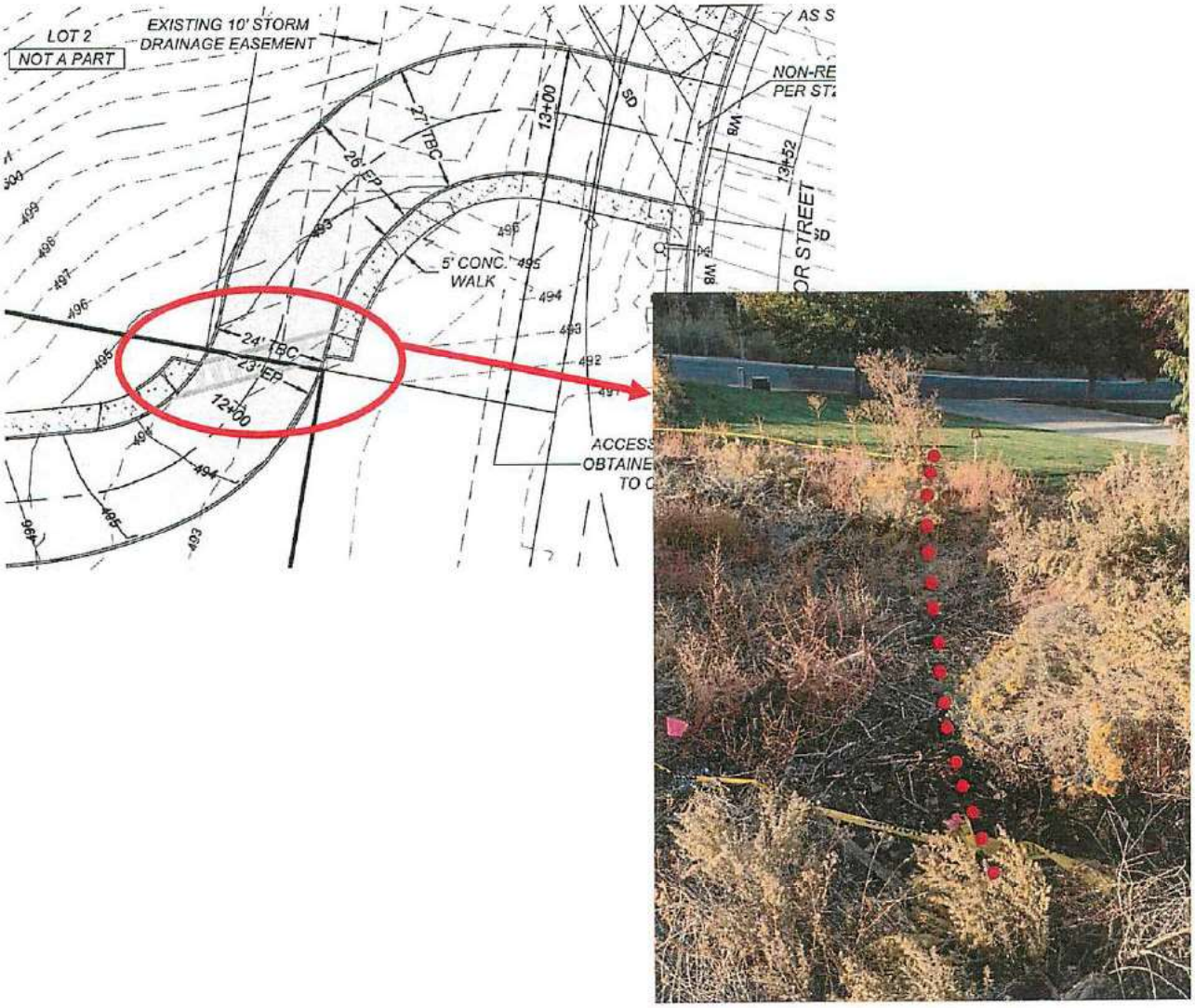
The proposed access road does not meet minimum design standards for its projected usage. The American Association of State Highway and Transportation Officials (AASHTO) Green Book "Policy on Geometric Design of Highways and Streets" establishes a minimum width for low speed residential access roads at 12 feet per lane plus 5-foot sidewalks—29 feet for a two-lane access road and one sidewalk. Additional width is required for curbing and shoulders.

The developer controls two adjoining land parcels required for the access road, but only 23 feet of width where these parcels share a property line. To remain on their own property, the road

narrows to 23 feet wide in that location, consuming all available width, with no provision for continuous sidewalk, curbing, or shoulder (see site access drawing and photograph of road location below). It crosses property parcels currently zoned single family and violates existing HOA provisions. It has a 90 degree turn near the base of the access road followed by another similarly sharp turn and a 10% grade near the top. It violates sight line, braking distance, and turning radius design standards. It fails to address a history of erosion and previous washouts of the hillside. It is certainly not suitable for 423 vehicles per day and even less suitable for large or multiple emergency vehicles responding to a fire or other emergency at a large apartment complex.

This road is another extreme example of attempting to force in a non-compliant road design to gain approval for an unsuitable project that has previously been rejected by the City of Richland.

**Site Drawing of Access Road and Photo of 23' Section**



## Traffic Volume and the 2019 Traffic Impact Analysis

A very limited traffic impact analysis (TIA) was performed in March 2019 as part of a required response to the withdrawl of the Mitigated Determination of Non-Significance. It has major flaws that result in understatement of traffic volumes and speeds on Broadmoor Street:

- Was limited to 24 hours of traffic data, which is entirely inadequate for a meaningful and compliant traffic analysis.
- Was conducted in early March on a day when the road was icy and snowy and school starts were delayed by 3 hours. The traffic volume and speeds recorded were far lower than normal on that day.
- Collected speed data at a location near the top of Broadmoor Street where traffic had not reached final speed for traffic traveling east. Speed data collected was far slower than traffic speeds will be at the location of the proposed access road.

These flaws can be demonstrated by a review of traffic data collected by radar traffic signs on Broadmoor Street between Leslie and Greenbrook. Data collected from November 2019 through October 28 show daily traffic volumes and speeds that far exceed those reported in the TIA, even in the midst of the current COVID-19 pandemic. This data is available for review by the City.

Average daily traffic volume from May through September 2020 exceeded 1,300 vehicles. On many days during that period, daily traffic volume exceeded 1,500 vehicles. Based on review of pre-pandemic peak AM and PM traffic, this traffic volume is understated by an estimated 200 daily trips as a result of the COVID-19 pandemic. This brings current traffic volume to 1,700+ cars per day on a moderately busy but typical midweek day. I have attached a summary chart showing a summary of the collected traffic data (average daily volumes and maximum traffic days by month) plus the projected increase in volumes based on the TIA estimate of 423 vehicles per day. This chart does not account for reduced traffic volumes observed during the pandemic.

In comparison, the TIA recorded 1,082 vehicles on Broadmoor Street east of Leslie as the basis for its future traffic projections and the suitability of the developer's proposed road. With the TIA's estimate of an additional 423 cars per day placed onto Broadmoor Street, traffic volume will routinely exceed 2,000 cars per day upon completion of the project. This is completely unacceptable for a neighborhood collector street designed for 1,000 to 1,500 cars per day. The traffic volume ten years from now will certainly be far in excess of the future volumes projected by the TIA for 2029 (see Table 4 below). These projected future volumes are absurdly understated. A new TIA must be conducted with sufficient data collected to allow a meaningful traffic analysis. I have no doubt it will show future traffic volume projections that far exceed the capacity of Broadmoor Street.

**Table 4: Daily Trips Volumes**

| Volume Source | Broadmoor Street East of Leslie Road | Piper Street West of Eastwood Avenue | Center Boulevard East of Leslie Road | Broadmoor Street West of Bellerive Drive |
|---|---|---|---|---|
| Existing Volume | 1,082 | 761 | 533 | 1,223 |
| Willowbrook Place | 211 | 70 | 211 | 211 |
| Willowbrook #2 | 60 | 362 | 242 | 60 |
| Background Growth | 113 | 88 | 62 | 128 |
| Future Volume | 1,466 | 1,281 | 1,048 | 1,622 |

**Environmental Impacts and Documents Prepared in Support of the Project**

As previously noted, this project is adjacent to the Amon Creek Natural Preserve and designated a critical wetland. As the previous maps demonstrate, this forms the majority of the natural open space (NOS) in South Richland. It is a rich resource not only for our community, but for many mammal, bird and waterfowl species. Hundreds of black-tailed jack rabbits, a state candidate species, live in the preserve and adjacent desert areas. During a recent wildlife observation weekend, I saw jackrabbits, pheasant, killdeer, curlew, blue heron, wood ducks, mallards, coots, and migrating geese on the overhead flyway. There is a small beaver lodge in the water south of the planned apartment complex. Coyotes, hawks, and raccoons are routinely seen in the area in the early evening and morning. Much of the area has undergone careful restoration to a natural shrub steppe habitat by the City of Richland in recent years. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City. The Wildlife Assessment report makes note that the habitat is already impacted by "human disturbance, high density residential development, and public roads".

I strongly support a new and independent Critical Area Report, Wildlife Assessment, and SEPA Checklist. I sincerely believe the previous evaluations funded by the developers/landowners were completed with the desired outcome in mind, rather than the goal of obtaining an accurate assessment of the true environmental impact of this project.

The SEPA Checklist is incomplete and hastily prepared. It states "the land uses are similar to and compatible with the surrounding existing uses." This is patently untrue. Among other shortcomings, the SEPA checklist does not adequately address erosion control or stormwater management, despite a history of erosion on the hillside and long-term stormwater management challenges on Broadmoor. This includes the hillside washout and undermining of the sidewalk adjacent to the project property during a summer rainstorm that took over six months to repair. Long-term stormwater management issues at and near the location of the proposed access road have demanded large capital expenditures on Broadmoor in recent years and months of open trenches and excavations for residents to deal with.

The Critical Area Report makes an inadequate case for the use of buffer averaging, which is only allowed when "stipulated conditions are met to ensure a net improvement to wetland protection". No convincing evidence is presented to demonstrate a net improvement to wetland protection. Rather, the converse is true – no development certainly provides better wetland protection than the addition of a large development that requires a complex buffer averaging analysis. In response to code requirements stating that "*adverse impacts to habitat functions and values shall be mitigated to the extent feasible and reasonable*" (page 10-11) the Critical Area Report states:

> *"The resulting buffer is projected in a manner incongruous with the relatively north-south orientation of the neighboring residential developments to the west. As a consequence,* ***the subject site exists within an envelope highly encumbered by buffer in certain areas****. In order to construct a residential development on the subject property with the least impact on the neighboring properties, it is necessary to slightly modify the buffer edge.* ***Without the proposed averaging, the project would have a greater density and the height of the buildings would increase from 2 stories to 3 stories****, thus have more impact on the adjacent neighborhood. Therefore,* ***the impacts have been deemed unavoidable*** *in order to create a balance between a minor buffer intrusion and potential impacts to the*

*adjacent neighborhood.... Areas proposed for buffer width reduction through averaging are necessary for the construction of residential area, and will be inherently permanent. Thus, rectification of the averaging reduction areas is not feasible."*

It is clear from the buffer averaging discussion that there is not enough space for the project without encroaching on the wetland buffer area. The site drawings demonstrate that every bit of available space is consumed and still cannot readily comply with requirements.

Regarding wildlife, the Critical Area Report states "*on-site observations confirm habitat designations established by WDFW (see section 3.3.6). The shrub-steppe environment may provide habitat suitable for burrowing owls and black-tailed jackrabbits, which are not threatened or endangered at either the state nor the federal level.*" The report fails to point out that both the burrowing owl and black-tailed jackrabbits (commonly seen in the area) are currently candidate species for endangered or threatened status.

It is clear that the most effective way to prevent the multitude of likely environmental impacts cited is to reject the project entirely.

**Summary**

In summary, the proposed development is entirely inconsistent with the City's Comprehensive Plan, violates HOA covenants, road design standards and regulations, and poses a serious environmental threat to critical wetlands and an adjacent protected natural reserve. Added traffic poses significant hazards to residents' safety and will overload already overcrowded residential streets. Given all of these issues, and the inadequate application submitted by the developer, it is inconceivable this project would be allowed to proceed.

If the project is allowed to proceed despite its many failings, it will demonstrate to residents that the City places revenue generation and out-of-state development interests ahead of community interests, disregarding the safety of Richland residents, our critical natural areas, and the long term plan for growth in Richland. There are alternative locations that are far more suitable for a multi-family development, potentially owned by the City, that will better serve both the community and shared goals for the City of Richland.

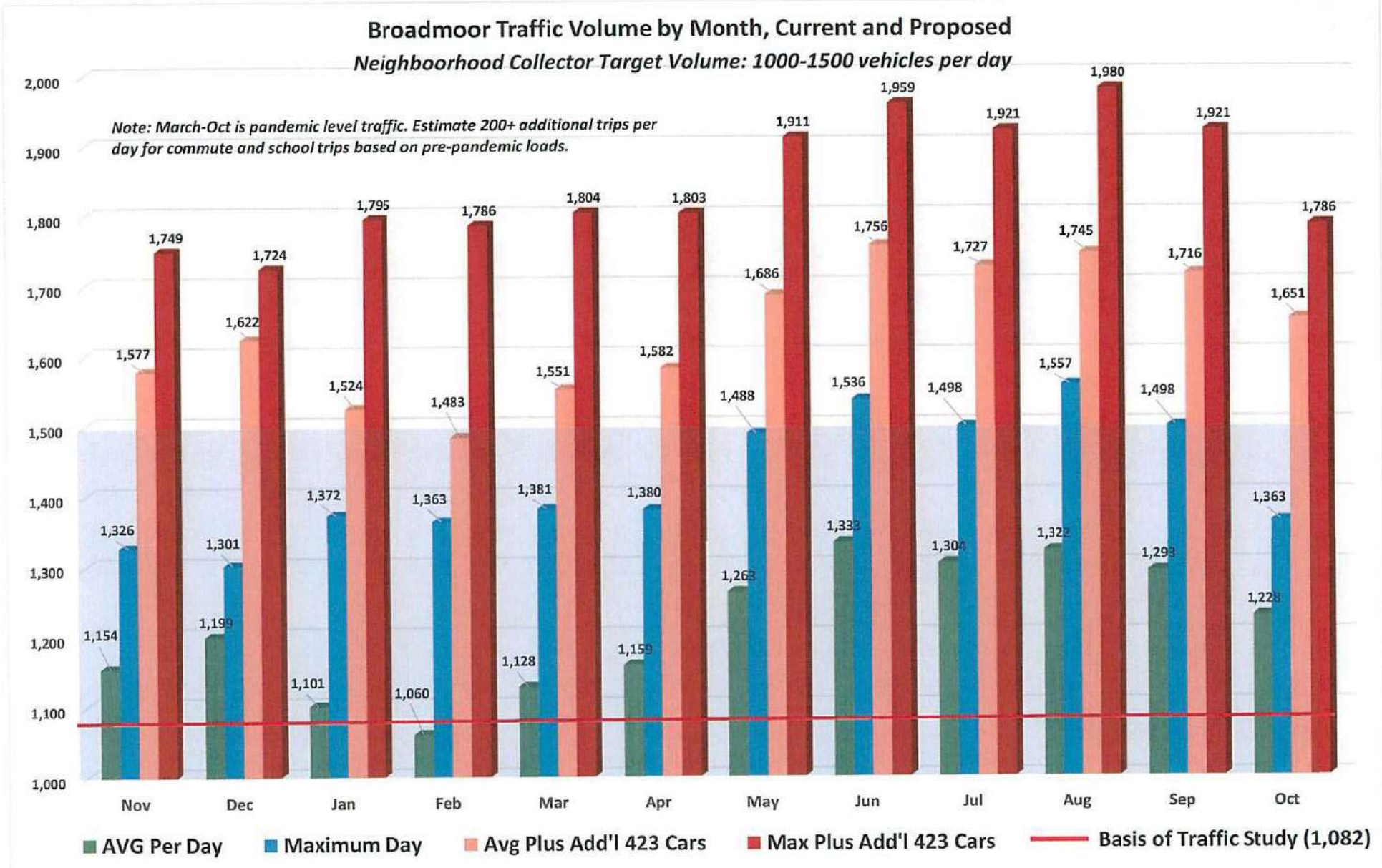
Please do the right thing and reject this ill-conceived project.

Sincerely,

Lisa C. Dukes

L.C. Dukes
215 Broadmoor Street
Richland, WA

Cc: Mr. Michael Alvarez, City Council Planning Liaison
Mr. Ryan Lukson, Mayor
Ms. Sandra Kent, Mayor Pro Tem


Broadmoor Traffic Volume by Month, Current and Proposed
Neighboorhood Collector Target Volume: 1000-1500 vehicles per day
Note: March-Oct is pandemic level traffic. Estimate 200+ additional trips per day for commute and school trips based on pre-pandemic loads.
2,000
1,900
1,800
1,700
1,600
1,500
1,400
1,300
1,200
1,100
1,000
1,154
1,326
1,749
1,577
1,199
1,301
1,724
1,622
1,101
1,372
1,795
1,524
1,060
1,363
1,786
1,483
1,128
1,381
1,804
1,551
1,159
1,380
1,803
1,582
1,263
1,488
1,911
1,686
1,333
1,536
1,959
1,756
1,304
1,498
1,921
1,727
1,322
1,557
1,980
1,745
1,293
1,498
1,921
1,716
1,228
1,363
1,786
1,651
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
AVG Per Day
Maximum Day
Avg Plus Add'l 423 Cars
Max Plus Add'l 423 Cars
Basis of Traffic Study (1,082)

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Mike Stevens- City of Richland Planning Manager

I have lived on Broadmoor Street in Richland since March of 1976 when my family moved there. I was 8 years old at that time. My wife and I bought the house I grew up in from my father over 20 years ago. In my many years living on Broadmoor, I've seen a lot of changes, some good some bad. The traffic on my street has increased steadily through the years and is now being used as a shortcut by many. The expansion of Claybell Park, Amon Creek Elementary, and the Clearwater Creek housing development has dramatically raised the traffic volume and the speeding is outright terrible and unenforced by the City of Richland. The connecting road by the park is now a shortcut for many, many people to connect to Steptoe Blvd and to Clearwater Street. Our HOA installed, at their own cost I'm sure you're aware, the speed limit radar signs several years ago. I live right next to the one sign on the downhill, south side of the street and can see the display out my windows. I can tell you first hand that the average vehicle is going 8-15mph over the posted speed limit. The proposed Willowbrook apartments would make a bad situation even worse. The thought of putting in a small, winding access road on a blind curve onto Broadmoor is complete lunacy. Right now people using Claybell Park usually park on the street on either side of Broadmoor. I personally have witnessed children almost getting run over by the cars going through that area. It is a miracle that no one has been killed there yet. Creating more traffic and another access on Broadmoor is unacceptable to me.

As someone who basically grew up in this area, I've spent a lot of time in the Amon Creek Natural Preserve and is frankly one of the reasons we've stayed in the neighborhood. The wetlands there are home to many types of wildlife as I'm sure you know. The thought of sandwiching in an apartment complex between the Nature Preserve and the homes on Piper Street is really unbelievable, in fact in our current society where trying to preserve the few places like this that remain make it seem even more crazy.

I am asking you to listen to the residents of Richland, specifically the people who will be directly impacted by this. We don't want the apartments to be built in the location that was clearly zoned incorrectly and poorly planned out. We especially don't want the proposed access road, which looks too narrow, winding and in a bad spot, to be built onto Broadmoor. Please listen to the people. Thanks.

Paul Presby

Paul, Renata, Hunter & Silvia Presby

209 Broadmoor St

Richland, Wa

509-627-4047

Reed Spencer
407 Larkhaven Ct.
Richland, WA 99352
October 25, 2020

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NOV 02 2020
Planning &
Development Services

Mike Stevens, City of Richland Planning Manager
625 Swift Blvd, MS-35
Richland, WA 99352

Dear Mr. Stevens,

My comments concern the Site Plan Review application for the proposed 96 unit apartment complex in the south Richland neighborhood of Willowbrook, referred to as the Willowbrook Place Site Plan Review.

**This proposed project would cause Broadmoor Blvd to become increasingly unsafe. I strongly oppose this Site Plan.**

The proposed project conflicts with RMC 24.04.020.
The municipal code reads: "The purpose of the subdivision code is to encourage the most appropriate use of land to lessen traffic congestion and accidents..."

I have lived on Larkhaven Court, adjacent to Broadmoor and to Claybell Park for 31 years. The extension of Claybell Park several years ago included a relocation of the parking lot. As a result, the parking spaces on Broadmoor are heavily used, including those on both sides of the street. Accidents are often narrowly avoided as families load and unload, opening car doors into the street. An extremely slow speed is needed to prevent accidents. In addition, the usage of Claybell Park has grown to include large groups from Kennewick and Pasco. The park became familiar to many addition people when competitions were scheduled there the last two years. ANY ADDITIONAL TRAFFIC on Broadmoor presents significant hazard unless parking on the street along the park is banned and enforced with fines. The parking lot is less convenient for park users and therefore their last choice. This traffic hazard has negatively affected my neighborhood. Additional traffic with create a bigger problem.

It is time to rezone the parcel of land in Willowbrook. It was never suitable for apartments given the traffic inlets and outlets to the fourteen acres. It is even less suitable now that Claybell Park has become a busy destination Broadmoor access.

Sincerely,
Reed Spencer
Reed Spencer

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Development Services

Roberta D. (Bobbie) Bull
108 View Meadows Ct.
Richland, WA 99352
(509) 628-0818

October 29, 2020

Mike Stevens
City of Richland Planning Manager
625 Swift Blvd., MS-35
Richland, WA 99352

Dear Mr. Stevens:

This letter addresses my concerns about a proposed development by Big Creek Land Company, LLC in South Richland, known as Willowbrook Place Apartments. I see that development with its attendant construction activities, increased traffic volume and decreased access to Amon Creek Natural Preserve (ACNP) as a violation of several of the city's development codes. RMC 23.01.010 purports to enhance the quality of life for Richland residents. I can assure you that this development will reduce the quality of life near our home for me. My husband and I chose to buy a home in this area in part to have access to the outdoor activities and the tiny bit of shrub-step environment that exists in the ACNP. I often walk in the preserve and will likely find my enjoyment of those walks reduced simply due to the traffic congestion associated with the potential of an added 96 dwelling units. RMC 24.04.020 lists as a goal to conserve and restore natural resources. The proposed development will clearly do just the opposite. RMC 23.48.010 encourages development in keeping with the physical constraints of the of the project site. While the proposed development may well address restraints associated with the project site itself, it may significantly decrease access to emergency services in the neighborhood simply due to increased population density with all of its ramifications. In my opinion the development is way out of proportion to the existing space and infrastructure.

As I have done over the course of several years and with several previous projects, I urge you to deny any applications for multiple family dwellings in this area. I plan to e-mail this letter to meet the deadlines and will send a paper copy to the mailing address.

Bobbie Bull

Bobbie Bull

October 20, 2020

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OCT 28 2020
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Development Services

Mr. Mike Stevens
Richland City Planning Manager
625 Swift Boulevard, MS-35
Richland, WA 99352

Dear Mr. Stevens,

I am providing you with my comments regarding the multi-family project proposed by the Big Creek Land Company, LLC (Clifford Mort) Willowbrook development in south Richland. The following issues should be addressed and resolved to the satisfaction of the community before this project gains approval or else the project should be discontinued and abandoned.

I noted in the package of information that it is the developer's intention to construct an exit to the north of the project onto Broadmoor St. for both resident vehicular access and emergency vehicle access. That driveway does not appear to meet Richland city code requirements for a city street with sidewalks, and it contains some very tight turns. These requirements must be evaluated for compliance and resolved. Also, this driveway/roadway does not appear to meet city code requirements for residentially zoned lots in addition to not complying with the Willowbrook HOA requirements for residential lots.

Traffic impacts on the Willowbrook and Meadow Springs communities will be severe, and the traffic survey information is out-of-date. The traffic data appears to have been collected in November 2018 and March 2019. That is nearly two years ago. Since that time the Hayden Homes subdivision near Claybell Park has been constructed, resulting in increased traffic flow along both Broadmoor Street and Bellerive Drive. The other exit from the Willowbrook Place project leads traffic directly onto Piper Street in Willowbrook and to exit Willowbrook either via Center Blvd or Willowbrook Pl. These streets are residential streets where children play, residents walk, or jog and new home construction is continuing. The speed limits are only 25 mph. This is a serious safety concern to me.

Additionally, I am not aware of any other multi-family housing area in Richland that has its egress directly through a residential community for access to a major thoroughfare. I urge the City to take this into consideration when evaluating the impact of the apartment complex on its adjacent environment.

The environmental impact on the flora and fauna of the Amon Creek Natural Preserve should not be treated lightly. Although the KID claims authority over the waterway, it is what it is today: a thriving wetland supporting native shrubs and growth and a wide variety of native and non-native wildlife. Tapteal Greenway has video recording the diversity of wildlife within the wetlands. These videos should be reviewed and evaluated. A thorough environmental study of the wetlands area must be undertaken that will ensure there are no endangered species that will be impacted. Construction on the sloping hillside and residential usage will increase drainage into the wetlands and will alter what is there. This impact must be studied and analyzed in thorough detail. The impact of the construction process and its debris on the wetlands must be calculated and appropriate protective actions developed and implemented. I recommend that Tapteal Greenway, overseer of the Amon Creek Natural Preserve, be given a strong voice in evaluating the environmental impact on the wetlands.

Finally, there is really no need for the developer to request and the city to approve the convenience of buffer averaging in order to justify encroaching on the Amon Preserve wetlands. The project should be redesigned to prevent violating the buffer requirements in all areas of the project—period!

Thank you for the opportunity to comment on the documents for this construction project. I sincerely hope that the city will not permit the proposed multi-family housing project to proceed.



Samuel J Dechter
113 Bebb Ct
Richland, WA 99352
(509) 627-0950

William Kitchen
2737 Chelan Loop
Richland, Washington 99352

RECEIVED
NOV 02 2020
Planning &
Development Services

October 26, 2020

Mr. Mike Stevens
mstevens@ci.richland.wa.us
625 Swift Blvd., MS-35
Richland, WA 99352

SUBJECT: PROPOSED WILLOWBROOK PLACE APPARTMENT COMPLEX

Dear Mr. Stevens,

The intent of this letter is to provide my opposition to the proposed Willowbrook Place apartment complex project.

We have been in our house in the Clearwater Creek development area for a little over a year. Our house is placed on the northern side of the development and we have a clear view of the natural habitat and Willowbrook area. Prior to making a bid on our current property, I went to the Richland City Hall to speak to someone knowledgeable of the natural area that fronts the backyard of our property and inquire about any future plans of additional construction in the area before Willowbrook and Piper streets. The gentleman was very helpful and showed me a plot map of the area and the planned developments.

The one area he highlighted was where the multiple family zoning occurred and where an apartment complex was planned. He stated that the complex would be constructed down toward the Claybell Park area and should pose no issue with your location. However, as one can see by the drawings, a good portion of the complex will be directly across the nature area. Obviously I am dismayed that we spent almost $.4M under a false pretense by a City of Richland representative.

I had no idea about this proposed complex until my neighbors mentioned it to me and the signs of the pending project appeared. After studying the plot plans, I realized that destruction of much of the native lands will be destroyed and the wild creatures we have grown to enjoy will be driven away or killed.

I read in the plan the different wild life that could be impacted but they missed two that I have seen and heard in this "*protected*" area. The first are the beavers and they can be seen occasionally in the natural water areas...they are difficult to see, but if you look at some of the downed trees, you will see the beaver is alive and active in the area. The second are the coyotes who have two or three dens in the area. They've become very interesting to watch and listen to as they begin their "*singing*" when the 9:30 p.m. freight train comes on the tracks. It's like they are warning the others of the pending danger and signal to them to take cover. I've seen the coyotes during the daytime only during rain or snow. They are noted for keeping the rabbit numbers down but I can tell you they haven't adversely affected the rabbit population one bit. We have an abundance of jackrabbits visible at almost any time of the day.

As a side note, when my grandchildren come over for a visit, the first thing out of their mouths is "when can we take a walk in the desert". The number of children I see in the "desert" walking with their parents is quite a sight and if they are like my grandchildren, they are enjoying a great learning experience.

Finally, I must address the traffic that this project will produce and the dangers it will result. The abutting streets are narrow and cause an already difficult progression of cars when cars are parked on both sides. This is most evident on Broadmore while folks are enjoying Claybell Park. I have seen children and adults try to cross the street and are almost hit by on-coming traffic due to the difficulty seeing around the parked cars trying to see the traffic. Personally I drive that location at about 15 MPH so I can react in time. On the Willowbrook side, we could see from our house the difficulty the cars had going up the hill of Piper Street during days of snow or freezing rain. That was before the most recent houses were

constructed and couple that with traffic with 96 apartments, you have a road with about 3x's the traffic trying to get up the hill. I also notice almost daily when the traffic study was made and it was prior to the new Clearwater Creek development had so many houses. Also the current traffic on Leslie is so high now that it takes at least 5 minutes to pull out from any of the intersecting arteries and still having to increase speed at a high rate to avoid an accident. Considering all of these traffic considerations, I recommend the city be suspicious of the data in this plan and the current increases in traffic before making any decision.

An affirmative decision to build the Willowbrook Apartment Complex would be a serious mistake that not only impacts the vegetation and wildlife, increase serious traffic issues, and present situations that will greatly impact a wonderful place that brings parents and children together. I believe that is the benefit of wildlife; Richland having the bragging rights of being a wonderful place to raise our children and grandchildren.

Sincerely,

William Kitchen

| | |
|---|---|
| **From:** | Julianna Matiaco |
| **To:** | Stevens, Mike |
| **Subject:** | Comments on Big Creek Land Company Site Plan Review application |
| **Date:** | Tuesday, October 20, 2020 4:05:16 PM |

Mike Stevens, Planning Manager:

In regards to the Big Creek Land Company Site Plan Review application near Willowbrook, my 2-cents...

5a) Animals not mentioned in their proposal that currently reside on site or have been seen in the past year: coyote, beaver, cougar.

7b2) Noise on a long-term basis. I dispute their claim of "normal" residential activity noises. Normal, from my R1 property-dwelling standpoint, is the occasional child buzzing by on their bike, not 240 people slamming car doors at all hours of the day and night, making an estimated 703 car trips in and out per day. (The R2 zone exists for a reason--maybe we should utilize it and put something more appropriate feet away from the R1 properties. Just a thought.)

8a) Will the project interfere with current land uses? I dispute their answer of no. Yes, recreational uses and currently "protected" wetlands will be eradicated. The City of Richland appears to have conflicting priorities for wetlands protection. Current signs ask users to keep dogs leashed to reduce impact to wildlife, but it's ok to add 96 apartment units (240 people...703 daily car trips) feet from said protected wetlands? I'm confused. I think the coyotes, beavers, and birds will be, too.

10b) Views altered: The claim that there will be minimal obstruction of views is false. A multi-story, 40' complex will vastly impact aesthetics for existing property owners, and I would question the proposal's compatibility with current R3 city zoning requirements, namely, the setback requirements. It is unclear if the 35-foot setback required by the city includes parking lots. I would argue if it doesn't, it should. Nobody wants a parking lot with 703 car trips per day closer than 35' to their backyard. As is, their plan is R1 property, retaining wall, ten feet of landscaping, parking lot, dumpster. (Hmmm, should dumpster go in the view or noise category??? I didn't see a stink category...)

If it does meet these city requirements, it is cutting it disgustingly close:

B. Multiple-Family Residential Use District Special Requirements. In any multifamily residential (R-3) zoning district that directly abuts a single-family zoning district, the following buffer, setback and building height regulations shall apply to all multifamily residential structures:

1. Buildings shall maintain at least a 35-foot setback from any property that is zoned for single-family residential use. Single-family residential zones include R-1-12 – single-family residential, R-1-10 – single-family residential, R-2 – medium-density residential, R-2S – medium-density residential small lot or any

residential planned unit development that is comprised of single-family detached dwellings.

2. Buildings that are within 50 feet of any property that is zoned for single-family residential use (as defined in subsection (B)(1) of this section) shall not exceed 30 feet in height. Beyond the area 50 feet from any property that is zoned for single-family residential use, building height may be increased at the rate of one foot in building height for each additional one foot of setback from property that is zoned for single-family residential use to the maximum building height allowed in the multifamily zoning district.

3. A six-foot-high fence that provides a visual screen shall be constructed adjacent to any property line that adjoins property that is zoned for single-family residential use. Additionally, a 10-foot landscape strip shall be provided adjacent to the fence. This landscape strip may be used to satisfy the landscaping requirements established for the landscaping of parking facilities as identified in RMC 23.54.140.

12b) Would the project displace any existing recreational uses? I dispute their claim of no. As a property owner in the vicinity, the primary reason we chose to move to this neighborhood was its access to green space for walking, hiking, and trail running. Access from Willowbrook to these resources will be disrupted by this proposal. Their proposed road to Broadmore is on top of a current City of Richland foot pathway between Willowbrook neighborhood and Claybell Park. And paving our access road to the wetlands and sandwiching it between the 96-unit apartment complex and their club house will disrupt our access to the current green space. As cities continue to balloon in size in the coming decades and centuries, green space will become invaluable. Let's plan ahead and protect it.

14d) They did not answer the question of whether proposed roads would be public or private. The location of their proposed access road is on top of a current foot pathway between Willowbrook neighborhood and Claybell Park on public land.

15a) Would the project impact public services? I dispute their claim of no. They indicated in a prior question their plans to pave a walking pathway to the existing Kennewick school. Yet the public utilities in their proposal are Richland based. Is the local Richland elementary school prepared to absorb 50-ish new students?

If I might close with a personal statement of impact:

My husband and I didn’t choose Richland, WA for his physician residency training—it chose us. We did, however, meticulously plan and choose the neighborhood we would live in while training here, allowing for the contingency that we might stay afterwards and raise our two boys should a good job offer be forthcoming. Willowbrook neighborhood provides an

attractive mix of close-in living with out-your-backdoor recreational opportunities—a mix growing rarer (and more valuable) by the minute, not just in Tri-Cities, but nationwide.

We are a year away from considering post-training employment. There is a huge need for physicians in the community. An apartment complex in our backyard, however, does not match our envisioned lifestyle for the future. Should the project proceed, we will be out of the neighboorhood—out of Tri-Cities—faster than anyone can say, “Doctor, please stay,” hefty sign-on bonus be damned.

We’ll go someplace with more trees. More nature. More green space.

The Willowbrook neighborhood is full of professionals who might agree.

Thank you for the opportunity to comment,
Julianna Matiaco

PS- Please notify me of any decisions pertaining to this application.

**From:** CCA
**To:** Stevens, Mike
**Cc:** Cca
**Subject:** Comments on Proposed Willowbrook Place Apartments
**Date:** Sunday, October 18, 2020 6:38:22 PM

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Dear Mr. Stevens:

I oppose the current proposal for development of the Willowbrook Place site in the City of Richland by Big Creek Land Company, LLC for a number of reasons. For the reasons listed below the proposed development should be rejected. Thank you for consideration of my comments during the site review process.

Craig Arola
Richland

1. Traffic impacts.

Depending on the entrance used to enter the Willowbrook, the additional traffic will affect more than 2 to 3 dozen houses. It seems clear that current Willowbrook neighborhood roads would be disproportionally impacted since the developer has now proposed a second location of ingress and egress directly to Broadmoor Street. No other medium to high density development has such a neighborhood traffic impact. The additional traffic will also cause unneeded danger to pedestrians and residents of the Willowbrook neighborhood. The proposed development offers no speed control measures for the traffic increase to protect pedestrians.

2. Potential environmental impacts.

It appears the proposed project will not have sufficient wetlands buffer. The adjacent Amon Creek preserve contains shrub-steppe, riparian, and wetland ecosystems. The U.S. Fish and Wildlife Service recently included the area as part of a biodiversity corridor. Based on observations of dust control and stormwater controls (or lack thereof) on construction projects in Richland, the proposed project is expected to have significant impacts to the area. In addition, the developer as part of application materials has made either false or at least disingenuous environmental claims. For example, text on the SEPA environmental checklist states that water will be used to mitigate ANY dust during construction. Given the typical winds that will occur over the approximate one year time frame for which construction is proposed to occur, mitigation of all dust is simply not possible. Dust should also be controlled over any disturbed land areas during construction. The SEPA checkist also states that the potential of ANY erosion will be minimized during site clearing and construction. Considering heavy rains from thunderstorms in the area the last few years it is highly likely that erosion will occur and negatively affect the surrounding sensitive habitat. It appears the provided wildlife habitat report is incomplete as it only included 2 of the 3 proposed development parcels. The habitat assessment site visit referenced in the report only occurred on a single day (March 19, 2020) and likely does not reflect other species that are present at the site in the other 3 seasons of the year.

3. Incompatibility with surrounding land use.

There are no apartment complexes in Richland that rely on access through residential streets and with no direct access to major arterial road(s). Other medium to higher density development in the area is either owner occupied (e.g., condominiums) or has direct access to major arterials (e.g., Leslie or Gage). Application materials state that the buildings are expected to be 40 ft tall. No other buildings of this height or size are located nearby or in the immediate vicinity of the proposed project. The project will also bring excess lighting which is not consistent with typical residential lighting in the area. The location of the project also does not provide reasonable and convenient access to public transportation or other resources that could be beneficial to low to middle income individuals.

5. Disregard of current land uses and homeowners association rights and restrictions.

The developer has apparently purchased a residential lot in the Willowbrook neighborhood that is prposed to be used to construct a road to access Broadmoor Street. Such use is prohibited by legally binding Willowbrook

neighborhood covenants and should not be allowed by the city. Given the traffic impacts cited in Item #1 above and the proposed disallowed use of a residentially zoned property, construction of the apartments should be rejected by the city. An allowed change in zoning would also cause disproportionate impacts to residences along Broadmoor Street. The proposed egress/ingress on Broadmoor, similar to item #1 above provides unnecessary danger to pedestrians and traffic along Broadmoor. There is a pedestrian cut-through from the Willowbrook neighboorhood to Broadmoor at the location which is commonly used as a means to access Claybell Park. The safety of the already dangerous curve in the road will be further severely impacted by danger. No means of mitigation to speeding and safety are part of the proposal.

**From:** R&M Billen
**To:** Stevens, Mike
**Subject:** Comments on proposed Willowbrook Place development
**Date:** Friday, October 30, 2020 3:13:31 PM

Dear Mr. Stevens:

As residents of the Willowbrook neighborhood we wanted to express our concerns related to the proposed multifamily development (M2020-101 & EA2020-114). Our understanding is that the main parcels proposed for development are part of the original Willowbrook plat (Tracts A, B, and F) and were intended to be developed as single family homes similar to the rest of the subdivision. As these are the final undeveloped tracts of the neighborhood, we would like to see any development completed in a well-thought-out manner. We believe that if this area is going to build, single family homes would be a much better alternative for the following reasons:

- The primary access road through Willowbrook to the property is a local access street and not suitable for the additional 700+ daily vehicle trips anticipated as part of this development. A plat with single family homes consisting of 20 – 25 homes would generate approximately 1/4 to 1/3 the amount of traffic as the proposed development.
- While the proposed private access road onto Broadmoor would alleviate some of the trips through the Willowbrook neighborhood, this road looks dangerous and somewhat unbuildable due to the tight horizontal curves, steep grades from the property leading down into the curves, and tapers which narrow the access road and create a pinch point in the point of reverse curvature. Also, the roadway cross slope at the pinch point would need to be >6% to match the existing grades on either side of the road. Due to limited property ownership it does not appear that the cross slope could be reduced by grading out from the back of curb/sidewalk.
- We are concerned about traffic volumes through the neighborhood, including Piper Street and especially Willowbrook Place (the existing roadway). The traffic report prepared by Gibson Traffic Consultants shows that Willowbrook Place east of Leslie Road has a peak ADT of 1,172 per count data obtained on 11/6/2018 and 11/7/2018 as listed on page B-3 of the traffic report. This means that Willowbrook place already exceeds the recommended traffic volume for a local street (typical threshold of 1,000 trips).
- Per Table 4 of the traffic report, the existing traffic volume on Piper street is 761 trips, and projected to grow to 1,281 trips in the future with the addition of the multifamily development and Willowbrook 4A and 4B. This is an increase of 520 trips on Piper street from 2018 to 2029. If this same increase is applied to Willowbrook Place, the total traffic volume on Willowbrook Place would grow from the 1,172 trips counted in November 2018 to 1,692 trips in 2029. This is above the desired threshold for both local access streets and neighborhood collectors as stated in RMC 12.02. Since Willowbrook Place is a relatively steep local street this increase would create a significant traffic issue for the neighborhood, particularly the residents on Willowbrook Place.

In summary, this proposed development is not consistent with the original plat for the neighborhood and will generate an unacceptable amount of trips on Piper Street and Willowbrook Place (well above City threshold guidelines). We also understand that the Willowbrook Community Association (HOA) has retained a traffic expert and critical areas

expert to evaluate traffic conditions and wetland/habitat ratings and provide written reports on their findings. We hope the City will review and consider the information provided by these reports when they are completed along with other community feedback so that development of the property can accommodate the property owner/developer, Willowbrook neighborhood, and City of Richland.

Thank you,

Billen Family

**From:** Bob Davis
**To:** Stevens, Mike
**Subject:** Comments on Willowbrook Place apartment proposal
**Date:** Monday, October 26, 2020 9:28:47 PM

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Mr. Stevens,

I understand the City of Richland is considering an application for a proposed multi-family apartment complex in the Willowbrook neighborhood. I am very much against this development because of the following.

1. The extraordinary amount of additional traffic resulting from the apartments will cause increased safety hazards on Piper St, Center Blvd, and Broadmoor St.
2. The apartment complex project violates City codes and Willowbrook HOA covenants. The City must abide by their own rules and regulations.
3. The project is not consistent with several aspects of Richland's Comprehensive Plan and Strategic leadership Plan.
4. I personally enjoy hiking in Amon Creek Natural Preserve. The Preserve and its wetlands will be highly impacted by this project. The Preserve is unique and precious and needs to be protected from damage caused by high intensity land use in such close proximity to the Preserve. A 96-unit apartment complex with 240 residents is simply not appropriate at the proposed location.
5. The SEPA Checklist for the project is inadequate – several questions were answered incorrectly or not at all.
6. I live in Willowbrook and do not want the character of my neighborhood to be changed so drastically. (A few of our neighbors have already sold their houses because of the possibility of the apartment complex.) I am very concerned about the possible increase in crime associated with renters living in such high-density low- and middle-income housing. Renters are typically transient and would not value our neighborhood and our beloved Amon Creek Natural Preserve as much as those of us who own property and are living here long-term. In addition, views will be significantly obstructed by the 40-foot tall buildings – views from houses as well as views for everyone who frequents the Preserve for recreation and education purposes. The significant increase in traffic will also change the character of Willowbrook.

Please reject the application for the Willowbrook Place apartment project and make it impossible for anyone to consider building an apartment complex on the site.

Thank you for the opportunity to comment on this project.

Sincerely,
Robert Davis
253 Scouler Ct
Richland, WA 99352

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| **From:** | Christopher Ayres |
| **To:** | Stevens, Mike |
| **Subject:** | Comments on Willowbrook Place Apartments |
| **Date:** | Friday, October 30, 2020 4:13:22 PM |

To: Richland City Council,

Re: Willowbrook Place Apartments – M2020-101, EA2020-114

I have recently purchased a home in the Willowbrook development. It has come to my attention that there is a new proposal to build apartments in the buffer area near the Amon Creek Preserve. This area is home too numerous animals and birds and walking paths that greatly increase the quality of life in the neighborhood. The proposal to build the apartments would severely impact the neighborhood from walking paths to the preserve itself. I have the following concerns about this apartment complex:

1. Traffic: I believe the current road system is not sufficient to handle the increase in traffic do to a 96 unit apartment complex. I know the proposal addresses this with a traffic survey, however I do not believe it accurately reflects the sheer number of vehicles that will have to traverse these small neighborhood roads. Furthermore I believe the increase in traffic would adversely affect the current noise levels and safety of the neighborhood.
2. Amon Creek Preserve: I believe the apartment complex will severely impact the current nature preserve boundary and adversely affect the wildlife that lives there. I know that the apartment complex proposal addresses wildlife that lives in the preserve however I do not believe it accurately reflects the number of species and the types that live in there.
3. Zoning: I believe that the apartment complex proposal is in conflict with the City of Richland comprehensive plan. I believe that the zoning of that property is incongruent with the current use of the land.
4. HOA: The apartment complex proposal is in violation of currently established homeowners Association and covenants that exists in the existing neighborhood.
5. Emergency Access: I do not believe the apartment complex will have adequate access for emergency vehicles and as such may propose a great hazard to people who would live there.

Due to the reasons I have listed above I do not see how the city of Richland could allow this apartment complex to proceed. I believe that the quality of life and the safety of the residents inside the apartment complex would be impacted by the small space limited access and lack of emergency vehicle access. I believe that the Willowbrook development and the surrounding neighborhoods would suffer from a diminished quality of life due to the lack of the nature trails that currently exist.

Thank you,

Christopher Ayres

425 Piper St

Richland WA 99352

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| **From:** | Melinda d"Ouville |
| **To:** | Stevens, Mike |
| **Cc:** | Melinda d"Ouville |
| **Subject:** | Comments opposing Willowbrook Apartment Proposal |
| **Date:** | Friday, October 30, 2020 8:59:16 AM |

Good morning, Mike,

I'm emailing you to let you know I am not in favor of the apartment complex that is proposed for the Willowbrook/Amon Basin area in south Richland.

My opposition is related to the access road and resulting traffic that will occur in this residential area. I live on Greenbrook Blvd. Traffic has already increased due to the housing developments built over the past 8 years. I do not think adding 96 more living spaces with 1 to 2 vehicles is a win-win for the community or my neighborhood.
I am not opposed to apartments and recognize our community needs additional living space. However, I do not agree that this location and the entrance/exit road planned for the apartments meets the needs of our city nor the structure and planning for our community. This is a high density single family residential area. Access to major thoroughfares to move traffic to shopping, work, schools, etc. in any direction will move the expected traffic through these residential areas, past a multi-use recreation area with street parking, and down streets that have a number of children and seniors out walking/biking/playing.

Additionally, the area surrounding the proposed apartment complex is a wildlife/ecological environment that is appreciated as an asset in the Richland community. It adds value to the cultural aspects across the entire city and to the homes and schools in the neighborhood. I don't think adding 96 apartments and the resulting traffic will enhance the value Amon Basin brings to our city.

There are many other places where apartments and multi-family dwellings could be built and be much more successful for those in the neighborhood and for those living in the apartments. Given the access is so poor to this area, my suggestion is for the city to pursue a land trade with another group, purchase the land for the city, set it aside as an environmental park area and promote it as a valued resource for schools and the community. Or pass a bond that helps Tapteal acquire the land and has them repay the money over time.

I'm sure there are many smart people in our city who could put their minds to solving this problem and find a better place for these apartments.

--
Melinda d'Ouville

Welcome to paradise, it's all around us, look and you will see it!

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| **From:** | H John |
| **To:** | Stevens, Mike |
| **Subject:** | COMMENTS: M2020-101& EA2020-114 WILLOWBROOK PLACE APARTMENTS |
| **Date:** | Tuesday, October 20, 2020 10:12:18 AM |

Dear Mr Stevens,

**RE: M2020-101 & EA2020-114 WILLOWBROOK PLACE APARTMENTS**

As new owners for 107 Willowbrook Place, Richland, we are concerned about our new investment in our property in Richland. We bought the property based on the environment in which it sat, including the biodiversity; proximity to and active preservation of wilderness in the Amon Creek Natural Preserve; the degree of activism to maintain the preserve by the Tapteal Greenway organization; and the passion of the neighborhood to do what is right for the environment and to co-exist with the inhabitants.

Additional issues in relation to the construction, in addition to those below include:

- Landscaping which may contaminate the preserve, through pollen and seeds;
- Changed nature to the run-off into the habitat, with additional pollutants for the preserve
- The encroachment into the boundary for the preserve;
- The apartments and occupants are not held responsible for recycling as such the trash and recycling materials will make its way to our wetlands, especially due to the wind and open bins;
- Run-off from landscape management eg. fertilization of common areas and dumping from drains;
- Pollution from noise, foot traffic, pet excrement, lights and motor vehicles will potentially poison or kill species local to the area, if not downstream;
- The potential for pets to be released outside, whether leashed or unleased, and disrupt the preservation fauna;
- Light pollution from the 24/7 lighting will contribute to disruption of the ecosystem and its current inhabitants;
- Additional demand on the town water supply, causing reduced pressure volumes;
- Additional demand on the irrigation canal water, reducing pressure volumes for the current population of the area for safety (eg. fire hydrant supply), along with other uses (eg. landscape usage);

The 96 dwelling proposed development along the Amon Creek, we believe is a catastrophe for the environment for Amon Creek Reserve; the neighborhood, including safety and traffic; general safety and security; and property values, which will be impacted as follows:

- If the 96 dwelling has an average of 1.5 occupants, there will be a minimum of 144 inhabitants, while there is a plan for 230 carparks, supporting property management

(including services) and guests;

- The ability of emergency services to attend due to traffic access to the properties – resulting in additional death or trauma, especially during key transit times from Broadmoor or Leslie (via Willowbrook Pl and Central Blvd);
- The safety of families, property and pedestrians due to changed pedestrian paths, higher traffic levels and diversity of tenants, a portion of which will be transient;
- Access and maintenance of local roads and traffic access to major roads will be increased, causing delays and increasing frustration that may lead to further accidents; and
- The occupiers of the properties surrounding will lose their ability to have quiet enjoyment of their properties and their neighborhood

In summary, the proposed development poses clear hazards to residents' safety and the environment and overall is an inappropriate use of the land. It is unacceptable that the proposed development could be approved given all of these issues. The disregard for these issues, if the project were approved by the city, would demonstrate disregard towards citizens, community, and environment as it pertains to stewardship of our community.

Regards,

(signed)

Heather & Joseph Johnpillai
c) 240 330 2215
107 Willbrook Place,
(currently 250 Gage Blvd, #2093)
Richland WA 99352

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| **From:** | Dabney Polzin |
| **To:** | Stevens, Mike |
| **Subject:** | Complaint against the apartment complex below Willowbrook |
| **Date:** | Friday, October 30, 2020 4:42:58 PM |

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**From:** Dabney Polzin <eightblessings@icloud.com>
**Date:** October 30, 2020 at 4:30:57 PM PDT
**To:** mstevens@cl.richland.wa.us
**Subject: Complaint against the apartment complex below Willowbrook**

I agree with the beautifully stated previous emails concerning the concerns about the proposed apartment complex below Willowbrook. The traffic issues and the safety violations and code violations and the zoning code violations too. The wildlife that will be impacted also is a concern as we keep encroaching on their habitats!
Please count our voice as another neighbor that begs you to do the right thing and stop this from happening! Sincerely, Dabney Polzin Dawn Hill Court, Richland . Thank you!

Sent from my iPhone

**From:** Hope Liston
**To:** Stevens, Mike
**Subject:** Concern
**Date:** Sunday, October 25, 2020 12:58:02 PM

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My son comes over in Willowbrook and there is already a safety issue with the curve of traffic on the corner of Piper. I feel the housing development should not go in down there which would increase traffic and be even more less safe.

**From:** Sara Lindberg
**To:** Stevens, Mike
**Subject:** Concerning Apartments in Willowbrook
**Date:** Thursday, October 15, 2020 9:43:07 PM

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Mike,
I am opposed to the proposed plan to build apartments in Willowbrook along the Amon Creek Nature Preserve.
Thank you
~Sara Lindberg~

Sent from my iPhone

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| **From:** | Sheri Noland |
| **To:** | Stevens, Mike |
| **Subject:** | Concerns re Big Creek Land Company LLC - File # M2020-101 & EA2020-114 |
| **Date:** | Friday, October 30, 2020 11:22:17 AM |

Dear Mr. Stevens:

As a Meadow Springs resident, I am writing to let you know I strongly oppose approval of the proposed access road from Willowbrook Place to Broadmoor.

For those who live in the surrounding area, it is clear why it is so important to not allow the proposed access road from Willowbrook to Broadmoor. Consideration for the safety and wellbeing of the residents of our community should be first and foremost. I have to believe the City of Richland agrees.

Traffic Impact:

How can allowing an increase of 400-700 cars accessing Broadmoor for daily travel possibly be ok? We need to improve traffic flow in that area, not make it worse.

Claybell Park gets a lot of use and it is clearly already a horrible situation with the amount of traffic. Children are getting in and out of cars which makes it extremely dangerous. There has also been an high increase of outside activity with bikers, walkers and runners. More traffic would only increase the possibility of injury to someone.

The grade of the road is steep which makes it especially dangerous. Especially so when it is icy.

The way the road is angled makes it challenging to make a turn from, and onto, the proposed road.

Although the road issue is my main concern, I also oppose the addition of proposed development of Willowbrook Place apartment complex. Increasing the housing density in this area will not benefit the community. Also, overflow parking from the apartments could result in more parking along Broadmoor or Piper which will result in an increase to traffic concerns.

The goals of Richland's comprehensive plan, zoning code, subdivision code and other policies and objectives will surely prove to NOT favor approving the application from Big Creek Land Company LLC.

As a Richland and Meadow Springs resident, please hear me and other concerned residents, and do not approve the access road and development project of Big Creek Land Company LLC. Safety first.

Sheri Noland
Meadow Springs Resident

**From:** Dalton Wynne
**To:** Stevens, Mike
**Subject:** Concerns w/ 96-Unit Complex Near ACNP
**Date:** Friday, October 30, 2020 3:00:57 PM

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Mr. Stevens,

I am writing to state some personal concerns that I have with the proposed 96-unit apartment complex which would be located near the Amon Creek Natural Preserve (ACNP).

I am a resident within Willowbrook (located off Leslie Rd. and directly West of the proposed building sit) and I do not support this proposal. I have many personal concerns, but I will keep this email brief and to the point with only a couple concerns.

My first concern is in regards to the impact this complex will have on the ACNP. Even though the site will not be located directly on the preserve, it will only increase the human impact of the surrounding area (lighting from complex, large influx of human traffic in and out of the area, toxic runoff from the complex, etc.…).

My second concern is in regards to the increase vehicle traffic that this complex will create in and out of the Willowbrook HOA community. This complex will create a large influx of traffic safety concerns not only in our neighborhood, but on Broadmoor St., Leslie Rd., and Gage Blvd. (all of which already have existing traffic congestion issues). My wife and I, our two young boys, and our new puppy love going on walks around our neighborhood and down to the preserve. This complex would present an increased level of safety concerns for pedestrians like us.

Thank you for your time,

Dalton Wynne

Sent from Mail for Windows 10

816 Second Ave, Suite 200, Seattle, WA 98104
p. (206) 343-0681
futurewise.org

October 30, 2020

Mike Stevens
Planning Manager
City of Richland
625 Swift Blvd. MS-35
Richland, Washington 99352

Dear Mr. Stevens:

**Subject:** **APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114). Sent via email to**: mstevens@ci.richland.wa.us.

Thank you for the opportunity to comment on the DNS (M2020-101 & EA2020-114). Futurewise works with local communities to support land-use policies that encourage healthy, equitable and opportunity-rich communities, and that protect our most valuable farmlands, forests, and water resources. We have members across Washington State including the City of Richland. The comments and questions included in this letter will focus on the stormwater issues and containment of runoff from the proposed development. Based on the outstanding issues related to stormwater management the City should not issue an optional DNS for this site.

**Stormwater Runoff Guidance and Best Management Practices**

According to the Environmental Protection Agency, urban run-off from impervious surfaces are the leading source of water quality impairments. Impervious surfaces from residential use pick up gasoline, motor oil, heavy metals, trash, and other pollutants from roadways and parking lots, as well as fertilizers and pesticides from lawns. Sedimentation often settles to the bottom of adjacent water bodies and can directly affect water quality and wildlife habitat.[1]

According to the Washington State Department of Ecology, Stormwater Management Manual for Eastern Washington, Best Management Practices include identifying the type of soils, volume, and pollutants, and maintenance must be considered in designing adequate stormwater containment and filtration. Furthermore, stormwater containment must not be placed in wetland buffers. The manual discusses treatment of runoff to remove sediment and other pollutants at developed sites and "provide[s] guidance for selection, design, and maintenance of permanent runoff treatment BMPs. Runoff treatment BMPs are designed to remove pollutants contained in stormwater runoff. The pollutants of concern include sand, silt, and other suspended solids; metals such as copper, lead, and

[1] Protecting Water Quality from Urban Runoff Fact Sheet, https://www3.epa.gov/npdes/pubs/nps_urban-facts_final.pdf last accessed October 30, 2020.

zinc; nutrients (e.g., nitrogen and phosphorus); certain bacteria and viruses; and organics such as petroleum hydrocarbons and pesticides."[2]

Additionally, Chapter 22 of the City of Richland Municipal Code addresses stormwater impacts and critical areas as follows, "New development within 150 feet of a wetland buffer shall contain stormwater runoff within the developed portions of the site. No stormwater runoff shall drain into the wetland."[3] Furthermore, Table 22.10.115(D) describes "Required Mitigation to Minimize Impacts to Wetlands from Changes in Land Uses with High Impacts"[4] such as lights, noise, and stormwater run-off from residential uses. Required mitigation measures include:

- Route all new, untreated runoff away from wetland while ensuring wetland is not dewatered
- Establish covenants limiting use of pesticides within 150 ft. of wetland
- Apply integrated pest management
- Retrofit stormwater detention and treatment for roads and existing adjacent development
- Prevent channelized flow from lawns that directly enters the buffer
- Use low-intensity development techniques.

**Comments on SEPA Checklist**

Based on the state and local requirements for managing stormwater the SEPA application checklist related to stormwater run-off and management and groundwater protections is incomplete:

- B.1.G: The calculation of impervious surfaces says 20 percent; however, the site plan shows a much larger portion of impervious surface coverage on the 14 acres including driveways, sidewalks, parking spaces, covered parking spaces, and rooftops. There is no indication of how many square feet of impervious surface will produce run-off and require containment from the site. There are no on-site containment areas shown on the site plan. As mentioned above, stormwater containment must not be placed in wetland buffers.
- B.3.a. Surface Water: Work will be done within 200 feet of a wetland; however, there is no mention of the type of waste or volume of discharge as mentioned above.
- B.3.b. Groundwater: According to the City of Richland Water System Plan, Appendix R – Wellhead Protection Plan: The Wellhead Protection Program map shows that the site falls within the time of travel zone for the nearby Willowbrook Well. Based on the proximity of the Willowbrook the City should require a hydrogeologic assessment and report. No such assessment is included in the *Critical Area Report and Buffer Averaging Plan* submitted with the application as stated on the checklist.
- B.3.c. Water run-off (including stormwater) 1. Describe the source of run-off: The site plan does not describe the source of run-off or indicate how stormwater runoff from driveways,

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[2] Stormwater Management Manual for Eastern Washington (2019), 5.1.1 Introduction, https://fortress.wa.gov/ecy/ezshare/wq/Permits/Flare/2019SWMMEW/2019SWMMEW.htm last accessed October 30, 2020.
[3] Richland Municipal Code, 22.10.125, Stormwater Runoff, https://www.codepublishing.com/WA/Richland/#!/Richland22/Richland2210.html#22.10.125 last visited October 30, 2020.
[4] Id.

sidewalks, and streets will be contained or how the pollutants will be mitigated or prevented from flowing into adjacent waterways or wellhead protection areas.

- B.3.c. Water run-off (including stormwater) 2) Could waste materials enter ground or surface waters? If so, generally describe: There is no mention of preventing waste materials or pollution prevention to the adjacent waterway and/or wellhead protection area.
- B.3.c. Water run-off (including stormwater) 3) Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe: The site will alter and affect drainage and there is no mention of how this will be addressed. One inch of rain falling on 1 acre of ground is equal to about 27,154 gallons and weighs about 113 tons.[5] There is no way to determine where on site or how this will be contained.

**Low Impact Development**

The City and developer should consider integration of Low Impact Development (LID) practices on the site that will reduce the harmful impacts of stormwater runoff. The Department of Ecology's Eastern Washington Low Impact Development Guidance Manual[6] asserts that as more land is developed both within urban areas natural soil structure is changed and drainage patterns are impacted. LID practices preserve and sometimes improve the harmful effects of stormwater on the ecosystem and promote the role of plants, soils, and microbes, to treat stormwater. The City of Richland Stormwater Management Plan[7] recognizes the importance of building capacity for successfully implementing LID in new and redevelopment projects, to meet new LID Phase II Permit requirements, as well as reducing localized flooding and improving water quality.

In addition to the issues with stormwater management, many well-informed community groups and residents such as Tapteal Greenway, James Wise, Debbie Berkowitz, Laurie Ness, Patrick Paulson and Diana McPherson, and others, have raised several issues that must be addressed. SEPA records indicate that previous applications for this site provided more detail and yet the applicants were told they would need an Environmental Impact Statement and additional mitigation measures which are not included in the current application. Based on the outstanding issues the City should not issue an optional DNS for this site. Please contact me with questions, 503-807-2415, alison@futurewise.org.

Thank you for your consideration,

Alison Cable

Alison Cable
**Tri-Cities Program Manager**

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[5] USGA Water Science for a Changing World, Water and Precipitation web site, https://www.usgs.gov/special-topic/water-science-school/science/rain-and-precipitation?qt-science_center_objects=0#qt-science_center_objects last visited October 30, 2020.

[6] Eastern Washington Low Impact Development Guidance Manual, page 3, https://fortress.wa.gov/ecy/publications/documents/1310036.pdf visited October 30, 2020.

[7] City of Richland Stormwater Management Plan, page 4-7, https://www.ci.richland.wa.us/home/showdocument?id=2108, visited October 30, 2020.

**From:** Jon Hayter
**To:** Stevens, Mike
**Subject:** File # M2020-101 BIG CREEK LAND CO LLC Re
**Date:** Sunday, October 4, 2020 8:25:19 PM

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Dear Sir/Madam;

I am writing to register my continued objection to the project referenced by M2020-101 and submitted by Cliff Mort. I had previously objected to this project when it was submitted two years ago under reference M2018-100.

As you can see by my address below, my family and I would be directly impacted by this project in a negative manner.

We, along with several of our neighbors, learned of this proposal only yesterday, somewhat coincidentally, and feel we should have been notified by the City of this pending action.

It appears to us, that the property owner, has approached this project with a perspective that does not recognize the distinctives of our local area.

The reduced density from 112 "multi-family" apartment units on 14 acres to 96 units is still too high a density tightly sandwiched in between a pristine nature preserve and the Willowbrook community. It is entirely contrary to the character of our neighborhood, and would adversely affect the value of our home and all homes on Center Blvd or Piper St. While we appreciate the cities recent revision to Center Blvd by creating the John's Court cul-de-sac, the anticipated traffic increase on Piper Street & Center Blvd, would be totally unacceptable, and border on being dangerous without implementing major changes such as a traffic light or roundabout at the intersection with Leslie Road, designated pedestrian crosswalks and lane white-lining, etc.

If the property owner wishes to develop the site, the most that should be allowed is "single-family" residences on lots no smaller than 3-4 per acre, i.e. a maximum number of 50 single family homes on the 14 acres.

In addition, any development should include mitigation provisions for its proximity to the Amon Creek/Wasteway Nature Preserve.

Respectfully yours,

Jon Hayter
217 Center Blvd,

Richland, WA. 99352

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- **Trump Emerges: 'I Learned a Lot About COVID ... I Get It'**
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- **'Unfathomable' Fires Break New Record**

**From:** Michael McGuire
**To:** Stevens, Mike
**Subject:** Fw: Letter of dissent
**Date:** Monday, October 19, 2020 5:10:32 PM

---

**Sent:** Monday, October 19, 2020 4:08 PM
**To:** mstevens@ci.richland.wa.us. <mstevens@ci.richland.wa.us.>
**Subject:** Letter of dissent

Subject - Public owner Comments - Willowbrook Place Site Plan Review Application: Big Creek Land Company, LLC File#: M2020-101
referenced Big Creek Land Company, LLC Site Plan Review

Mr. Stevens:

I have lived at 130 Broadmoor since 2002. Years before that I moved here in 1978 and was one of the first residents in Hills West. Back then there was lots of desert and a social setting that allowed us kids to run and explore, it was a great time to be a kid. I can mention for the record that I use to hunt pheasants as a kid in the area where this new Willow Brook Place apartments are being applied for and today there are few pheasants, and way too many people.

First, I will note that I am part of the Meadow Springs Back Nine HOA committee. I wanted to send you a note, empathetic to how hard your job is, and that you must make tough decisions. I am sure passing, tabling, or rescinding this application (by Big Creek) is one of them. In writing this I saw another area use that the city is exploring at the Badger Mountain Vinyard site and I did notice a couple of titled headers in your staff memo that the city seems too attend to with some value. These are Findings of Fact, and conclusions of Law. As we have posted in our group letter form the HOA, we note firmly the codes and covenants that are being bent or broken in our interpretation in this application. In addition, there are SEPA concerns, and safety concerns.

My dissent will go to the findings of fact. This is simply regarding traffic volume and speed concerns. I have access to the speed signs the HOA bought in 2016 in place both East and West bound on Broadmoor. I know how fast people go, and I know how many cars went down the street say last week. I would contend that this street is already at collector threshold and the addition of the 400+ cars cited in the Gibson review will push these volumes closer to 1800-2000 cars a day. The threshold recommendation in the report I believe is 1500. That said, there is not a lot of direction as to what that even means or what measure or recategorization takes place knowing this fact.

I have scooped at least 8 dead squirrels off this road in the last month, I have seen city of Richland cars speeding up and down, and I have noticed an increase in walkers since the beginning of the pandemic. This road is at capacity and is very dangerous to the people who live here now. The s curve at the bottom is no place to put a hard right as is noted of the school bus sliding off the road there last winter.

I would respectfully petition that this road be denied being built. It challenges codes,

covenants and threshold volume that make it an unsafe access/departure for this apartment complex.  I appreciate your time in reading this and wish you calm in your review.

Sincerely

Michael S. McGuire

**From:** Chris Byrd
**To:** Stevens, Mike
**Subject:** Fwd: Important info-Willowbrook
**Date:** Saturday, October 24, 2020 9:37:44 AM

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Sent from my iPhone

Begin forwarded message:

> **From:** Bob Byrd <BobB@boutenconstruction.com>
> **Date:** October 23, 2020 at 8:35:53 PM PDT
> **To:** Chris Byrd <byrd2829@aol.com>
> **Subject: Fwd: Important info-Willowbrook**
>
> Bob Byrd Superintendent
> BOUTEN CONSTRUCTION COMPANY
> P: 509.943.7677 C: 509.713.0335
> www.boutenconstruction.com
>
> Begin forwarded message:
>
> > **From:** Rebecca Rawson <rawsonrebecca1@gmail.com>
> > **Date:** October 23, 2020 at 6:49:23 AM PDT
> > **To:** Bill Howard <Billhoward1908@gmail.com>, Bob Byrd <BobB@boutenconstruction.com>, Craig Matheson <craigmatheson1@gmail.com>, Gary Vandiver <gvandiver@charter.net>, Greg Abbott <grega@windermere.com>, Jay Reihs <jayisbird@hotmail.com>, Mark Dagostino <mdagostino55@aol.com>, Marsha Abbott <marsha@nwdesignservices.com>, Patty & Mike Taylor <patty2885@gmail.com>, Sandy Renaud <slrenaud@yahoo.com>, Sharon Yedidia <sharon.yed@gmail.com>, Steve Brown <stevanpbrown@gmail.com>, Susan Berry <mcberry.susan@gmail.com>, Tawnya Ostrer <tostrer@gmail.com>
> > **Subject: Important info-Willowbrook**
> >
> > Hi neighbors. I'm Christopher. . The Willowbrook HOA Board is hard at work responding to the proposed multi-family apartment project to the east of Willowbrook. We have retained an attorney who has a focused practice defeating development applications like the one we are facing here. Our

plan of attack has several elements: 1. Comment to the City in opposition to the proposed development focusing on the safety impacts on Piper Street, Broadmoor and Center from the increased traffic created by a 96-unit multi-family apartment complex. We have hired an independent traffic and safety engineer to critique the developer's traffic survey. 2. Comment to the City in opposition to the proposed development's violation of City code regarding zoning, street length, street width, minimum block width, etc. 3. Filing lawsuit(s) against the developer for project's violation of Willowbrook HOA Covenants inasmuch as the developer seeks to locate a secondary access road over one or more lots subject to Willowbrook HOA covenants restricting Willowbrook lots to single-family use only. In other words, it is a violation of the Willowbrook HOA covenants to use one or more Willowbrook lots for an access road to benefit a multi-family apartment complex. 4. Wetland buffer violations - Tapteal Greenway is taking the lead in this area, but the HOA is also hiring a Wetland biologist to provide independent comment and critique of the developer's proposed encroachment of the mandatory wetland buffer zone. 5. Rezoning petition - the HOA proposes going on the offensive and seeking rezoning of the property from medium-density back to low-density removing it from consideration for a multi-family development. This effort will begin as soon as the current application is defeated. We will begin to petition and lobby city council members to seek the majority votes required for a rezone. The property has insufficient access to arterial roadways to allow multi-family development and should be rezoned. 6. The Willowbrook HOA attorney will participate in the December hearing before the hearings examiner creating the record necessary for a successful judicial challenge to the application if the hearings examiner approves the development project. 7. Fundraising - we have already raised close to $18,000 for legal fees to fight this development through portions of Willowbrook HOA assessments set aside for this legal fight over the past two years. We need approximately $50,000 to cover legal expenses and fees to improve our chances of successfully defeating this proposal and reducing the future risk of a multi-family development at this location. My family has pledged $5,000 toward legal expenses to protect Willowbrook and the surrounding neighborhoods. We need additional, concerned residents to pledge money to build a war chest for legal expenses for this fight. Please do the following: Send

comments in opposition to the development to: Mike Stevens: mstevens@ci.richland.wa.us OR 625 Swift Blvd., MS-35, Richland, WA 99352 Comments must be RECEIVED by October 30th at 5:00 P.M. Comments should include concerns about traffic, safety, and violations of City codes and zoning regulations. Donate to the Willowbrook Legal Fund by pledging a specific amount to the Willowbrook Legal Fund at willowbrookinfo@gmail.com. Christopher Childers Willowbrook HOA President

Posted in General to 34 neighborhoods


16


25

**Caution: this email originated outside the company. Be cautious with following links or opening attachments**

**From:** Mark Bunch
**To:** Stevens, Mike
**Subject:** Fwd: Willowbrook Apartments Site Plan Review
**Date:** Thursday, October 29, 2020 10:17:38 PM

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Sent from my iPhone

Begin forwarded message:

> **From:** Mark Bunch <mark.bunch@gmail.com>
> **Date:** October 29, 2020 at 5:56:09 PM PDT
> **To:** mstevens@ci.richland.wa.gov
> **Subject: Willowbrook Apartments Site Plan Review**
>
> Mr. Stevens-
>
> I am writing to express my opposition to the city approving the above-referenced site plan, specifically to the modification from the prior submission of the plan to include a new driveway for the future residents of this property. Similarly, I have environmental concerns about the effect this project will have on the environmentally-protected wetlands adjacent to the proposed site.
>
> As for the traffic and safety concerns, this plan was originally submitted, as I understand it, to include an emergency access road to/from the site connecting to Broadmoor st. My understanding is that one of the reasons this plan was rejected was a lack of access to the property (only to/from Center st I believe, through the Willowbrook neighborhood). It has now been amended to include a street for all residents and guests along the same route as the emergency access proposal, with access to Broadmoor st.
>
> This proposal is concerning for a number of reasons; The first being that, as opposed to other new roads being built/expanded in the South Richland area, this road was not planned for in any city plan I have seen. This is simply an afterthought that would significantly change the traffic safety of the area, both at the access point, and by increasing the traffic count on Broadmoor st in both directions, as well as on Greenbrook. By the numbers presented by the builder (which are understated), the expected increase would exceed the city's stated maximum traffic count for Broadmoor st. As for the access point at the new street and Broadmoor, the proposed route would require those cars leaving the new street onto Broadmoor in either direction to negotiate a safe turn with a blind curve to the west of the road, at the bottom of a hill. This safety issue only increases when accounting for emergency vehicles.
>
> This safety concern is increased when considering the actual average speed of traffic on Broadmoor st vs. posted limits. The city is well aware of this discrepancy both through private data collection that has been shared with the city through speed monitoring signs and hand radar, as well as the city's own efforts in

both traffic-enforcement trailers and officer-manned patrols. It is a bad situation that will only be made worse by this last-ditch hail mary audible by the builder to get his plan approved after sitting on this property for decades.

I strongly recommend that this plan be denied for the reasons above.

Mark Bunch
221 Broadmoor st
Richland Wa 99352
206-550-8586

**From:** Heidi Wasem
**To:** Stevens, Mike
**Subject:** Gaming the system
**Date:** Wednesday, October 21, 2020 8:19:04 PM

---

I saw the proposal for the road sandwiched between houses in/near Willowbrook. This road doesn't align with the vision for city neighborhoods.

As a resident, I've been watching developments come and change the character of our beloved city.  'm disappointed that this proposal for high density doesn't align with our master plan and at developers always getting the rules changed for them. This is not the only area with questionable rezoning in South Richland.

I highly encourage you to not approve this dirty deal. Buying adjacent property and giving up easement to make this busy road "fit" between existing homes is dirty and directly impacts property in the area. Please do not approved.

Heidi

| | |
|---|---|
| **From:** | Vas Bhardwaj |
| **To:** | Stevens, Mike |
| **Subject:** | I am opposed to the permitting of Willowbrook Place Apartments. |
| **Date:** | Sunday, October 18, 2020 1:34:07 PM |

Dear Mr. Stevens,

I reside in Willowbrook Heights, I am strongly opposed to allowing the construction of Willowbrook Place Apartments.

At the time the project was proposed, and the area was zoned it may have been okay. But today, with all the other residential development around Amon Creek, this doesn't make sense anymore. All that one has to do is to look at the aerial pictures of the development that existed back when the project was proposed and today.

My first concern is safety - the transportation plan that has been proposed is, to put it bluntly, absurd. I walk along Broadmoor every day, and each time I look at where the secondary access is proposed, I do a double take. If that is the route that fire and ambulance services will have to travel through, it doesn't seem realistic or even safe.

My secondary concern is Amon Creek Wetlands area. This is a beautiful area for wildlife and native fauna flora to flourish, and we certainly enjoy hiking through there. My reaction to the creation of yet another large residential center (96 apartments) so close to these fragile lands is Enough, already. I have watched the construction on Westcliffe heights deface a pristine looking mountain top (one of the reasons we bought our house), and all the ticky-tacky apartment complexes going up all around my area (my view to the south from my backyard was lovely until those apartments showed up!).

I understand that you probably feel you need to grow Richland, and that there is a plan in place that was approved. I would ask that you look at when that plan was approved, and see if it needs to be revised based on the current state of affairs, and what neighborhood residents are telling you. I think a rebalancing needs to occur.

Balance is key, Mr. Stevens. This project to build Willowbrook Place apartments is far out of balance. I urge you to not approve it.

--
Vas Bhardwaj

**From:** Richard Raymond
**To:** Stevens, Mike
**Subject:** I oppose the apartment development
**Date:** Monday, October 12, 2020 3:10:44 PM

---

I wish it to be known that I oppose the proposal for a 96-unit apartment complex between Broadmoor and ACNP.

As a citizen of Richland I do not believe this is in the best interest of our great city.

Richard Raymond
2318 Eagle Ridge Ct
Richland WA

509-438-1735
--
LargePrefPlaceholder-XKUz1MEJBwkOM

| | |
|---|---|
| **From:** | Jennifer Simper |
| **To:** | Stevens, Mike |
| **Subject:** | I Oppose the new apartments in Willowbrook. |
| **Date:** | Thursday, October 15, 2020 2:04:08 PM |

I Oppose this proposal that has been submitted to the City of Richland to build apartments in Willowbrook along the Amon Creek Nature Preserve.

Please keep our wildlife safe and this apartment complex would have a negative effect on this.

Jennifer Simper

**From:** Margaret Ault
**To:** Stevens, Mike
**Subject:** In Oppsition to M2020-21 and EA2020-14
**Date:** Monday, October 26, 2020 1:11:03 PM
**Attachments:** 71B958BD27B7491EB0F71DB2E58AE24C.gif

October 25, 2020

Dear Mr. Stevens:

I am writing this letter in strong opposition to M2020-21 and EA2020-14 in which a developer is requesting to build a 96 unit apartment building by Amon Creek Natural Preserve and the Willowbrook Community. I believe the City of Richland is more interested in the developer's money than in the community needs.

I have lived in the Tri Cities Community for over 40 years. Every time I drive into Kennewick on I 82 and see those apartment buildings, I am disappointed and consider it an eye sore. I understand people need a place to live, however, this is not the way I want our environment to look like next to a Natural Preserve. It has taken years to make the Tri Cities a great place to live. I am worried that we are destroying it with more apartments and traffic in this area. People have moved here from outside the State and within the State. They have moved here because we have a great community for our kids and outdoor areas for hiking, camping, boating, etc.

The traffic within the Tri Cities has increased immensely in the last 20 years. In the Willowbrook area, they already have signs posted to slow down. I do not believe the area is equipped to handle more traffic especially around Claybell Park and the soccer fields. We already have a new school and housing area and the traffic from that is overwhelming.

Another concern is Amon Creek Natural Preserve. In the Preserve there are walking trails, birds, beavers, ponds and other animals. The Preserve is used for both educational and recreational activities by members of the community. Tapteal Greenway has cams in the Preserve which records the activity of the animals and birds that can be accessed on the Tapteal Greenway website. All this could be negatively affected if this highdensity project is built.

In summary, I hope the City of Richland reconsiders the location of this project.

Margaret Ault

Kennewick, WA

Sent from Mail for Windows 10

**From:** Kathy Conrad
**To:** Stevens, Mike
**Subject:** Land use proposal
**Date:** Monday, October 26, 2020 8:37:51 PM

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Mr Stevens,
I write this letter to oppose the building of a road into Broadmoor. This proposal wants to add a road into a very dangerous corner of Broadmoor. It is very icy coming down that hill in winter while trying to make the corner. My children have been in an accident by sliding over the curb trying to round that corner.
Today we were out walking around 3:30 ( not rush hour) and there was constant traffic and a 10 car line up to get out onto Leslie. How is that going to handle 96 apartments??
Please look at the traffic pattern!!!!!
Kathy Conrad

Sent from my iPhone

October 23, 2020

Mr. Mike Stevens
City of Richland Planning Manager
625 Swift Blvd. MS 35
Richland, WA 99352

Subject: Opposition Letter to the Proposed 96-Unit Apartment Complex between Willowbrook and Amon Creek Nature Preserve

Dear Mr. Stevens:

First off, thank you for the opportunity to voice our concerns about Cliff Mort's (d.b.a. Big Creek Land Company) proposal to construct a 96-unit, six building, 2-3 story high apartment complex between the Willowbrook neighborhood and the Amon Creek Nature Preserve.

Mr. Stevens, as a resident of the Willowbrook neighborhood I strongly oppose the City of Richland moving forward with any action supporting the construction of these apartment complexes. Just because the land is there doesn't make it right to disrupt, change, and forever alter the landscape of this well-established neighborhood. A decision to allow this to happen would be disrespectful and insidious. Cliff Mort's move to erect 96 low-to-mid income housing units in the middle of an established neighborhood shows blatant disregard to the citizens of this neighborhood, and to the citizens of the City of Richland. Now, more than ever, in cases such as these citizens need no know that their local governmental agencies are using true discretion and being absolutely transparent in putting its citizens best interests and goodwill before those of an outside, out-of-state for- profit corporation. We look to you Mr. Stevens and to the City of Richland to put a stop to this once and for all.

Furthermore, after reviewing the documents, we can statistically say and infer that general liberties have been taken by Big Creek Land Company, Wetland Resources, Inc., and their Senior Wildlife Biologist Scott Brainerd, as well as Principal Ecologist Scott Walters pertaining to their interpretation of the risks associated with this construction project. The fact remains considerable environmental impacts and risks are still at large and will remain long after Cliff Mort and Big Creek Land Company have gone back to Coeur d'Alene Idaho. Work conducted by Scott Brainard, and Scott Walters as employees of Wetland Resources Inc., was largely observational. The information they collected for use in the Critical Area Report is a biased, skewed, misleading and subjective interpretation of data. Not to mention, their work was also conducted in September 2016, nearly four years ago. This subjective data is clearly out-of-date and only addresses one small moment in a seasonal pattern of fish and wildlife and flora making this data weak, unsubstantiated and unreliable. Also, the narrowest buffer zone is listed at 112.5 ft in the Critical Area Report published by Wetland Resources Inc., this is only 75 percent of the needed 150-foot buffer zone, construction should be disallowed.

Mr. Stevens, we are asking you and the City of Richland to stop this action and keep a precedent from being set that may open other neighborhoods up to the same fate and battle that has been on-going here for years. It would be ignorant and obtuse of us to ignore the fact that 703 extra vehicle trips though a neighborhood would go un-noticed. Again, just because the City of Richland has typical daily trip thresholds outlined in Municipal Code (RMC) 12.02 for these roads doesn't mean we should be increasing the numbers of cars on them. Once more, Cliff Mort and Big Creek Land Company are taking liberties in saying that "there is no specific limits" they find it absolutely reasonable to discount the citizens of this community and bear no regard for the disruption of well-established neighborhood. Not to mention several of the heaviest impacted intersections at peak am hours 7:00-9:00 am are also Richland/Kennewick School District Bus Stops. The risks to school children trying to cross roadways, children playing outside, people riding bikes and enjoying all the opportunities afforded to them in this peaceful neighborhood will most certainly change.

Noise pollution, light pollution, construction and car emissions, unabated dust and water run-off are a few more items that will forever change this community and possibly other communities in the future if this project is allowed to proceed. In all of this, the only thing Cliff Mort and Big Creek Land Company can say is, these items will be "In accordance with the City of Richland standards". This is a blanket statement that allows them to pull the wool over our eyes and gives them a free pass to interpret and bend the rules in a manner that suits their needs. These items are not to be taken lightly and are rarely self-policed leaving the citizens of this fine neighborhood the burden to bear as Cliff Mort and Big Creek Land Company profit from this undesirable venture.

Mr. Stevens, as a resident of the Willowbrook neighborhood and a citizen of the City of Richland I am very disappointed that we are headed down this road yet again. It is our wish that we can maintain a thriving community in-and-around the Willowbrook neighborhood without the threat of a diminished quality of life or property. Sir, we urge you to consider a NO ACTION alternative in this situation.

Sincerely,

Wm. Kade Casciato
2749 Willowbrook Ave.
Richland WA, 99352
541-429-2211

| | |
|---|---|
| **From:** | alyson layton |
| **To:** | Stevens, Mike |
| **Subject:** | Lucas and Rosalyn"s thoughts |
| **Date:** | Sunday, October 11, 2020 9:54:29 AM |

---

Dear Mr. Stevens,

We are writing you to express our concern regarding the further development of the Amon Preserve. We understand that the Fish and Wildlife Services recently expanded the Amon Creek Natural Preserve as a biodiversity corridor. Beyond the environmental impact of further development it takes away another area our family enjoys. We have lived in the TriCities for over ten years now. We have a love for the outdoors and enjoy the few special areas that we can explore. The Amon Preserve is really a fun place for the kids to have adventures. It's a little oasis in our area that allows the children to see nature, play and feel like they are away from town (while still being in town). Please consider other locations for further development. Thank you for taking the to read and consider our concerns. Pyles Family Gary, Alyson, Lucas and Rosalyn

Lucas age 11: "Its fun to play in the water and see the wildlife there."

Rosalyn age 9: "It's quiet there and I can listen to the birds!"

Lisa Dukes
215 Broadmoor Street
Richland, WA 99352

October 30, 2020

City of Richland
625 Swift Blvd.
Richland, WA 99352
Attn: Mike Stevens, Planning Manager

Dear Mr. Stevens:

I am providing these comments to express my deep concern about and opposition to **M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).** My opposition to this proposed development includes major concerns regarding multiple issues:

- Zoning that is not in consistent with the Comprehensive Plan's Land Use Goals and existing land use in the area
- Current and planned traffic volumes that significantly exceed acceptable volumes, creating serious safety hazards
- A new road that violates HOA covenants, violates design standards for its usage, and is far too narrow and steep for emergency access or the traffic volume expected.
- Significant environmental concerns related to development adjacent to a designated critical wetland area and natural preserve
- Erosion and stormwater issues that are inadequately addressed in the SEPA checklist or by the site design

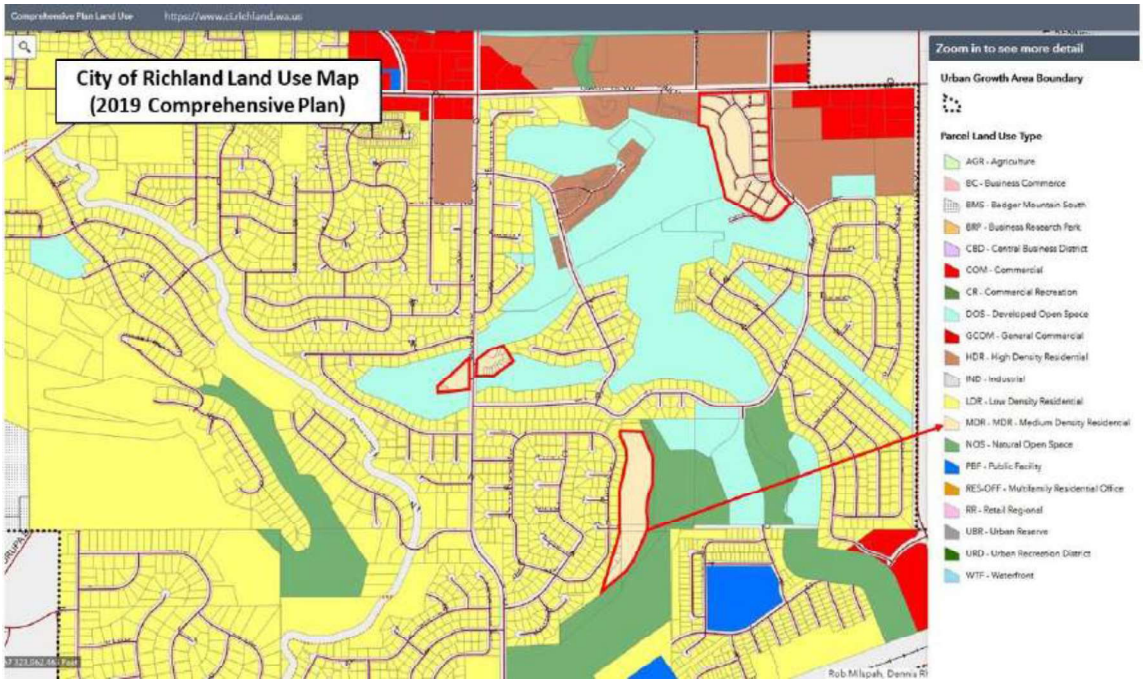
These concerns are addressed in further detail below:

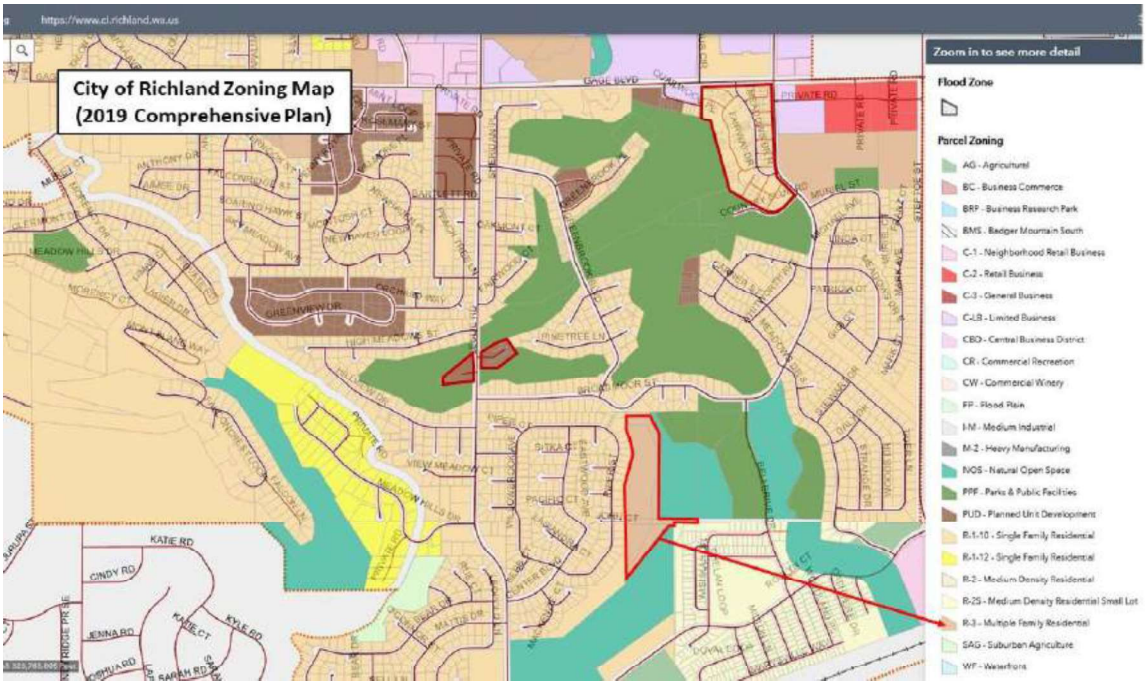
## 1. Current Zoning Violates Goals of the Comprehensive Plan

The proposed property is identified in the Richland Comprehensive Plan's Land Use Map as medium density, as shown below outlined in red. The zoning categories for Medium Density residential are R-2 and R-2S per Table LU-1 in the Comprehensive Plan. Other nearby properties with this designation include small condominium developments built on arterial roads (Leslie Road and Gage Blvd.) and also shown in red on the map below.

The proposed property is zoned R-3 Multi Family, as shown in the second map and per Table LU-1, is defined as High Density residential. In the intervening years since the property was zoned R-3, extensive home building in the area makes the property entirely unsuitable for high-density development and access to it through low density housing areas untenable. It is clear from these maps that high-density housing in Richland is intended for placement on arterial roads with ready access to public transportation and services.

The placement of a high-density development adjacent to sensitive wetlands violates the intention of the Comprehensive Plan in multiple areas:




The placement of a high-density development adjacent to sensitive wetlands violates the intention of the Comprehensive Plan in multiple areas:

- Land Use Goal 2: **Establish land uses that are sustainable** and create a livable and vibrant community.
- Land Use Goal 2, Policy 3: **Ensure that the intent of the land use and districts are maintained**.

- Natural Environment (NE) Goal 1: **Promote the protection, conservation, and restoration of natural areas, shorelines, and critical areas** as unique assets to the community…
- NE Goal 1, 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.

The current effort to shoehorn this project into a location where it no longer belongs must be ended. The project violates the City's overarching Comprehensive Plan in multiple areas. The R-3 high-density zoning designation is inappropriate and should be modified to comply with the plan and meet the City of Richland's long term goals.

## 2. Design of the New Access Road and Impacts to Traffic Safety

In 2018, the City of Richland withdrew the Mitigated Determination of Non-Significance for this project, requesting a great deal of additional of information and requiring a secondary emergency vehicle access (SEVA) road for the Richland Fire Department.

Instead of an secondary emergency access road, the developer has proposed a road that will direct 423 vehicles per day (60% of the development's traffic) onto Broadmoor Street, a neighborhood collector street that regularly exceeds the traffic volume for which it was designed (1,000-1,500 vehicles per day).

Traffic safety has long been a concern of residents on Broadmoor Street. In 2016, Meadow Springs Second Nine Homeowners Association placed radar traffic signs on Broadmoor Street east of Leslie. Speeding vehicles travelling at over 50 mph are regularly observed by residents and speeds as high as 70 mph have been recorded. Unsuccessful requests to the City for the addition of traffic calming measures began in 2007. Recent speed camera data for the week of October 18-24 recorded 58% of vehicles exceeding the 25mph speed limit.

Speeding vehicles on Broadmoor pose significant risk to residents, pedestrians, cyclists, and the many community members that use Claybell Park for soccer leagues, Little League baseball, basketball, tennis and walking in the adjacent open spaces. The addition of 423 vehicles per day to Broadmoor traffic and a new intersection in a location with limited sight lines and braking distances will certainly make the situation far more dangerous that it already is.

This proposed access road will travel downhill through an area with a history of erosion, flooding, and stormwater management problems. It will exit onto Broadmoor opposite a large stormwater catchment basin. In March 2019, a school bus slid off the road at the location of the proposed intersection. The proposed access road, with a downhill grade of up to 10% and two very sharp turns near the Broadmoor intersection will certainly result in more accidents, especially in winter, when cars from three directions will be descending downhill to the lowest point on Broadmoor Street.

The proposed access road does not meet minimum design standards for its projected usage. The American Association of State Highway and Transportation Officials (AASHTO) Green Book "Policy on Geometric Design of Highways and Streets" establishes a minimum width for low speed residential access roads at 12 feet per lane plus 5-foot sidewalks—29 feet for a two-lane access road and one sidewalk. Additional width is required for curbing and shoulders.

The developer controls two adjoining land parcels required for the access road, but only 23 feet of width where these parcels share a property line. To remain on their own property, the road

narrows to 23 feet wide in that location, consuming all available width, with no provision for continuous sidewalk, curbing, or shoulder (see site access drawing and photograph of road location below). It crosses property parcels currently zoned single family and violates existing HOA provisions. It has a 90 degree turn near the base of the access road followed by another similarly sharp turn and a 10% grade near the top. It violates sight line, braking distance, and turning radius design standards. It fails to address a history of erosion and previous washouts of the hillside. It is certainly not suitable for 423 vehicles per day and even less suitable for large or multiple emergency vehicles responding to a fire or other emergency at a large apartment complex.

This road is another extreme example of attempting to force in a non-compliant road design to gain approval for an unsuitable project that has previously been rejected by the City of Richland.

**Site Drawing of Access Road and Photo of 23' Section**



## Traffic Volume and the 2019 Traffic Impact Analysis

A very limited traffic impact analysis (TIA) was performed in March 2019 as part of a required response to the withdrawl of the Mitigated Determination of Non-Significance. It has major flaws that result in understatement of traffic volumes and speeds on Broadmoor Street:

- Was limited to 24 hours of traffic data, which is entirely inadequate for a meaningful and compliant traffic analysis.
- Was conducted in early March on a day when the road was icy and snowy and school starts were delayed by 3 hours. The traffic volume and speeds recorded were far lower than normal on that day.
- Collected speed data at a location near the top of Broadmoor Street where traffic had not reached final speed for traffic traveling east. Speed data collected was far slower than traffic speeds will be at the location of the proposed access road.

These flaws can be demonstrated by a review of traffic data collected by radar traffic signs on Broadmoor Street between Leslie and Greenbrook. Data collected from November 2019 through October 28 show daily traffic volumes and speeds that far exceed those reported in the TIA, even in the midst of the current COVID-19 pandemic. This data is available for review by the City.

Average daily traffic volume from May through September 2020 exceeded 1,300 vehicles. On many days during that period, daily traffic volume exceeded 1,500 vehicles. Based on review of pre-pandemic peak AM and PM traffic, this traffic volume is understated by an estimated 200 daily trips as a result of the COVID-19 pandemic. This brings current traffic volume to 1,700+ cars per day on a moderately busy but typical midweek day. I have attached a summary chart showing a summary of the collected traffic data (average daily volumes and maximum traffic days by month) plus the projected increase in volumes based on the TIA estimate of 423 vehicles per day. This chart does not account for reduced traffic volumes observed during the pandemic.

In comparison, the TIA recorded 1,082 vehicles on Broadmoor Street east of Leslie as the basis for its future traffic projections and the suitability of the developer's proposed road. With the TIA's estimate of an additional 423 cars per day placed onto Broadmoor Street, traffic volume will routinely exceed 2,000 cars per day upon completion of the project. This is completely unacceptable for a neighborhood collector street designed for 1,000 to 1,500 cars per day. The traffic volume ten years from now will certainly be far in excess of the future volumes projected by the TIA for 2029 (see Table 4 below). These projected future volumes are absurdly understated. A new TIA must be conducted with sufficient data collected to allow a meaningful traffic analysis. I have no doubt it will show future traffic volume projections that far exceed the capacity of Broadmoor Street.

**Table 4: Daily Trips Volumes**

| Volume Source | Broadmoor Street East of Leslie Road | Piper Street West of Eastwood Avenue | Center Boulevard East of Leslie Road | Broadmoor Street West of Bellerive Drive |
|---|---|---|---|---|
| Existing Volume | 1,082 | 761 | 533 | 1,223 |
| Willowbrook Place | 211 | 70 | 211 | 211 |
| Willowbrook #2 | 60 | 362 | 242 | 60 |
| Background Growth | 113 | 88 | 62 | 128 |
| Future Volume | 1,466 | 1,281 | 1,048 | 1,622 |

**Environmental Impacts and Documents Prepared in Support of the Project**

As previously noted, this project is adjacent to the Amon Creek Natural Preserve and designated a critical wetland. As the previous maps demonstrate, this forms the majority of the natural open space (NOS) in South Richland. It is a rich resource not only for our community, but for many mammal, bird and waterfowl species. Hundreds of black-tailed jack rabbits, a state candidate species, live in the preserve and adjacent desert areas. During a recent wildlife observation weekend, I saw jackrabbits, pheasant, killdeer, curlew, blue heron, wood ducks, mallards, coots, and migrating geese on the overhead flyway. There is a small beaver lodge in the water south of the planned apartment complex. Coyotes, hawks, and raccoons are routinely seen in the area in the early evening and morning. Much of the area has undergone careful restoration to a natural shrub steppe habitat by the City of Richland in recent years. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City. The Wildlife Assessment report makes note that the habitat is already impacted by "human disturbance, high density residential development, and public roads".

I strongly support a new and independent Critical Area Report, Wildlife Assessment, and SEPA Checklist. I sincerely believe the previous evaluations funded by the developers/landowners were completed with the desired outcome in mind, rather than the goal of obtaining an accurate assessment of the true environmental impact of this project.

The SEPA Checklist is incomplete and hastily prepared. It states "the land uses are similar to and compatible with the surrounding existing uses." This is patently untrue. Among other shortcomings, the SEPA checklist does not adequately address erosion control or stormwater management, despite a history of erosion on the hillside and long-term stormwater management challenges on Broadmoor. This includes the hillside washout and undermining of the sidewalk adjacent to the project property during a summer rainstorm that took over six months to repair. Long-term stormwater management issues at and near the location of the proposed access road have demanded large capital expenditures on Broadmoor in recent years and months of open trenches and excavations for residents to deal with.

The Critical Area Report makes an inadequate case for the use of buffer averaging, which is only allowed when "stipulated conditions are met to ensure a net improvement to wetland protection". No convincing evidence is presented to demonstrate a net improvement to wetland protection. Rather, the converse is true – no development certainly provides better wetland protection than the addition of a large development that requires a complex buffer averaging analysis. In response to code requirements stating that "*adverse impacts to habitat functions and values shall be mitigated to the extent feasible and reasonable*" (page 10-11) the Critical Area Report states:

> *"The resulting buffer is projected in a manner incongruous with the relatively north-south orientation of the neighboring residential developments to the west. As a consequence,* ***the subject site exists within an envelope highly encumbered by buffer in certain areas****. In order to construct a residential development on the subject property with the least impact on the neighboring properties, it is necessary to slightly modify the buffer edge.* ***Without the proposed averaging, the project would have a greater density and the height of the buildings would increase from 2 stories to 3 stories****, thus have more impact on the adjacent neighborhood. Therefore,* ***the impacts have been deemed unavoidable*** *in order to create a balance between a minor buffer intrusion and potential impacts to the*

*adjacent neighborhood…. Areas proposed for buffer width reduction through averaging are necessary for the construction of residential area, and will be inherently permanent. Thus, rectification of the averaging reduction areas is not feasible."*

It is clear from the buffer averaging discussion that there is not enough space for the project without encroaching on the wetland buffer area. The site drawings demonstrate that every bit of available space is consumed and still cannot readily comply with requirements.

Regarding wildlife, the Critical Area Report states "*on-site observations confirm habitat designations established by WDFW (see section 3.3.6). The shrub-steppe environment may provide habitat suitable for burrowing owls and black-tailed jackrabbits, which are not threatened or endangered at either the state nor the federal level*." The report fails to point out that both the burrowing owl and black-tailed jackrabbits (commonly seen in the area) are currently candidate species for endangered or threatened status.

It is clear that the most effective way to prevent the multitude of likely environmental impacts cited is to reject the project entirely.

**Summary**

In summary, the proposed development is entirely inconsistent with the City's Comprehensive Plan, violates HOA covenants, road design standards and regulations, and poses a serious environmental threat to critical wetlands and an adjacent protected natural reserve. Added traffic poses significant hazards to residents' safety and will overload already overcrowded residential streets. Given all of these issues, and the inadequate application submitted by the developer, it is inconceivable this project would be allowed to proceed.

If the project is allowed to proceed despite its many failings, it will demonstrate to residents that the City places revenue generation and out-of-state development interests ahead of community interests, disregarding the safety of Richland residents, our critical natural areas, and the long term plan for growth in Richland. There are alternative locations that are far more suitable for a multi-family development, potentially owned by the City, that will better serve both the community and shared goals for the City of Richland.

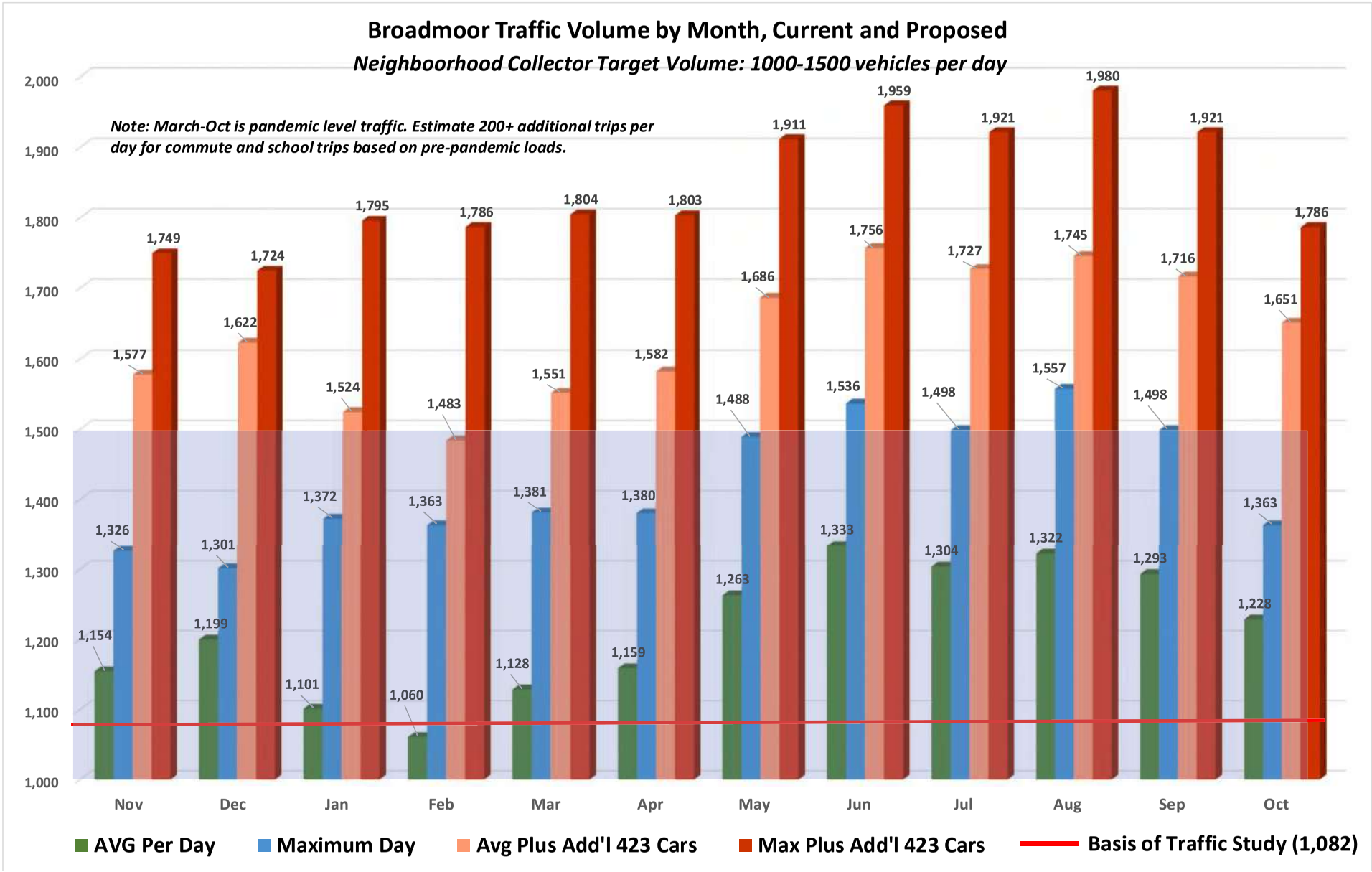
Please do the right thing and reject this ill-conceived project.

Sincerely,



L.C. Dukes
215 Broadmoor Street
Richland, WA

Cc: Mr. Michael Alvarez, City Council Planning Liaison
Mr. Ryan Lukson, Mayor
Ms. Sandra Kent, Mayor Pro Tem


Broadmoor Traffic Volume by Month, Current and Proposed
Neighboorhood Collector Target Volume: 1000-1500 vehicles per day
Note: March-Oct is pandemic level traffic. Estimate 200+ additional trips per day for commute and school trips based on pre-pandemic loads.
2,000
1,900
1,800
1,700
1,600
1,500
1,400
1,300
1,200
1,100
1,000
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
1,154
1,326
1,749
1,577
1,199
1,301
1,622
1,724
1,101
1,372
1,524
1,795
1,060
1,363
1,483
1,786
1,128
1,381
1,551
1,804
1,159
1,380
1,582
1,803
1,263
1,488
1,686
1,911
1,333
1,536
1,756
1,959
1,304
1,498
1,727
1,921
1,322
1,557
1,745
1,980
1,293
1,498
1,716
1,921
1,228
1,363
1,651
1,786
AVG Per Day
Maximum Day
Avg Plus Add'l 423 Cars
Max Plus Add'l 423 Cars
Basis of Traffic Study (1,082)

**From:** Dave Morasch
**To:** Stevens, Mike
**Subject:** M2020-101 & EA2020-114 Willowbrook Apartments, Site Plan Review
**Date:** Thursday, October 22, 2020 12:37:49 PM
**Attachments:** image001.jpg

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Hello Mike,

My name is Dave Morasch and I live in the Willowbrook neighborhood on Piper Street very close to where the planned apartments are slated to go. I am just writing to voice my concern for the project and the negative effects it will have on our current neighborhood. I worry about the increase in traffic along Piper Street. I live on the exit of the corner where the bike path connects Piper and Broadmoor Streets. People already speed on this corner so much so that in the last two years two different parked vehicles off that corner of Piper Street have been hit by distracted drivers traveling too fast. I worry about the increase in traffic volume from the apartment complex increasing this problem area / hazard.

I also worry about the effects of the apartment development on the Amon Creek habitat. Up until her passing this last February my mom lived at 324 Piper Street with a back yard that overlooked the Amon Creek basin. Over the years of her living there we watched numerous deer, coyotes, waterfowl, upland birds, skunks, racoons, porcupines, jack rabbits all flourishing in that habitat. I worry about the apartment complex infringing on that habitat and driving the wildlife out of the area or driving them further into the surrounding neighborhoods. I worry about the runoff and drainage from the parking lot and the effects that run off could have on the wildlife and aquatic life in and along Amon Creek.

I know that it may be near impossible to change the zoning of this area where the apartments are proposing to be developed. But I think a better use of the land there would be to continue with single family dwellings and expand upon the willow brook neighborhood as it already exists. I believe single family dwellings could be permitted there while keeping a good buffer for the Amon Creek habitat, similar to what Hayden Homes did on the other side of Amon Creek. Please let this email show that I am against the approval of the apartments on that parcel of land. I am not against all development for that land as the owner has a right to be able to develop it. I just believe that the negative effects of the proposed apartments would be too great to warrant the permitting of such a project to move forward. Thanks for your time and consideration it is appreciated.

Respectfully,

Dave

Dave Morasch
Vice President
Western Sintering Co. Inc.
2620 Stevens Dr.
Richland WA 99354
Email: dmorasch@westernsintering.com

Wk. Ph: (509)-375-3096
Fax: (509)-375-3594
Cell Ph: (509)-528-4783

Green Logo No TM



**From:** Maria Mayorquin
**To:** Stevens, Mike
**Subject:** M2020-101 & EA2020-114 Willowbrook Apartments, site plan review
**Date:** Monday, October 19, 2020 4:01:53 PM

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Mike,

We recently moved to the Meadow Springs location from Rd. 68 due to the increased traffic and new plans for building another school near our home. Thinking this was an established neighborhood with no more building and construction, we moved to our current Broadmoor Street location. We live at 239 Broadmoor Street, where the street curves across Greenbrook Boulevard. Currently, we appreciate walking past Amon Creek Natural Preserve near our home, enjoying the critters that live in the area. Hence, one of the reasons we decided to move to this location. We also like the family-friendly environment that this neighborhood provides. Meadow Springs brings peace, serenity, and a quiet environment that our family relish.

The plan for the new road entry is one house away from ours. We already have to be extra cautious when exiting the steep driveway due to Broadmoor street's curvature. With the entry/exit of this newly planned road, we believe it will create more danger for motorists and pedestrians. The designed road will squeeze in between two homes and then curves to a steep hill. Living near that road with a limited line of sight for drivers heading west, we believe, may cause accidents. There are many families with children that walk daily, and with increased traffic, there is an increased risk of accidents. In the months living at Broadmoor Street, we have found that Broadmoor is a busy street, and we noticed that some motorists go beyond the speed limit. Add 700 or more vehicles to this already busy road. This issue is concerning for our family! The apartments in the middle of a single home residential neighborhood will increase traffic and cause an unprecedented overflow parking of vehicles from the apartment residents.

A reason we moved to Meadow Springs was because of the beautiful scenery from Amon Creek Natural Preserve. Unfortunately, building a new road and apartments will destroy the animal's natural habitat creating a negative environmental impact. Like we mentioned earlier, we moved to Meadow Springs due to the beautiful natural habitat it provides. Just the other night, we were sitting outside our home listening to owls. We love the outdoors, knowing that the animals that reside near the wetlands have to find a new home due to the construction of the new road and apartments make us disappointed.

We are very concerned with the city moving forward with this project. If we had known this would be an issue when we purchased our house in May, we would have reconsidered moving. We are distraught and hope the City of Richland listens to the concerned residents on this issue.

Thanks,
Maria Mayorquin and Israel Diaz

**From:** Shaley McGuire
**To:** Stevens, Mike
**Subject:** M2020-101 & EA2020-114 Willowbrook Place Apartments and Access Rd to Broadmoor
**Date:** Tuesday, October 27, 2020 11:46:50 AM

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Mr. Stevens,

I have lived on Broadmoor Street since October 2003 as a newlywed and as a born and raised Richland girl, along with my husband. Since we became parents in 2004 we have always been worried about the dangers of Broadmoor St. We have never let our kids play in the front yard or ride bikes and scooters on the street due to the capacity and speed of cars going both up and down Broadmoor. We have also been members of MSCC and obvious Back Nine HOA, in which we have constantly fought for speed humps and slow down speed signs, which we eventually were approved to buy from the HOA funds. As much as we thought the signs would help, they don't. People still drive so fast that the sign does not register the speed but flashes slow down.

Although my kids are now older and have been taught the dangers of our street, the thought of a new street connecting to Broadmoor and the added amount of cars trying to cut through our neighborhood has us even more worried. We are concerned about the dangers of the added traffic but also about the blind curve where the new road is supposed to connect. I now have a 16 year old driver who has to drive both up and down Broadmoor to get where she is going. I am very worried. I will have 2 more drivers in the next 4 year.

We would love to stay in our house on Broadmoor and hope to continue increasing the value by updating and remodeling and hosting our grown kids and grandkids in the future, but if this road gets built and traffic increases even more I fear not only will our house go down in value but we will have to move. Worse case, someone will get hurt.

Please consider our opinion and concerns,

Shaley McGuire

| | |
|---|---|
| **From:** | Sybil Young |
| **To:** | Stevens, Mike |
| **Subject:** | M2020-101 & EA2020-114 WILLOWBROOK PLACE APARTMENTS |
| **Date:** | Friday, October 30, 2020 11:18:46 AM |

Dear Mr Stevens,

RE: M2020-101 & EA2020-114 WILLOWBROOK PLACE APARTMENTS

As relatively new owners in the Willowbrook area of Richland, we are concerned about our new investment in our property. We bought the property based on the environment in which it sat, including the biodiversity; proximity to and active preservation of wilderness in the Amon Creek Natural Preserve; the degree of activism to maintain the preserve by the Tapteal Greenway organization; and the passion of the neighborhood to do what is right for the environment and to co-exist with the inhabitants.

Additional issues in relation to the construction include:

• Landscaping which may contaminate the preserve, through pollen and seeds;

• Changed nature to the run-off into the habitat, with additional pollutants for the preserve

• The encroachment into the boundary for the preserve;

• The apartments and occupants are not held responsible for recycling as such the trash and recycling materials will make its way to our wetlands, especially due to the wind and open bins;

• Run-off from landscape management eg. fertilization of common areas and dumping from drains;

• Pollution from noise, foot traffic, pet excrement, lights and motor vehicles will potentially poison or kill species local to the area, if not downstream;

• The potential for pets to be released outside, whether leashed or unleashed, and disrupt the preservation fauna;

• Light pollution from the 24/7 lighting will contribute to disruption of the ecosystem and its current inhabitants;

• Additional demand on the town water supply, causing reduced pressure volumes;

• Additional demand on the irrigation canal water, reducing pressure volumes for the current population of the area for safety (eg. fire hydrant supply), along with other uses (eg. landscape usage);

• The 96 dwelling proposed development along the Amon Creek, we believe is a catastrophe for the environment for Amon Creek Reserve; the neighborhood, including safety and traffic; general safety and security; and property values, which will be impacted as follows:

• If the 96 dwelling has an average of 2.5 occupants, there will be a minimum of 240 inhabitants, while there is a plan for 230 carparks, supporting property management (including services) and guests;

• The ability of emergency services to attend due to traffic access to the properties – resulting in additional death or trauma, especially during key transit times from Broadmoor or Leslie (via Willowbrook Pl and Central Blvd);

• The safety of families, property and pedestrians due to changed pedestrian paths, higher traffic levels and diversity of tenants, a portion of which will be transient;

• Increased traffic in an already congested area surrounding Claybell Park, which is consistently full of cars along the road, particularly on Broadmoor. Several children cross the street here or play in the area, including tennis, baseball, basketball and soccer, and increased traffic would significantly increase the congestion in this area;

• Access and maintenance of local roads and traffic access to major roads will be increased, causing delays and increasing frustration that may lead to further accidents; and

• The occupiers of the properties surrounding will lose their ability to have quiet enjoyment of their properties and their neighborhood

In summary, the proposed development poses clear hazards to residents' safety and the environment and overall is an inappropriate use of the land. It is unacceptable that the proposed development could be approved given all of these issues. The disregard for these issues, if the project were approved by the city, would demonstrate disregard towards citizens, community, and environment as it pertains to stewardship of our community.

Kind Regards,

Sybil Young

**From:** andrew young
**To:** Stevens, Mike
**Subject:** M2020-101 & EA2020-114 WILLOWBROOK PLACE APARTMENTS
**Date:** Friday, October 30, 2020 9:29:45 AM

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Dear Mr. Stevens,

RE: M2020-101 & EA2020-114 WILLOWBROOK PLACE APARTMENTS

As relatively new owners in the Willowbrook area of Richland, we are concerned about our new investment in our property. We bought the property based on the environment in which it sat, including the biodiversity; proximity to and active preservation of wilderness in the Amon Creek Natural Preserve; the degree of activism to maintain the preserve by the Tapteal Greenway organization; and the passion of the neighborhood to do what is right for the environment and to co-exist with the inhabitants.

Additional issues in relation to the construction include:

• Landscaping which may contaminate the preserve, through pollen and seeds;

• Changed nature to the run-off into the habitat, with additional pollutants for the preserve

• The encroachment into the boundary for the preserve;

• The apartments and occupants are not held responsible for recycling as such the trash and recycling materials will make its way to our wetlands, especially due to the wind and open bins;

• Run-off from landscape management eg. fertilization of common areas and dumping from drains;

• Pollution from noise, foot traffic, pet excrement, lights and motor vehicles will potentially poison or kill species local to the area, if not downstream;

• The potential for pets to be released outside, whether leashed or unleashed, and disrupt the preservation fauna;

• Light pollution from the 24/7 lighting will contribute to disruption of the ecosystem and its current inhabitants;

• Additional demand on the town water supply, causing reduced pressure volumes;

• Additional demand on the irrigation canal water, reducing pressure volumes for the current population of the area for safety (eg. fire hydrant supply), along with other uses (eg. landscape usage);

• The 96 dwelling proposed development along the Amon Creek, we believe is a catastrophe for the environment for Amon Creek Reserve; the neighborhood, including safety and traffic; general safety and security; and property values, which will be impacted as follows:

• If the 96 dwelling has an average of 2.5 occupants, there will be a minimum of 240 inhabitants, while there is a plan for 230 carparks, supporting property management (including services) and guests;

• The ability of emergency services to attend due to traffic access to the properties – resulting in additional death or trauma, especially during key transit times from Broadmoor or Leslie (via Willowbrook Pl and Central Blvd);

• The safety of families, property and pedestrians due to changed pedestrian paths, higher traffic levels and diversity of tenants, a portion of which will be transient;

• Increased traffic in an already congested area surrounding Claybell Park, which is consistently full of cars along the road, particularly on Broadmoor. Several children cross the street here or play in the area, including tennis, baseball, basketball and soccer, and increased traffic would significantly increase the congestion in this area;

• Access and maintenance of local roads and traffic access to major roads will be increased, causing delays and increasing frustration that may lead to further accidents; and

• The occupiers of the properties surrounding will lose their ability to have quiet enjoyment of their properties and their neighborhood

In summary, the proposed development poses clear hazards to residents' safety and the environment and overall is an inappropriate use of the land. It is unacceptable that the proposed development could be approved given all of these issues. The disregard for these issues, if the project were approved by the city, would demonstrate disregard towards citizens, community, and environment as it pertains to stewardship of our community.

Regards,

Andrew Young

**From:** George Hager
**To:** Stevens, Mike
**Subject:** M2020-101 & EA2020-114
**Date:** Friday, October 30, 2020 1:25:10 PM

---

Dear Sir,

This is my opposition to M2020-101 and EA2020-114 (ie. Willowbrook Place Appartments). My major concern is for the traffic safety of residents walking to and from Claybell Park. There are a mixture of retirees and new families living in this neighborhood. At all times of the day, you can see senior citizens, young children, and/or mothers pushing their stroller on the roadway. The sidewalks are not used because the pavement at the end of driveways are steeply sloped making it cumbersome on body joints. It is my concern that the risk of a pedestrian being injured will increase with the addition of traffic from the Willowbrook Place Apartments.

In my opinion, there is a lot of congestion created on evenings where people are utilizing the park. Instead of using the Park's parking lot, people park on Broadmoor street. This is already treacherous on evenings when drivers have the sun in their eyes. I can't imagine how congested this will become with the projected increase of traffic. If you decide to allow the developer to build this complex, please fix the issues. Replace the ends of driveways with user friendly sidewalks, and install no parking zones on both sides of Broadmoor Street by ClaybelI Park.

Best Regards,

GJ Hager

Sent from my iPhone

**From:** Jeff Reiten
**To:** Stevens, Mike
**Cc:** "Jeff Reiten"
**Subject:** Meadow Springs Second Nine Homeowners Association Board (MSSNHOA) Comments - Willowbrook Place Site Plan Review Application
**Date:** Friday, October 23, 2020 4:01:46 PM
**Attachments:** image003.jpg

*MEADOW SPRINGS SECOND NINE HOMEOWNERS ASSOCIATION*

October 20, 2020

Attention: Mike Stevens - City of Richland Planning Manager

Email: mstevens@ci.richland.wa.us.

Subject - Meadow Springs Second Nine Homeowners Association Board (MSSNHOA) Comments - Willowbrook Place Site Plan Review Application: Big Creek Land Company, LLC File#: M2020-101

Mr. Stevens

This is to inform you that the MSSNHOA Board has reviewed the referenced Big Creek Land Company, LLC Site Plan Review Application and have the following comments.

**A. APPLICATION AND PROCEDURE**

1. The Notice is incomplete: The date of the application is missing; the date of completion is missing; the property description is incomplete in that tract F, the lot in Willowbrook 2 and the lot in Meadow Springs are not listed. RMC 19.30.040.
2. The property owners are not the owners of the property and there is no verified proof that the owners authorize the application. RMC 19.30.20 B, C.
3. The zoning is inaccurate. Willowbrook 2, Ph. 2, Lot 1 ("Lot 1") and Meadow Springs Second Nine, Lot 16 ("Lot 16") are zoned R1.
4. The signature is not the signature of the applicant.
5. No City Staff report has been provided. RMC 19.50.010, 19.60.020.
6. There is no determination of consistency or concurrency. Id.
7. The Project is incompatible with the comprehensive plan. Tract F, Lot 1 and Lot 16 are classed as medium residential, listed by the Assessor as "use code 11, single unit".
8. The Project is incompatible with zoning. Lots 1 and 16 are zoned Rl.
9. The Project is incompatible with the subdivisions of Willowbrook 2 and Meadow Springs Second Nine, both of which are single family residential subdivisions, long since finalized.
10. The Project is incompatible with the subdivisions if it delivers an additional 420 traffic trips per day to Broadmoor St. as described in the application traffic study.
11. The Project exceeds the physical constraints of the Project site as evidenced by the need for the street to Broadmoor. RMC 23.48.010.
12. The Project exceeds the physical constraints of the Project site as evidenced by the absence of boundary streets. See, RMC 23.48.030 B.
13. The Project violates Covenants, Conditions and Restrictions of record (recorded September 10, 1974 at Benton County Auditor File # 669883 ("CCR's") for the MSSNHOA. For Example:

    - The CCR's restrict use of lots in the Second Nine to single family use. Art. VIII, Section 1.
    - Any use of Lot 16 to benefit or facilitate an apartment complex violates the single family use covenant.
    - The CCR's insure quiet enjoyment of the Second Nine and prohibit any development or use that would be an annoyance or nuisance. Art. X Section 1, Art. VIII Section 4.
    - Any use of Lot 16 to benefit or facilitate an apartment complex violates the quiet enjoyment covenant and constitutes an annoyance and a nuisance.

**B. STREET TO BROADMOOR**

1. Site plans are required to show roadways. RMC23.48.030, 19.30.020. Roadways are streets. RMC 24.08.180
   The application traffic study projects 420 trips/day on the street.
2. The street violates the comprehensive plan. Tract F and Lots 1 and 16 are all classified as medium density . Comprehensive Plan Land Use Designation Map, Assessor website.
3. The street is inconsistent with the City's Street Functional Class Map which does not show any streets on or connecting to the Project on the north.
4. The street violates the zoning of lots 1 and 16, both of which are zoned Rl. The street violates the viability/sanctity of the two subdivisions which were finally processed and approved years ago.
5. The street is too long. RMC 24.16.180 prohibits blocks longer than 1500 feet.
6. The street is too close to Piper street. Minimum block width is 200 feet. RMC 24.16.190.
7. The street is too narrow. Minimum right of way is 54 feet. RMC 24.16.110. Minimum pavement width is 34feet. RMC 24.20.010.
8. The curves near Broadmoor are too sharp. RMC 24.16.070 requires a minimum 100 ft radius for curves on minor streets.
9. The street does not have the required sidewalks. RMC 12.10 requires 5 or 8 foot sidewalks on one or both sides of the street.
10. If the street to Broadmoor is revised to eliminate its connection to Broadmoor then it is limited to a cul-de-sac with a maximum length of 400 feet from Piper St. RMC 24.16.050.
11. The City of Richland shares the blame for not providing access to the project site. RMC 24.16.020, 24.20.070. The City should have considered this site when approving the Meadow Springs subdivisions, and more recently the owner and the City should have provided access in the recent development of Claybell park and the approval of Willowbrook 2 subdivisions.

**C. APPLICATION TRAFFIC STUDY**

1. The traffic study volumes were taken for a minimal time in months when traffic volumes were low.
2. The traffic study volumes were taken 18 and 22 months ago and are out dated.
3. The traffic study ignores approximately 193 units of single family residence in Clearwater Creek which have been permitted since the traffic study volumes were taken. At the 9.44 trips per unit per day rate used in the study this translates to over 1800 trips per day that are split between two streets out of the subdivision. Much of the existing Clearwater Creek traffic uses Broadmoor.
4. The traffic study ignores approximately 127 units of single family residence in the Heights at Meadow Springs, many of which have been permitted since the traffic study volumes were taken. This traffic is split between three streets out of the subdivision. Much of the existing Heights traffic uses Broadmoor.
5. The traffic study ignores traffic to the new elementary school in Clearwater Creek which opened since the study. Some traffic to the school uses Broadmoor.
6. Two commercial traffic monitoring devices which were reviewed and permitted by the City of Richland and which are located on Broadmoor show volumes far in excess of those in the traffic study.
7. The location of the traffic tubes used to calculate data were placed at the westernmost point of Broadmoor near the Leslie Road intersection where speed is slowest (cars have either just turned onto Broadmoor or are slowing for the intersection) and does not reflect a fair representation of speed on the road as a whole. Additionally, those dates in March 2019 were snow days, including a three-hour school delay for the Richland School District due to snow and freezing rain. Volumes and speeds would have been even lower than typically seen in this section due to this environmental factor.
8. Previous traffic volume and speeds recorded by our HOA, City of Richland and Richland Police Department trailer recordings vastly outnumber those provided in the Gibson Traffic Study. The average speed on the application states 28.2 mph, while other city reports share 30-35 mph.
9. The application suggests added traffic from Willowbrook Place will result in 1466-1622 cars traveling on Broadmoor daily. This falls conveniently within the threshold of Broadmoor's definition as a "neighborhood collector." However, in 2009 a city traffic study noted that the average daily volume for Broadmoor was 1050. The speed reader signs your HOA dues paid for recorded typical volumes of 1467 cars daily in a recent one week period. By adding the additional cars expected from the Willowbrook Place project, it's likely the daily volume will be closer to 1800-2000 daily.

**D. OPEN RECORD PUBLIC MEETINGS**

In accordance with the City of Richland, A "Virtual Public Hearing" on the proposed site plan review will be held before the Hearing Examiner on Monday, December 14, 2020 at 6:00 P.M.

The hearing process is governed by the State Open Public Meetings Act. Our HOA Board will insist on compliance with the act and object in advance to any "virtual public hearing" that does not comply with the Richland Municipal Code (RMC) Chapter 19.60 and the Act.

In addition, it is the opinion of our HOA Board that a Virtual Public Hearing would significantly impact the process of public attendance and interaction than that held in a traditional Open Record Public Hearing concept. Therefore it is recommended that the Hearing Examiner consider postponing the virtual public hearing until compliance to Governor Inslee's "Safe Start Reopening Plan" dated October 6, 2020 for COVID-19 Requirements in group spaces and public hearings can be met.

Please provide me with notice of any decisions related to the application or the EIS. And should you have any questions regarding this matter please feel free to contact me as identified below.

Sincerely

Jeff Reiten

President - Meadow Springs Second Nine HOA
509.531.5722
reiten@charter.net

MSSNHOA Board Members:

| | |
|---|---|
| Jeff Reiten | President |
| Mike McGuire | Vice President |
| Todd Erickson | Treasurer |
| Robin Wojtanik | Secretary |
| Toni Cavanaugh | Director |
| Jerry Cavens | Director |
| Dan Houston | Director |
| Garth Stowe | Director |
| Paul Presby | Director |

**From:** Ghannam, Dany
**To:** Stevens, Mike
**Subject:** Multi- family residential buildings in willowbrook
**Date:** Friday, October 9, 2020 7:43:07 PM

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Good evening Mr Stevens and hope all is well.

Here we go again. I have lived with my family for 12 years on piper street, moving from Stanford California to serve at Kadlec hospital as an ICU physician.
We chose this family oriented neighborhood because of low and only local houses traffic , kids safety, but also for the ecosystem behind us that gave the whole area a place to vent, walk, bike, and enjoy life.

These multi family buildings will change the human and natural ecosystems for the whole neighborhoods around it, jeopardizing safety, displacing families by eliminating the reason they came here, and this is irreversible.

Thank you for taking this into consideration

Dany Ghannam, MD
ICU Director
Chief of Medicine
Kadlec Medical Center

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State of Washington
DEPARTMENT OF FISH AND WILDLIFE
Mailing Address: 600 Capitol Way N, Olympia, WA 98501-1091 • (360) 902-2200 • TDD (360) 902-2207
Main Office Location: Natural Resources Building, 1111 Washington Street SE, Olympia, WA

MWR-12-20

October 29, 2020

Mike Stevens
Planning Manager
City of Richland Planning Department
625 Swift Blvd MS-35
Richland, WA 99352

**Subject:** **Willowbrook Place Apartments, NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114)**

Dear Mr. Stevens,

In July 2018, the Washington Department of Fish & Wildlife (WDFW) reviewed and commented on the Willowbrook Place, EA2018-119R, Mitigated Determination of Non-Significance (MDNS) and the City of Richland issued the MDNS on August 3, 2018, that included nine mitigations measures.

We could find nowhere in the current application (M2020-101 & EA2020-114) where the nine Mitigation Measures of the 2018 MDNS were cited or incorporated into the current application. Additionally, since the project has not changed at all since 2018, there was no justification provided in the current project to move it from a MDNS to a Determination of Non-Significance (DNS).

The revised (December 2019) CRITICAL AREA REPORT AND BUFFER AVERAGING PLAN (Report) incorrectly states on page 8 that there is only one WDFW priority area in the vicinity of the proposed project, when, in fact there are two. The other WDFW Priority Habitats and Species (PHS) area is the Amon Creek Biodiversity Area and Corridor that shares the eastern boundary with the proposed project. Since there is no mention of or discussion about the potential effects of the proposed project on this WDFW PHS habitat, we recommend that the Critical Area Report be revised.

Also, this revised Report incorrectly states on page 8 that the shrub steppe habitat to the south of the proposed project site does not meet the definition of priority shrub steppe habitat because it contains an understory of mostly non-native cheat grass. We would like to point out that the definition of shrub steppe habitat on page 269 in the WDFW Priority Habitat and Species List (February 2020) states that at more disturbed sites, non-native cheat grass may be co-dominant with other grass species. Clearly, the Amon shrub steppe PHS habitat meets this definition.

We agree that buffer averaging is a useful tool but question why the buffer width is being increased along areas that are "…lower functioning or less sensitive…" (i.e. the existing roadway and culvert) when the buffer should be increased adjacent to higher functioning or more sensitive areas. We recommend

that the use of buffer averaging be re-examined and the buffers be adjusted, reduced and added in accordance with the Richland Municipal Code.

Additionally, since the proposed project site is adjacent to and near WDFW PHS wetland and biodiversity and corridor habitats we recommend the following:

- An erosion control plan should not only be maintained throughout the construction of the project but until suitable vegetation is established on the site (1-3years) to prevent sediment or sediment laden water from entering the riparian buffer or the Amon Watercourse.

- All storm water from the site during and post construction should not be allowed to enter the adjacent buffer and wetland. Stormwater treatment facilities must not be located within the buffer.

- The Mitigated Determination of Non-significance should include a vegetation plan within all reduced buffers. Reduced buffers should be planted with native trees and shrubs such as Wood's rose, hawthorn, and cottonwood to mitigate for loss of riparian size and function in those areas and improve wildlife habitat and cover.

Please contact me with any questions at Michael.ritter@dfw.wa.gov or at 509-543-3319.

Sincerely,

Michael Ritter

Michael Ritter
Habitat Biologist

**From:** Bill Kinner
**To:** Stevens, Mike
**Subject:** My opposition to the proposed Willowbrook apartment complex
**Date:** Saturday, October 31, 2020 8:29:05 AM

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Mike,

I am not in favor of the apartment complex that is proposed for the Willowbrook/Amon Basin area in south Richland.

My opposition is related to the resulting traffic that will occur in this residential area.

I have live on Center Blvd in Willowbrook for 16 years. During that time I have seen Willowbrook phases II & now phase III built and settle into our neighbor hood as planned for. The increase in traffic was minimal.

I do not belive that adding 96 more living spaces with 1 to 2 vehicles is a win-win for the community or my neighborhood. Even with the planned access road, excess traffic would still spill over into our quiet
neighborhood and **an additional 100 to 150 vehicles traveling through here multiple times per day would be untenable and unsafe.**

I am not opposed to additional single family dwellings being built there, which would be a fit with our neighborhood.

Additionally, the area surrounding the proposed apartment complex is a wildlife/ecological environment that is appreciated as an asset in the Richland community. It adds value to the cultural aspects across the entire city and to the homes and schools in the neighborhood. I don't think adding 96 apartments and the resulting traffic will enhance the value Amon Basin brings to our city.

Please find a way to push this project to another location and protect the safety of our residents.

Sincerely,

William Kinner
122 Center Blvd

628-9156

**From:** Jill Maldonado
**To:** Stevens, Mike
**Subject:** Neighbor Opposed to WIllowbrook Apartment
**Date:** Friday, October 30, 2020 4:06:49 PM

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Mr. Stevens and Members of the City Council,

As a resident of Willowbrook, I have been watching the events surrounding the Willowbrook Apartment proposals for some time. On record, I oppose this development. Honestly, I oppose any building on this site at all. How you reconcile the rights of the out-of-town developer with the concerns of the residents who live here, I don't know. But, I ask you to consider all of the opposition and stop this development. Furthermore, I ask the City to modify the zoning here and in other areas throughout the city that would limit or stop any further overdevelopment and encroachment on not only the Ammon preserve, but other wetlands and environmentally fragile areas.

You have received countless letters and emails from individuals far more knowledgeable than I on this matter. Please refer to their information and consider it carefully. You already know all the arguments for opposition to this build. Such as:

- the environmental impact to the Ammon preserve,
- the water and irrigation run offs and limitations,
- the obvious public safety concerns to the local residents and their children as this is a walking community already being bombarded by excessive speeds and traffic without City intervention to slow or stop it,
- the property owners concerned about their backyard values (although this argument is not politically correct it remains a legitimate concern for those living on Piper and Broadmore whose home values would be impacted by a wall of apartments out their back fence - like it or not.)

On a side note, the idea that somehow this apartment complex (along with every other monolith the City has squeezed into our suburbs) has anything to do with helping provide housing, especially to the low income and poor of our city is laughable. These apartments might create a variety of housing options, but nothing about them is affordable. The cost of apartments in the Richland and the Tri-Cities is so extreme, no low income family can possibly afford them. As a comparison, my mortgage is cheaper than most 2 bedroom apartments in town. The percent of units eligible for "low income" is so restrictive very few poor can actually get housing assistance at all. I have many friends who continue to struggle to find affordable housing - their options for the low income are extremely limited. Overpopulating our suburbs with overpriced apartments does nothing to help fix that problem. It just overpopulates our neighborhoods, damages our environment, negatively impacts traffic and public safety, and lines the pockets of developers who don't live here. Can't we do better?

We hope that you can find a solution to this problem that respects the environmental needs, the public safety matters, and the concerns of the citizens who live here.

Respectfully,

Jill Maldonado
250 Piper Street, Richland, WA 99352
208-310-1177

jmaldonado.benchmark@gmail.com

**From:** Donna
**To:** Stevens, Mike
**Subject:** Neighbors Oppose Willowbrook Apartment
**Date:** Thursday, October 29, 2020 11:54:34 AM

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We have been homeowners on Broadmoor Street since the early 1980s. At that time it was considered a single-family dwelling street. Over the years I have watched this
area grow from a residential street to a speedway. Yes I know progress is important - we do need the emergency vehicles but that means that we cannot install speed bumps to the street. With all the new construction comes the trucks and the additional cars from the builders. There's also the Steptoe traffic coming from the Hanford area trying to miss the traffic lights on Gage and cutting through our street to get to Leslie on the way home.,at one time it was thought Rachel Street would elevate some of this traffic—whatever happened to that promise?.
Claybell Park is very congested area with the cars parked on both sides of the Broadmoor Street. It's a well-known fact humans will seek the closest parking space to their destination With the design change at the park, the parking lot being moved to the middle of the park, makes the street closest to the tennis courts , pickle ball court and the childrens' swings very crowded and now you want to put 100+ additional cars in that area. What are you thinking? Please take our opinions and concerns seriously.
Thank you....Donna Vodney
Sent from my iPad

**From:** Mary Volpentest
**To:** Stevens, Mike
**Subject:** Neighbors Oppose Willowbrook Place Apartment
**Date:** Thursday, October 29, 2020 4:21:25 PM

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Dear Mr. Stevens,

I would like to add my opposition and that of my husband to the proposed plan for Willowbrook Place Apartment application. The projections of the applicant does not include traffic from the 193 lots/homes added to Clearwater Creek since the time of the traffic studies; nor does it include traffic from the recent and planned expansion of the Heights at Meadow Springs. We believe the people living in Willowbrook will take the shortest way to get to Gage and Leslie and this would cause additional traffic by Claybell Park and Broadmoor. The tennis courts and soccer fields at Claybell Park attract many people who park on both sides of Broadmoor with children darting between the cars to cross the street. This presents a very dangerous situation.

We believe this project needs to be reviewed by the city in light of the growth in the area.

Thank you,
Mary and Sam Volpentest
mm90volp@aol.com

**From:** bvrklr13
**To:** Stevens, Mike
**Subject:** New willowbrook apartments
**Date:** Friday, October 30, 2020 12:31:46 PM

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MR. STEVENS

We do not want any new apartments in our pristine and delicate ecological neighborhood. Please listen to the public...

NO NEW WILLOWBROOK APARTMENTS

Dino Besic
211 Center blvd.
509-528-8467

Sent from my Verizon, Samsung Galaxy smartphone

**From:** Tom Whitney
**To:** Stevens, Mike
**Subject:** No apartments in our neighborhood.
**Date:** Thursday, October 29, 2020 8:08:24 AM

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Tom Whitney
(509) 783-0335
www.advancedoverheaddoors.com

Virus-free. www.avast.com

| | |
|---|---|
| **From:** | Kannan Krishnaswami |
| **To:** | Stevens, Mike |
| **Subject:** | Objection to M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS). |
| **Date:** | Tuesday, October 27, 2020 1:04:38 AM |

To:
Mr. Mike Stevens
Planning Administrative
City of Richland, WA

**Subject: Objection to M2020-101 & EA2020-114 (i.e. WILLOWBROOK PLACE APARTMENTS).**

Dear Mr. Stevens,

This is the second time in 2 years that I have had to write an objection letter to the proposed construction of an apartment complex at the Amon Creek Preserve. It is sad that in 2018 the builder bypassed all the necessary requirements and the city went along with it by trying to bypass the public comment period. This time the builder is trying to sneak this past the citizens during a COVID crisis when most people are isolating themselves in self-quarantines. Firstly, two years ago in 2018, your predecessor Mr. Shane O'Neil receive several objections to the proposed construction which I presume you still have on record. Not a lot has changed since 2018 with the distinct exception that the builder is now proposing to disrupt and ruin two established neighborhood, as compared to one by building an illegal road as second access to his property. Secondly, allow me to point out several concerns about this proposed project.

**1. Zoning Violation**

The 2018 plan submitted by the builder did not provide adequate access to the property to support a high density housing, i.e. apartments. Also, due to changes in the cities plan, the primary access to this property is no longer available through an arterial road and instead winds through Willowbrook homes. Good city planning guidelines will show that high density homes must be on the main arteries and not at the tail end of a medium/low density residential homes. In response, the builder buys two properties on Broadmoor Avenue, zoned for medium/low density homes, and wants to put a second access road to the property, thereby completely violating the zoning designation and Homeowners Association covenants. This effort to maximize profit while clearly violating city code, disrupting the safety and sanctity of TWO neighborhoods, and showing no respect for the environment should be permanently shut down.

It is unfortunate for the landowner that appropriate access was not retained as the city grew around this property. Whether intentional or not, the city planning and development has rendered this land unsuitable for high density housing and the City of Richland should now have the courage to communicate this to the landowner and out an end to this periodic disruption of the residents of the neighborhood.

**2. Environmental Concerns**

There will be an immeasurably negative impact on the Amon Creek Natural Preserve. The proposed construction want to use "buffer averaging" as a means for "economic viability." Buffer averaging, as described in the plan, allows the developer to encroach extensively on some of the most sensitive portion of the Amon Preserve's riparian regions while increasing the buffer in potentially less sensitive regions. Should economic viability take precedence over environmental protection? I find it ridiculous that buffer averaging allows the developer to choke the creek where there is a maximum need for protection. I would encourage you to visit the Amon Preserve and see for yourself the preserve, the riparian region, the topography of the land, the plants, the wild life, and most importantly, the harmonious interaction of humans within this preserve.

What studies have been conducted to determine the effects of noise pollution from cars and air-conditioners, light pollution from street lamps and apartments on the reserve and on neighboring backyards, and pollution from pesticides, fertilizers and other household chemicals that would run off into

the preserve? This list only scratches the surface of what all the concerns are associated with this project.

The environmental impact report is clearly biased to meet the builder's needs. It is suspicious when the report scores the area at 20 to justify a smaller buffer zone necessary to make the project financially viable whilst a score of 21 (one more than the reported score) would reduce the potential number of apartment unit making it less profitable. Over the years, Environmental Impact Studies have been submitted and were even rejected. What has changed over the past two years that would allow this requirement to be circumvented? It is disturbing to say the least that the same (or similar reports) are being submitted over and over again. I would recommend the city undertake an independent study to fully assess the environmental impact of how this construction would affect the wetlands, the wildlife, and other aspects of the preserve.

**3. Traffic Study**

Most apartment complexes are located on arterial roads where impact to traffic and neighborhood safety and security is minimal. The situation for this project is completely reversed with an apartment complex at the tail end of a single family residential area. As presently proposed, this apartment complex can be accessed via the narrow streets of the Willowbrook, namely Piper Street off Center Street, with a second illegal access on the already overcrowded Broadmoor Avenue. Most of the residential streets in Willowbrook meander through the neighborhood and are already crowded with cars parked on the street, further reducing the traffic flow and increasing the potential for accidents where a lot of young children are playing. Broadmoor Street, on the other hand, is already at capacity and adding more traffic volume to it is not appropriate. Let me add that during snowfall, both these are constricted further exacerbating the traffic flow situation.

Once again, I do not have faith in a limited study done for the builder demonstrating a clear bias. I would recommend the City of Richland conduct an unbiased traffic study to determine the impacts of the proposed apartment complex.

**4. Property Value and Expectations**

The city of Richland has grown and the area has changed significantly with single family homes all around giving the Willowbrook neighborhood a certain desirable characteristic. Just like the stock market (or any other investment vehicle) does not guarantee that the value of any investment would hold or grow forever, the City of Richland cannot guarantee Duane Smith that his investment should or will retain the same value as it did when he procured it in the 1970s. Times have changed, the city has evolved and this plot of land simply cannot sustain an apartment complex without detrimentally affecting the natural habitat, regardless of how it is presently zoned. The owner of this plot of land should reconsider his expectations off this plot of land and instead focus on single family homes that are more in line with the nature of the neighborhood and which will have a minimal or negligible impact to the Amon Preserve.

**In summary**, this remains a poorly conceived land development project and even worse, it reflects poorly on the City of Richland that it would even consider green lighting a project that is wrong on so many counts. We need our city planners to be bold and take deliberate steps towards protecting our natural resources that are enjoyed by all citizens of the Tricities. At this time, I call upon the responsibility that the citizens have placed upon you by quoting Ernest Hemingway:

"Today is only one day in all the days that will ever be. But what happens in all the other days that ever come can depend on what you do today."

I implore you to be bold and make the right decision on behalf of the citizens of the Tricities. You are in a position to shape and set the standard for what our communities would look like in the years to come.

Yours truly,

Kannan Krishnaswami, Ph.D.
312 Piper Street

Richland, WA 99352
Email: kannan@krishnaswami.net
Phone: (978) 764-3517

| | |
|---|---|
| **From:** | J Sontag |
| **To:** | Stevens, Mike |
| **Subject:** | Objection to Proposed Willowbrook Apartments adjacent to Claybell Park |
| **Date:** | Thursday, October 15, 2020 11:26:21 AM |

I reject the development of Willowbrook Place apartments complex. Reasons for my rejection of this project follow under the general headings of financial, traffic, and aesthetics.

**Financial** – avoidance of future tax increases to Richland residents.

The development is being proposed because it will be profitable to the owner of the property. Richland never turns down any new development because of the increase in property and sales taxes. However these apartments will also place additional, immediate demands on Richland infrastructure such as sewer, roads, schools, police, and the list goes on and on. Richland's development fee charged for real estate development has always been insufficient to cover the costs for these expansions to infrastructure. [Yes, I have heard argument that none of the neighboring cities charge high enough fees, so if Richland did, the developers would move their business to these other cities. If 4% growth per year is acceptable, then be ready to have a Richland with TWICE the population and needs in 15 years!] Every Richland resident will then be hit with higher taxes. Having a apartment complex there will also lower property values, increase local crime and graffiti/litter.

**Traffic** – Traffic density on Leslie has increased by at least a factor of 10 and will continue to increase.

Leslie is my use everyday road. All the house owners on Hillview Drive (me) and High Meadows can NOT get to their houses without traveling on Leslie. Both Hillview and High Meadows form a large U whose ends tee into Leslie on the East. Over the past decade, traffic on Leslie has increased by a factor of approximately 10. It used to be that exiting Hillview onto Leslie involved a stop for the stop sign and then go, with a rare wait for any traffic. Now it is very rare to have an open gap in traffic to merge into and waiting for 6 to 20 vehicles to pass is now normal. The traffic light at Leslie and Gage does make periodic gaps in the south bound traffic.

Three additional traffic sources have, or will be, routed onto Leslie. 1. Amon Creek Elementary School has begun operating. 2. Rachel Road extension to Leslie is coming soon and will serve the 500+ Hayden Homes and the school. 3. Reata Road traffic from the South Badger Mountain development will flow an ever increasing amount of traffic as more of the 1000+ homes are completed. Willowbrook Place Apartments will be just another pimple on the ugly traffic face of Leslie and should be rejected.

**Esthetics** – Amon Basin Nature Preserve, ABNP, should not be walled in and further stressed.

Hayden Homes development on the East side of ABNP has a solid 6' wall and closely spaced "taller than the wall" houses that block views and animal movement from about half the length of that ABNP side. The existing Willowbrook homes on the West side of ABNP block the remaining length, creating a pathway pinch point for any creature. Claybell Park does create an open, green border to along the East side of ABNP. Much of ABNP becomes a green alley – walled off from view on each side. The wildlife frequently seen in ABNP will refuse to be walled in and will find another home or feeding site. That NW side of ABNP will be sudject to apartment noise 24/7 rather than backyard noise from a a dozen houses that have a buffer strip. ABNP will have lots less nature!

Sent from Mail for Windows 10

**From:** chelsea ayres
**To:** Stevens, Mike
**Subject:** Objection to the proposed Willowbrook Place Apartments
**Date:** Friday, October 30, 2020 4:31:52 PM

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Objection to the proposed Willowbrook Place Apartments (M2020-101 & EA2020-114)

To Whom it May Concern-

My family and I recently bought a house in Willowbrook. Two of the things that drew us to this specific neighborhood were:

1) how quiet it was and the low traffic it had so it would be a safe place for our children to ride bikes/scooters/skateboards or play basketball/soccer outside without having to constantly worry about hitting cars or having cars go speeding by. We also have family who live in the Heights at Meadow Springs and were looking into the idea, now that our kids are a little older, in allowing them to travel to and from our family members house and ours but if an apartment complex is put in right where they would need to travel, there is no way I would allow my children to do that. It would be extremely dangerous. I've lived in apartment complexes and they are always having cars go in and out and the main access road to the proposed apartments would be right on our street so we would have a constant stream of cars at all times. Not the ideal quiet neighborhood we originally thought we were moving into.

and 2) the proximity to the Amon Creek Natural Preserve. Our son is in Cub Scouts and has to go on hikes throughout the year and identify animals and look for paw prints. We've been walking through the Amon Creek Natural Preserve numerous times in the past. We have been surrounded by coyotes howling at dusk, we've seen baby mink, beaver dams, coyote footprints, lots of rabbits.

I read through the proposal and was appalled by the lack of animals listed as being in the preserve. The person who did the observations didn't even date when the observations took place. Where I work, that makes it invalid because you don't have actual evidence on if it actually happened or not and based on the amount of animals the proposal/observation lacked, I'd say the person didn't even go and see the preserve for themselves. It makes you wonder about the integrity of this company trying to get this proposal passed through.

I was also disappointed when I looked at the 2019 Comprehensive Plan that you guys had made, which shows this area is not zoned for high density housing. Why are you trying to put high density housing there if it's not even zoned for that according to YOUR 2019 Comprehensive Plan? If you allow this now, it impacts the integrity of what you do. You cannot decide on one thing and when something different comes along, rearrange things to make it work how you want it.

Please do not allow this apartment complex to be built. It is not safe for our children and it will drive away the animals that are in the preserve.

We love Richland and we love living here. Please do the right thing.

Thank you,
Chelsea Ayres

Piper Street Resident

**From:** Rebecca Rawson
**To:** Stevens, Mike
**Subject:** Oppose proposed Willowbrook Apartment Complex
**Date:** Friday, October 30, 2020 1:35:59 PM

---

Dear Mr. Stevens,

The Fairway Five Homeowners Association opposes the proposed Willowbrook apartment complex. Our reasons are below:

1) Traffic has already substantially increased over the last 2 years along Broadmoor due to the expansion of Steptoe and Center Parkway. Broadmoor is already at its designated traffic maximum and there are estimates that this complex would increase the car traffic by 400-500 trips per day! The area where the proposed new road would cut into Broadmoor is a low spot where we see much black ice in the winter. Increased vehicular traffic in this area is a recipe for more traffic accidents as well as endangering the safety of pedestrians to and from Claybell park.
2) If you examine this property on a map you can see it has insufficient access to arterial roadways to allow for multifamily development and should be rezoned low density..
3) The access road violates the convenants of the Willowbrook HOA as those lots are to be used for single family dwellings.
4) The Amon Nature Preserve and Tapteal Greenway are important areas for wildlife protection not to mention the importance of maintaining our wetlands for environmental health reasons. This proposed complex violates the buffer zones, which in turn causes adverse effects on the flora and fauna in the area, not to mention migratory birds needing this refueling spot for their journeys.

We are asking that you please help to stop this project!

Sincerely,
Rebecca Rawson
President, Fairway Five Homeowners Association

**From:** Ben Cartmell
**To:** Stevens, Mike
**Subject:** Oppose the Willowbrook apartment complex
**Date:** Wednesday, October 7, 2020 10:00:26 PM

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Mike,

I wanted to express my concerns of adding a 96 unit apartment complex east of the Willowbrook neighborhood. I live on Broadmoor st and think that these added units will make the neighborhood and street an even more dangerous thoroughfare to families. The speed limit now is 25 mph but because of the grade people average closer to 35mph. I would not like Broadmoor to turn into George Washington Way.

Since the cut through to Steptoe, more and more people use Broadmoor / Bellerive as a cut through to Leslie.

There is enough open land around the tri- cities to build another apartment complex.

Thanks,

Ben Cartmell

**From:** Michelle Edens
**To:** Stevens, Mike
**Subject:** Oppose Willowbrook access road
**Date:** Saturday, October 24, 2020 11:13:10 AM

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We are strongly opposed to having MORE traffic routed on Broadmoor street. With the proposed new drive or street at the curve on Broadmoor and potentially hundreds of additional cars per day, it is too much traffic for a neighborhood.
It is a very active walking neighborhood, and cars are already speeding going upwards of 50 mph. Putting more traffic on this street would be a very unwise and unsafe decision.
Additionally, having to back out of a driveway onto Broadmoor is already a challenge and an accident waiting to happen due to the current traffic!
Please vote against it.

Thank you for your consideration,

Victor and Michelle Edens
212 Broadmoor St
Richland, Wa

**From:** Lews Lews
**To:** Stevens, Mike
**Subject:** Oppose Willowbrook Apartment Complex
**Date:** Saturday, October 17, 2020 3:32:38 PM

October 17th, 2020

To Mike Stevens, Richland City Planning Manager

I am a resident of the surrounding South Richland neighborhood and I am writing to express my strong opposition to the proposed 96 apartment complex dubbed "Willowbrook Apartments" along the Amon Creek Nature Preserve in south Richland.

This large multifamily development will be detrimental to the environment of the Amon Creek Nature preserve which is home to over 180 different animal and bird species and Washington's limited wetland ecosystem. It is also inconsistent with the surrounding neighborhoods and would cause safety and traffic problems, and put added stress on the local schools.

Our duty as humans, who are part of an ecosystem ("a biological community of *interacting* organisms and their physical environment."* ), is to protect the environment for current and future generations. According to the Department of Ecology, only 2% of Washington State is wetland.* This means this ecosystem is scarce for the plants and animals that call it home, such as the 150 bird species and 25 mammal species.* We live in the rain shadow of the Cascades which makes this ecosystem, and it's water source even more precious for migratory animals. Building such a large, multifamily complex with parking lots (and associated lighting), accessory buildings and water runoff plans that lay within the proposed buffer zone will impact local plant and wildlife negatively. Light pollution from the parking lot will affect animal's sleep and wake cycles which can then disrupt reproduction, lowering their populations. Light pollution can also provide more advantages to predators as it will be harder for prey to hide at night, this will further threaten their survival. * Water run off could hurt local plants that the animals depend on for food and shelter.

The impact of the high density building will also negatively affect the local neighborhoods and school district that are already stressed. According to their website, Amon Creek Elementary has 728 registered students, and 39 class room teachers which means there are 18.7 students per classroom. This is already over the Initiative 1351's "Lower Class Sizes for a Quality Education Act" (2014) limit of 17 students per classroom.* According to the planning this apartment complex will be geared for low and middle income families. For those who do not have transportation they will be at a disadvantage as local transit lines are 1.7 miles away on Gage Blvd. For those who do have vehicles, there will be an estimated 200 extra cars traveling through the winding roads of the Willowbrook neighborhood. This substantial increase in traffic will impact the safety of the numerous children who play outside, and ride their bikes on the same roads as well as creating congestion in the event there was an emergency and people needed to exit the neighborhood.

The last point I'd like to leave you with is that this land was zoned for high density building many years ago when there would have been an opportunity to create proper access to it. However building plans/decisions should be updated to reflect, and protect the current and future ecosystems, wildlife and neighborhoods that would be impacted by this decision.

Thank you for your time,

Jennifer L.

*References:

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https://tapteal.org/parks-preserves/amon-creek-natural-preserve/

https://www.darksky.org/light-pollution/wildlife/

https://classsizecountswa.com/about/

**From:** amjameson
**To:** Stevens, Mike
**Subject:** Oppose Willowbrook Apartments
**Date:** Thursday, October 22, 2020 4:36:15 PM

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Dear Mr. Stevens,

My name is Andrew Jameson and I strongly oppose the development of the apartment complex within the Willowbrook community. My wife and I own the lot at 2816 Bella Ct and are in the process of building our dream home in the next couple months. We just welcomed our first child three weeks ago and are beyond excited to build the house and begin this new adventure. With its quiet streets, abundance of young families, and the peaceful greenway next to it, we chose the Willowbrook community solely because it is the perfect environment to raise our family. With the news of possibly adding a 96-unit apartment complex at the back of the community, I fear that is no longer the case for the following reasons.

Safety:

With a low-end estimate of an added 420 cars of traffic per day, that equates to roughly two cars a minute, if you assume everyone commutes within a 16-hour period. That also does not take into consideration the busy hours, coming to and from work, where the traffic will be much higher. This makes the neighborhood exponentially more dangerous for kids riding bikes and residents going for walks.

Logistics:

Every other apartment complex in Richland is placed next to a major road and close to public transportation and other amenities for good reason. It is illogical to build an apartment complex at the very back of an established residential neighborhood as it goes against all the basic tenets of modern city planning. The narrow community streets with cars parked on the side were never designed to handle the anticipated amount of traffic that will be added. Fender benders and accidents will be inevitable as well as car vs. pedestrians.

Environmental:

The developer commissioned study found that the wetland area is entirely sourced by the KID runoff. This couldn't be further from the truth. Anyone can walk down in that area and see that it is a natural stream fed by a spring further up. This natural gem is rare within the Tri-cities and is home to many different types of wildlife. A giant apartment complex would almost certainly ruin that, as part of the plans call to build directly on the nature preserve.

Zoning Code:

The decision to zone this land as high density was made back in 1980 when there was nothing else around. The way the area has developed since then clearly shows that this zoning decision was a mistake. The infrastructure to support that kind of development is not in place and would cause irreversible damage if allowed to continue.

In summary, I implore you to oppose this development and ensure no other project like this will ever be built within such a family friendly neighborhood. This type of project would be hugely detrimental to not only the current residents of the neighborhood, but also the future tenants this is supposedly being built for. The developers are clearly trying to take advantage and cash in on a zoning oversight from decades ago, regardless of the harm they cause to the community. Please help keep this a safe, quiet, and family orientated neighborhood as it was intended to be. Thank you for your time.

Andrew Jameson

**From:** Jessica Wheeler
**To:** Stevens, Mike
**Subject:** Oppose Willowbrook Apartments
**Date:** Friday, October 30, 2020 12:12:06 PM

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Dear Mr. Stevens,

I am writing this email to speak out against the proposed apartment complex development (M2020-101 & EA2020-114 Willowbrook Apartments) in the Willowbrook community, and to ask that you prevent this development from happening. My husband and I specifically sought out this community to build our first home and to begin to raise our newly born son. This proposed development poses a major safety concern for me as a new mother. The increased traffic from these apartments on neighborhood roads is unsafe for children playing outdoors, riding bikes, and families walking. These streets are not meant to service the volume of traffic apartments would bring.

Additionally, the negative impact an apartment complex would have on the environment can not be overlooked. Land which is set aside to preserve nature and wildlife would be irreversibly impacted and damaged.

I implore you to oppose this development and ensure no other project like this will be built within such a family friendly neighborhood in the future.

Sincerely,

Jessica Wheeler

**From:** Kathleen Penrod
**To:** Stevens, Mike
**Subject:** Oppose Willowbrook Apartments
**Date:** Sunday, October 25, 2020 6:25:58 PM

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Dear Mr. Stevens

I grew up in Meadow Springs since elementary school. I enjoyed exploring nature. I felt secured. I moved back a few years ago to see many changes in the area. I can say the changes have not been beneficial for the residents. Claybell park is destroyed. So many trees have been taken down. There is so much congestion in the streets. The new housing and roads have caused already unwanted traffic. The Bellavista apartments have devalued our area greatly. Now this willowbrook place apartment plan will be a devastation. It will devalue our area greatly. So much of nature has already been removed. And I do want my children surrounded by apartments. It is a great disappointment that the city council is not looking after the best interests of its community. I hope the city will listen to it's residents who live here and consider the negative impacts of building the complex.

Sincerely
Kathleen Penrod

**From:** Sue
**To:** Stevens, Mike
**Subject:** Oppose Willowbrook Apt. Complex
**Date:** Thursday, October 29, 2020 9:19:53 AM

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As I walked on Broadmoor, there were at least 10 cars waiting in line to turn at stop sign on to Leslie. From a safety, traffic and habitat, I can't imagine putting in 96 apartment units that are all going to be using that same road. The addition of a new street that interacts Broadmoor right where the street makes a major turn is a accident waiting to happen. The area around Claybell Park is already a very dangerous area because of parking on both sides of the street. Additionally we do not want an apartment complex in our residential area!

Steve & Sue MCConnell
112 Fairwood Ct
Richland, Wa 99352

Sent from my iPhone

October 8, 2020

Mike Stevens
Planning Manager
625 Swift Blvd., MS-35
Richland, WA 99352

RE: M2020-101 – Willowbrook Multifamily Proposal

Dear Mr. Stevens,

We would like to express our serious opposition to the proposed multi-family project referenced above.

With specific regard to traffic, the submitted plans identify Piper Street, Center Boulevard, and Broadmoor Street as primary access points. Piper Street is classified as a Local Street, Broadmoor Street and Center Boulevard are classified as Neighborhood Collectors. According to the Richland Municipal Code, Local Streets are typically internal subdivision roads with traffic volume stated as generally less than 1,000 vehicles per day, Neighborhood Collectors have a typical threshold of 1,500 trips per day. The addition of the volume of traffic that is projected would severely strain all of these residential streets. The Traffic Impact Analysis submitted with the proposal would put future traffic volume on Broadmoor Street at near capacity for the "typical threshold" and future traffic volume on Piper Street over "typical threshold". This Traffic Impact Analysis is dated November 2019, with data collected in November 2018 (Leslie Rd. and Willowbrook Place/Center Blvd.) and March 2019 (Leslie Rd. and Broadmoor St., Bellerive Dr. and Broadmoor St., Greenbrook Blvd. and Broadmoor St.) This data likely does not reflect current traffic volume on Broadmoor Street, Piper Street, or Center Boulevard with regard to newly completed residential construction that is accessed via these streets. We also feel that this traffic study was performed with the express bias of supporting the developer's plans, as is evidenced in the narrow scope of dates reviewed and placement of the traffic sensors in areas where the data is more likely to show speeds and outcomes beneficial to the developer while not accurately portraying true traffic patterns.

We believe that the City of Richland should deny the application for this development. It truly is not a good fit for the location.

Sincerely,

Greg & Suzanne Hammer
106 Piper Ct.
Richland, WA 99352
hammer@inlinecomputer.com

**From:** Robin Wojtanik
**To:** Stevens, Mike
**Subject:** Oppose Willowbrook Place Apartments
**Date:** Friday, October 30, 2020 12:06:21 PM

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Dear Mr. Stevens,

I ask that you strenuously oppose the proposed Willowbrook Place Apartments, M2020-101 and EA2020-114, project that is currently up for comment and eventual review. I have lived on Broadmoor Street with my husband and our three children for 6 years now.

During this time, I have seen the traffic increase firsthand ever since the improvements were made to Claybell Park and with the construction of Amon Creek Elementary, and the housing development nearby. I have called the city of Richland on three occasions to report city-operated vehicles (usually light trucks) speeding on Broadmoor in front of my home. I live just east of one of the speed reader signs installed by the homeowner's association and I can see the speed displayed when the vehicles go by. The times I have called are when a vehicle has been going 35mph or above, which causes the speed sign to flash and indicate "too fast" or "slow down" messages to the driver. Each time I was told the issue would be handled appropriately. Speeding is a constant issue on Broadmoor right now. I am concerned that this project would increase the volume of cars and the volume of speeders on our street. As a board members of the Meadow Springs Second Nine HOA, we have made numerous attempts and requests for speed calming efforts by the city, all of which have been denied. Additionally, the city has actively denied the data from the speed readers installed in 2017, failed to do anything to improve the situation on Broadmoor, and is now considering adding hundreds more cars/trips on the road daily. The traffic study for the Willowbrook Place project was not commissioned in good faith, yet the city accepted that without question, despite repeated denials to review the data from our speed readers. The brief traffic study was placed on a day there was a 3 hour school delay due to icy conditions. Cars were not traveling at typical speeds on that day, nor was there a typical volume of vehicles due to the adverse conditions. Additionally, the trackers were placed at the far westernmost point on Broadmoor, where cars have either just turned onto the street or are slowing for a "T" intersection with a stop sign. In either case, it is not representative of the true speed on the street, which generally happens as cars approach Greenbrook Blvd., and have really hit their stride. **The city cannot pick and choose which private traffic studies it accepts and which it doesn't**. We have 3+ years of traffic data the city isn't willing to accept or even review, yet it blindly accepts a one-time study that lasted mere days during winter weather.

Additionally, this project violates city zoning, our HOA covenants, impacts the environment, and goes against the city's own strategic plan. **I believe the city and the property owner failed to protect future development on this plot and now expects to shoehorn this in on the backs of the neighborhoods already in place.** The city and the property owner should have protected access to this lot while homes in Meadow Springs and Willowbrook were built out over decades. Either party could have raised an alarm bell at any time in many, many years to say that it was necessary to protect access. No one did and now we're expected to pay the price with impacts to the environment, and the addition of a full-blown road right between two single family homes.

The city should be ashamed that it is looking to provide this access through homes, including one home owned by the development company. That doesn't pass the smell test whatsoever. **It's clear that property was not purchased in good faith and that it was only purchased to allow a road to be constructed in the future and not to be a neighbor who contributes to our long-established community.**

The location of the street is the same location where the path has previously washed out (photos attached) in torrential rainstorms. I don't see how this will be improved with an impervious road placed on top of it instead.

The project's impact to the environment runs in opposition to the city's own strategic plan which references a desire to "balance public and private interests in the preservation of identified natural and environmentally sensitive areas." The city has shown that it sees a value in the Amon Creek Nature Preserve and should maintain its value in the community as a green space and animal habitat in the midst of a growing community.

**I would like to see the city oppose this project as proposed, and eliminate any future effort to establish a road through single family homes providing access to Broadmoor Street.** If the city wishes to move forward with this, it should demonstrate its own good faith to residents by adding traffic calming efforts on Broadmoor, including a low-profile roundabout at Greenbook Blvd., similar to what is seen throughout Kennewick's Hansen Park neighborhood. This could help return the street to typical residential speeds and not the cut-through collector it currently is.

Robin Wojtanik
221 Broadmoor St.

**From:** Courtney Christensen
**To:** Stevens, Mike
**Subject:** Oppose willowbrook place project
**Date:** Friday, October 30, 2020 3:03:23 PM

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Dear Mr. Stevens, Please oppose the Willowbrook Place apartment project intended for Richland. Adding a street between two single family homes is not an appropriate use of the land and demonstrates ineffective planning and development. Additionally, this project will impact the plant and animal habitat I value in the Amon Creek Natural Preserve.

Sincerely,
Courtney Christensen, Richland resident

Sent from my iPhone

Mr. Stevens, October 30, 2020 11:00am

I am asking you to reject the application for Willowbrook Place Apartments (M2020-101 & EA2020-114) due to the severe environmental impacts it would have on Amon Creek Natural Preserve (ACNP), the surrounding critical habitat, and to public services.

The area being affected is a unique ecosystem consisting of three different habitats - shrub steppe, riparian, and wetland. The area is so full of life that Washington Department of Fish and Wildlife (WDFW) has declared the area as a biodiversity corridor and priority habitat (12) beginning at the south end of ACNP, extending to Claybell Park and over the majority of the shrub steppe up to Broadmoor street. The impacts from this proposed development are many and will have catastrophic effects on the ecosystem and each habitat.

The first habitat to be directly affected by this proposal is the 14 acres of critical shrub-steppe habitat that would be removed. While the *Critical Area Report* claims it "does not meet the definition of priority shrub steppe habitat" due to the presence of cheat grass and the *Wildlife Habitat Assessment Report* declares the "shrub steppe habitat is of low quality", the area has been designated as a priority habitat and a biodiversity corridor by the WDFW. Black-tailed jackrabbits (*Lepus californicus*), a state candidate species, rely on this habitat for shelter, food, and rearing young. The presence of cheat grass does not degrade the shrub steppe habitat. Instead if provides the black-tailed jackrabbit with their preferred mix of shrub steppe and grasslands (1) which provides them a variety of vegetation to forage during the different seasons.

Other species who rely on this shrub steppe habitat include the Ring-necked Pheasant (*Phasianus colchicus*), a state priority species under the WDFW, and the Ferruginous Hawk (*Buteo regalis*), a state threatened species under WDFW. There is at least one mating pair of Ring-necked Pheasants utilizing this priority habitat outside of ACNP. The Ferruginous Hawk breeds in the lower Columbia basin and forages and nests in the grasslands and dessert shrub steppe habitat. Many other species utilize this habitat as well, such as coyotes, cottontails, snakes, pollinators, lizards, raccoons, Northern harriers and other birds. To remove this priority habitat would be a blatant disregard to the survival of these species.

Impacts to the wetlands in the adjacent ACNP and the wetland passing along the proposed construction area are at great risk for severe impact. Amon Creek wetland has been mapped by United States Fish and Wildlife Services (USFWS) National Wetland Inventory (13) and extends from Badger Canyon and empties into the Yakima River. Wetlands have been decimated over the years and only account for 2% of land space in Washington state (4). This critical habitat is home to numerous species such as beavers, minks, muskrats, river otters, turtles, frogs, snakes, raccoons, salamanders, mice, crayfish, snails, fish, dragonflies and a variety of bird species. In and around ACNP, there have been over 150 Audubon verified bird species viewed by bird watchers and education groups at various times of the year. A beaver family has been

busily working to increase the wetland boundaries, thus increasing habitat for other species. With the arrival of the cold weather, the frogs and turtles have gone into hibernation. Some bird species have left temporarily but others are arriving for their winter stay.

Fall coho (*Oncorhynchus kisutch)* and fall chinook salmon (*Oncorhynchus tshawytscha)*, which are federally threatened species (5), have been documented in Amon Creek by StreamNet (3). These salmon are struggling to return to their spawning grounds because of habitat degradation, dams, and overfishing, so it makes no sense to put this precious waterway and species at further risk. Another federally endangered species, the Southern Resident Orca (*Orcinus orca*) relies primarily on chinook salmon as well as coho. All safeguards should be taken to protect these animals and this food chain. Fish were not reporteded on the SEPA Report (5.a). Other fish that have been documented in Amon Creek are the Pumkinseed sunfish (*Lepomis gibbosus)* and Mosquito fish (*Gambusia affinis)*. Additional fish species are expected in the wetlands due to the number of fish-eating birds and mammals that live around ACNP, like the Great Blue Heron (*Ardea Herodias*), Great Egret (*Ardea alba*), Double-crested Cormorant (*Phalacrocorax auratus*), Northern Harrier (*Circus hudsonius*), River Otter (*Lontra canadensis*), Belted King Fisher (*Megaceryle alcyon*), Mink (*Neovison vison*), and raccoons (*Procyon lotor*).

Wetlands work together with the surrounding riparian habitat to provide an important food, shelter, and nesting habitat for an abundance of wildlife, and they also serve as a means of erosion control, flood control, ground water recharging, water filtration and purification, recreation such as bird and wildlife watching, education and research. I am concerned about stormwater runoff and its potential effects on the wetlands. While the SEPA report states that water runoff/stormwater (3.c.1) will be “disposed of through conventional drywells and grassy swales”, the Journal of Hydrology (6) states that the “potential for groundwater contamination caused by polluted stormwater runoff bypassing transport through surface soil and near surface sediment has prevented more widespread use of drywells as a recharge mechanism”. I feel that this method of attempting to control runoff is quite outdated and not very effective. Runoff from the proposed apartment complex roof top, streets and parking lot has the potential to be polluted by metals such as lead and copper, as well as PAH’s (Polycyclic Aromatic Hydrocarbons) from cars and pesticides from landscaping maintenance, along with toxins from pet waste. Heat from the asphalt may affect the water temperature prior to entering the drywells and it’s not known or addressed how this rise in water temperature could affect the ground water aquifer. The Journal of Hydrology (6) also states that “drywells need to be managed” and there is no mention of this in the SEPA report, the *Critical Area Report,* or the *Wildlife Habitat Assessment Report.*

There’s also a question of where these drywells would be located. They are not indicated on the conceptual site plan. There doesn’t appear to be room on site which would indicate they’re planned for the buffer zone. But I believe your RMC 22.10.125, Stormwater runoff, prohibits this. “New development within 150 feet of a wetland buffer shall contain stormwater runoff within the developed portions of the site. No stormwater runoff shall drain into the wetland.”

ACNP and the surrounding priority habitats are an important part of the of Pacific Flyway which is the major migratory path for birds. The Pacific Flyway is mentioned in the SEPA report (5.c.) and is vaguely referenced to in the *Wildlife Habitat Assessment Report* under 3.1 City of Richland Wildlife Habitat Protections under the RMC 22.10.185, A.13. as "documented habitat..of..significance for migratory birds". A number of migratory birds use this entire ecosystem, including but not limited to, common goldeneyes (*Bucephala clangula*), bufflehead (*Bucephala albeola)*, wood ducks (*Aix sponsa*), and hooded merganser (*Cophodytes cucullatus*), all of which are priority species. American Kestrels (*Falco sparverius*) overwinter here eating insects and small rodents while Red-winged blackbirds (*Agelaius phoeniceus*) and Yellow-headed black birds (*Xanthocephalus xanthocephalus*) depend on this area in the spring to mate, nest, and rear their young.

Another issue that will surely affect migratory birds and resident wildlife is light pollution. Building lights from the proposed apartment complex and lights along the street/parking lot have been demonstrated by Audubon (7) and the International Dark Sky Association (IDA) (8) to have a detrimental effect on migratory birds, nocturnal mammals, amphibians, insects, pollinators, and plants by effecting their flight path, migration, foraging, communication, mating behaviors, pollination, and blooming cycles. Migratory birds navigate the skies at night. The bright lights attract them and disrupt their flight path resulting in disturbance to their natural behavior and too often results in death. Even if the lights are angled away from the wetlands and the edge of the habitat, as indicated in the SEPA report (11.a & d) they still attract wildlife and disrupt their natural nocturnal behaviors since the lights would be within their previous open habitat. Resident nocturnal wildlife that would be affected by these all-night lighting include beavers (*Castor sp)*, muskrats (*Ondatra zibethicus*), river otters (*Lontra canadensis*), owls (Strigiformes), badger (*Taxidea taxus)*, coyotes (*Canis latrans*), Black-tailed jackrabbit (*Lepus californicus)*, a candidate species, pollinators, and frogs (Anura).

Another environmental impact that is not addressed except to say that there will be "minimal impact" is Public Services (SEPA 15.a). Public schools fall under this category. Given the sheer number of intended residence (240) and with the assumption that at least 50% of residents would have elementary age children, how is that going to impact Amon Creek Elementary School? They are the largest elementary school in Kennewick District, already with 740 students, and classes that are maxed out for space at 28-31 students per class with 4-5 classes per grade (9). How could adding another minimum of 48-96 students (that's assuming only 50% of intended residents have school aged children) not severely impact this already full school? Other schools to be considered for potential impact would be Desert Hills Middle School and Kamiakin High School.

One Public Service that is mentioned for intended residents is the access to public transit. Given that this proposed apartment complex is intended to be an affordable housing, it's reasonable to assume that some residents may require access to public transit. Two bus routes are listed in the SEPA report (14.b) but their nearest stop is 1.3 miles (route 123) and 1.6 miles (route 110)

away. That's a really long walk and it becomes tougher if one is carrying groceries or a young child. This form of transportation from the proposed apartment complex is just not feasible. Which would then imply that all intended residents would have vehicles to fill the proposed 230 parking spaces. The only route in and out for this onslaught of traffic is Piper Street and Center Boulevard. A projected 720 trips per day are proposed to travel these roads that were not designed for high volume traffic. An access road to Broadmoor Street, another road not designed for high volume traffic and is already at capacity, not only faces its own zoning problems but increases traffic greatly and poses clear safety hazards for motorists and pedestrians, especially young children playing, walking to the park, or walking to and from school. That alone should be hard to ignore.

If this proposed apartment complex is being considered because of a miniscule revenue proposed by the developer (SEPA 14.h.), then the City is disregarding its own Strategic Leadership Plan in which you declare you will protect natural spaces (Core Focus 4) (10) and that you value neighborhood and community safety (Core Focus 6) (10).

Amon Creek Natural Preserve and its surrounding habitats is a unique ecosystem. It is home to several federally threatened, candidate, and priority species. It's a designated biodiversity corridor and priority habitat. It's one of only 7 natural open spaces in Richland and is enjoyed by local residents and community members. It's been shown that access to natural open spaces is vital for the mental and physical health of our community (11).

I oppose this project for the reasons listed above. I ask the City to the do same.

Diana McPherson

2765 O'Connor St.

Richland, WA

Resources

1)Washington Department of Fish and Wildlife,

https://wdfw.wa.gov/species-habitats/species/lepus-californicus

2) Management Recommendation for Washington's Priority Species, Vol. IV: Birds, https://www.wdfw.wa.gov/publications/00026

3) StreamNet, https://www.streamnet.org

4) Washington Department of Ecology, Wetlands,

https://ecology.wa.gov/Water-Shorelines/Wetlands/Wetlands-overview#:~:text=According%20to%20a%201990%20report,the%20overall%20health%20of%20watersheds.

5) NOAA fisheries, https://www.fisheries.noaa.gov/species/chinook-salmon

6) Journal of Hydrology, V. 539, Aug 2016, p. 539-553.
https://www.sciencedirect.com/science/article/pii/S0022169416303365

7) Audubon Light's Out Program, https://www.audubon.org/conservation/project/lights-out

8) International Dark Sky Association, https://www.darksky.org

9) Personal communication with Amon Creek Elementary staff 10/26/20

10) Richland Strategic Leadership Plan 7/17/18

11) Vitamin N, Richard Louv, 2016

12) WDFW Priority Habitat Map, https://geodataservices.wdfw.wa.gov/hp/phs/

13) USFWS National Wetland Inventory Mapper,
https://www.fws.gov/wetlands/data/mapper.html

**From:** Gerald Wilhelm
**To:** Stevens, Mike
**Subject:** Oppose
**Date:** Tuesday, October 20, 2020 7:06:02 PM

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I want to express my stance of being opposed to so many apartments proposed in Amon creek are- east of will brook. Keep this single family residences. Neighborhoods, school and roads cannot keep up with the growth and invasion.
Sent from my iPhone

**From:** Kellen Stromberg
**To:** Stevens, Mike
**Subject:** Opposed to M2020-101 & EA2020-114 (i.e. Willowbrook Apartments)
**Date:** Thursday, October 29, 2020 7:13:15 PM

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Dear Mr. Stevens,

I am writing to you in opposition of the proposed development M2020-101 & EA2020-114 (i.e. Willowbrook Apartments). I am a current homeowner in Willowbrook and the proposed development M2020-101 & EA2020-114 has created very clear concerns for myself and my family with regard to the following issues: traffic volumes with the resultant safety of children in the neighborhood, the deleterious environmental consequences of a high density building on the adjacent nature preserve, emergency vehicle access to this development, improper zoning, and the disregard for HOA covenants and restrictions in those covenants.

**Traffic:** The traffic volumes continue to increase in the neighborhood due to the building on Piper St. and would substantially increase should the Willowbrook Apartment development proceed. The current access roads including Center Blvd and Piper St. are unlikely to provide adequate safety, especially when there is high traffic volumes, for children. It seems that access to this medium/high density property was poorly planned or ignored over 20-plus years. Higher traffic volumes would likely increase the risk of auto-pedestrian accidents. I have already seen an increase of traffic and a decrease of awareness of drivers particularly at the junction of Piper St. and Center Blvd. A separate road placed on lots against HOA covenants appears illegal at best. At bare minimum, a recommendation for an independent traffic study would be a beginning in reassessing the safety concerns of parents and to adequately reassess for an increase in traffic volumes.

**Environment:** No matter how the Amon Creek "Preserve" is defined, the environmental impact of high density housing near this small ecosystem is very clear. Many wild animals make this Nature Preserve their home. I have regularly seen otters, beavers, pheasants, quail, and we even hear coyotes at night. With that being said, humans continue to encroach on this area and in my opinion this small ecosystem continues to suffer the effects of that encroachment such as increased light pollution, noise pollution, and human/wild animal interaction. With a high density building, I anticipate increased human or pet confrontations particularly with the coyotes which would inevitably lead to injuries. It seems in the best interest of the community to maintain this "Preserve" due to the wildlife ecosystem.

**Emergency access to the development:** This seems to be self-evident to me. A high density building deep in the heart of a neighborhood with minimal access or poor access seems to be a recipe for disaster. Large firetrucks would need to maneuver through these access roads and access would likely be predominantly by way of Piper St. from Center Blvd. rather than Broadmoor in my opinion. The road on Broadmoor would be 23 ft at its narrowest part. This seems to be taking a backseat in the current proposal.

**HOA Covenants:** Again, this is self evident to me. The developer signed the same HOA covenants that I did when I bought my house. They do not allow for an access road to be placed on HOA designated lots. Only single detached family homes, as referenced in in Article III Section I of the HOA covenants. Thus, it is illegal. This must be taken into consideration and the HOA should be able to block the road due to the covenants. This brings me to the point of Zoning. This high density zoning may have seemed a good idea back in the

1980s when it was zoned and access was uninhibited. With the rapid growth of the area and the lack of concern from the developer or the city of Richland to protect adequate access to the area over the years, it would seem that this would reflect poor planning at best. I am formally requesting consideration of Rezoning this property to R1-low density, single family homes.

It is my hope that the City of Richland and the Planning Commission seriously consider the concerns of the citizens of the Willowbrook neighborhood.

Best Regards,

Kellen Stromberg
201 Center Boulevard
Richland, WA 99352

**From:** Cindy Tabor
**To:** Stevens, Mike
**Subject:** opposed to willowbrook apartments
**Date:** Friday, October 30, 2020 4:07:16 PM

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Hi Mike
I live in this neighborhood and do not think this is a good idea. The neighborhood is at its limit for traffic...and has built up substantially since I moved in 5 years ago. The remaining wildlife buffer area is crucial to the area and park. I cant imagine an environmental impact statement would identify these apartments as a "good" thing. As a resident, I greatly oppose these apetments.
I appreciate your time.
Thank you
Cindy Tabor
220 Pinetree Ln

**From:** Abbie Wynne
**To:** Stevens, Mike
**Subject:** Opposed to Willowbrook Apartments
**Date:** Friday, October 30, 2020 2:40:22 PM

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Dear Mr. Stevens,

I am opposed to the City of Richland's plan for a 96 unit apartment complex that is slated to be built in the existing neighborhood of Willowbrook. I am against this plan for several reasons, and it would be in the city's best interest to listen to the concerns of their residents and NOT allow a builder from out of state, who does not have our community's best interests at heart, to be allowed to move forward with such a plan.

I have lived in Willowbrook for 3 years. My husband and I, along with our two sons, enjoy not only the tranquility and peacefulness of our neighborhood, but also being in such close proximity to schools, shopping and the highway. Along with dozens of other families with children, we value the safety and security of our neighborhood in that it is tucked away from the hustle and bustle of the traffic, noise and hazards of people coming and going each day.

The approval of this apartment complex will lead to inappropriate levels of traffic through our quiet neighborhood, which will endanger the lives of our children and pets. Consequently, the outflow of vehicles will also congest the already busy roads of Leslie and Gage, in which the City of Richland has already had to revise due to an increase in accidents. And the construction alone, with big vehicles coming in and out each day, will lead to an increase in noise pollution, tearing up our streets with heavy machinery and disrupting the peace and quiet that many residents in Willowbrook cherish.

Also at our disposal is the Amon Creek Natural Preserve (ACNP), which is not only a beautiful reservoir of animal and bird habitats, but also what makes our area so serene and appealing to many who live here. It is truly a gem, and one that must be protected from any intrusions that might destroy the fragile ecosystem that thrives here.

The ACNP will be severely affected in the process of building such a large apartment complex. The construction will create debris, alter the landscape and likely damage many animal and bird habitats, even killing some of them. The noise will drive these creatures to seek refuge somewhere else, which will cause them to be exposed and probably killed by other animals or cars. That is unacceptable. The city and builder both claim that there will be enough of a "natural" buffer that the ACNP will remain undisturbed and unaffected. I have lived in two apartment complexes in Richland, and the garbage and waste that accumulates from that many people living in close proximity will most assuredly spill over into the preserve and wreck the natural habitat.

I was against this apartment complex when it was proposed two years ago, and I had hope in our city government that that was the last time we would hear of such a proposal in Willowbrook. Yet, here we are again, and like many other residents in Richland, I am disappointed and upset. I hope and pray that you will listen and see that this plan is foolish, dangerous and inappropriate for our neighborhood.

Thank you,

Abbie Wynne
220 Rocky Mountain Ct

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|---|---|
| **From:** | McKay Mitchell |
| **To:** | Stevens, Mike |
| **Subject:** | Opposing the Willowbrook Place Apartments |
| **Date:** | Wednesday, October 21, 2020 8:01:14 PM |

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Mr. Stevens:

It is with great concern that I write to oppose M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).

I grew up in Willowbrook. It is a great neighborhood--home to kind people and delicate wildlife. Willowbrook and the surrounding areas have obviously changed and developed substantially over the past 15 years. Most of these changes have been for the better. The dusty hills that were once relegated to jumps for dirt bikes and ATV's now support families and elementary education. I also appreciate that even with these developments, areas of sagebrush and marsh have been preserved. I remember spending hot summer days as a teenager out in the desert with volunteers from Tapteal Greenway to preserve the nature and wildlife surrounding our neighborhood.

I oppose the development of Willowbrook Place Apartment because it threatens all of this--from the safety of the children and families who live, play, and go to school in this neighborhood, to the wildlife that remains in its already downsized home. Although "once upon a time" this area was zoned for such a development, it is clear that TODAY the area is no longer suitable for such use. As proposed, the development raises substantial concerns of high traffic volumes and safety, fire safety, blatant city of Richland code violations, HOA covenants & restrictions violations and environmental damage.

For these reasons, I oppose M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS) and strongly urge you to reconsider your stance on the matter and proceed with greater due diligence.

Sincerely,

T. McKay Mitchell

**From:** Dia Pasricha
**To:** Stevens, Mike
**Subject:** Opposition letter to M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).
**Date:** Wednesday, October 28, 2020 9:28:34 PM

Dear Mr. Stevens:

I write this email in opposition to M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS).

My opposition to this proposed development includes major concerns regarding the following issues: inappropriate zoning, traffic volumes and safety, and environmental concerns. Each of these are addressed below:

Zoning
The zoning of the proposed property was designated as high density decades ago. Indeed, the plan was to provide adequate access to this property. Unfortunately, over the years, either through intention or poor planning on the part of the city, the access has been severely reduced by the city of Richland. No known attempt was made by the city or property owner to protect the access to this property. As result, the city and developers find themselves in a predicament where the available access to this property does not readily support its proposed use of a high density apartment complex. The current attempts to force a project where it no longer fits clearly poses several concerns, violates city code and HOA covenants and is an attempt to maximize profit at the expense of the safety and of the environment. I assert that the previous zoning designation is inappropriate and should be modified to better suit the restriction to access created by the city of Richland.

Traffic Volume and Safety
There are only two proposed access options to this property
1. A meandering course through small neighborhood streets (Center Blvd and Piper st,) and
2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.
You may already be aware of several issues related to this restricted access:
· Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns.
· Center Blvd and Piper St are not adequately suited for high volume traffic and poses clear traffic safety hazards for motorists and pedestrians (especially young children) which are difficult to ignore.
· I have little confidence in the limited and outdated traffic study already performed. I am supporting an independent traffic study and would also encourage the city of Richland to conduct a more thorough traffic study. Hopefully this study will be performed with the intent of obtaining an accurate and honest assessment of the current volumes on these streets instead of manipulating the timing and length of the study in order conjure data that supports the desired outcome.

Environmental
This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by

many residents for recreational and educational activities. I am in support of an independent environmental assessment as I believe previous evaluations were performed with the goal obtaining a desired outcome instead of obtaining an accurate assessment of the true environmental impact of this project (similar to the traffic studies)

Summary
In summary, if the project were approved by the city, would display maleficence towards its citizens, community, and environment or, at best, severe incompetence in proper planning and execution of the cities duties as it pertains to appropriate developments in our community.

Regards,
Dia Pasricha

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| **From:** | Emily Barrett |
| **To:** | Stevens, Mike |
| **Subject:** | Opposition to M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS). |
| **Date:** | Friday, October 23, 2020 3:48:35 PM |

Dear Mr Stevens,

I am writing to express my opposition to M2020-101 & EA2020-114 (ie. Willbrook Apartments). As a resident of the City of Richland, I am distressed that the city would even consider a high density apartment complex in such close proximity to the Amon Creek Nature Preserve. The preserve is home to a many animals including coyote, beaver, raccoons, pheasant and quail, rabbits, snakes and numerous song birds. Animals do not know the boundaries of a preserve and encroaching on their habitat with high density housing that will include a large amount of concrete, parking lot flood lights on all night and increased traffic is not being a good steward of our cities natural resources.

As a parent of three young kids who has recently moved to Meadow Springs I am distressed by the increase in traffic that this development will create. Broadmoor Street is already at or near traffic capacity. The extra 400 plus cars expected on this and Willowbrook roadways increases traffic by a substantial amount. We purchased in an older established neighborhood because we did not want the high density housing on small building lots that comes with new neighborhoods, and trying to shoe horn an apartment complex in the back of established neighborhoods where it does not have sufficient access to major roads to carry it's traffic load is poor planing. I understand that this piece of property is zoned for apartments, but the original zoning decision was made over 40 years ago. Things have changed a lot since the 1980s in Richland and the board should be voting based on what Richland residents need and want now, not what was best for Richland c. 1980.

I'm also concerned for residents of the apartment complex itself who do not have access to bus routes. The closest bus routes run on Gage Blvd which is not a short walk from the proposed complex site. Similarly, grocery stores and pharmacies are well outside of reasonable walking distance. Anyone renting these units will not have sufficient access to bus routes which only reinforces the idea that traffic will be substantially increased by this proposed building.

As a resident of Richland, I ask that this proposal be rejected.

Regards,
Emily Barrett

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| **From:** | Jonas Childers |
| **To:** | Stevens, Mike |
| **Subject:** | opposition to M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS). |
| **Date:** | Friday, October 30, 2020 10:15:28 AM |

Mr Stevens,
I am writing today to oppose the proposed application for Willowbrook Place Apartments M2020-101 & EA2020-114. I am a resident of Willowbrook and have grown up in the neighborhood and played in what my brothers and I called "the wilderness." The wilderness has been mostly developed now into more houses but there is still the Amon Nature Preserve that I am able to enjoy. 5 years ago I completed my Eagle Scout project in the Amon preserve working to clear out non native and invasive weeds. The proposed development will directly impact that area and the city should be working to protect it as much as possible.
In addition to the adverse effects to the Amon nature preserve, the development will also greatly impact our neighborhood. There are always people out walking their dogs or kids riding their scooters or bikes and the increased number of traffic and cars coming and going through our neighborhood would greatly put those people at risk. I can't think of any other apartment complex that feeds its traffic through a city single home neighborhood. It's just not good planning. The proposed "road" onto Bellerive also is a poor plan. Where it would feed into Bellerive is right between two curves where the line of sight is difficult. Cars are rarely going the speed limit, even with the speed reminders. Claybell Park has become very popular and the amount of cars and traffic already seems to be at a peak. Adding an additional 700 trips just is again bad planning.
Please reject this development as proposed.

Jonas Childers

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| **From:** | Christopher Childers |
| **To:** | Stevens, Mike; Willowbrook Homeowners Association |
| **Subject:** | Opposition to M2020-101 & EA2020-114 (Willowbrook Place Apartments) |
| **Date:** | Thursday, October 29, 2020 4:28:56 PM |

TO: Mike Stevens (Sent via email to: mstevens@ci.richland.wa.us)
FROM: Christopher Childers
DATE: October 28, 2020
RE: Opposition to M2020-101 & EA2020-114 (Willowbrook Place Apartments)

Mr. Stevens,

I am a 17 year resident of Richland, currently residing at 217 Sitka Ct. I have served on the Board of Directors for the Willowbrook Community Association for 14 years and currently serve as its President. The Willowbrook Community Association is an HOA composed of almost 250 homes protected by zoning and CCRs limiting the neighborhood to single-family residences. We have a strong and vibrant community aided by robust enforcement of our protective covenants and a strong tie with the City of Richland, surrounding HOAs and the Amon Creek Preserve.

This is the third time I have written to the City in opposition to a proposed development of the properties that are the subject of this proposal. I am not opposed to apartment complexes or to reasonable development; I am, however, opposed to development that is contrary to the City's comprehensive plan, the City's zoning provisions and the City's ordinances and codes. I am also particularly concerned with the impact this development will have on the traffic through Willowbrook and on the sensitive wetland area along the eastern border of the proposed development.

The City's Comprehensive Plan designates this property for medium density development. A 96 unit apartment complex is not medium density - it is high density. High density usage is wholly incompatible with the surrounding land uses. In addition, the surrounding properties have developed in such a way that access to the property is compromised. It is not accessible to any arterial roadways. If this property is allowed to develop at high density, or even medium density, it will be in the only apartment complex in Richland whose primary access point is through the meandering, non-arterial streets of a single-family neighborhood.

The addition of a narrow, winding, dramatically sloped secondary access roadway to Broadmoor Street, while desirable to reduce traffic loads through Willowbrook, is insufficient to mitigate the increased traffic load through Willowbrook. This traffic will travel south or north along Piper Street, a narrow interior residential roadway with three corners of reduce sight lines and barely enough width for two cars to pass safely when cars are parked on either side of the roadway. The developers' traffic survey failed to measure the sight lines

along Piper Street and account for the increased traffic from the almost 50 additional homes currently being built out in Willowbrook Phases 4a and 4b. I also note that the weather on the date of the developer's traffic survey (conducted on March 12-13, 2019) included snow, which likely reduced the overall traffic counts. The traffic survey is also outdated as it was performed prior to the completion of a large elementary school and over 100 additional homes in the area of Claybell Park.

The proposed secondary access roadway is a proposed use of at least four properties subject to single-family zoning limitations. It is contrary to zoning provisions to allow shift the use of a lot zoned for single-family to allow secondary access to the benefit of a multi-family development. In addition, the developers have failed to secure the necessary permissions from landowners and easement holders over whose property this secondary road is proposed to travel.

The Amon Creek Preserve is an extremely desirable asset to the City of Richland and surrounding communities. The Amon Creek follows the original course of the Yakima River. The wildlife and wetland report submitted by the developers seems to be describing an area much different from the one I observe when I walk through the Preserve or view the wildlife cameras on the Tapteal Greenway website. It seems that any development that seeks to encroach on the wetland buffer to any degree (setting aside the "averaging" issue) should be required to submit a full EIS and not a cursory, conclusory report.

Finally, concerned residents have raised almost $50,000 to fight against this illegal and irresponsible development application. The Willowbrook Community Association has hired private counsel to oppose any development that contradicts the City's comprehensive plan, zoning and development codes, State environmental laws and our rights under Willowbrook's CCRs. It is with hope that I respectfully request the City recognize the widespread opposition to this application and recommend rejection of this application to the Hearings Examiner.

Very Truly Yours,

Christopher Childers

Very Truly Yours,

Christopher L. Childers

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| **From:** | James Patterson |
| **To:** | Stevens, Mike |
| **Cc:** | James Patterson |
| **Subject:** | Opposition to the Proposed 96 Unit Apartment Complex next to Willowbrook |
| **Date:** | Thursday, October 22, 2020 9:09:35 AM |

Mr. Stevens,

As a 25 year resident of the Willowbrook neighborhood I am opposed to the aggreges apartment development next to Willowbrook and the Tapteal Greenway belt. Whereas I understand the desires of the developer, I feel that another location is more suited for such a large development. My objections are for the following reasons;

1. The Willowbrook area has been zoned as a medium density use, apartment are high density,
2. The development is in violation of the City code regarding zoning, street length, street width and minimum block width,
3. Traffic congestion at Central Blvd and Leslie,
4. The Broadmoor road access,
5. Wetland buffer I believe is in violation
6. Depreciation of property values in Willowbrook,
7. The environmental impact to the area in both traffic, pollution, noise and density.

As I suggested some time ago to the City in the previous SEPA analysis, a better idea is to restrict the developer to single housing units or suggest a land trade to the developer and leave the property a natural area to enhance the Tapteal Greenway buffer. Either way this is a bad idea and as a resident of the City of Richland I oppose the development. I am sure the City has some land somewhere else that apartments can be build without impacting a well established area such as Willowbrook.

I appreciate your efforts and hope that you can stop this development.

James Patterson
2714 Willowbrook Ave
Richland, Wa 99352
509-521-1291

**From:** Brian Carter
**To:** Stevens, Mike
**Subject:** Opposition to the Willowbrook Apartments
**Date:** Saturday, October 10, 2020 4:08:29 PM

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Mr. Stevens,

I am writing to express my opposition to the Willowbrook Apartments and further development in the Amon Creek Basin. While I recognize the importance of economic development to our community, I hope that equal thought will be given to the long-term quality of life of our citizens. A healthy environment that provides recreational opportunities for families is an essential component of that goal. Ready access to open spaces is one of the things that keeps me and my family here. However, the perception of a local government that will step over a dollar to pick up a dime, is out of touch with the community and beholden to the local construction industry is one of the things that makes me second-guess that decision. Anecdotally, in addition to social intolerance, it is the most cited reason I hear for the revolving door of educated professionals in the Tri Cities. Other Eastern Washington cities such as Tieton, Walla Walla, Dayton, Wenatchee and Spokane are light years beyond us in this regard. I can easily move my family, and tax dollars, to any of those communities.

I recognize that, as a public employee, your job is likely difficult and thankless. You and the city of Richland have to answer to many powerful interests. Consensus is impossible and I don't envy your position. I only hope that you consider the views of individual citizens and the needs of future residents. Thank you for your time and consideration.

Respectfully,

Brian Carter

**From:** Mark and Cheryl Cejka
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook apartment development
**Date:** Wednesday, October 21, 2020 9:00:47 AM

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As South Richland residents, we are extremely opposed to the development planned for construction in the Willowbrook area around Claybelll Park. This is for many reasons:

- The traffic on Broadmoor is already horrendous, especially around Claybell Park with soccer, baseball, pickle ball and tennis players constantly coming and going and parking on the street.
- We are concerned about the safety of individual pedestrians in that area if traffic ramps up even higher than it is today.
- The area is a wildlife haven as most of the wetlands around that area have been developed.

We urge you to cancel the plans for this development.

Thank you.

Mark and Cheryl Cejka

**From:** Mary
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apartment Proposal
**Date:** Friday, October 30, 2020 12:29:31 PM

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Dear Mr. Stevens,
I am writing to you in opposition to the Willowbrook Apartment Proposal. I am particularly concerned about the impact of this development on the wetlands around Amon Creek and its flora/fauna inhabitants. In my view, this proposed development is in conflict with the Core Focus 4 (Manage our natural resources) of the City Strategic Leadership Plan. It does not appear this development will "conserve the significant natural resources that provide citizens an exceptional quality of life." Moreover, wtih the expected increase in traffic loads, I do not see how this development aligns with Core Focus 6 (Enhance neighborhoods and community safety) with respect to the Willowbrook community.

Regards,

Mary Lancaster
418 Piper
Richland, WA

**From:** Hannah Vander Wilt
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apartment Proposal
**Date:** Wednesday, October 28, 2020 9:20:21 PM

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Hello City of Richland,

I am writing to oppose allowing apartments to be built in the Willowbrook area near the Amon Creek Nature Preserve. We live on Lorayne J and Travis off Leslie and are 'new' to the city of Richland by way of being recently annexed. We often walk to and in the Amon Creek preserve, using it as relaxation, exercise, and an educational place to observe plants, animals, water, insects, weather and other patterns. We can relax and exercise in many ways, but the chance to observe the habits and habitat of beavers, snakes, birds, frogs, lizards and more, is irreplaceable in our neighborhood.

I believe that allowing further construction in this biodiverse wetlands area will reduce the number and type of animals living in the preserve, either because the area will be too small to support them or because the extra noise and traffic etc. will drive them out.

At a very minimum, a more thorough and independent environmental study should be done before anything is built here.

Thank you,

Hannah Vander Wilt
3027 Lorayne J Blvd
Kennewick, WA 99338 (yes, it's within the city of Richland)

**From:** Brad Dunn
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apartments proposal.
**Date:** Friday, October 30, 2020 1:43:59 PM

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Mr. Stevens,

I want to start off by letting you know I've lived in Willowbrook on and off since 2002-2003 when my family moved to Richland from western New York. I was 14-15 at the time and my friends and I enjoyed playing in the desert behind our house. I live on Eastwood Avenue and back then there were no houses between my back fence and Claybell park. Since then two different sets of developing have taken place and I no longer view the desert but another house and backyard.
I bought my childhood home, now with my wife, three daughters and two dogs, and we frequent Claybell park almost daily. We have two main routes to get there. Out the back of our development onto the Nature trail or through the sidewalk path connecting our neighborhood to Broadmoor.
This proposal will directly impact both of those things. Now a busy entry/exit at the base of the path on Broadmoor and a large apartment complex between us and the Preserve/ nature trail.
This summer we saw coyotes, snakes of different types, 20 or so different types of birds and even a few small female Mule deer.
I am passing along to my children what I was experiencing 15+ years ago, and now that experience will drastically change for the worse.
Animals being displaced, noise pollution from construction and eventual tenants, traffic incidents with wildlife, garbage from tenants and just the shear amount of people that will now be pushed into such a small area are all factors to consider with this proposal.
The "entrance/exit" onto Broadmoor is a joke. Constructing this "road" alone will cause access issues for children and their families in our neighborhood that use the path to get to Claybell for sports practices.
Leslie is a very busy street and most families don't want their kids walking along it, this path provides a safer route of travel for our kids on bikes, walking etc. Once it's built, the amount of increased traffic onto Broadmoor/Bellerive will lower the safety for pedestrians, bicyclists and motorists. That road has already been a speeding prone area so a couple years ago the city installed a some speed monitoring signs and people still speed. Now you're planning on approving an extra 100+ cars on that road.

This is an awful proposal.
Please don't allow our area to be ruined.

Brad Dunn
2704 Eastwood
Sent from my iPhone

**From:** Craig Joseph
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apartments
**Date:** Saturday, October 24, 2020 2:07:50 PM

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Mr. Stevens:

I understand you are accepting comments on the proposed Willowbrook apartments development.

Please count me AGAINST the proposed apartments. I am a nearby resident and property owner. I oppose the planned development for 3 critical reasons.

1. The planned road to intersect with Broadmoor Street is a terrible location for safety reasons. There are nearby curves on Broadmoor both to the West and East that create short line of sights for oncoming vehicular traffic that make placing an intersection at the proposed location foolish and hazardous.

2. The apartment development would increase the amount of traffic on Broodmoor and thereby exacerbate an existing congestion problem at nearby Claybell Park. There is a street parking problem frequently along Broadmoor in the afternoons and evenings. It is common that all available street parking spaces are taken up adjacent to the park on both sides of Broadmoor. The on street parking reduces the usable road width and also obscures drivers' vision. This creates a hazardous situation for both drivers and the park users of the tennis, pickle ball, basketball and baseball facilities located right along the edge of Broadmoor. Many park users are children who are not yet cognizant of dangerous situations and can inattentively dart out into the street from between parked cars to retrieve an errant ball. Currently this congestion problem is already an intolerable risk which will unavoidably grow further with the nearby expanding Clearwater Creek subdivision and the completion of the Heights at Meadow Springs subdivision. So adding additional traffic from the proposed apartment development is unreasonable and the antithesis of competent planning.

3. The apartment complex would negatively impact the adjacent wetlands and it conflicts with urban planning principles. High density land use is not the appropriate type of buffer land to preserved natural areas.

Craig Joseph
247 Pinetree Ln
Richland, WA 99352

**From:** Katie O"Leary
**To:** Stevens, Mike
**Cc:** willowbrookinfo@gmail.com
**Subject:** Opposition to Willowbrook Apartments
**Date:** Thursday, October 22, 2020 1:47:56 PM

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Dear Mr. Stevens,

I am writing to oppose the Willowbrook apartment development. I have lived in Richland since 1973, and currently live in the Willowbrook neighborhood on Pacific Ct. I am a registered nurse and a parent. In addition, I have a master's degree in communication, specializing in public discourse.

I am very concerned about pedestrian safety along Broadmoor and Bellarive. Many people already drive this route between Gage and Leslie, and I witness cars traveling 30-40 mph every day. There are multiple blind curves and limited sidewalks in this area. Claybell park and its playground are just steps away from this traffic. This is a known problem for the City of Richland. One of my biggest fears already is that a child will run between parked cars at Claybell and a speeding car won't have time to react. I challenge you to walk this route around Claybell park, especially near the playground and pickleball courts and judge for yourself how busy and dangerous this already is. Then imagine a spring day, not during a pandemic, and think how many kids are at this park. This is an EXISTING AND KNOWN safety concern. This plan to add 96 apartments is mind-blowing, irresponsible, and dangerous.

In addition to human safety, the negative impacts on the environment are concerning. This plan forces a high-density complex into a narrow strip of land between an existing single-home neighborhood and a wildlife preserve and natural habitat. My family routinely walks this area and we see red-winged blackbird, ducks, coyotes, jackrabbits, snakes, and many other birds. Developing this land would negatively impact these animals and their habitat, and greatly reduce everyone's enjoyment of this interesting and beautiful area. When you add this development, you are not creating access for a certain group of people, you are taking it away from all groups by destroying it. Please leave this area alone for everyone in our city to continue enjoying.

Lastly, I would like to call out the city and this developer for the timing of this public comment period. We are in a pandemic just days away from a very divisive presidential election. Many of our residents have employment challenges, health concerns, news and protest fatigue, and a great amount of increased stress. What an appalling time to call for public comment on a very important land change. Shame on the City and the Developer.

Please consider the safety risks, and negative environmental impacts this development would have on everyone in our community.

Sincerely,
Katie O'Leary
509-420-3557

**From:** Quinnie
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Apartments
**Date:** Friday, October 30, 2020 11:45:00 AM

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I am writing to you with great concern for my neighborhood. The proposed apartments will add various traffic safety violations for our neighborhood. There are many large families with lots of young children in our neighborhood and it would be a travesty if the city of Richland allowed these lives to be put in danger.

**From:** Norm Rummel
**To:** Stevens, Mike; willowbrookinfo@gmail.com
**Subject:** Opposition to Willowbrook Apartments
**Date:** Thursday, October 22, 2020 8:19:45 AM

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Dear Mr. Stevens,
My name is Norm Rummel and I live at 217 Pacific Ct. in the Willowbrook subdivision. The reason I oppose the development is the additional traffic on the residential roads and environmental impact to the wetlands. I worked as a civil engineer for the City of Pasco for 8+ years and performed many traffic studies in and around Pasco. What concerns me is the speed on Bellerive and Broadmoor with limited view clearance in and around Claybell Park. My family frequently walks Broadmoor to Bellarive only to see many speeders cut those corners close to the curb with limited view distance. There are also no marked crosswalks in this area for crossing those two streets. You take your life in your own hands if you try to cross the street anywhere near the KID canal. I challenge the City of Richland to do a speed study on Broadmoor/Bellerive at either side of Claybell park and determine what the 80th percentile is. In Pasco we used stealth stats which were boxes that were attached to street light poles and would record traffic counts and speeds without drivers knowing.
I also used to live at 2406 Whitworth which gives a daily view of Bellerive in Meadows South and the many speeders along this road. Maybe once every three years an officer would sit on Bellerive and stop speeders, and that officer would only sit for seconds before stopping another speeder. If you drive west from Claybell park up Broadmoor, you will see a flashing speed sign due to problems with speeders along this route. I do not understand how 420 additional cars will make this better. Shouldn't apartments be located closer to major arterial streets?
The impacts to the wildlife in this area would be detrimental. I am an avid outdoorsman and walk through this area regularly. We have nicknamed an area close to the wetland, where many trails come together, Coyote Junction, due to the regular sightings of canine in that area. Not to mention bull snakes, green racer snakes, cinnamon teal, mallards, woodducks, jackrabbits, blackbirds and so much more.
Thank you for your time and consideration,
Norm Rummel
217 Pacific Ct.
Richland, WA 99352
509-430-0663

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|---|---|
| **From:** | Jennifer Childers |
| **To:** | Stevens, Mike |
| **Subject:** | Opposition to Willowbrook Apts M2020-101 & EA2020-114 WILLOWBROOK APARTMENTS, SITE PLAN REVIEW |
| **Date:** | Thursday, October 29, 2020 1:41:57 PM |

TO: Mike Stevens
FROM: Jennifer Childers
DATE: October 29, 2020
RE: Opposition to M2020-101 & EA2020-114 (Willowbrook Place Apartments)

Mr Stevens,

I am writing in opposition to the proposed Willowbrook Apartments. I have lived at 217 Sitka Ct in Willowbrook for close to 15 years and enjoy the family friendly and safe atmosphere of the neighborhood. I have major concerns for the proposed development and how it will impact our neighborhood as well as the Amon Nature Preserve.

It doesn't make much sense to me that the city of Richland would even consider such a development in this location. I understand that the developer has a right to build on his land and I'm not against any development, but this proposal seems inconsistent with the plan the city has put forth in it's comprehensive plan. This development is not medium density. This is a high density plan that will significantly add a high volume of cars and additional traffic to our neighborhood, jeopardizing and putting at risk those who enjoy walking or riding around the block. It is difficult most times to even have two cars passing each other in opposite directions if cars are parked on the streets. The proposed access road onto Bellerive to help alleviate some of the traffic from Willowbrook seems outright ludicrous. I can't understand why anyone with any sense would approve such a road where it is proposed. Not only does it not make sense, it is in clear violation of the covenants and bylaws that those lots are subject to in their prospective homeowner associations. It also seems to not meet the width requirements for fire and safety access, causing more risk.

The proposed development would also adversely affect the Amon Nature Preserve that borders the property. This preserve is a unique wildlife area that is enjoyed by not only those who live close by but the entire Tri Cities community. You as a city should be doing all you can to protect such a diverse and unique habitat. The attached wildland report seems inaccurate and should not be given much weight in determining wildlife significance.

There are more than 250 households that this development will adversely affect. As citizens of Richland, our voices must count and be heard against an out of state land developer. Please don't approve this application as presently submitted.

Sincerely,

Jennifer Childers

**From:** teamjacobs1@charter.net
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place apartment complex new intersection to Broadmoor Blvd.
**Date:** Thursday, October 29, 2020 5:07:28 PM

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Dear Mike Stevens, I have lived in Meadow Springs since 1979. My family has witnessed many changes and growth to the community over the years. I am writing to you today to express my concern for the troublesome traffic hazard proposal that will intersect Broadmoor Blvd. on the "s" curve east of Greenbrook Blvd. I walk or ride my bicycle along Broadmoor several times a week; the "s" curve and the stretch of Broadmoor in front of Claybell Park is already a serious safety challenge. I can only imagine the additional stress to this area by increasing traffic from the Willowbrook Place apartment complex and surrounding development. I am not opposing the apartment complex or surrounding development if the developer and the City of Richland can find a solution to route the traffic from this new development to Leslie to the west, Steptoe to the east, or perhaps Clearwater to the south. I wish you and all parties involved success in solving this dangerous traffic problem. Sincerely, Bob Jacobs

**From:** Danielle Craigen
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place Apartment Proposal
**Date:** Friday, October 30, 2020 3:20:29 PM

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Dear Mr. Stevens,

My name is Danielle Craigen, and I am writing in opposition to M2020-101 & EA2020-114 (Willowbrook Place Apartments). I have many concerns about this proposed development, including impact on the Amon Creek Natural Preserve, the fact that the development is in conflict with the City of Richland's Comprehensive Plan, lack of access for apartment residents to public transportation, and that the proposed development violates the CCRs of two HOAs. However, my greatest concern is the impact that this development will have is on the volume of traffic in the Willowbrook neighborhood, as well as along Broadmoor street.

Willowbrook is a low-density residential neighborhood and the streets and traffic-control methods within Willowbrook reflect said low-density residential zoning. In plain terms, the streets within the Willowbrook neighborhood were neither designed nor intended for the amount of traffic that the Willowbrook Place apartments will add to the neighborhood. Adding this much traffic to Willowbrook poses a safety hazard to the residents of the neighborhood, especially the children who constantly walk or ride bikes and scooters to their friends' houses elsewhere in the neighborhood. In addition, the proposed "road" (a term I use very loosely, as "overly narrow, twisty, sloped driveway" is much too lengthy, yet accurate, of a term to use) extending from the complex onto Broadmoor street. This proposed "road" will be placed on an unstable hillside that is prone to washouts in heavy rain. The most recent washout destroyed the sloped path connecting Piper Street to Broadmoor street. In addition, this "street" is 23' wide at its narrowest point. It is so narrow that it is not possible for the sidewalk to be continuous. Any pedestrians will need to cross from one side of the road to the other in order to stay off of the neighboring homeowners' property. This break/forced crossing is at a bend in the road, which is hazardous if a driver fails to see the pedestrian while attempting to navigate the sharp turn, slope, and narrowness of the road. This seems like a recipe for a pedestrian versus vehicle accident. In addition, this road terminates on a curve on Broadmoor. Broadmoor was once a quiet, residential street, but with the addition of Claybell Park, the Clearwater Creek housing development, Amon Creek Elementary, and The Heights at Meadow Springs, the once sleepy road is now packed with vehicles. My HOA has resorted to installing a speed camera not far from the proposed road due to the excessive speeds of vehicles on Broadmoor. At last check, the average speed of the vehicles on Broadmoor, as recorded by the sign is approximately 32 mph (Broadmoor is a 25 mph zone) and averages 1100-1300 vehicles a day traveling on Broadmoor. These numbers skyrocket when the weather is nice due to the popularity of Claybell Park, and the associated fields and amenities within the park. Adding vehicles to Broadmoor via the road from the proposed apartment complex is only going to add to the traffic woes of Broadmoor. While I don't live directly on Broadmoor, I do live a short enough distance away that I hear cars slamming on their brakes on a regular basis in order to avoid hitting pedestrians and golfers in their carts heading to the Meadow Springs Clubhouse. I frequently walk with my family and our dog along Broadmoor, and on several occasions, we have had inattentive, speeding drivers fail to notice us as we cross Broadmoor as we attempt to cross the road at the Greenbrook/Broadmoor intersection. Adding the "road" from the proposed apartment complex will only add more speeding, inattentive drivers to a road that is already at/near capacity.

Thank you so much for taking the time to read this letter. I want to make it abundantly clear that I love Richland and that I am not against development, but the choices we make now will impact the livability of Richland for future generations, such as my daughter. We can't "take back" the decision to build apartments, so it is critical that we develop the right places in the right ways. Adding high-density residential apartments is not the right way to use land that abuts a critical habitat and is already hemmed in by a low-density residential neighborhood, surrounded by streets that are already near/at capacity. Please do not permit the Willowbrook Place Apartments to be built on this land.

Best regards,
Danielle Craigen

235 Pinetree Lane, Richland

**From:** Sara Hager
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place Apartments
**Date:** Friday, October 30, 2020 1:27:18 PM

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Mr. Stevens,

This concerns the opposition to Willowbrook Place Apartments proposal (M2020-101 and EA2020-114). When my husband and I purchased our home, the inside of the house was not the selling point. It was the location. The house butted up next to a park and nature preserve! We envisioned that we would be able to walk out our backyard gate to enjoy Claybell Park and Amon Creek Natural Preserve's hiking trails with our unconceived child. It was lovely to see the geese waddling, quail scurrying along with their offspring in our backyard and listening to the coyotes at night. It is so serene taking a stroll in the park and seeing the view of Little Badger Mountain. We hoped that we would continue to enjoy the unobstructed views for serval decades. That hope is quickly dwindling. With the expansion of the Claybell Park and construction of the Hayden home development, the sightings of wildlife have greatly decreased. It saddens me because my little girl never got the opportunity to see geese and quail in our backyard. Now, the prospect of a large, obtrusive apartment building being constructed so close to the nature preserve, has me concerned that seeing wildlife there will be a memory of the past.

Sara Hager

345 Glen Eagles Ct

**From:** Kristi Rice
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place Apartments
**Date:** Thursday, October 29, 2020 11:21:00 PM

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Dear Mr. Stevens,

My name is Kristina Rice and I live at 101 Willowbrook Place. I'm writing to express my opposition to the proposed Willowbrook Place Apartments (M2020-101 & EA2020-114). There are many issues with the proposed development; inappropriate zoning, increased traffic volumes & routing, fire safety concerns, Richland code violations, HOA covenant violations, and environmental concerns. I will leave the detailed analysis for most of these issues to the experts on those subjects, but I wanted to take an opportunity to write about my personal experiences with a few of them.

**Traffic Volumes & Routing:**

My house sits at the corner of Willowbrook Place and Leslie Road. Even with the current traffic volumes, there are long lines of cars waiting to exit the development every morning and a constant stream of cars entering the development every night. The most dangerous part of my daily drive is often experienced the minute I exit my driveway. Cars traveling north on Leslie Rd have a blind right turn onto Willowbrook Pl and if I don't exit my driveway very rapidly and immediately move to the right side of the road, I am in danger of being hit by cars turning onto my street. (I had to repeatedly drill this into my son as he was very timid and slow moving driver-in-training.) I am very concerned that the increase in traffic volume from the Willowbrook Place Apartments would make a bad situation intolerable and make leaving my driveway almost impossible.

I am also extremely concerned about the exit roads planned for the apartment traffic. While the initial plan laid out years ago had a direct access road to the development location via Center Blvd, this option was somehow eliminated when Center Blvd was permanently blocked by the construction of John Ct. This means traffic leaving the apartment complex through the Willowbrook development would now either be routed onto Piper St and Willowbrook Pl or onto Piper St and the remaining section of Center Blvd. Both of these options have narrow, winding roads filled with blind corners, rapid elevation changes, parked cars, and many children playing and riding bikes and scooters. I walk through this neighborhood every day and I cannot imagine how dangerous the roads would become with the estimated increase in traffic volume.

The proposed exit onto Broadmoor St is also problematic (not even addressing the blatant HOA violations by using single-family residential plots to build a road). The traffic volume on Broadmoor is already extremely high and I wouldn't be surprised if the increase from the Willowbrook Place Apartments would exceed the capacity level for the road. In addition, the proposed road is extremely poorly designed and located. I cannot imagine it actually meets the required road widths and codes as it meanders through the single-family residential plots. I think an independent review of the road design would be beneficial as it seems pretty obvious that this road was cobbled together to address the Fire Department's access concerns when this project was last brought to the city's attention. The placement of the road onto Broadmoor St is also dangerous as the entry location is at the bottom of a steep hill that turns sharply. I truly think this road needs to be reevaluated to determine if it actually meets the city's codes and

requirements.

**HOA Covenant Violations:**

I purposely purchased my home is a development that had an active and responsive HOA; and I am extremely glad that I did. I fully support the lawsuit my HOA is bringing against the developers for their plans to violate the Willowbrook covenants by building a road accessing Broadmoor St from the Willowbrook Place Apartments. The proposed road would require improperly using plots designated for residential homes in both the Willowbrook HOA and in the adjacent Meadow Springs HOA. I agreed to follow the covenants and restrictions from the Willowbrook Homeowner's Association when I purchased my property and developers should not be allowed to break the covenants and restrictions for the single-family home plots they purchased.

**Environmental Concerns:**

The final personal experience that I want to cover in this email is regarding my concern about the environmental impact the Willowbrook Place Apartments would have on the Amon Creek Natural Preserve. Amon Creek is a treasure for the city of Richland; and I think the city recognizes that fact based on the money spent on improving trails, adding signs, and providing access for the public to safely experience the preserve. I love walking on the nature paths with my children or going on solo "covid sanity" walks to look for wildlife. I have seen rabbits, coyotes, owls, hawks, snakes, lizards, beavers, and many different birds on my walks; the amount of wildlife in the preserve is amazing. There are not many places like the Amon Creek Natural Preserve left in Richland and it would be a real shame to lose it. The size and close location of the Willowbrook Place Apartments would have a substantial negative impact on the condition of the preserve and the wildlife who live inside it.

Thank you for taking the time to read my letter. I hope the city really takes the time to listen to the concerns of the citizens and not make inappropriate accommodations regarding existing Richland codes and regulations to appease developers from out of town. I'm not against development; I just want to make sure that it is development that makes sense.

Regards,

Kristina Rice
kristi.rice@charter.net
(509)392-2122

**From:** Jeff Spaur
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook Place Apartments
**Date:** Friday, October 30, 2020 9:18:25 AM

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Dear Mr. Stevens:

It is with great concern that I write these comments in opposition to M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS). My opposition to this proposed development includes major concerns regarding the following issues: inappropriate zoning, traffic volumes and safety, fire safety, blatant city of Richland code violations, HOA covenants & restrictions violations and environmental concerns. Each of these are addressed below:

Zoning

The zoning of the proposed property was designated as high density decades ago when access to this property was essentially uninhibited. Indeed, the plan was to provide adequate access to this property. Unfortunately, over the years, either through intention or poor planning on the part of the city, the access has been severely reduced by the city of Richland. No known attempt was made by the city or property owner to protect the access to this property. As a result, the city and developers find themselves in a predicament where the available access to this property does not readily support its proposed use of a high density apartment complex. The current attempts to force a project where it no longer fits clearly poses several concerns, violates city code and HOA covenants and is an attempt to maximize profit at the expense of the safety and of the environment. I assert that the previous zoning designation is inappropriate and should be modified to better suit the restriction to access created by the city of Richland.

Traffic Volume and Safety

There are only two proposed access options to this property

1. A meandering course through small neighborhood streets (Center Blvd and Piper st,) and

2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.

You may already be aware of several issues related to this restricted access:

· Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns.

· Center Blvd and Piper St are not adequately suited for high volume traffic and poses clear traffic safety hazards for motorists and pedestrians (especially young children) which are difficult to ignore.

· I have little confidence in the limited and outdated traffic study already performed. I am supporting an independent traffic study and would also encourage the city of Richland to

conduct a more thorough traffic study. Hopefully this study will be performed with the intent of obtaining an accurate and honest assessment of the current volumes on these streets instead of manipulating the timing and length of the study in order to conjure data that supports the desired outcome.

Fire Safety

Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the access road even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications this has evolved into a full access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

City Code & HOA Covenant Violations

In a city with a “Code Enforcement” department that can issue citations and accompanying fines and property liens for vegetation that is too tall, it is flagrantly hypocritical that the city itself does not even attempt to follow its own codes. This demonstrates a blatant disregard of the city’s own codes. This is readily apparent when reviewing the proposed dimensions of the access road to Broadmoor. It is clear that the developer is in need of additional access and is limited by dimensions of the properties it owns. It is unfathomable that this could be considered “up to code” and the approval of such a road is nothing short of magical thinking.

In addition, the northern access road to Broadmoor utilizes several properties that are subject to covenants & restrictions of 2 Homeowners Associations. You may be aware of pending lawsuits against the developers asserting the appropriate usage of these HOA properties. I am certain the owners of these properties signed the acknowledgement of HOA covenants and restrictions on these properties when they were purchased. Although it has always been apparent that development of the larger property was possible, it could not have been anticipated that a road would be developed on lots designated for single family dwellings only. I believe this is unfair to the members of the HOA and residents of adjacent properties who have invested their money in properties believing that the HOA covenants would protect the usage of its properties from inappropriate development.

Environmental

This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. I am in support of an independent environmental assessment as I believe previous evaluations were performed with the goal obtaining a desired outcome instead of obtaining an accurate assessment of the true environmental impact of this project (similar to the traffic studies)

Summary

In summary, the proposed development blatantly violates established city codes and HOA covenants. It poses clear hazards to residents' safety and the environment and overall is an inappropriate use of the land. It is unfathomable that the proposed development could be

approved given all of these issues. The flagrant disregard for these issues, if the project were approved by the city, would display maleficence towards its citizens, community, and environment or, at best, severe incompetence in proper planning and execution of the cities duties as it pertains to appropriate developments in our community.

Sincerely,

Jeff Spaur
2656 Eastwood Ave.
Richland, WA 99352

| | |
|---|---|
| **From:** | Jennifer Spaur |
| **To:** | Stevens, Mike |
| **Cc:** | Jeff Spaur |
| **Subject:** | Opposition to Willowbrook Place Apartments |
| **Date:** | Friday, October 30, 2020 9:14:23 AM |

Dear Mr. Stevens:

It is with great concern that I write these comments in opposition to M2020-101 & EA2020-114 (ie. WILLOWBROOK PLACE APARTMENTS). My opposition to this proposed development includes major concerns regarding the following issues: inappropriate zoning, traffic volumes and safety, fire safety, blatant city of Richland code violations, HOA covenants & restrictions violations and environmental concerns. Each of these are addressed below:

Zoning

The zoning of the proposed property was designated as high density decades ago when access to this property was essentially uninhibited. Indeed, the plan was to provide adequate access to this property. Unfortunately, over the years, either through intention or poor planning on the part of the city, the access has been severely reduced by the city of Richland. No known attempt was made by the city or property owner to protect the access to this property. As result, the city and developers find themselves in a predicament where the available access to this property does not readily support its proposed use of a high density apartment complex. The current attempts to force a project where it no longer fits clearly poses several concerns, violates city code and HOA covenants and is an attempt to maximize profit at the expense of the safety and of the environment. I assert that the previous zoning designation is inappropriate and should be modified to better suit the restriction to access created by the city of Richland.

Traffic Volume and Safety

There are only two proposed access options to this property

1. A meandering course through small neighborhood streets (Center Blvd and Piper st,) and

2. Access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs.

You may already be aware of several issues related to this restricted access:

· Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns.

· Center Blvd and Piper St are not adequately suited for high volume traffic and poses clear traffic safety hazards for motorists and pedestrians (especially young children) which are difficult to ignore.

· I have little confidence in the limited and outdated traffic study already performed. I am supporting an independent traffic study and would also encourage the city of Richland to conduct a more thorough traffic study. Hopefully this study will be performed with the intent of obtaining an accurate and honest assessment of the current volumes on these streets instead of manipulating the timing and length of the study in order conjure data that supports the desired outcome.

Fire Safety

Access and maneuverability of larger emergency vehicles would be very difficult with the proposed dimensions of the access road even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications this has evolved into an full access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

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In a city with a "Code Enforcement" department that can issue citations and accompanying fines and property liens for vegetation that is too tall, it is flagrantly hypocritical that the city itself does not even attempt to follow its own codes. This demonstrates a blatant disregard of the city's own codes. This is readily apparent when reviewing the proposed dimensions of the access road to Broadmoor. It is clear that the developer is in need of additional access and is limited by dimensions of the properties it owns. It is unfathomable that this could be considered "up to code" and the approval of such a road is nothing short of magical thinking.

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Environmental

This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. I am in support of an independent environmental assessment as I believe previous evaluations were performed with the goal obtaining a desired outcome instead of obtaining an accurate assessment of the true environmental impact of this project (similar to the traffic studies)

Summary

In summary, the proposed development blatantly violates established city codes and HOA

covenants. It poses clear hazards to residents' safety and the environment and overall is an inappropriate use of the land. It is unfathomable that the proposed development could be approved given all of these issues. The flagrant disregard for these issues, if the project were approved by the city, would display maleficence towards its citizens, community, and environment or, at best, severe incompetence in proper planning and execution of the cities duties as it pertains to appropriate developments in our community.

Sincerely,

Jennifer Spaur
2656 Eastwood Ave.
Richland, WA 99352

Sent from Yahoo Mail for iPhone

**From:** Owen Childers
**To:** Stevens, Mike
**Subject:** Opposition to Willowbrook place Apts
**Date:** Friday, October 30, 2020 3:49:49 PM

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My name is Owen Childers. I am 16 years old and I've lived in Sitka Court in Willowbrook most of my whole life. Now that I am driving I've been told by my parents over and over again to slow down and be careful on Piper street coming home because there are usually kids riding their bikes or scooters or people walking their dogs. I can't imagine what the traffic will be like if you approve this application. It just adds too many cars and trips in and out of a neighborhood not designed for such traffic.
I oppose this development and hope you will reconsider the ramifications such a development would have on the citizens in the Willowbrook neighborhood and surrounding area.

Owen Childers

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gmail.

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| **From:** | Sadie Childers |
| **To:** | Stevens, Mike |
| **Subject:** | Opposition to Willowbrook Place Apts |
| **Date:** | Friday, October 30, 2020 4:00:51 PM |

Mr. Stevens,
My name is Sadie Childers. I am 14 years old and I am writing to let you know I disagree with the proposed application of the Willowbrook Place Apartments (**M2020-101 & EA2020-114).** One of my favorite things about where I live is the Amon Creek Nature Preserve just a 10 minute walk from my home. It used to be surrounded by more nature and wildlife, but there are more houses now. I love to go walk down there and see what the beavers have been up to. I can always find lots of rabbit and other wildlife scat. I can hear the coyotes at night when I go to bed. Please consider this habitat as you look at the land around it and decide what to do. In my opinion, you should preserve it and work to make it better, not threaten to destroy what little remains. I've had field trips down there, helped my brother with an Eagle Scout project, and love to check out the trail cameras that Tapteal Greenway uses. If you allow an apartment complex to be built right against this area, it could really damage and threaten the wildlife that live there.

I also am concerned with the amount of traffic that an apartment complex would bring to my neighborhood. There are a few areas I have to be really careful when I'm riding my bike around the block and I can't imagine all the extra cars and traffic that would add to the risk. Please keep my neighborhood safe.

Sadie Childers

| | |
|---|---|
| **From:** | Pamela Rothwell |
| **To:** | Stevens, Mike |
| **Subject:** | Opposition to: M2020-101 & EA2020-114 WILLOWBROOK APARTMENTS, SITE PLAN REVIEW |
| **Date:** | Saturday, October 24, 2020 1:34:20 PM |

Dear Mr. Stevens:

I am very concerned with the Willowbrook Place Apartments plan to develop. My opposition to this proposed development is mainly concerned with safety issues revolving around inappropriate zoning, fire safety access, and the amount of traffic moving through the neighborhoods of Willowbrook, as well as Broadmoor St. in Meadow Springs. I also have major concerns with the environmental impact of a development being squeezed into an area that no longer fits.

It appears that that there are only two access points to this development, both of which are narrow and curving neighborhood streets, that are either already at capacity in terms of traffic volume, or not suited for the volume of traffic that a development of this size would incur. As there are many pedestrians and young kids biking and walking these neighborhoods, I implore the City of Richland to consider the safety impact of these proposed roads!

I am also very concerned about the environmental impact of a property like this being developed adjacent to the Amon Creek Natural Preserve. I believe that this development will negatively impact the beautiful natural area that many Richland residents enjoy and love. My own family goes for evening walks through the preserve in order to see the diverse wildlife and plantlife throughout the seasons. I support an independent environmental impact study be performed and reviewed carefully.

As a Richland resident, I cannot stress enough how disappointed and distressed I am at the proposed plan. It appears to violate not only HOA covenants in the adjacent neighborhoods, but also City of Richland code.
I beg the City of Richland to consider these important issues!

Regards,
Pamela Rothwell

**From:** Judy Urrutia
**To:** Stevens, Mike
**Subject:** Proposed 96 unit apartment building
**Date:** Sunday, October 18, 2020 12:50:41 PM

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We are in opposition to the 96-unit multi-family apartment complex to the east of Willowbrook. The increased traffic alone would be overwhelming. This area has always been single family homes and we need to keep some wild land zones open for buffering and enjoyment of those in our neighborhoods. Please re assess city codes and covenants as this would negatively affect those of us living in this area. Thank you Mac and Judy Urrutia

**From:** Warren Mason
**To:** Stevens, Mike
**Subject:** Proposed 96 unit apartment complex next to the Amon Creek Preserve (ACNP).
**Date:** Saturday, October 17, 2020 11:02:05 AM

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Hello Mr. Mike Stevens. I wish to comment on the proposed placement of a 96 unit apartment complex adjacent to the Amon Creek Natural Preserve in coming months. I would ask that the City of Richland consider placing single family dwellings in that local as to reduce the potential traffic, light pollution, and potential foot traffic that will degrade the Preserve's purposes. It is in my opinion that the placement of the apartment complex will negatively impact the preserve. Please consider another approach to utilizing this property; such as, enhancing the impact of the nearby Claybell park and enlarging its size. Thank you for your consideration in this matter. Best regards. Warren Mason
219 Sell Lane
Richland, Wa. 99352

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|---|---|
| **From:** | Kathy Dechter |
| **To:** | Stevens, Mike |
| **Cc:** | Kathy Dechter |
| **Subject:** | Proposed 96-Unit Apartment Complex between Willowbrook and the Amon Creek Natural Preserve |
| **Date:** | Friday, October 23, 2020 12:30:15 PM |

October 23, 2020

Mr. Mike Stevens
City of Richland Planning Manager
625 Swift Blvd. MS 35
Richland, WA 99352

**Subject: Proposed 96-Unit Apartment Complex between Willowbrook and the Amon Creek Natural Preserve**

Dear Mr. Stevens:

I value this chance to comment on Cliff Mort's (d.b.a. Big Creek Land Company) plans to erect **six**apartment buildings (2-3 stories each) adjacent to the Amon Creek Preserve in south Richland. As a 27-year resident of Willowbrook and a Richland taxpayer, I am astonished and alarmed that Mr. Mort's plan to develop the land east of Piper into 96 multi-family apartments is still being considered**. Please do not allow this!**

**Violating Willowbrook Covenants:** Why are you even considering allowing a contractor to build access roads and apartments in an area restricted by HOA covenants to **single-family use**? This makes no sense. This should be a showstopper.

Apparently, the City of Richland expects to assign a Determination of Non-Significance (DNS) on the Mort development. Yet in 2016, the area was considered significant enough to require an Environmental Impact Statement. The Amon wetlands are**still**extremely vulnerable—probably even more so—why is no EIS required now? What has changed?

Here are my additional concerns. Please investigate and address them.

**Negative Environmental Impact on Amon Creek Natural Preserve:**

First, this development will drastically endanger the prime habitat of Amon Creek Natural Preserve (APNC) and its Class 2 wetlands located just to the east and downhill from the proposed development hydrologically connected to it. Note that the Washington Dept. of Fish and Wildlife has recently expanded the Amon Preserve and the majority of its surrounding habitat into a **Biodiversity Corridor**—**a priority habitat** for fish and wildlife. Amon Natural Preserve is also a stopover point for migratory birds on the **Pacific Flyway**. It is crucial that we protect this habitat rather than allow it to be damaged any further.

It's likely that Big Creek's handling of the groundwater run-off (and subsequent irrigation, sprinklers, etc.) from the very erosion-prone soil adjacent to the Amon Creek wetlands will do **irreversible** damage to sensitive wetlands, riparian habitat, and prime shrub steppe, as well as drain into the Chinook and Coho salmon spawning grounds of Amon Creek. In the past we have witnessed contractors (some hired by the City) ignore marked delineations and silt barriers: a couple of prime examples are the recent sewer line through Amon and buffer destruction by Hayden Homes contractors. A 150-foot **averaged** buffer is **NOT**enough!

The contractor's smug dismissal of any potential damage that could possibly be done by them is revealing: "no impacts to the on-site wetland, the Amon Wasteway (sic) or associated buffers will occur and therefore no mitigation will be provided." p.5, *Critical Area Report.*

**Negative Impact on Amon Wildlife:**

I am also greatly alarmed about Amon Creek Natural Preserve's beavers, badgers, mink, otters, muskrats, black-tailed jackrabbits, moles, marmots, deer mice, side-blotched lizards, and the approximately 150 Audubon-identified species of birds living there, as well as drainage into the Chinook and Coho salmon spawning grounds of Amon Creek. The APNC is a critical wildlife corridor for animals including white-tailed deer traveling between the Horse Heaven Hills and the Yakima River. It is also a possible nesting site for Ferruginous Hawks (listed as a threatened species in WA), Townsend Ground Squirrels (a federal species of concern), and Burrowing Owls (both state and federal species of concern). Moreover, light and noise pollution from the apartments will take its toll on these creatures.

**Increasing Safety Hazards from High Traffic Volume on Piper St., Center Blvd, Willowbrook Place, and Broadmoor:**

I understand that if the Mort development goes through, traffic volume will increase to **1500 trips/day**. Center, Piper, and Willowbrook Place are**neighborhood collector streets,**not arterial thoroughfares. They were never intended to handle that much traffic. This traffic increase on Piper, Center, Willowbrook Place, and Broadmoor is neither logical nor reasonable. It will become a speedway dangerous for pedestrians as well as for vehicles backing out of driveways. I contend this increase in traffic is hazardous and excessive.

Our children walk on Center, Willowbrook Ave. and Piper every day to and from their school buses. Residents walk along these streets through Willowbrook, often on their way to Amon Creek Natural Preserve. This traffic volume (and speed) is hazardous and poses threats to pedestrian safety, especially that of children walking to bus stops. I shudder to think of a child being crushed in a vehicle accident. Injury to even one child is one too many.

The current secondary access is considered the emergency access—and was originally meant for emergency vehicles only. Its tight curves are **dangerous**if cars attempt to exit in an emergency, or if larger emergency vehicles are trying to maneuver in the complex. We are asking for troublehere.

Proposed measures to reduce or control transportation impacts are not considered. Why not? These traffic studies should be repeated—and for longer than two days as last performed in Nov. 2019. The study should include analyses of traffic exiting Center and Willowbrook Place during morning peak periods. Leslie Road is extremely busy, with a dangerous blind curve to navigate. It's difficult to turn left (southbound) from Center or Willowbrook Place onto Leslie at peak times *now.*

At present kids and adults ride their bikes, skateboards, and scooters on Piper, Willowbrook Avenue, and Center. That will no longer be an option for safety-conscious families when Piper, Center and Willowbrook Ave are forced to carry so many more autos. Children on Bebb Court, the first court off Willowbrook/Center, often fill the court with their big wheels, bikes, and other riding toys. That will be impossible once the traffic load increases. And it's unlikely that traffic will proceed at the posted 25 mph. How will that speed be enforced? At the very least, raised speed strips/bumps and costs should be included in the contractor's plan.



**Overall Deteriorating Quality of Life and Property Values in Willowbrook**:

We in Willowbrook value our quality of life. We have worked to maintain and improve our homes

and yards. We know our neighbors and their children. We care about our safety and that of our kids. A 96-unit apartment complex will degrade our hard-earned quality of life. At the very least, apartment residents must be required to join the Willowbrook Homeowners Association and contribute to assessments.

I fear that apartment transients—however many there are—will speed as rapidly as possible up and down Piper and Center in and out of Willowbrook. They will not care a bit about what we have built here.

It appears that the almighty dollar has taken precedence over all other considerations.

I am dismayed. Please consider the **NO ACTION**alternative.

Please notify me of any decisions made on this application.

Sincerely,

Kathy T. Dechter

113 Bebb Court

Richland WA 99352

627-0950

**From:** Therese
**To:** Stevens, Mike
**Subject:** Proposed Apartment Complex - Amon Creek
**Date:** Monday, October 19, 2020 10:44:03 AM

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Mr. Stevens,
My husband and I have lived in Willowbrook Heights for more than 12 years. We have enjoyed our walks along Amon Creek very much.
Forward thinking city planners now recognize wildlife oasis within their cities are an asset in their own right. They are a draw for new residents who look for easy access to nature.

Currently Amon Creek (not 'wasteway') is home to more than 30 species of wildlife, including mink, beaver, otter and black-tailed jack rabbit recently caught on trail cameras near the proposed apartment complex. The black-tailed jack rabbit is a Washington state species of concern because of its limited number.

There are more than 50 resident species of birds in the Amon Basin and about 100 migratory species.
The noise from an estimated 200 to 250 residents of the complex, the complex's lighting and runoff into the wetland and creeks that would be polluted by pets, dumpsters and parking lots would put habitat at risk.
We enjoy watching the jack rabbits (and the coyotes watching the jack rabbits). However, if the apartment complex is approved, we will sell our home
and move outside Richland city limits (and your tax base).

Therese Howe & R Dean Burows
2777 Rue Ct
Richland, WA 99352
509-521-0470

PS. The last time I attended and testified at a city planning meeting, my testimony was classified as being for the development. Let me be crystal clear this time.
WE ARE AGAINST the proposed apartment complex!

**From:** Judy Kitchen
**To:** Stevens, Mike
**Subject:** Proposed apartment complex at Willowbrook
**Date:** Wednesday, October 28, 2020 9:30:48 PM

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Dear Mr. Stevens,

I am writing to express my disapproval for the proposed plan to build an apartment complex to the east of Willowbrook subdivision.

The increased traffic from this proposed apartments will be very dangerous for those residents on the affected residential streets. The obvious location for an apartment complex is just off an arterial street, not in the midst of a residential neighborhood, due to the amount of traffic that an apartment complex will have.

I encourage you to come and take a walk along one of the many paths of the Amon Greenway Natural Reserve in this area. This type of open space cannot be replicated. We need to protect these areas of open space. Having access to open space and areas to enjoy nature is what makes Richland a nice place to live. Once these areas are gone, we cannot get them back.

Please do NOT approve the plans for this apartment complex.

Thank you for your attention to this matter.

Sincerely,

Judy Kitchen

| | |
|---|---|
| **From:** | Bob Bevins |
| **To:** | Stevens, Mike |
| **Subject:** | Proposed Apartment Complex East of Willowbrook |
| **Date:** | Thursday, October 22, 2020 8:09:44 AM |

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I would like to state I strongly oppose the construction of the above subject apartment complex. The construction of the complex would significantly increase the traffic in to and out of Willowbrook.
The City of Richland's poor planning of the Willowbrook development is already being felt by the Willowbrook residents. The use of Piper street as a main thoroughfare is a major screw up by the city. The street was never designed to accommodate the current traffic load nor is it designed to accommodate the increased traffic that would result from the construction of the apartment complex. Cars travel in excess of 50 mph on piper street and the city has done nothing to discourage the high speed traffic. There have been several near misses of children on bicycles and speeding cars.
It is utterly ridiculous to use a high end housing neighborhood as an ingress and egress for an apartment complex. Please do not further degrade our home values by continuing your poor planning by allowing the construction of the apartment complex.

Sincerely,
Robert Bevins
30 year resident of the City of Richland

**From:** Diana Anderson
**To:** Stevens, Mike
**Subject:** Proposed apartment complex near Willowbrook
**Date:** Sunday, October 4, 2020 8:22:48 PM

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Mr. Stevens,
My husband and I live nearby in Willowbrook Heights. We support the right of land owners to develop their property as zoned. There is a shortage of rental property in our area. Please allow the developer to proceed with the construction of this project.
Sincerely,
Diana Anderson
152  Bear Dr, Richland
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iPhone. iTypos. iApologize.

**From:** Jace Westcott
**To:** Stevens, Mike
**Subject:** Proposed Apartments in Amon Creek
**Date:** Friday, October 16, 2020 8:56:00 AM

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Hi Mike,

My name is Jace Westcott and I'm a resident and homeowner in the Willowbrook area.
I've heard that there is a proposal to build apartments in Willowbrook along the Amon creek natural preserve.
In a world where natural preserves are becoming more and more scarce, especially near suburban areas this is very concerning to me. The natural preserve is already a small area, and cramming more apartments into it doesn't make sense to me.
My wife and I bought this home last year, one of the main drivers was being integrated into a great community, particularly being family oriented.
We are extremely disappointed to find that yet another apartment complex is trying to find it's way through our neighborhood, as it'll defeat the lifestyle we moved here for by having increased traffic in our area and disrupt the neighborhood environment.
Should this proposal go through, my wife and I will very likely sell our home and leave the tri-cities.

I urge you to oppose this proposal, nowadays there's very few areas that are ideal for raising families. Please don't take another one of these areas away.

I'm happy to go into more detail if you'd like.

Thank you,

Jace Westcott

**From:** Margaux
**To:** Stevens, Mike
**Subject:** Proposed apartments in the Willowbrook/Meadow Springs neighborhoods
**Date:** Wednesday, October 21, 2020 11:55:13 AM

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Mr. Stevens,

I am contacting you to express my extreme opposition regarding the access road that has been proposed to connect from the proposed apartments onto Broadmoor.

To give you some background, I have grown up in the Meadow Springs proper neighborhood and have seen the impact that has recently been extremely negative on the opening up of Broadmoor/Bellerive to the Hayden Homes development and the expansion of Claybell Park.

It would be absurd to even remotely imply that driving traffic into our once extremely quiet neighborhood has not had a negative impact.

I personally have friends who owned property directly across from Claybell park and have felt forced to sell their property due to the extreme traffic and congestion that has become a constant since that area was opened up.

It also drove traffic down Greenbrook Boulevard as an alternate route to speeding cars that were not part of our neighborhood and while walking I observed many many instances of walkers, golfers etc. almost being hit by speeding cars. I personally filed many complaints with the traffic control department and requested that Digital speed signs be placed to hopefully stop the speeding and it hasn't stopped since they opened up that Hayden neighborhood.
The proposed access road will not only drive traffic down Broadmoor it will also continue to drive traffic down a golfcourse residential street where golfers continually pass back-and-forth walking and in carts to cross Greenbrook Boulevard
to other areas of the golf course. This is a completely negligent act to even consider allowing more traffic to be driven down Greenbrook Boulevard!

I use this as an example and only the tip of the iceberg of chaos this access road would create. I believe it is completely disingenuous on the part of the city and the developer to try to pretend that this access road would have no impact on the Meadow Springs neighborhood.

Broadmoor was not meant to be a pass-through for other communities that feed off of the Kennewick area or off of Willowbrook.

You are proposing driving traffic through a quiet neighborhood who's had to use their HOA funds to install expensive Digital speed limit signs on Broadmoor because of the children on our streets being subjected to horrible speeding traffic which the city could not or would not control. Not to mention that Meadow Springs is a golfing neighborhood and we have people that drive their golf carts up and down the streets to commute to the golf course. That in part is why they chose to live in this area and it is unconscionable that is being proposed to the neighbors in this community of over 44 years to subject them to this traffic hazard.

Meadow Springs proper has been the anchor community of South Richland for the City Of Richland. It is insidious to think that for all these years the tax dollars of my parents and now myself and all of my neighbors is being shown complete disrespect and that you want to devalue our property and the quality of life in our neighborhood as we have known it.

It is beyond a big shame on you City Of Richland for your narrow minded and greedy focus. The city has shown a complete lack of preparedness as it watched the Willowbrook area expand and made no proper plans for an access road that would not be a hazard to people and to nature in the Amon reserve.

I request you and all involved in the decision making process to stop any access road being allowed to connect to Broadmoor. If the city were to allow this to happen it would be a travesty and a crime against our neighborhood. While the act of connecting these roads may not be illegal it would be shameful, evil and wrong. It is not too late, please do the right thing and stop this access road.

I request the City Of Richland do the right thing and honor the tax payers of these neighborhoods by not destroying their communities with the impact of more traffic and the destruction of wildlife habitats.

Please stop this access road!

Margaux Cannon

| | |
|---|---|
| **From:** | Judy Kitchen |
| **To:** | Stevens, Mike |
| **Subject:** | Proposed development near Amon Creek Natural Reserve |
| **Date:** | Sunday, October 25, 2020 5:37:54 PM |

Dear Mr. Mike Stevens, Planning Manager,

This email is to express my disapproval for the plan to build a multi-unit dwelling adjacent to the Amon Creek Nature Reserve just to the east of Willowbrook subdivision.

There are many factors that contribute to this opinion:

1. I am worried about the increased traffic through residential streets. The only access to these apartments would be from Willowbrook to Piper, or from Broadmoor. Both of these are built residential areas and the increased traffic would be a hazard to those residents. In my opinion, it makes more sense to build an apartment complex near a main arterial. This way, the residential streets stay safe and less travelled, as they are meant to be.

2. This planned complex is directly adjacent to the Amon Creek Nature Reserve. This is an area of open space that contains shrub-steppe, wetland ecosystems, and wild animals that live and thrive there. It is a natural wildlife habitat.

3. This is also an area where many residents come to walk through paths and just to be at one with nature. When people have access to open space and they are in contact with the natural environment, they have less stress, subsequently this open space is good for mental health.

4. The Amon Creek Nature Reserve supplies storm-water drainage. We have seen this to be true in the subdivision where I live, Clearwater Creek. There have been major reconfigurations of several drainage designs simply because as more houses were built, it altered the natural storm-water drainage in the area.

5. Simply the fact that there is some land here, does not mean it has to be built upon. A city should have a plan to be an enjoyable place to live for all of it’s residents.

6. There are other locations where wildlife habitat would not be as drastically affected, and traffic would not be such a detriment, such as on Keene Rd, on Steptoe St, or on Duportail Ave.

I sincerely hope that you take these reasons into consideration when you meet

to discuss the plans for this proposed apartment complex.

Regards,

Judy Kitchen
2737 Chelan Loop Richland, WA 99352

**From:** Gail Underhill
**To:** Stevens, Mike
**Subject:** Proposed Willowbrook Apartment Complex
**Date:** Thursday, October 29, 2020 8:13:28 PM

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Mr. Stevens,

My husband and I have been residents of the Willowbrook neighborhood for over 3 years. We have loved living in this neighborhood! Two years ago we were notified about the proposed apartment complex located east of our neighborhood, along the Amon Creek Natural Preserve. Thankfully it was shelved, but now we're having to deal with this again! I wrote a letter to the City 2 years ago asking them to not approve the apartment complex.

We have the privilege of living in the same neighborhood as our daughter's family that includes 2 preschool age children. We love walking in the neighborhood with them as they ride their bikes. I understand that the traffic through the neighborhood will increase exponentially which will be a safety hazard for all the residents, especially the children (there are LOTS of active children that live here)! The proposed access roadway emptying out onto Broadmoor is a horrible location as Broadmoor bends there and is already hazardous with the local traffic. I believe those lots where the access road will intersect Broadmoor were purchased in violation of our HOA covenants for single family homes.

The biggest concern for me is the proximity to the Amon Creek Natural Preserve (ACNP). What a treasure this is for the city of Richland! We walk into it all the time and thoroughly enjoy the serene beauty of the ACNP and the diverse wildlife that resides there. If the City approves an apartment complex right next to it, the ACNP will be ruined! I realize the city zoned this land approximately 40 years ago. Much has changed in the ensuing years with the Willowbrook neighborhood being developed and the ACNP given a courageous start. Things have changed and the city should realize this. I strongly encourage the City to find an alternate location that would have better access to arterial roads and businesses, in exchange for the present location.

This land is not a good fit at all!

Sincerely,
Gail Underhill
201 Rocky Mountain Ct

**From:** Matt Soule
**To:** Stevens, Mike
**Subject:** Proposed Willowbrook Apartments - Meadow Springs Area
**Date:** Friday, October 30, 2020 3:56:14 PM

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Dear Mr. Stevens, I hope you are well. We wanted to contact you with regards to the proposed Willbrook Apartments near the Amon Nature Preserve and Tapteal Greenway in the Meadow Springs/Willowbrook area.

As homeowners in Meadow Springs with two young children, one of our favorite things to do is to frequently walk to Claybell Park and explore/enjoy the area. Part of the fun is the anticipation of potentially seeing wildlife in and around the nature preserve. It also gives us an opportunity to "disconnect" and enjoy the outdoors. We love the view of Badger Mountain from the park and would be sad for it to be blocked by apartment buildings.

Our primary concerns with the proposed apartment complex are 1) the increased traffic and associated safety concerns and 2) the impact the complex will have on wildlife in the area.

The curve where a proposed access road would be placed seems concerning for a couple of reasons. First, the general increased level of traffic associated with the development would impact our neighborhood as a whole. One of the things that we've loved is the quietness of the neighborhood and the ability to safely and comfortably walk in the area. Secondly, the proposed road is located on a fairly substantial curve on Broadmoor, and already visibility is limited. We've noticed this especially while walking or riding bikes. As pedestrians, adding an intersection to this area gives us great concern.

The proposed apartment complex development would undoubtedly negatively impact the wildlife in and around the nature preserve/greenway. We're concerned that this aspect of the development hasn't been fully considered. Although the development would not infringe directly on these spaces, it's presence and associated noise/lighting would almost undoubtedly drive out some of the wildlife. Given the natural sanctuary this unique area provides to a diverse array of wildlife, and considering the tremendous amount of work that has been done to prepare and preserve, it would truly be a shame to lose it.

We ask that you take this input into consideration as discussions continue regarding this proposed development.

Thank you,
Matt & Sarah Soule
1953 Sheridan Pl.

**From:** Jason Cowgill
**To:** Stevens, Mike
**Subject:** Proposed Willowbrook Apartments off Broadmoor St
**Date:** Wednesday, October 7, 2020 4:20:57 PM
**Attachments:** Picture (Device Independent Bitmap) 1.jpg

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Mike,

My Name is Jason Cowgill and I am reaching out to you regarding a proposed project to build apartments near my residence. I recently moved back to the City of Richland (Feb 2020) but have lived in the Tri-cities for 40 years and was actually born at Kadlec Hospital. We recently built our dream home in the Amon Creek area (Heights at Meadow Springs) and over the past 8 months we have really enjoyed getting to know the area and our new neighbors. We chose this part of town due to its central location and close proximity to major shopping areas and easy access to the freeway, however we quickly discovered that this area has a unique mix of quiet neighborhoods, parks and wild lands with trails. We recently became aware of a proposed project that would bring an apartment type complex to the area, bringing increased traffic and infringing on an established, quiet neighborhood. After talking with other residents it became very clear that this potential development is not wanted or considered desirable for that area and would be a detriment to a unique part of Richland. I know from firsthand experience that additional living spaces are needed in the Tri-Cities as we see massive growth but I also feel strongly that this type of project is a poor choice for our quiet neighborhood. The increased traffic alone would be problematic not to mention that the surrounding wetland and wild areas would be further reduced.

I appreciate your time and simply wanted to share that my wife and I would be strongly opposed to this proposed project for the above reasons and that more suitable locations should be considered.

Jason Cowgill



**From:** Robert Jacobs
**To:** Stevens, Mike
**Subject:** Proposed Willowbrook Apartments
**Date:** Thursday, October 29, 2020 11:46:27 AM

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Hi Mike,

I just wanted to give some feedback on the proposed apartments in south Richland adjacent to Willowbrook and Claybell Park. I am a homeowner in the Meadow Springs neighborhood and spend a lot of time at Claybell Park.

I have 2 major concerns with the proposed development plan associated with the apartment complex.

1. The driveway for the apartments is proposed to enter Broadmoor between Greenbrook Blvd and Claybell Park. This proposed driveway enters Broadmoor at a terribly dangerous location. This section of Broadmoor features a dangerous S curve and the eastbound traffic on Broadmoor is heading downhill (usually significantly faster than the 25 MPH speed limit). This eastbound traffic also approaches the proposed driveway for the apartments from around a blind corner. I was surprised when I realized this was where the proposed driveway would be located, and I urge the City to reconsider dumping the apartment driveway onto such a dangerous stretch of roadway.
2. The current traffic volume on Broadmoor is already extremely high for a residential street. Claybell Park has always been a main hub for the neighborhood, and the traffic along Broadmoor near Claybell has always been heavy. In the last several years, the addition of Amon Creek Elementary School and the hundreds of new Hayden Homes around the school have increased the traffic along Broadmoor substantially. I believe the City of Richland should paint the sidewalk yellow along Broadmoor's Claybell Park area to help make that stretch of street safer. Still, the additional traffic volume on Broadmoor that will be created from this large apartment complex will make this residential road even more dangerous than it already is. If the apartment traffic can be routed a different direction so as to not increase the volume on Broadmoor that is one thing. But, if the City intends to move forward with dumping this traffic on Broadmoor then I would strongly oppose this development.

I also have some concern about the footprint of this development. I believe this is a large project to try and squeeze in between the Amon Creek wetlands area and the homes in Willowbrook. I have reviewed the maps and proposed documents for the apartments, and I do see the wetlands study with a 150 foot barrier. However, I still think this would be a tight squeeze on this piece of property and would eliminate some wonderful natural habitat that many member of the community enjoy recreationally and aesthetically.

Hopefully this feedback helps the city take all perspectives into consideration before moving forward.

Thanks Mike,
-Rob

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**Robert L. Jacobs**
*Gonzaga University, BA*
*Loyola Marymount University, MBA*

**From:** Karen C Madsen
**To:** Stevens, Mike
**Subject:** Proposed WIllowbrook Apartments
**Date:** Friday, October 30, 2020 5:46:43 AM

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Hi Mr Stevens,

I am a new resident in the Willowbrook neighborhood; my children and I just moved in this past July. I have recently learned that there is a proposed apartment complex to be built in the strip of land between our neighborhood and the nature preserve. This concerns me greatly in that my new house is on Piper St, which would become one of the main roads to access the apartment complex. One of the reasons that I bought this house was that it was in an area of the neighborhood *off* the main roads so my daughter would have a safer place to play and ride bikes outside. This apartment complex would greatly increase the traffic on our road. My next door neighbors have very small children, and this will put those little ones at risk. This neighborhood has many people who are out walking, riding bikes, scooters, running, etc… These apartments would destroy that safe neighborhood feel that has encouraged people, like me, to move to this area.

I also am opposed to the apartments because it will directly affect the nature preserve and the wildlife behind us. My house backs onto the the trails headed the reserve. We have had wild pheasants come checking out our yard. We see the beautiful birds flying around and have seen jack rabbits and other wildlife as we have roamed through the trails. I feel that this nature preserve is a treasure in the midst of our city, and this apartment complex will damage that ecosystem.

Please do not allow this apartment complex to be built and destroy our neighborhood and the wildlife nearby.

Sincerely,

Karen Madsen
460 Piper St.
Richland, WA 99352
(509) 539-6593

**From:** Jane Giardino
**To:** Stevens, Mike
**Subject:** proposed WIllowbrook development
**Date:** Friday, October 30, 2020 4:04:51 PM

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**Jane Giardino <janieter71@gmail.com>** 4:02 PM (1 minute ago)

to mstevens

Dear Mike,

I'm writing to express my opposition to the proposed development near Amon Basin and Broadmoor boulevard.

I live near Claybell Park in South Richland and for years( 14 to be exact) have enjoyed walking and exploring in my neighborhood. However, with great dismay I've also been watching open spaces disappear. Amon Basin is a treasured resource for all who live, work and play in the area and enhances our neighborhood as a desirable place to live. Over the years many people in this community have worked hard to preserve what's special about our shrub steppe environment and provide a haven for wildlife. Many more of us - seniors, families, children - enjoy walking, biking, and playing in the area, with its play fields, courts and playground. There is already significant traffic in the area and many cars parked along Broadmoor.

Which brings me to the area designated for a road connecting the proposed development to Broadmoor Blvd. I can't think of a worse place to put in a road. This is a high density single family residential area. Access to major thoroughfares are already very busy. We have heard that sources estimate that the proposed construction could put nearly 100 more cars in the neighborhood. Furthermore, the land currently flagged is highly unsuitable for an access road without very ugly disturbances to existing homes and landscapes.

I understand the need for additional housing in our town as it experiences steady growth. I myself live in a fairly small, single family home built about 40 years ago. It truly pains me to see little to no construction of smaller, more modest single family homes in Richland and Kennewick. There is an apartment complex near my home; this did not deter me from settling in my neighborhood because the planning was clearly well-thought out.

I'll close with some ideas proposed by friends and neighbors in our area. There are many other places where apartments and multi-family dwellings could be built that would better suit both apartment dwellers and existing residents. Given the access is so poor to this area, the city could pursue a land trade with another group, purchase the land and set it aside as an environmental park area and promote it as a valued resource for schools and the community. Or pass a bond that helps Tapteal acquire the land and has them repay the money over time. I'm sure there are other feasible options, as there are many smart people in our city who could put their minds to solving this problem and find a better place for these apartments.

To sum up: The proposed roadway through to Broadmoor, and traffic issues alone, make this project an inadvisable venture. Add to that cramming too many residents into a small area, and the loss of highly valued park and ecological habitat, and the result is a poor outcome for the city of Richland. Please rethink and scale down any plans in this area.

Sincerely,

Jane Giardino
605 Linda Court

**From:** Mimi Mitchell
**To:** Stevens, Mike
**Subject:** Proposed Willowbrook Place Apartments
**Date:** Wednesday, October 21, 2020 1:26:40 PM

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Mr. Stevens,

I fear I must be naïve, but I believe that city officials, paid or elected, have the best interests of the people as their main priority. That said, I can hardly believe what I am learning about the 96 apartment unit application before you:

As a resident of Willowbrook, I am vehemently opposed to its approval for the following reasons:

- The city's hypocrisy after many years of giving away all access to the land for the proposed apartments.....until a developer desires it.
- Although the area was zoned high density decades ago, adequate access was never provided, and now is significantly reduced and UNABLE to support a high density apartment complex. The increased traffic alone is a concern for the number of children in the area.
- City Codes and HOA covenants are being violated for profit.
- Access to the proposed complex is via an ILLEGAL street on Broadmoor.
- How can the city NOT follow its own codes????? This is rather blatant.
- And what about protecting Amon creek.....even New York City has its protected Central Park. Must we get rid of our preserve for yet another apartment complex when surely another location can be found?

I am asking you to put the residents of Willowbrook ahead of the interests of a developer and the city's profits, and fulfill your responsibility to the citizens of this area.

Respectfully,
Maria Mitchell

**From:** mike
**To:** Stevens, Mike
**Subject:** Protect the Amon Creek Natural Preserve
**Date:** Friday, October 30, 2020 9:57:36 PM

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Please DO NOT allow the apartment complex to be built as proposed  Broadmoor and ACNP

Thank you Mike Rodriguez, Richland

| | |
|---|---|
| **From:** | J Sontag |
| **To:** | Stevens, Mike |
| **Subject:** | Protest letter against Willowbrook Place Apartments in S. Richland |
| **Date:** | Monday, October 19, 2020 4:41:31 PM |

I reject the planned development of Willowbrook Place apartments complex. Reasons for my rejection of this project follow under the general headings of financial (quality of life of Richland residents RMC 19.25.100 B), traffic (RMC 24.04.020) , and aesthetics (RMC 23.48.010 and 24.04.020) .

**Financial** – avoidance of future tax increases to Richland residents and preserve exiting property values and associated, existing property taxes.

The development is being proposed because it will be profitable to the owner of the property. Richland never turns down any new development because of the increase in property and sales taxes. However these apartments will also place additional, immediate demands on Richland infrastructure such as sewer, roads, schools, police, and the list goes on and on. Richland's development fee charged for real estate development has always been insufficient to cover the costs for these expansions to infrastructure. Every Richland resident will then be hit with higher taxes due to immediate infrastructure demands when construction is complete. [Yes, I have heard argument that none of the neighboring cities charge high enough fees, so if Richland did charge higher fees, the developers would move their business to these other cities. If 4% growth annually is acceptable, then be ready to have a Richland with TWICE the population and needs in 15 years! If 7% annual growth = doubling in 10 years; just do the math. Does the 15 year plan for Richland contain the mechanisms and strategies for doubling it's infrastructure?)]

The existing residents with houses on the East side of Willowbrook Avenue, if Willowbrook Place is built, will have a solid wall of apartments to look at rather than undeveloped native land blending into ABNP. This new view and neighbors will tank their land values!! Who wants to have a noisy, messy, high crime apartment just over their back fence!

**Traffic** – Traffic density on Leslie has increased by at least a factor of 10 and will continue to increase.

Leslie is my road. All the house owners on Hillview Drive and High Meadows can NOT get to their houses without traveling on Leslie. Both Hillview and High Meadows form a large U whose ends tee into Leslie on the East. Over the past decade, traffic on Leslie has increased by a factor of approximately 10. It used to be that exiting Hillview onto Leslie involved a stop for the stop sign and then go, with a rare wait for any traffic. Now it is very rare to have an open gap in traffic to merge into and waiting for 6 to 20 vehicles to pass is now normal. The traffic light at Leslie and Gage does make periodic gaps in the south bound traffic.

Three additional traffic sources have, or will be, routed onto Leslie. 1. Amon Creek Elementary School has begun operating. 2. Rachel Road extension to Leslie is coming soon and will serve the 500+ Hayden Homes and the school. 3. Reata Road traffic from the South Badger Mountain development will flow an ever increasing amount of traffic as more of the 1000+ homes are completed. Willowbrook Place Apartments will be just another pimple on the ugly traffic face of Leslie and should be rejected.

The contorted exit from Willowbrook Place Apartments onto Broadmoor is a clearly shoe-horned in fix to meet fire code for 2 exits.

**Esthetics** – Amon Basin Nature Preserve, ABNP, should not be walled in and further stressed.

Hayden Homes development on the East side of ABNP has a solid 6' wall and closely spaced "taller than the wall" houses that block views and animal movement from about half the length of that ABNP side. The existing Willowbrook homes on the West side of ABNP block the remaining length, creating a pathway pinch point for any creature. Claybell Park does create an open, green border to along the East side of ABNP. Much of ABNP will become a green alley – walled off from view on each side. The wildlife frequently seen in ABNP will refuse to be walled in and will find another home or feeding site. That NW side of ABNP will be sudject to apartment noise 24/7 rather than backyard noise from a a dozen houses that have a buffer strip. ABNP will have a lot less nature!

The existing residents with houses on the East side of Willowbrook Avenue, if Willowbrook Place is built, will have a solid wall of apartments to look at, rather than undeveloped native lands blending into ABNP. Which view would you rather have?

Sent from Mail for Windows 10

**From:** Rolf Wuerch
**To:** Stevens, Mike
**Subject:** Public Hearing on Willowbrook Place Site Plan Review
**Date:** Thursday, October 29, 2020 8:44:16 AM

Mr. Mike Stevens,

I would like to express my opposition to the placement of 96 multi-family complexes in the Willowbrook subdivision. I understand that the area is designated for multi-family housing, however, that designator was made in the 1970s. This was prior to the development of Claybell Park, as we know it, the designation and preservation of the Amon Creek Nature Preserve, and the building of the current development of homes in the Willowbrook area. There is not adequate ingress and egress of cars to support this large development. There is an estimated increase of 300-400 cars per day on two residential streets. These streets have multiple children and families utilizing them, and the increase in travel would likely to result in injuries and death to children being struck by motor vehicles. The safety of our children should be of utmost importance. I understand that there is an egress on to Bellerive Drive/Broadmoor Street. It is located on a "blind curve" and also poses a very serious hazard.

Further, the Amon Creek Nature Preserve is a special place and the large influx of people and traffic will negatively impact the ecosystem. This area is one of just a few special areas in the city limit home to wildlife and plants. During the designation in the 1970s the Amon Creek Nature Preserve did not exist and there was other ingress and egress planned to run through it. The area has an abundance of wildlife that will be destroyed with the influx of multiple family housing disturbing the environment.

I understand that this is privately owned property but the placement of multi-family housing is not good for the safety of families of the Willowbrook area, and the preservation of the ecosystem of the Amon Creek Nature Preserve. I encourage re-zoning the area as single-family homes to help preserve the area.

Please contact me if you have any questions or concerns.

Rolf M.W. Wuerch D.D.S.
318 Piper Street
Richland WA 99352

(509)420-3384

**From:** Perry Roper
**To:** Stevens, Mike
**Cc:** debroper@charter.net
**Subject:** Re: 96u Apartment Complex impact to Amon Creek
**Date:** Sunday, October 25, 2020 9:53:51 PM

---

Hi Mike,

As an addendum I forgot to add the possibility of beavers over time flooding the Amon Creek Reserve in the area of the proposed 96u apartments. Not far up the creek there is a beaver pond, and of course there are small damns up and down the creek. Plenty of beaver in the area. Should the beaver at some point decide to pond the area, even slightly, I'm sure they could enlarge the greenway in that area over time.

Thanks, Perry

On Sun, Oct 25, 2020 at 6:50 PM Perry Roper <roperpf@gmail.com> wrote:

> Attention: Mike Stevens
>
> Hi Mike,
>
> I am a Willowbrook Neighborhood home owner, and am writing to inform you of the severe environmental impact threat caused by the proposed 96u apartment complex.
>
> My family has lived here in Willowbrook since 2003, and I am familiar with the Amon Creek area where the proposed 96u complex is located. At first I assumed the 96u complex would be located on the east side of the creek, and was shocked to discover its proposed to be squeezed into the narrow band of land between the creek and the existing houses! There is absolutely no way that a complex of that size can be placed in that area without huge impact to the wildlife of that area of the creek. The 96u Complex landscaping would need to be right next to the actual creek in areas, and require the removal of significant areas of sage and cover that is home to the migratory and year round wildlife of Amon Creek.
>
> Wildlife come and go through the area, birds, birds of prey, upland birds, waterfowl, beaver, raccoon, opossum, porcupine, skunk, rabbits, coyote and even dear. These animals need room on either side of the creek for both home and cover, there has to be space for the animals to move through the area. Squeezing that area off, will eventually force the wild life out, no question.
>
> The environmental impact is simple and obvious, animals will be forced out no question. With the structures come people, its too much and too close and difficult to understand how this proposed action has even made it this far.
>
> In addition, the traffic impact is excessive, the neighborhood roads are narrow, twisty and not striped. People park on the side of the street and there are a lot of kids. Many people walk the neighborhood and during the nice weather when sprinklers are on, people will step into the street to avoid getting wet. If there is a car parked the people will walk around the car, which hasn't been an issue with current traffic volume. But if traffic is increased as much as has been estimated, that will create a hazard that these streets weren't designed for. That kind of traffic needs wider streets and lane striping. Our son is an adult with developmental disabilities, and he walks the neighborhood sometimes several times a day...

and he walks in the street if sprinklers are hitting the sidewalk. The proposed action and traffic it will bring introduces a serious traffic hazard that is deeply concerning.

The proposed 96u Apartment complex has obviously high environmental impact and must be shut down to prevent irreversible damage to the Amon Creek Natural Preserve and the Wildlife that both live and move/travel through the area.

In addition, the traffic has not been planned for, both north and south access points are frankly horrible and were absolutely not planned for. It is obvious the area was not planned for that volume of traffic and this proposed 96u complex and its traffic are attempting to be stuffed into an area that can not support it, and the nearby families will be hurt by this.

Please reject this proposal and preserve the Amon Creek Natural Preserve and do not introduce unplanned and new hazards to the Willowbrook Community.

Thank you,

Perry and Debbie Roper
2644 Willowbrook Ave
509-539-3740

**From:** Karen Morales
**To:** Stevens, Mike
**Subject:** re: Amon Creek / Willowbrook development
**Date:** Monday, October 5, 2020 2:32:31 PM

---

My husband Tom and I do not support this planned multi family development in the Amon Creek / Willowbrook area. It will be a burden to the traffic flow and also a poor use of the land - we need to preserve some open areas. Thank you.

Tom and Karen Morales
1662 Naples Lane
Richland, WA

**From:** Kathy Dechter
**To:** Samuel Dechter
**Cc:** Stevens, Mike
**Subject:** Re: Cliff Mort Proposed Apartment Complex--My Comments
**Date:** Thursday, October 22, 2020 9:35:52 AM

---

Thank you!

On Wed, Oct 21, 2020 at 10:15 PM Samuel Dechter <sam.dechter@gmail.com> wrote:

> October 20, 2020
>
> Mr. Mike Stevens
> Richland City Planning Manager 625 Swift Boulevard, MS-35 Richland, WA 99352
>
> Dear Mr. Stevens,
>
> I am providing you with my comments regarding the multi-family project proposed by the Big Creek Land Company, LLC (Clifford Mort) Willowbrook development in south Richland. The following issues should be addressed and resolved to the satisfaction of the community before this project gains approval or else the project should be discontinued and abandoned.
>
> I noted in the package of information that it is the developer's intention to construct an exit to the north of the project onto Broadmoor St. for both resident vehicular access and emergency vehicle access. That driveway does not appear to meet Richland city code requirements for a city street with sidewalks, and it contains some very tight turns. These requirements must be evaluated for compliance and resolved. Also, this driveway/roadway does not appear to meet city code requirements for residentially zoned lots in addition to not complying with the Willowbrook HOA requirements for residential lots.
>
> Traffic impacts on the Willowbrook and Meadow Springs communities will be severe, and the traffic survey information is out-of-date. The traffic data appears to have been collected in November 2018 and March 2019. That is nearly two years ago. Since that time the Hayden Homes subdivision near Claybell Park has been constructed, resulting in increased traffic flow along both Broadmoor Street and Bellerive Drive. The other exit from the Willowbrook Place project leads traffic directly onto Piper Street in Willowbrook and to exit Willowbrook either via Center Blvd or Willowbrook Pl. These streets are residential streets where children play, residents walk, or jog and new home construction is continuing. The speed limits are only 25 mph. This is a serious safety concern to me.
>
> Additionally, I am not aware of any other multi-family housing area in Richland that has its egress directly through a residential community for access to a major thoroughfare. I urge the City to take this into consideration when evaluating the impact of the apartment complex on its adjacent environment.
>
> The environmental impact on the flora and fauna of the Amon Creek Natural Preserve should not be treated lightly. Although the KID claims authority over the waterway, it is what it is today: a thriving wetland supporting native shrubs and growth and a wide variety of native and non-native wildlife. Tapteal Greenway has video recording the diversity of

wildlife within the wetlands. These videos should be reviewed and evaluated. A thorough environmental study of the wetlands area must be undertaken that will ensure there are no endangered species that will be impacted. Construction on the sloping hillside and residential usage will increase drainage into the wetlands and will alter what is there. This impact must be studied and analyzed in thorough detail. The impact of the construction process and its debris on the wetlands must be calculated and appropriate protective actions developed and implemented. I recommend that Tapteal Greenway, overseer of the Amon Creek Natural Preserve, be given a strong voice in evaluating the environmental impact on the wetlands.

Finally, there is really no need for the developer to request and the city to approve the convenience of buffer averaging in order to justify encroaching on the Amon Preserve wetlands. The project should be redesigned to prevent violating the buffer requirements in all areas of the project—period!

Thank you for the opportunity to comment on the documents for this construction project. I sincerely hope that the city will not permit the proposed multi-family housing project to proceed.

Samuel J Dechter 113 Bebb Ct Richland, WA 99352 (509) 627-0950

| | |
|---|---|
| **From:** | Ashley Morton |
| **To:** | Stevens, Mike |
| **Cc:** | "Hanson, Sydney (DAHP)" |
| **Subject:** | RE: M2020-101 Willowbrook Apartments Site Plan Review |
| **Date:** | Wednesday, October 21, 2020 8:10:49 AM |
| **Attachments:** | image001.png<br>image002.png |

Good morning Mike,
The Confederated Tribes of the Umatilla Indian Reservation (CTUIR) Cultural Resources Protection Program (CRPP) has reviewed the SEPA materials provided for the Willowbroook Apartments Site Review Plan. The proposed development is in or near an area of religious and cultural significance to the CTUIR, known as Piyuušmaamí uštáy 'hills of the snakes' and given the level of construction planned there is a likelihood that cultural resources may be encountered. CRPP recommends a cultural resource survey with subsurface testing.

CTUIR appreciates the opportunity.

Sincerely,
Ashley

Ashley M. Morton, M.A., RPA
Archaeologist II
Cultural Resources Protection Program
Confederated Tribes of the Umatilla Indian Reservation
46411 Timíne Way, Pendleton, OR 97801
Direct Line/Fax: (541) 429-7214
Main Office: (541) 276-3447
AshleyMorton@ctuir.org

**From:** Stevens, Mike [mailto:mstevens@CI.RICHLAND.WA.US]
**Sent:** Thursday, October 1, 2020 2:43 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>; BCES Hamilton, Craig <c.hamilton@bces.wa.gov>; DAHP SEPA Reviews <sepa@dahp.wa.gov>; Darrick Dietrich <darrick@basindisposal.com>; BCES Davis, Deanna <d.davis@bces.wa.gov>; Deborah Rodgers <dxrodgers@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 <jmcshane@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>; BCES Map <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>; Roscoe Slade <roscoe@westrichland.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>; 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:** M2020-101 Willowbrook Apartments Site Plan Review

**EXTERNAL EMAIL: Please use caution when clicking links or opening attachments.**

Attached to this email you will find a copy of the application materials for Site Plan Review of a 96-unit apartment complex project within the City of Richland (Willowbrook Apartments). The Richland Hearings Examiner will conduct a public hearing for this project on Monday, December 14, 2020 at 6:00 PM. 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.

Please review the attached materials and submit any comments you have back to me

by 5:00 PM, Friday, October 30, 2020.

Thank you,

Richland

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

Attn: 143

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The opinions expressed by the author are his or her own and are not necessarily those of the Confederated Tribes of the Umatilla Indian Reservation. The information, contents and attachments in this email are Confidential and Private.

## Ghbein, Briana

**From:** robin36@gmail.com
**Sent:** Friday, October 30, 2020 2:59 PM
**To:** Stevens, Mike
**Subject:** Re: Oppose Willowbrook Place Apartments

I meant to attach this photo with my previous email.

Sent from my iPhone

On Oct 30, 2020, at 12:08, Robin Wojtanik <robin36@gmail.com> wrote:

Dear Mr. Stevens,

I ask that you strenuously oppose the proposed Willowbrook Place Apartments, M2020-101 and EA2020-114, project that is currently up for comment and eventual review. I have lived on Broadmoor Street with my husband and our three children for 6 years now.

During this time, I have seen the traffic increase firsthand ever since the improvements were made to Claybell Park and with the construction of Amon Creek Elementary, and the housing development nearby. I have called the city of Richland on three occasions to report city-operated vehicles (usually light trucks) speeding on Broadmoor in front of my home. I live just east of one of the speed reader signs installed by the homeowner's association and I can see the speed displayed when the vehicles go by. The times I have called are when a vehicle has been going 35mph or above, which causes the speed sign to flash and indicate "too fast" or "slow down" messages to the driver. Each time I was told the issue would be handled appropriately. Speeding is a constant issue on Broadmoor right now. I am concerned that this project would increase the volume of cars and the volume of speeders on our street. As a board members of the Meadow Springs Second Nine HOA, we have made numerous attempts and requests for speed calming efforts by the city, all of which have been denied. Additionally, the city has actively denied the data from the speed readers installed in 2017, failed to do anything to improve the situation on Broadmoor, and is now considering adding hundreds more cars/trips on the road daily. The traffic study for the Willowbrook Place project was not commissioned in good faith, yet the city accepted that without question, despite repeated denials to review the data from our speed readers. The brief traffic study was placed on a day there was a 3 hour school delay due to icy conditions. Cars were not traveling at typical speeds on that day, nor was there a typical volume of vehicles due to the adverse conditions. Additionally, the trackers were placed at the far westernmost point on Broadmoor, where cars have either just turned onto the street or are slowing for a "T" intersection with a stop sign. In either case, it is not representative of the true speed on the street, which generally happens as cars approach Greenbrook Blvd., and have really hit their stride. **The city cannot pick and choose which private traffic studies it accepts and which it doesn't**. We have 3+ years of traffic data the city isn't willing to accept or even review, yet it blindly accepts a one-time study that lasted mere days during winter weather.

Additionally, this project violates city zoning, our HOA covenants, impacts the environment, and goes against the city's own strategic plan. **I believe the city and the property owner failed to protect future development on this plot and now expects to shoehorn this in on the backs of the neighborhoods already in place.** The city and the property owner should have protected access to this lot while homes in Meadow Springs and Willowbrook were built out over decades. Either party could have raised an alarm bell at any time in many, many years to say that it was necessary to protect access. No one did and now we're expected to pay the price with impacts to the environment, and the addition of a full-blown road right between two single family homes.

The city should be ashamed that it is looking to provide this access through homes, including one home owned by the development company. That doesn't pass the smell test whatsoever. **It's clear that**

**property was not purchased in good faith and that it was only purchased to allow a road to be constructed in the future and not to be a neighbor who contributes to our long-established community.**

The location of the street is the same location where the path has previously washed out (photos attached) in torrential rainstorms. I don't see how this will be improved with an impervious road placed on top of it instead.

The project's impact to the environment runs in opposition to the city's own strategic plan which references a desire to "balance public and private interests in the preservation of identified natural and environmentally sensitive areas." The city has shown that it sees a value in the Amon Creek Nature Preserve and should maintain its value in the community as a green space and animal habitat in the midst of a growing community.

**I would like to see the city oppose this project as proposed, and eliminate any future effort to establish a road through single family homes providing access to Broadmoor Street.** If the city wishes to move forward with this, it should demonstrate its own good faith to residents by adding traffic calming efforts on Broadmoor, including a low-profile roundabout at Greenbook Blvd., similar to what is seen throughout Kennewick's Hansen Park neighborhood. This could help return the street to typical residential speeds and not the cut-through collector it currently is.

Robin Wojtanik
221 Broadmoor St.

**From:** Ghbein, Briana
**To:** Danny Plesha
**Cc:** Stevens, Mike
**Subject:** RE: Proposed complex at at Willowbrook
**Date:** Monday, October 5, 2020 9:50:30 AM
**Attachments:** image001.jpg

---

Mr. Plesha,

Your comments have been received. I am relaying your email to Mike Stevens, Planning Manager.

Thank you,

**Briana Ghbein, CPT**
Permit Technician
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7771

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**From:** Danny Plesha <deplesha@gmail.com>
**Sent:** Monday, October 5, 2020 9:36 AM
**To:** Ghbein, Briana <bghbein@ci.richland.wa.us>
**Subject:** Proposed complex at at Willowbrook

I am writing to express strong opposition to the proposed apartment complex at Willowbrook. This will decrease value of homes in the area, as well as substantially increasing traffic in the area. Claybell park is already very busy, and adding another 96 families to the immediate vicinity would overwhelm the park. The proposed area is full of wildlife that would be displaced. Please do not allow this enormous land use project to be implemented.

thanks,

--
Daniel Plesha, OD

**From:** Jensen, Kerwin
**To:** Margaux
**Cc:** Stevens, Mike
**Subject:** RE: Proposed land-use Willowbrook
**Date:** Wednesday, October 7, 2020 8:24:43 AM

---

Thank you for your email. Due to the nature of the open record public hearing process, ex parte communication with the Hearing Examiner is not permitted and all correspondence with the Hearing Examiner needs to take place at the public hearing.

I would invite you to contact Mike Stevens, Planning Manager for the City of Richland. Mike will be able to answer questions that you have relative to this project. Mike's email address is mstevens@ci.richland.wa.us and his phone number is 509-942-7596.

Thanks you,

Kerwin

Kerwin Jensen
Development Services Director
625 Swift Blvd., MS-02 | Richland, WA 99352
(509) 942-7586

-----Original Message-----
From: Margaux <halcyonhouse1@charter.net>
Sent: Tuesday, October 6, 2020 5:26 PM
To: Jensen, Kerwin <kjensen@CI.RICHLAND.WA.US>
Subject: Proposed land-use Willowbrook

Good evening,

I am hoping you can share with me the names of all committee members and their contact information including phone numbers, that are going to be reviewing the proposed land use action comments for Willow Brook/ Meadow Springs area regarding the proposed apartment complex .

It is important for our Meadow Springs neighborhood to know who sits on this committee that will be making the final decision in regards to this proposed use.

Needless to say there are literally hundreds of people between Willowbrook and Meadow Springs who are deeply opposed to this proposed land-use action because of it’s permanent negative impact on our beautiful neighborhoods.

It is deeply concerning that the City of Richland would even consider destroying such neighborhoods with this narrow minded short sighted action!

Thank you for your assistance.
Margaux Green

_____
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**From:** Ronald Grover
**To:** Stevens, Mike
**Subject:** Re: Proposed Willowbrook apartment development
**Date:** Thursday, October 29, 2020 9:15:47 PM

---

On Thu, Oct 29, 2020 at 8:30 PM Ronald Grover <groverkvalley@gmail.com> wrote:

> This e-mail is in response to the proposed 96 unit apartment complex in the willowbrook neighborhood. We recognize that the revenue this will bring to the city is substantial but we would hope that the city will recognize the impact of this on our neighborhood. We are very concerned about the safety of children with the increased traffic especially in the morning hours and afternoon hours when children are going to school and and coming home from school. There is ALOT of traffic during those hours. These apartments would have a huge impact on that amount of traffic. There is also concern for safety in Claybell Park. It is now a great park for families to play there. With a large apartment complex the park will become a greater risk for drugs and vandalism. Is the city ready to provide more police protection for this park and deal with the increase in crime? The building of this complex will have a huge negative impact on this neighborhood and the environment surrounding the Tapteal Greenway Please recognize this. If the city council members lived in a neighborhood where this type of complex where to be built, you would oppose it also. This neighborhood is not a low income housing development but you are proposing a low income apartment complex. That affects a lot of residents in a very concerning way. We hope that the city of Richland will make a wise choice in this matter, that it will reflect the lives and values of all those who are living here now.
>
> Thankyou for your consideration of our homes, the environment, and the lives of all those living in the shadows of such a large and disturbing project.

**From:** Ghbein, Briana
**To:** Melissa Floyd
**Cc:** Stevens, Mike
**Subject:** RE: Willow brook apartment complex
**Date:** Monday, October 5, 2020 8:33:47 AM

---

Ms. Floyd,

Your comments have been received. I am relaying your email to Mike Stevens, Planning Manager.

Thank you,

Briana Ghbein, CPT
Permit Technician
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7771

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-----Original Message-----
From: Melissa Floyd <floydml85@gmail.com>
Sent: Monday, October 5, 2020 6:54 AM
To: Ghbein, Briana <bghbein@ci.richland.wa.us>
Subject: Willow brook apartment complex

I am writing to express strong opposition to the proposed apartment complex at Willowbrook. This will decrease value of homes in the area, as well as substantially increasing traffic in the area. Claybell park is already very busy, and adding another 96 families to the immediate vicinity would overwhelm the park. The proposed area is full of wildlife that would be displaced. Please do not allow this enormous land use project to be implemented. Thank you for your time,

Melissa Floyd

## Ghbein, Briana

**From:** Ghbein, Briana
**Sent:** Monday, October 5, 2020 8:30 AM
**To:** Floyd, Kevin
**Cc:** Stevens, Mike
**Subject:** RE: Willow Brook apartment complex

Mr. Floyd,

Your comments have been received. I am relaying your email to Mike Stevens, Planning Manager.

Thank you,

**Briana Ghbein, CPT**
Permit Technician
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7771

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**From:** Floyd, Kevin <KFloyd@HFGTrust.com>
**Sent:** Monday, October 5, 2020 7:57 AM
**To:** Ghbein, Briana <bghbein@ci.richland.wa.us>
**Subject:** Willow Brook apartment complex

I am writing to express strong opposition to the proposed apartment complex at Willowbrook. This will decrease value of homes in the area, as well as substantially increasing traffic in the area. Claybell park is already very busy, and adding another 96 families to the immediate vicinity would overwhelm the park and degrade the area. The proposed area is full of wildlife that would be displaced. Please do not allow this enormous land use project to be implemented.

**KEVIN FLOYD** CFA, CFP®, AIF®
DIRECTOR OF INVESTMENTS
509.416.5518 KFloyd@HFGTrust.com
8131 W. Grandridge Blvd. Suite 201, Kennewick, WA 99336
community1st.com hfgtrust.com

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**From:** Ghbein, Briana
**To:** "Alenka Plesha"
**Cc:** Stevens, Mike
**Subject:** RE: Willowbrook apartments
**Date:** Wednesday, October 7, 2020 8:13:45 AM
**Attachments:** image001.jpg

---

Ms. Plesha,

Your comments have been received. I am relaying your email to Mike Stevens, Planning Manager.

Thank you,


**Briana Ghbein, CPT**
Permit Technician
625 Swift Blvd., MS-35 | Richland, WA 99352
(509) 942-7771



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**From:** Alenka Plesha <alenka.plesha@gmail.com>
**Sent:** Tuesday, October 6, 2020 6:39 PM
**To:** Ghbein, Briana <bghbein@ci.richland.wa.us>
**Subject:** Willowbrook apartments

I am writing to express strong opposition to the proposed apartment complex at Willowbrook. This will decrease value of homes in the area, as well as substantially increasing traffic in the area. Claybell park is already very busy, and adding another 96 families to the immediate vicinity would overwhelm the park. The proposed area is full of wildlife that would be displaced. Please do not allow this enormous land use project to be implemented. Thank you for your time,
Alenka Plesha

**From:** Sorcha Fox
**To:** ONeill, Shane
**Cc:** Stevens, Mike
**Subject:** RE: Willowbrook Place Site Plan Application (M2020-101 & EA2020-114)
**Date:** Tuesday, October 27, 2020 5:15:14 PM
**Attachments:** image002.png

---

Thanks so much Shane, I truly appreciate it.

Sent from Yahoo Mail on Android

On Mon, Oct 26, 2020 at 8:42 AM, ONeill, Shane <soneill@CI.RICHLAND.WA.US> wrote:

> Sorcha,
>
> I've forwarded your message to Planning Manager, Mike Stevens as he is the designated recipient for all comments on the current Willowbrook site plan review application. This will ensure all contacts for parties of record and their comments are placed into a single consolidated location.
>
> Here is Mike's email address:
>
> Mike Stevens, mstevens@CI.RICHLAND.WA.US
>
> **Shane O'Neill**
>
> Senior Planner
>
> 625 Swift Blvd., MS-35 | Richland, WA 99352
>
> (509) 942-7587
>
> ---
>
> **From:** Sorcha Fox <sorcha_fox@yahoo.com>
> **Sent:** Saturday, October 24, 2020 5:24 PM
> **To:** ONeill, Shane <soneill@CI.RICHLAND.WA.US>
> **Subject:** Re: Willowbrook Place Site Plan Application (M2020-101 & EA2020-114)
>
> Dear Mr. O'Neill,
>
> I am saddened to have to spend any time writing to you again about the revised Willowbrook Place

apartments application. It is bizarre to me that the application should ever get this far when any reasonable person can see that (1) the zoning is in error and completely out of date for any property next to such an important natural resource, and (2) the proposed access roads are still completely inadequate and inappropriate for the surrounding neighborhoods. I agree wholeheartedly with the more detailed summary provided by Jacob Stanfield is his shared letter to you. Rather than re-hash it here in my own words, I urge you to review his letter in detail if you have not already done so. His summary is extremely well researched and explained with great clarity.

I heard your comments on the NBC news piece about how the online hearing is a chance for all sides to present their case, and that no final decisions have been made yet. However, I have big concerns that this forum can do justice to such an important topic in an online format, when it is very easy for the moderator to selectively allow only those they want to hear from to participate. I hope instead that you might consider taking the necessary action to address the many issues of zoning, traffic volume and safety, fire safety, city code and HOA Covenant violations, and environmental impact - without putting everyone through the charade of this hearing. As I stated in my previous below letter, I have a deep respect for the traditions of urban planning and development, and I hope you will do the right thing in your very important duty. And as also previously mentioned in my previous below letter, I invite you to visit the site from my property on 312 Piper Street, from which you'll see for yourself how perilously close the wetlands are to the proposed site. Of course this is only one of the many issues that I and several others have already brought to your attention.

Thanks again for your consideration,

Sorcha Fox

---

**From:** Sorcha Fox <sorcha_fox@yahoo.com>
**Sent:** Wednesday, September 5, 2018 12:02 AM
**To:** ONeill, Shane <soneill@CI.RICHLAND.WA.US>
**Subject:** Willowbrook Place Site Plan Application (M2018-100)

Mr. O'Neill,

I am extremely disappointed and confused by the decision of the City of Richland planning department to approve the 96 apartment development on the narrow strip of land next to the Amon Creek Natural Preserve. As a Piper Street resident, I can literally see how close the wetlands area is to my home, and the small amount of land in between. While I understand that Mr. Smith wants to develop something on his land, I am stunned that anything other than single family homes are being considered.

As the daughter of a planning officer, I have a deep respect for the traditions of urban planning and development. I believe it to be an extremely important public service, necessary and valuable to balance and protect the wellbeing of all citizens and our natural resources. So when I see such a vague and badly written development plan come through your office without an environmental report, and for your office to: (1) issue a Mitigated Determination of Non-Significance; and (2) fail to implement a sincere public notification and review process – I am absolutely stunned by your lack of oversight. This is completely in conflict with the mission

statement on your website, *"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. "* As a member of the Richland public, I certainly do not feel that this development plan is safeguarding the public, or protecting Richland's natural environment. Furthermore, it is completely disregarding the 2007 preservation *Agreement Regarding Future Use of Property* signed by representatives from the four agencies who supported and participated in the property acquisition of the Amon Creek Natural Preserve (ACNP): Energy Facility Site Evaluation Council, the State of Washington (through the Washington Department of Transportation), the Tapteal Greenway Association, and the City of Richland. Please be reminded that in this property acquisition, the two state agencies satisfied environmental mitigation obligations through the purchase and dedication of the land as a nature preserve. Also, the agreement states that the ACNP has *"significant natural features and provides critical habitat for fish and wildlife and should be managed as a public nature preserve providing opportunity for education, passive recreation, and quiet enjoyment by the public".*

A 96 apartment development is a blatant contradiction to the prior commitment made by the City of Richland and Washington State. As you have no doubt been advised by many other disillusioned residents, such a large development in such close proximity to the ACNP wetlands is an obvious threat to the many species of plants, birds, fish, and mammals currently present in this unique habitat. As I'm sure you know, Washington State wetlands are at an all-time low of just 2% - down from 33% when first recorded in the 1780s. Please refer to the below list of environment and infrastructure concerns - which is most likely incomplete, pending a genuine environmental assessment by a third party. I invite you to visit the site from my property on 312 Piper Street, from which you'll see for yourself how perilously close the wetlands are to the proposed site.

I urge you to reconsider this application, along with re-assessments and potential reclassifications of both the wetlands and the zoning of Mr. Smith's land. Please embody the values on your website mission statement, and demonstrate to the TriCitizens that you truly are what you say, *"a values–based organization, with less reliance on policies and 'rules'.....who have "embraced the values of teamwork, integrity and excellence."* Specifically, give the citizens of the Tricities a real chance to engage in meaningful dialogue with you on this critical community issue, with a more sustainable plan for single family homes. I sincerely hope you will redeem the Richland planning department by: (1) retracting the previously issued MDNS; (2) reopening the SEPA comment period for a reasonable amount of time; and (3) requiring a revised single-family homes application with a geologic hazard report and an environmental assessment of impact to the ACNP. A revised application should contain specific details of potential environmental challenges and mitigating solutions.

Thank you for your consideration.

Sincerely, Sorcha Fox

312 Piper Street, Richland WA 99352

**Environment and Infrastructure Concerns**

- Inadequate entrance and exit access roads through Willowbrook to facilitate the increased traffic and access to emergency response vehicles, presenting a significant safety risk for pedestrians, drivers, and those in need of emergency care. A genuine traffic study needs to be conducted which takes into account the increased traffic from an estimated 200+ cars.

- An extremely unrealistic buffer zone of a mere average 150 feet from the wetlands – meaning sometimes

less than 150 feet.

- Insufficient planning for water quality and runoff in the preserve to mitigate flooding and pollution from pesticides, fertilizer, and other chemicals.

- Light and noise pollution from the multiple homes and families, driving away all the wildlife from this unique environmental infrastructure.

---

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| | |
|---|---|
| **From:** | Kevin Liebe |
| **To:** | Stevens, Mike |
| **Subject:** | Resident comments regarding Amon Creek Preserve_Apartment Proposal |
| **Date:** | Sunday, October 18, 2020 12:50:43 PM |

Dear Mr. Stevens,

This letter is in regards to the many concerns of the proposed building of the 96 apartments adjacent to Amon Creek Natural Preserve and wetlands.

As a resident of Willowbrook, initial concerns are in regards to the amount of traffic that will be drastically increased by the amount of units being proposed. This would be additional traffic on top of the anticipated increase in traffic expected due to the upcoming road being built connecting Steptoe and Leslie roads. Accessibility to the apartments will require use of previously established neighborhood streets and will cause a negative impact for families where children frequently play and ride their bikes on what will soon become a very busy street into and out of the proposed complex. Additionally, the lack of public transportation accessibility to the apartments is also an issue.

Badger Canyon Apartments, less than 2 miles from Willowbrook, continues to undergo further construction for new, very large, buildings that each house dozens of units. According to previous public documents and comments, this particular complex alone will house nearly 650 units (maybe more?). This would be in addition to other, significant levels of apartment housing, easily found within less than 1 mile of Willowbrook, and all of which are noted to be currently found in locations better suited to road access and public transportation.

Aside from traffic—and what seems to be an unnecessary push to add additional apartment housing into such a densely concentrated area—we also hold significant concerns over the impact construction will have on wildlife. The proposed "150 feet buffer edge" implies an average and does not guarantee construction will not impact or endanger the nature preserve which our family enjoys during frequent walks through the trails in the area. Adding a 96 unit complex in this area would be harmful to the wildlife and habitat.

We urge you in the strongest terms to cease consideration for this project. The detrimental impact on residents in the neighborhood, increased traffic in the surrounding community and loss of wildlife and habitat, outweigh any economic benefit gained by proceeding with this project.

Sincerely,

Kevin and Megan Liebe

226 Rocky Mountain Ct.

Richland, WA 99352

# Comments on Willowbrook Apartments Site Plan Review – Habitat Assessment (M2020-101 & EA2020-114)

Patrick Paulson
Laurie Ness

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## Acronyms

ACNP - Amon Creek Natural Preserve (ACNP) ..... 2

FWHCA - Fish and Wildlife Habitat Conservation Area ..... passim

PHS - Priority Habitat and Species ..... passim

WDFW - Department of Fish and Wildlife ..... 2

# 1. Introduction

## 1.1 A Determination of Significance should be issued

The Wildlife Habitat Assessment Report[1] unequivocally states that the project area contains Black-tailed Jackrabbit, a state-listed Priority Habitat and Species). (PHS) listed species. The project will clearly destroy habitat used by jackrabbits, affecting the functions and values of the Fish and Wildlife Habitat Conservation Area (FWHCA) which has primary association with a PHS species. No mitigations or measures are stated to prevent these impacts. Therefore, a threshold determination of significance (DS) should be issued. The project should not be approved until acceptable mitigations are enforced to protect the functions and values of all FWHCA affected by the project.

## 1.2 Application should be rejected due to an incomplete habitat assessment report.

The wildlife assessment report fails to:

1. Evaluate the presence of protected habitats and species on the entire project site.
2. Identify and provide management recommendations and measures to protect the following habitats and species that occur, or are likely to occur, on the project site:

- Black-tailed Jackrabbit
- Shrubsteppe habitat
- Biodiversity Corridors and Areas
- Chinook Salmon and Coho

3. Evaluate the presence of protected habitats and species on protected areas adjacent to the project site
4. Evaluate the impact of the project on ecosystem functions of the Amon Creek Natural Preserve (ACNP), and FWHCA adjacent to the project site.

Despite clear evidence of multiple areas on the project site meeting Richland's criteria for FWHCA on the project site and the clear impact of the project on those FWHCA and the adjacent ACNP the Report offers specifies no measures for the protection of these FWHCA other

[1] Wetland Resources, Inc. *Wildlife Habitat Assessment Report for Willowbrook, City of Richland, WA*, hereafter referred to as "Wildlife Report". April 23, 2020, at p.78 within application packet, https://www.ci.richland.wa.us/home/showdocument?id=11484

than a buffer designed for wetland protection. This application should be rejected until a valid habitat assessment is completed that shows how impacts to FWHCA will be avoided or reduced through other mitigation measures.

RMC 22.10.200 C requires a habitat conservation report to include:

> …
>
> 2. Identification of any priority species and habitats (PHS) or any endangered, threatened, sensitive or candidate species and any habitat or species of local concern that have a primary association with habitat on or adjacent to the project area, and assessment of potential project impacts to the protected habitat or use of the site by the species;
>
> 3. A discussion of any federal, state or local special management recommendations, including Department of Fish and Wildlife [(WDFW)] habitat management recommendations, that have been developed for species or habitats located on or adjacent to the project area;
>
> 4. A discussion of measures, including avoidance, minimization and mitigation proposed to preserve existing habitats or restore any habitat that was degraded prior to the current proposed land use activity and to be conducted in accordance with RMC 22.10.220 (mitigation sequencing);
>
> 5. A discussion of ongoing management practices that will protect habitat after the project site has been developed, including proposed monitoring and maintenance programs;

The habitat assessment report fails to identify, discuss recommendations for, discuss measures to be taken, or any management practices for the FWHCAs defined by the City of Richland as occurring "on or adjacent to the project area": Shrubsteppe habitat, Black-tailed Jackrabbit, Chinook, and "Biodiversity Areas and Corridor". The report also fails to assess the entire project site *and* areas adjacent to the site, including Amon Creek Natural Preserve. Since Richland has defined the entirety of ACNP as an FWHCA, it qualifies as a habitat of local concern. The assessment report should therefore evaluate all impacts to the habitat functions of ACNP, not just those associated with PHS or species listed by federal or state agencies.

## 2. Failure to assess complete project site as it is known to the applicant.

The Wildlife Report (p.1) states "The site is comprised of two Benton County parcel numbers: 136983050008001 and 136983050007002". The Wildlife Report fails, then, to assess habitat on parcel 136983050012000 (parcel C on site plan). The report also does not assess

habitat on parcels needed for the access road to the development: parcels 136983060000018, 13698306000000, and 136983050010000.

# 3. Failure to identify or protect FWHCA on or adjacent to the project site.

The Wildlife Report incorrectly states, "The only mapped priority area recorded in the vicinity by WDFW is Burrowing Owl (*Athene cunicularia)*"[2] WDFW's PHS Mapping Tool[3] shows the following PHS occurring on all three parcels where the proposed site is located:

- Fall and Spring Chinook,[4]
- Wetlands, Biodiversity Areas and Corridor,[5] and
- Freshwater Forested/Shrub Wetland.[6]

Townsend's Ground Squirrel and Ferruginous Hawk are also listed, but these are only shown at township level so cannot be determined definitively in this context.

Note that RMC 22.10.185.A.2 defines "State Priority Habitats" as Fish and Wildlife Habitat Conservation Areas (FWHCA), yet the Wildlife Report fails to identify Priority Habitats identified by WDFW.

In addition, the Assessment Report also records the occurrence of Shrubsteppe, and areas of primary association with Black-tailed Jackrabbit and Sage Sparrow, both PHS species. All of these areas constitute FWHCA that are required to be listed in the Habitat Report.

## 3.1 Shrubsteppe

It is clear that areas of the project site consist of Shrubsteppe habitat that is required to be identified by the Habitat Conservation Report along with the appropriate management recommendations stating avoidance or other mitigation measures. We base this finding on:

---

[2] Assessment Report, p. 5.

[3] WDFW, PHS on the Web, https://geodataservices.wdfw.wa.gov/hp/phs/#

[4] *Priority Habitat and Species List,* Washington Department of Fish and Wildlife, hereafter referred to as *PHS List*. February 2020, pp. 76-77. Chinook is a State Candidate species.

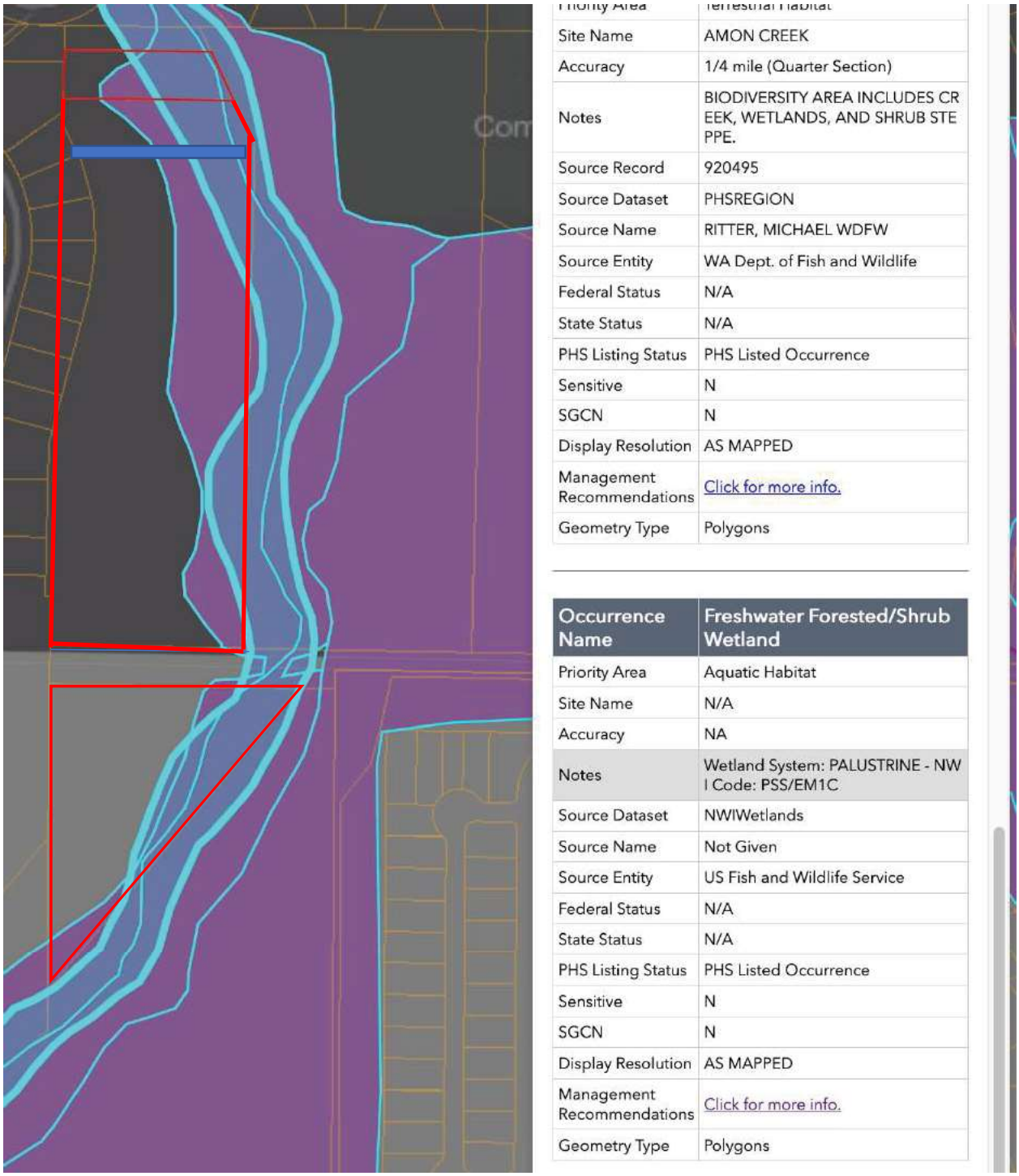
[5] Ibid., p. 255

[6] Ibid., pp. 269-270.

- The Habitat Assessment Report's description of on-site vegetation and habitat;
- The Report's finding of the occurrence of 3 shrubsteppe-obligate species.
- WDFW's noted occurrence of the PHS "Freshwater Forested/Shrub Wetland" on the site as shown on WDFW's PHS Mapping online tool.

### 3.1.1 PHS Mapping

WDFW's PHS mapping tool identifies a portion of the project site as "Freshwater Forested/Shrub Wetland" (Figure 1). No management recommendations or buffers for this PHS are given in the assessment report.



| | |
|---|---|
| Priority Area | Terrestrial Habitat |
| Site Name | AMON CREEK |
| Accuracy | 1/4 mile (Quarter Section) |
| Notes | BIODIVERSITY AREA INCLUDES CR EEK, WETLANDS, AND SHRUB STE PPE. |
| Source Record | 920495 |
| Source Dataset | PHSREGION |
| Source Name | RITTER, MICHAEL WDFW |
| 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 |
| Management Recommendations | Click for more info. |
| Geometry Type | Polygons |

| Occurrence Name | Freshwater Forested/Shrub Wetland |
|---|---|
| Priority Area | Aquatic Habitat |
| Site Name | N/A |
| Accuracy | NA |
| Notes | Wetland System: PALUSTRINE - NW I Code: PSS/EM1C |
| Source Dataset | NWIWetlands |
| Source Name | Not Given |
| Source Entity | US Fish and Wildlife Service |
| Federal Status | N/A |
| State Status | N/A |
| PHS Listing Status | PHS Listed Occurrence |
| Sensitive | N |
| SGCN | N |
| Display Resolution | AS MAPPED |
| Management Recommendations | Click for more info. |
| Geometry Type | Polygons |

Figure 1. Freshwater Forested/Shrub Wetland, outlined blue area. Project area outlined in red.

### 3.1.2 Presence of Shrubsteppe Plant communities

The Wildlife Report Assessment states that:

> On-site vegetation is a combination of the typical *non-native* shrub-steppe community found in much of the non-developed upland surrounding the site and the riparian community located along the Amon Wasteway. Outside of the riparian area vegetation … consists of, but is not limited to: big sagebrush (Artemisia tridentata), rabbit brush (Chrysothamnus nauseosa), Russian thistle (Salsola tragus), and cheatgrass (Bromus techtorum).[7][emphasis added]

Note that neither Big Sagebrush nor rabbit brush are "non-native".

When describing On-Site Habitat Unit B, the Assessment Report (pp. 8-10) states that (emphasis added):

> … [the unit] is comprised of common rabbitbrush (*Chrysothamnus nauseosa*), Russian thistle (*Salsola tragus*), Canada thistle (*Circium arvense*), desert parsley (*Lomatium leptocarprum*), Indian ricegrass (*Achnatherum hymenoides*), western yarrow (*Achillea millefolium*), cheatgrass (*Bromus tectorum*), and tumble mustard (*Sisumbrium altissimum*)…
>
> …abundant signs of rabbits and coyotes was identified throughout this habitat unit. Large quantities of scat and tracts were found throughout the area. Several species of birds were found perching on large rabbitbrush and finding refuge /cover within the denser portions of the site….
>
> …A small portion of the property located within the northwest property corner … is primarily comprised of mature big sagebrush (*Artemisia tridentata*), a species indicative of a more native shrub-steppe habitat then the rest of the unit. More mature individuals of rabbitbrush were found intermixed with western yarrow (*Achillea millefolium*), tumble mustard (*Sisumbrium altissimum)*, and cheatgrass (*Bromus tectorum*) …

The Wildlife Report claims that "Given the disturbed nature on-site habitat and the dominance of cheatgrass (*Bromus techtorum*) in the grass layer, which is non-native and annual, the on-site area does not meet the definition of priority shrub-step habitat". However, the PHS List notes that "At more disturbed sites, non-natives such as Cheatgrass or Crested Wheatgrass may be co-dominant species,"[8] but does not state that presence of cheat grass means the area is not Shrubsteppe. Indeed, if that was true, it would make protection of Shrubsteppe Habitat virtually meaningless, since almost all Shrubsteppe in Washington state is degraded to some degree and has been invaded by invasive plants like cheatgrass.

### 3.1.3 Presence of Shrubsteppe Obligate Species

WDFW's Site-specific Management How to Avoid and Minimize Impacts of Development to Shrub-steppe notes that "If [shrub-steppe obligate] species occur on or near the project site,

---

[7] Wildlife Report pp 2-3.

[8] PHS List, p. 270.

typically that indicates the habitat is important for conservation". The Wildlife Report notes presence of 3 shrub-steppe obligate species: Black-tailed Jackrabbit, (p. 13) Sage Sparrow, and Brewer's Sparrow (p. 10).

The Wildlife Report states that on a site visit on March 19, 2020, "Two Black-tailed jack rabbits (*Lepus californicus*) were found within this habitat type near the gravel road entrance to the off-site nature preserve" and that "Several Sage Sparrows (*Artemisiospiza nevadensis*) and Brewer's Sparrows (*Spizella breweri*) were found flying from shrub to shrub within this habitat unit". They also noted that trails in this area were

> …likely used by either coyote (*Canis latrans*), rabbits (*Sylvilagus* spp. and *Lepus* spp. [which would be Black-tailed Jackrabbit, only species occurring in our region]), … Signs of rabbit and coyote scat and prints were abundant within this habitat type.
>
> [Habitat Unit B] appears to be used abundantly by rabbits due to the large amount of scat observed. The eastern cottontail and black-tailed jack rabbit are the species likely occupying this area for foraging opportunities and cover.

## 3.2 Black-tailed Jackrabbits and Sage Sparrow

Black-tailed Jackrabbit and Sage Sparrow are both Candidate species in the State of Washington.[9] Both species were observed on site

The Wildlife Report states that

> … two black-tailed jackrabbits were observed along the eastern property line. … While on site, abundant evidence of rabbit scat was observed and is likely a combination of cottontail and black-tailed jackrabbit. The on-site shrub-steppe habitat does provide low quality foraging and cover opportunities for the species….

And that

> Several Sage Sparrows (*Artemisiospiza nevadensis*) … were found flying from shrub to shrub within this [habitat unit B].

[9] PHS List, …

Note that Sage Sparrow[10] is a State Candidate Species that is "closely associated with sagebrush-steppe plant communities"[11],[12] and that for Sage Sparrow, "Nesting takes place from late March through June".[13] Since the birds were observed on-site during the site visit on March 19, 2020[14], it's possible that the birds were attempting to nest at the project site.

The Wildlife Report does not even note the areas' association with the Candidate Species, Sage Sparrow.

### 3.2.1 Wildlife Report's definition of "Primary Association" is erroneously taken from the Everett, WA. Municipal Code.

The Wildlife Report states that locations of observed Black-tailed Jackrabbits do not show 'primary association' where observed based on the City of Everett's definition for "primary association". Code of the City of Everett:

> A habitat of primary association typically refers to a critical habitat component that federally or state-listed endangered, threatened, candidate, sensitive, or priority wildlife require, which if altered may reduce the likelihood of that species to persist and reproduce over the long term.

Since Richland's Critical Area Ordinance (CAO) doesn't give a definition for "primary association" the general understanding of the term "primary association" should be used instead of a definition conveniently found in the code of another municipality. The general understanding of areas of "primary association" would include "areas where a species is regularly present".

If the definitions from other municipalities were to be used, then of the definition we found in municipal codes in Washington, the most common is this:

> Primary association area means the area used on a regular basis by, in close association with, or is necessary for the proper functioning of the habitat of a critical species. "Regular basis" means

---

[10] Note that species name for "Sage Sparrow" was changed in 2013 to "Sagebrush Sparrow". We use the former name in this document since that term is used in the habitat assessment report and in some WDFW documents. (https://www.allaboutbirds.org/guide/Sagebrush_Sparrow/id).

[11] PHS List p. 192.

[12] WDFW. Management Recommendations for Washington's Priority Species – Volume IV: Birds. May, 2004, pp. 33-1 to 33-3.

[13] Ibid.

[14] Habitat Assessment Report, p. 1.

> the habitat area is known normally or usually to contain the critical species. Regular basis is species population dependent. Species that exist in low numbers may be present infrequently yet rely on certain habitat types. [15, 16,17,18]

Another definition found was:

> ***Primary association area*** means the area used on a regular basis by, is in close association with, or is necessary for the proper functioning of the habitat of a critical species.[19],[20]

And finally,

> "*Primary association area*" means the area necessary for the viability and protection of any critical species, including its habitat and surrounding areas needed for protection of the habitat. *Primary association areas include habitat areas that are known to contain a critical species, or where evidence from the best available science indicates that a critical species is using a habitat area.* Primary association areas include but are not limited to areas for breeding, feeding, cover and migration. The size of the primary association area is species and population dependent and based on the known habitat requirements of the species.[21]

Clearly, by both the common-use language definition and by these statutory definitions, the proposed site qualifies as a FWHCA as defined by Richland's Critical Areas Ordinance. Thus, any impacts to the habitat that affects Black-tailed Jackrabbits and Sage Sparrow will be adverse and must be avoided or fully mitigated.

---

[15] Definition of *Primary association area*. *Law Insider*. https://www.lawinsider.com/dictionary/primary-association-area (based on occurrences separately listed)

[16] Chapter 15.88 – CRITICAL AREAS, Municipal Code, Carnation WA. 2019. Shttps://library.municode.com/wa/carnation/codes/code_of_ordinances?nodeId=TIT15LAUS_CH15.88CRAR

[17] Municipal Code, Bremerton WA. 20.14.200 DEFINITIONS.

[18] Municipal Code, Mount Vernon WA, 15.40.170 Definitions. https://www.codepublishing.com/WA/MountVernon/html/MountVernon15/MountVernon1540.html

[19] Definition of *Primary association area*. *Law Insider*. https://www.lawinsider.com/dictionary/primary-association-area (based on occurrences separately listed)

[20] 19.15.050 Definitions, Chapter 19.15 CRITICAL AREAS. Cowlitz County, WA. https://www.codepublishing.com/WA/CowlitzCounty/html/CowlitzCounty19/CowlitzCounty1915.html

[21] Snonomish County Code 30.91P.290. https://snohomish.county.codes/SCC/30.91P.256

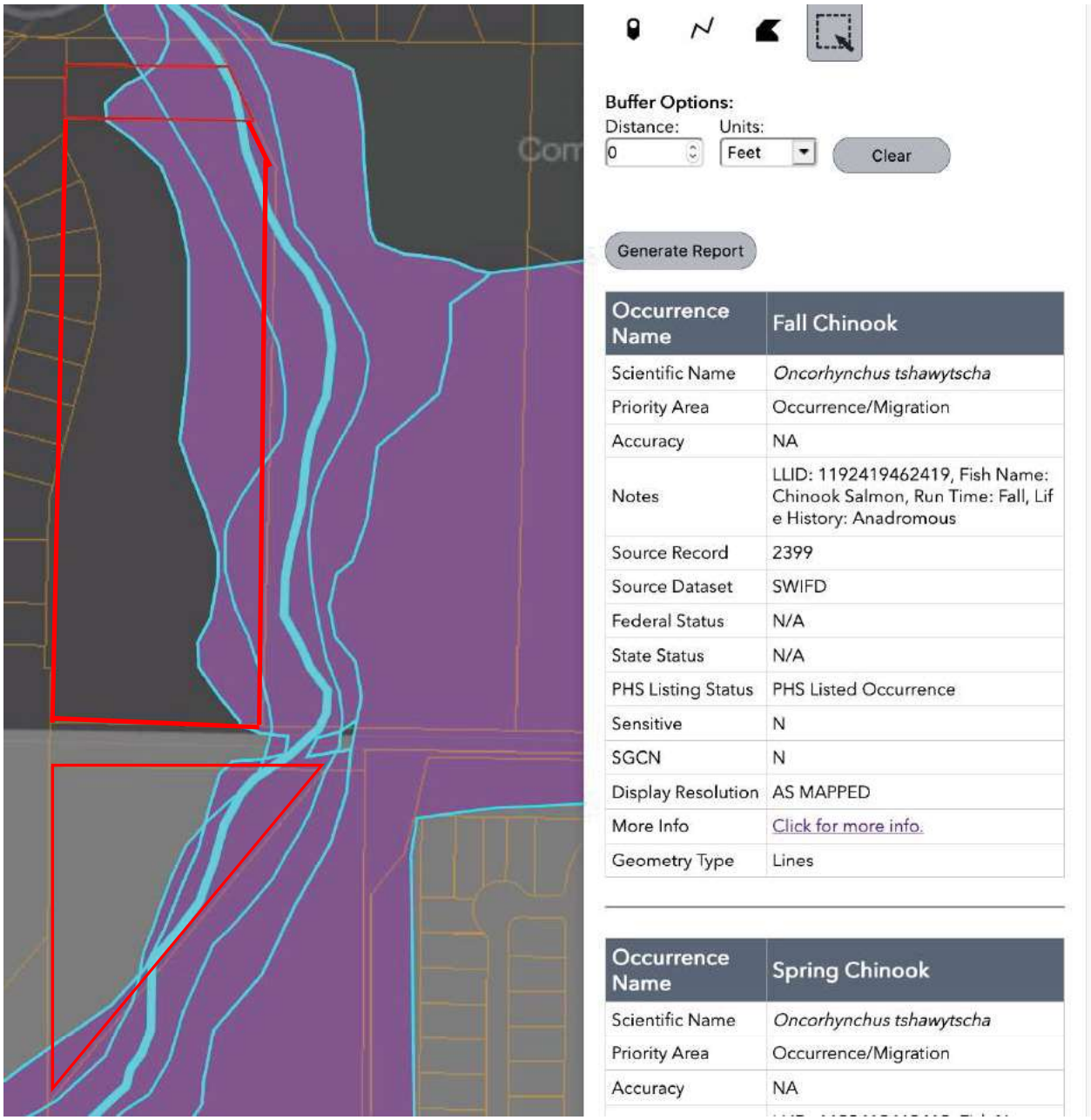
### 3.3 Chinook is a protected State Candidate Species in our code.

The WDFW PHS Mapping tool indicates the presence of Chinook, a State Candidate Species, protected in our RMC, on or adjacent to the project site (Figure 2). The Report states that "The associated protective 150-foot wetland buffer will effectively protect these systems". However, no evaluation showing the effects of buffer reductions (due to proposed buffer averaging) on Chinook is considered in the Wildlife Report. Buffer reductions might adversely impact this anadromous fish so must be evaluated in the Wildlife Report. since Chinook presence is documented. WDFW recommendations state that for the protection of salmon, that:

> If modifications or buffer averaging must be allowed to prevent an unreasonable hardship on a landowner, require habitat enhancement to protect the integrity, functions, and values of existing anadromous fish habitat … Buffer averaging requires review by a qualified habitat biologist.[22]

It is evident that the biologists preparing the Habitat Assessment Report assumed the existence of 150' buffers. WDFW recommends reviews of buffer averaging be made by a qualified habitat biologist; this review was is missing in the Report.

[22] WDFW. *Land Use Planning for Salmon, Steelhead and Trout.* October 2009, p. 46-47.



Buffer Options:
Distance: 0
Units: Feet
Clear

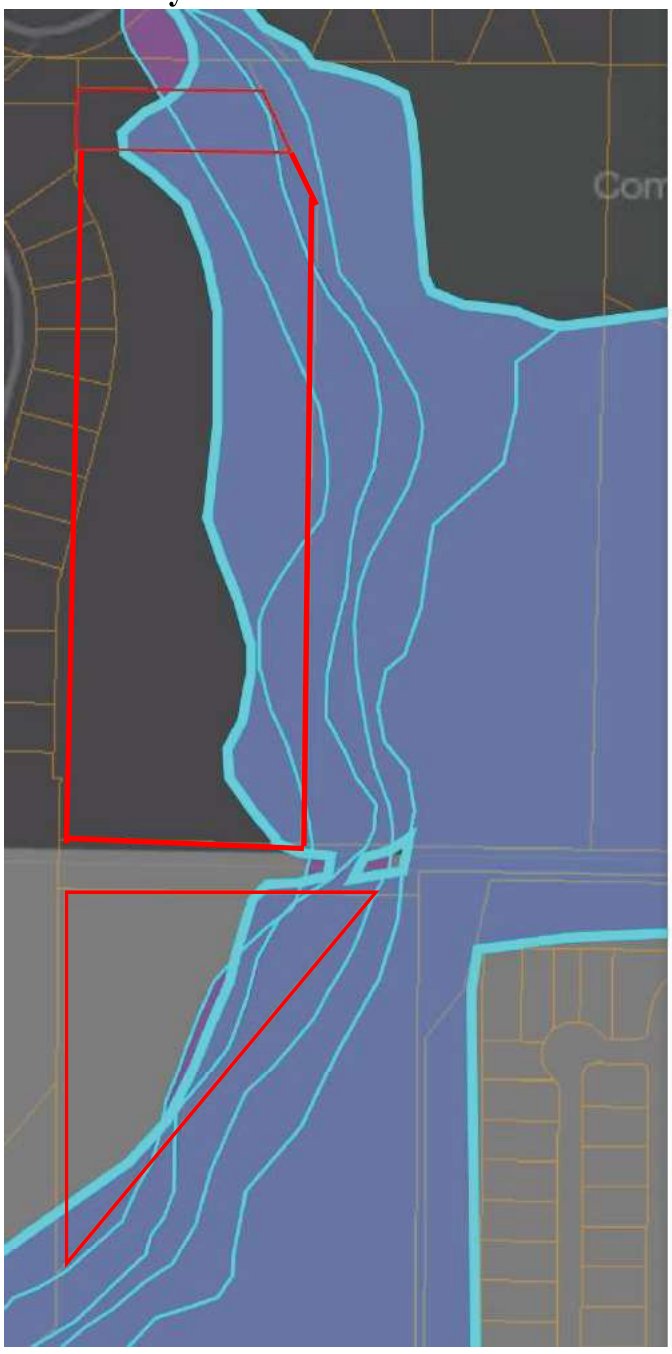
Generate Report

| Occurrence Name | Fall Chinook |
|---|---|
| Scientific Name | *Oncorhynchus tshawytscha* |
| Priority Area | Occurrence/Migration |
| Accuracy | NA |
| Notes | LLID: 1192419462419, Fish Name: Chinook Salmon, Run Time: Fall, Life History: Anadromous |
| Source Record | 2399 |
| Source Dataset | SWIFD |
| Federal Status | N/A |
| State Status | N/A |
| PHS Listing Status | PHS Listed Occurrence |
| Sensitive | N |
| SGCN | N |
| Display Resolution | AS MAPPED |
| More Info | Click for more info. |
| Geometry Type | Lines |

| Occurrence Name | Spring Chinook |
|---|---|
| Scientific Name | *Oncorhynchus tshawytscha* |
| Priority Area | Occurrence/Migration |
| Accuracy | NA |

*Figure 2. Spring and Fall Chinook, Bold Blue Line*

## 3.4 Biodiversity Areas and Corridor



| | |
|---|---|
| Display Resolution | AS MAPPED |
| Management Recommendations | Click for more info. |
| Geometry Type | Polygons |

| Occurrence Name | Biodiversity Areas And Corridor |
|---|---|
| Priority Area | Terrestrial Habitat |
| Site Name | AMON CREEK |
| Accuracy | 1/4 mile (Quarter Section) |
| Notes | BIODIVERSITY AREA INCLUDES CREEK, WETLANDS, AND SHRUB STEPPE. |
| Source Record | 920495 |
| Source Dataset | PHSREGION |
| Source Name | RITTER, MICHAEL WDFW |
| 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 |
| Management Recommendations | Click for more info. |
| Geometry Type | Polygons |

| Occurrence Name | Freshwater Forested/Shrub Wetland |
|---|---|
| Priority Area | Aquatic Habitat |
| Site Name | N/A |
| Accuracy | NA |
| Notes | Wetland System: PALUSTRINE - NWI Code: PSS/EM1C |
| Source Dataset | NWIWetlands |

*Figure 3. Biodiversity Areas and Corridor, outlined blue area*

WDFW's PHS mapping indicates the existence of the PHS Biodiversity Areas and Corridor on the project site (Figure 3). It is clear from the mapping tool that, at the very least, 'Bldg A' will overlay a portion of the Biodiversity Area and Corridor. The Habitat Assessment Report

fails to identify this as a FWHCA, list relevant management recommendations, or specify measures to ensure no impacts to the Corridor.

## 4. Failure to Consider Impacts to FWHCA Adjacent to Project Site

The Wildlife Report (p. 5) states

> The HCA regulated species and habitats identified on or within 300 feet of the site includes Amon Creek Natural Preserve (off site), PHS mapped Priority Habitat - wetland (partially on site), and PHS (hard copy) mapped fall chinook located within with West Fork Amon Creek (partially on site).

RMC 22.10.200.C.2 requires that:

> Identification of any priority species and habitats (PHS) or any endangered, threatened, sensitive or candidate species and any habitat or species of local concern that have a primary association with habitat on or adjacent to the project area, and assessment of potential project impacts to the protected habitat or use of the site by the species;

There is nothing in this language that limits the area to be assessed by the report to "300 feet" of the project site.

The Wildlife Report also states:

> West Fork Amon Creek is a fish-bearing stream and a water of the state flowing through a portion of the site, within the Amon Wasteway wetland. However, this area is protected and *no development activity is proposed within this HCA*. *The nearby Amon Creek Natural Preserve HCA does not extend onto the subject site* [p. 5, emphasis added].

Note that RMC 22.10.200.C.2 requires assessment impacts to FWHCA *adjacent to* the project area; theWildlife Report fails to provide this assessment.

The Wildlife Report states, "nearby Amon Creek Natural Preserve [ACNP] HCA does not extend onto the subject site." While ACNP does not 'extend onto the subject site', it is adjacent to the subject site. RMC 22.10.200.C.2 requires a habitat conservation report to contain the following:

> Identification of any priority species and habitats (PHS) or any endangered, threatened, sensitive or candidate species and any habitat or species of local concern that have a primary association with habitat on or adjacent to the project area, and assessment of potential project impacts to the protected habitat or use of the site by the species;

The Wildlife Report contains no identification of the project's impacts to the ACNP, nor is there any indication an attempt to survey the ACNP for habitats or species that might be impacted by the project, only the on-site habitat is discussed in the Wildlife Report.

In addition to the PHS occurring on the project site, WDFW maps show that PHS 'Shrubsteppe' occurs on ACNP. In addition, the Wildlife Report assumes that the ACNP is habitat with primary association for Black-tailed Jackrabbit, but does not determine what impacts the project might have on those jackrabbits.

## 5. Impacts to ACNP do not include impacts to ecosystems protected by ACNP

The intent of the City of Richland in designating the ACNP a FWHCA, was to protect the ecosystems and habitats within ACNP from adverse impacts.[23] The Wildlife Report, should therefore include an analysis of the impacts of the project on all the native species that are associated with the ACNP. These impacts should include documented effects of lighting and window collision mortalities on songbirds and disruptions to nesting waterfowl. Note also that RMC 22.10.020.A states that the CAO "shall apply to any activity that *affects* critical areas or their established buffers" (our emphasis) and the City has argued this requires *all* impacts to critical areas must be assessed.[24] (emphasis ours)

The species and habitats that occur in the ACNP include Beaver, Black-tailed Jackrabbit, Mink, and Otter.[25] Other documented species include Side-blotched lizard, Cinnamon Teal, Great Blue Heron (State Monitored), Muskrat, Northern Harrier, Pie-billed Grebe, Wood Duck, Bank

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[23] "FWHCAs are 'areas that serve a critical role in sustaining needed habitats and species for the functional integrity of the ecosystem.'", FINAL DECISION AND ORDER, Growth Management Hearings Board, Case No. 17-1-0006, June 7 2018, p. 5.

[24] FINAL DECISION AND ORDER, Growth Management Hearings Board, Case No. 17-1-0006, June 7 2018, p. 10.

[25] Tapteal Greenway Webcam footage, https://tapteal.org/parks-preserves/amon-creek-natural-preserve/

Swallow, Black-crowned Night Heron, Cooper's Hawk, Blue-winged Teal, and Yellow-headed Blackbird.[26]

Many of these species are sensitive to human activity, especially when nesting. Suggested buffers widths for nesting birds include[27]

- 400 buffers for Great Blue Heron and Black-crowned Night Heron
- 300 feet for Cooper's Hawk (present during breeding season[28])
- 350 feet for Yellow-headed Blackbird (present during breading season[29])
- Up to 2640 feet for Swainson's Hawk (present during breeding season[30])[31]

Given the large number of bird species and individuals in ANCP the Wildlife Report should include discuss measures to limit impacts to the ANCP by reducing bird collisions and the effects of nighttime lighting.[32]

# 6. References

## References

City of Richland, *Wildlife Report for the Rachel Road Alignment Study in Richland, Benton County, Washington*, February 3, 2017. https://www.richlandparksandrec.com/Home/ShowDocument?id=4416 ..... 15

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[26] City of Richland, *Wildlife Report for the Rachel Road Alignment Study in Richland, Benton County, Washington*, February 3, 2017, hereafter referred to as *ACNP Report*. https://www.richlandparksandrec.com/Home/ShowDocument?id=4416

[27] Pacific Gas & Electric, *Nesting Birds: Species-Specific Buffers for PG&E Activities,* November, 2015. https://www.cpuc.ca.gov/Environment/Info/panoramaenv/Fulton-Fitch/Application/Appendix_E_Birds.pdf

[28] Ebird, *Bird Observations, Amon Creek—Willowbrook Section 1990-2020*, visited October 10, 2020, https://ebird.org/barchart?byr=1990&eyr=2020&bmo=1&emo=12&r=L832224

[29] Ibid.

[30] Ibid.

[31] Documented nest site, *ANCP Report*, p. 25.

[32] See, for example, American Bird Conservancy, *Bird-Friendly Building Design*, August 7, 2019. https://perma.cc/G53N-B4E4

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Wetland Resources, Inc. *Wildlife Habitat Assessment Report for Willowbrook, City of Richland, WA*, (*Wildlife Report*). April 23, 2020,..... 1

# Comments on Willowbrook Apartments Site Plan Review – Incomplete and Incorrect Checklist (M2020-101 & EA2020-114)

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Patrick Paulson

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# Acronyms

**Acronyms**

DNS -Determination of No Significance ..... 8

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# 1. Introduction

## 1.1 Importance of Complete and Accurate SEPA Checklists

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."

In order to allow agencies to "use this checklist to determine whether the environmental impacts of your proposal are significant," the SEPA checklist should be complete and self-contained. The checklist should not refer to external documents, which would require the agency and the public to track down the referenced document.

The SEPA checklist guidance stresses that you "must answer each question accurately and carefully"; referencing other documents may leave the question unanswered or require an agency to weed through unnecessary detail. Rather than refer to external documents, the relevant information should be filled into the checklist in order to make the checklist a standalone document. In comments submitted in response to the application made for this project in 2018, the Washington Department of Ecology noted that:

> …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.*[1] [emphasis added]

## 1.2 Responsibilities of Lead Agencies in issuing Threshold Determinations

WAC 197-11-330 requires that

> 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 DS, in the 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.
>
> …

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1 https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42960

The incomplete checklist and incorrect answers in the applicant's checklist show Richland has failed to properly review and evaluate the applicant's responses, leaving it to citizens and agencies to ferret out information that should have been provided in the project's application packet.

## 2. Incomplete Application

Because of the following issues the application is incomplete

1. Lack of Geologic Report (Section 6.1.3)
2. Lack of Critical Aquifer Recharge Area Report (Section 6.4.2)
3. Faulty and Incomplete Habitat Assessment Report (see our comments submitted separately)

Due to the incomplete application and the clear impacts of the project on critical areas a Determination of Significance should be issued.

## 3. Willowbrook/Smith Family Apartments Background and History

This is the third time the same development, virtually without changes, has been proposed. There are four separate SEPA's shown in the SEPA online Register. The development is proposed for properties owned by Duane W. and Cheryl L. Smith[2]. The City of Richland determined that the first proposal, in 2014, had significant ecological impact (DS). In 2018 the City determined that there were no significant impacts given the specified mitigations (DNS-M). In the most recent proposal, the City has determined there are no significant impacts, even though not all of the mitigations suggested in 2018 are part of this proposal. Furthermore, the City chose to use the O-DNS process which indicates that the applicant has all the relevant reports and will be ready to move to a Determination of No Significance (DNS). The review of the pertinent parts of this SEPA Checklist show that the checklist is incomplete. Some reports required by Richland's code are missing; the ones that *are* included are incomplete or contain incorrect assumptions and conclusions. In

[2] Benton County Assessor, Benton County Property Search, Parcel # 136983050007002, 136983050012000, and 136983050008001, https://propertysearch.co.benton.wa.us/propertyaccess/PropertySearch.aspx?cid=0.

short, there is not enough information in the packet to presume the project meets a DNS threshold; on the contrary, the information contained in the packet demand that a Determination of Significance (DS) be issued by the City of Richland.

### 3.1 SEPA# 201405010, Consult, Issued 09/23/2014[3]

Description:

> Smith Multi-Family Site Plan Review; The City of Richland is currently processing the above referenced application for a multi-family site plan review for a 112 unit apartment complex with associated parking, landscaping, utility line extensions and recreational facilities on a 14 acre site.

Applicant: Duane Smith.

### 3.2 SEPA# 201600373, DS/Scoping, Issued 01/22/2016, Related Record: SEPA# 201405010[4]

Description:

> Smith Multi-Family Project; multi-family residential project incl site plan approval, building permit approval, and grading and drainage plan approvals; develop 112 apartment units on a 14-acre site, incl assoc parking, landscaping, recreational areas and access road and utility line extensions

Applicant: Duane Smith

### 3.3 SEPA #201804289, DNS-M, Issued 08/03/2018[5]

Description:

> Willowbrook Place; Development of approximately 14 acres with 96 multi-family residential dwelling units together with associated covered parking structures, paving and landscaping features; in the R-3 zone. Wetland report attached.

Applicant: Cliff Mort (dba Big Creek Land Company, LLC). Big Creak Land Company, LLC

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[3] WDOE, "SEPA# 201405010", *SEPA Register*. (Hereafter referred to as *2014 SEPA)*. https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=201405010

[4] WDOE, "SEPA# 201600373", *SEPA Register*, hereafter referred to as "2016 SEPA". https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=201600373

[5] https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=201804289

### 3.4 SEPA # 20205113, ODNS/NOA, Issued 10/01/2020[6]

Description:

> Willowbrook Place Apartments; Site Plan Review application for the development of an approximately 14-acre site, with six (6) multi-family residential buildings containing up to 96 dwelling units, a clubhouse and covered parking structures together with associated parking and landscaping areas.

Applicant: Big Creek Land Company, LLC

## 4. SEPA Checklist Section A: Background

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

The WDOE gives the following guidance for this question[7] (emphasis added):

> Applicants must provide all relevant environmental informational including:
>
> - Studies, surveys, evaluations, and maps
> - *Relevant SEPA and National Environmental Policy Act (NEPA) documents*
> - *Information specific to the project or prepared for similar projects*
> - City or county planning information
>
> Applicants seeking to revise a reclamation permit or plan for a surface mining project must convey if and when their plan was reviewed under SEPA.

The applicant responded:

> A Critical Area Report and Buffer Averaging Plan as well as a Wildlife Habitat Assessment Report have been prepared by Wetland Resources, Inc. for the subject property and the proposed project. Both reports have been submitted to the City of Richland for review.

The applicant failed to list the following SEPA documents, studies, and relevant documents:

1. 2014 SEPA Checklist[8]

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[6] https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=202005113

[7] WDOE, *SEPA checklist guidance, Section A: Background*, https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-A-Background

[8] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60235

2. Comments on 2014 Project from the Department of Ecology[9]
3. City of Richland's letter regarding 2014 application materials[10]
4. Response to WDOE comments regarding 2014 application[11]
5. Revised SEPA checklist, 2014[12]
6. 2014 Wetland Delineation[13]
7. 2014 Wildlife Study[14]
8. Determination of Significance (DS/Scoping) issued by City of Richland in 2016 for 2014 application[15]
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[9] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60227

[10] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60227

[11] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60240

[12] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60241

[13] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60241

[14] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60244

[15] https://apps.ecology.wa.gov/separ/Main/SEPA/Record.aspx?SEPANumber=201600373

[16] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=52711

[17] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42356

[18] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42960

12. 2019 Mitigated Determination of Non-Significance issued by City of Richland for 2018 application[19]
13. 2018 Buffer Averaging Exhibit[20]
14. 2018 Critical Areas Report[21]

## 4.2 A.10: Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain.

WDOE guidance for this question:

> List all needed government permits, funding, leases, approvals, certificates, and letters of availability for public services or utilities. These permits could be needed from the lead agency or another local government, or state or federal agency. List the agency and type of needed permit, action or decision.

Applicant's response:

> A Multi-Family Site Plan Review Application will need to be reviewed and approved by the City of Richland as well as the necessary construction permits for the installation of utilities and infrastructure to serve the project. Utilities and infrastructure include domestic and irrigation water, sanitary sewer, stormwater facilities and street improvements. The Multi-Family Site Plan Review Application has been submitted concurrently with this Checklist.

The Applicant should have listed, at the least, these required approvals: HPA permit from WDFW or wetlands, Ecology Stormwater permits, City Grading. See SEPA 2018 for other possible required permits.

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19 https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42355

20 https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42357

21 https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=42358

# 5. Environmental Elements

## 5.1 Item B. Earth

### 5.1.1 Item B.1.a: General description of the site: (circle one): Flat, rolling, hilly, steep slopes, mountainous, other.

Guidance from WDOE[22]:

> Describe hazardous slopes, including slope percentage and vertical height. Identify any large, deep-seated slumps, unstable areas, and any mass wasting features.

Applicant's response:

> The project is hilly and slopes from West to East at less than 10% average grade.

I think the grade of 10% is misleading and steeper geologically hazardous areas that are unstable are omitted.

### 5.1.2 Item B.1.b. What is the steepest slope on the site (approximate percent slope)?

Guidance from WDOE:

> Slope refers to the number of units the land falls or rises in 100 units of horizontal distance. The higher the percentage, the steeper the slope. This calculation is critical for proposals to remove vegetation or disturb soils. Percent slope is typically measured by professionals with a clinometer but can be measured in the field. Field measurements or a topographic map must be used to determine the rise and run of the steepest on-site slope. Calculate the percent slope using this formula: Percent Slope = (Rise/Run) x 100. A 45 degree angle, where rise and run are equal, results in a 100 percent slope.

The Applicant's response is: +/-14%

> +/-14%

[22] WDOE, *SEPA checklist guidance, Section B: Earth*. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-Earth

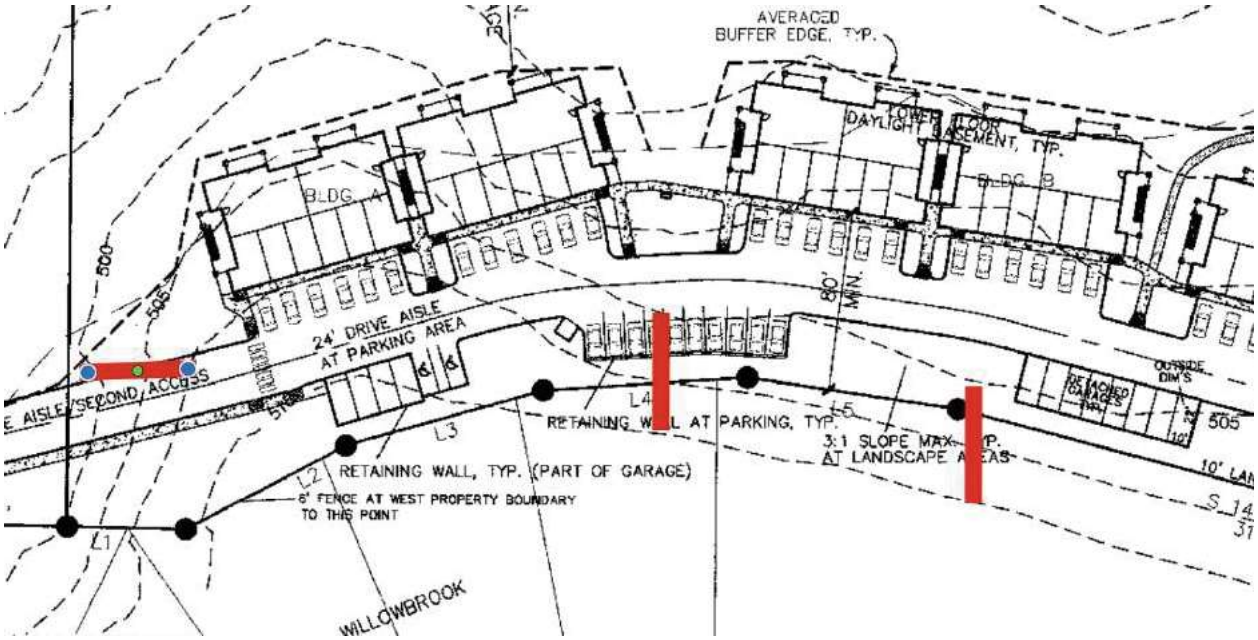



*Figure 1. The red bars are 1"=60 feet. Slope across these areas is 10/60 = 16.67% (Contour lines at every 5 ft.)*

From the project site plans it is clear that grades of greater than 16% occur at multiple locations, as shown in Figure 1.

### 5.1.3 Item B.1.d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe.

Guidance from WDOE:

> Unstable soils refers to areas subject to mass wasting or landslides. Landslides occur when gravity pushes a mass of soil or rock moves down the slope. A proposal may need further evaluation if unstable soils are found. This question also applies to land under water. Past fill activities including filled wetlands and tide lands, reclaimed surface mines as well as destabilization from vegetation removal, evidence of high groundwater, or concentrated stormwater infiltration are all indicators of potential soil non-stability.

Applicant's response:

> No.

A significant portion of the project area is identified as a Geological Hazard Area (a critical area) by the City of Richland (Figure 2). More explanation is necessary here than "No". The USDA Web Soil Survey indicates that 99% of the site is "Very limited" for development of

small commercial buildings.[23] RMC 22.10.240.C.1 classifies areas "delineated by the United States Department of Agriculture Soil Conservation Service as having a severe limitation for building site development" as Landslide Hazard Areas. The USDA Soil Survey states that

> "Very limited" indicates that the soil has one or more features that are unfavorable for the specified use. The limitations generally cannot be overcome without major soil reclamation, special design, or expensive installation procedures. Poor performance and high maintenance can be expected.

This is the most severe level of limitation given by the USDA's Web Survey tool.

In addition, RMC 22.10.270.A requires that,

> The administrator shall conduct a preliminary assessment of the proposed activity. The preliminary assessment shall consist of reviewing geologically hazardous inventory maps, conducting an on-site evaluation, and, if necessary, consulting with state and/or federal agencies to determine whether there is a reasonable belief that a proposed activity may be present within 200 feet of a geologically hazardous area. In the event there is a disagreement as to whether the activity is within 200 feet of a geologically hazardous area, a geologic report prepared by a qualified professional as defined in RMC 22.10.380 shall be required, at the property owner or applicant's expense, to determine this issue.

There is no indication that this assessment was completed; there is no geologic study included in the application. The lack of a geologic study makes the application incomplete.

From personal observations of disturbed soils and its behavior; particularly after rains and on these slopes, I can attest that these denuded and disturbed soils behave as unstable. I am concerned about the consequences of applicant's statement of grading 10,000 cu yards of cut and fill on the project site or as SEPA 201405010 stated, 20,000 cu yards. With all the vegetation removal the levelling of sands and other soils I think that some of it might become unstable.

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[23] See attached Appendix, generated from https://websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx




*Figure 2. Project site on Geological Hazard Area*[24]

### 5.1.4 Item B.1.f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.

Guidance from WDOE:

> If erosion could occur during construction activities such as filling, excavation, grading, or removing vegetation, describe the total area of exposed soil and duration of expected activities during the life of the proposal. The following circumstances could lead to site erosion including:
>
> - Changes in geometry of the slope.
> - Changes in material characteristics of the slope or soil.
> - Increased water on the slope or in the soil.
> - Increased or re-directed energy in a stream, river, lake or marine waters.

Applicant's response:

> There is the possibility of slight erosion due to the construction on-site. Temporary and permanent BMPs will be used to minimize the potential of any erosion, as well as ESC measures. An ESC Plan will be submitted to the City for review and approval prior to construction.

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[24] City of Richland Critical Area Map, https://richlandwa.maps.arcgis.com/apps/webappviewer/index.html?id=f706bd47b22d4751b074cc919f296fc2

A more complete description of potential sources of erosion is needed here so that the required scope of the Erosion and Sediment Control plan is clear. I have concerns with the applicant's reported low slope angles. Also missing are the locations where grading and scraping of vegetation and soils movement would occur.

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

Guidance from WDOE:

> 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 20% of the subject property will be covered with impervious surface after buildout of the apartment buildings.

SEPA 201405010 States:

> Total impervious areas, including apartments, parking areas, onsite drive aisles and offsite road [improvements,] is [approximately] 210,000 square feet. Approximately 173,000 SF of this is onsite. With the site [totaling] 609,840 SF, this represents about 28% of the site area.

A confusing answer using the words "after buildout". Not sure that SEPA 2014 can apply straight across since that was for 119 units, but it shows good faith and intent to answer the question and explains some items required in and an effort to inform the public with a better more thoughtful answer.

The current checklist claims that less than 20% of the site will be covered with impervious surfaces. Figure 3 shows the site plan. The percentage of impervious surface is the least in the area shaded beige. This area's width is 1/12 of the width of the site (from North to South). For the rest of the site, it's clear from the figure the percentage of impervious surfaces is greater than that in the area shaded blue. Figure 4 shows that the percentage of impervious surfaces for the area shaded blue is at least 25%, or 1/4$^{th}$ of the area.

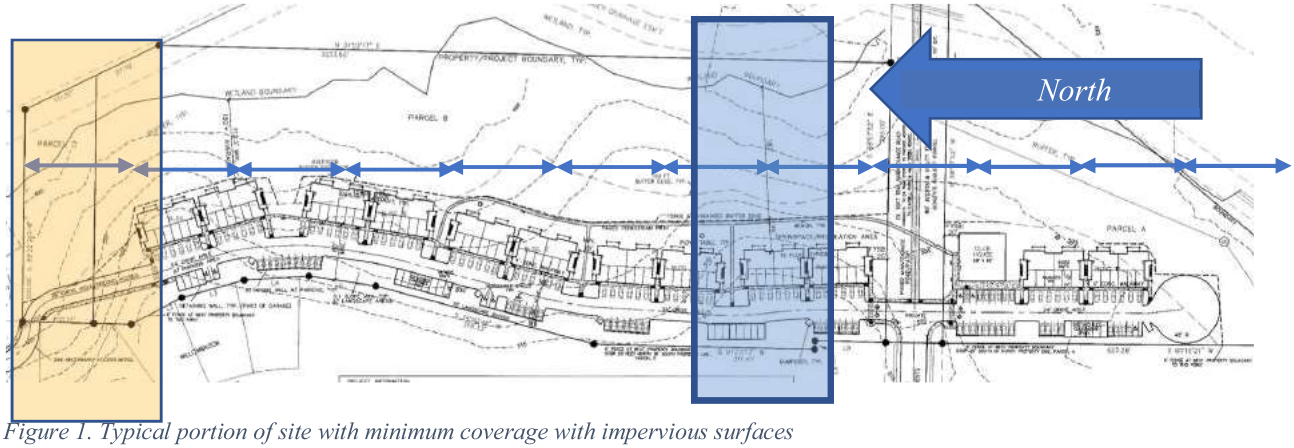



*Figure 1. Typical portion of site with minimum coverage with impervious surfaces*

This means that the percentage of impervious surface, after buildout, will be *at least* 11/(12*4) = 11/48 = 23%; this is without considering paved paths, parking areas, the road extension of Broadmoor, and portions of the site with a greater coverage by impervious surfaces, such as the area in Parcel A at the south end of the proposed development.

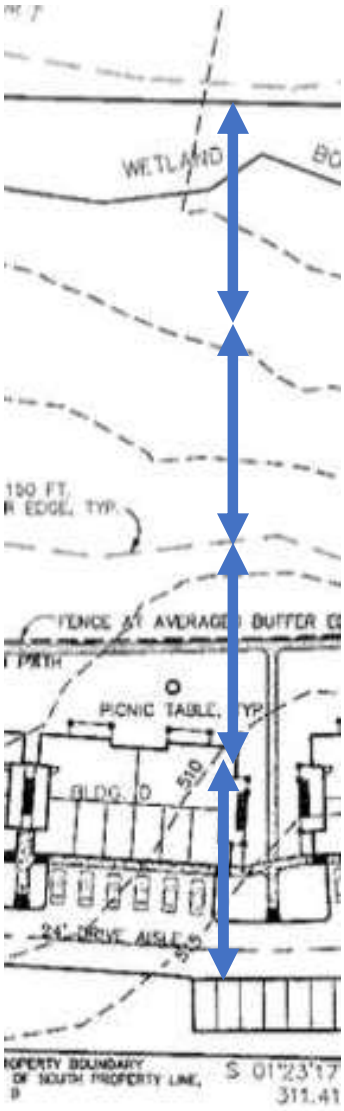



*Figure 2. Minimum of 25% covered with impervious surfaces*

### 5.1.6 B.1.h. Proposed measures to reduce or control erosion, or other impacts to the earth, if any:

Guidance from WDOE:

General mitigation possibilities include:

- Avoidance (stay away from the area).
- Alternative on-the-ground operational systems.
- Removing unstable material.
- Engineering to reinforce the slope, drain water, etc.
- Vegetation management (such as mulching, grass seeding, slash placement).
- Reducing slopes.
- Ripping or tilling compacted area.

- Road design, drainage structures, and water dispersion or fill armoring techniques.
- Silt curtains for in-water work.

Control methods to defray the potential erosion effects:

- Minimizing vegetation removal or actions in disturbed areas during construction and operation, especially steep slopes or previous destabilized areas.
- Planting or maintaining vegetative cover.
- Moistening exposed soils or applying stabilizing compounds.
- Placing straw, rip rap, or other materials to reduce exposure to the elements.
- Putting roads and structures away from unstable areas or geological hazards.
- Managing stormwater after construction is completed.

Applicant's Response:

> Engineering standard BMPs, ESC measures and common accepted construction practices will be used to reduce and/or control erosion risk. An ESC plan will be submitted to the City of Richland for review and approval prior to construction.

This is an incomplete answer. It should be made clear and listed in the answer here how the Erosion and Sediment control plan will address erosion, both in the design of the development, all erosion due to construction, and on-going erosion controls post-construction. This response should list measures to include in the ESC Plan to address issues identified in item B.1.f. BMP's should at least be outlined so the reader doesn't have to guess a what the applicant is talking about.

## 5.2 Item B.3.a Surface Water

### 5.2.1 Item B.3.a.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.

Guidance from WDOE[25]:

> For surface waters, proponents should describe and name any onsite or nearby streams, rivers, ponds, wetlands, lakes, and marine waters — and how these water bodies will be protected from runoff, contamination, and stream flow diversions.
>
> Describe and name, whenever possible, any onsite or nearby surface water body including streams (permanent, intermittent, or seasonal), rivers, ponds, wetlands, lakes, salt water, etc. Although a distance has not been set by rule, a good rule of thumb for determining "nearby" is whether the site is within 300 feet of the ordinary high water mark or within the width of the floodplain — whichever is larger.

[25] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Surface-water

Water bodies include year round and seasonal streams, saltwater, lakes, ponds, wetlands, domestic water intakes, or any forested or un-forested wetlands on the site, or downstream or down slope. Please identify possible fish-bearing streams. An intermittent stream might have fish present for a few weeks or months when stream flows are high.

Also note the presence of seeps, springs, wetlands or artificial water bodies. The site may appear dry but include areas that are transitional between open water and uplands. It may be periodically inundated or saturated.

Identify any water quality issues such as a Total Maximum Daily Load — a locally-focused scientific study that calculates the pollution a water body can receive and still meet water quality standards. It provides information about existing conditions and a watershed's sensitivity to additional development impacts.

Describe any water-based invasive species in the area (e.g., water milfoil, New Zealand mud snails, yellow flag iris, Brazilian elodea) and steps taken to avoid their spread during the project.

Applicant's Response:

There are wetlands located on the subject property. They are located east of the proposed building envelopes. Reference is made to the Critical Area Report and Buffer Averaging Plan that has been prepared and has been submitted to the City of Richland as a part of this proposed project.

In 2014 SEPA Checklist and revised checklist:

There is one Category 3 wetland.

In 2018 SEPA Checklist:

There are wetlands located on the subject property. They are located east of the proposed site.

The responses do not identify the name of Amon Creek, the springs, the source of the wetland, or that the wetland confluences with the Yakima River. Not noted is that the project is adjacent to a fish-bearing stream. No description of how the water body will be protected from the project or during construction, except for an imprecise reference to another document.

### 5.2.2 Item B.3.a.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.

Guidance from WDOE:

Any part of the project, plan, or other proposal that impacts the water body's shoreline is identified in this answer. Include grading, fill, or excavation; installation, construction, or demolition; paving; painting or maintenance activities; storage of materials; planting or removing vegetation; etc. if it will occur within 200 feet of the water and describe where the activities will take place in relation to the water body.

You must identify the possibility of intentional or inadvertent filling of, or runoff to streams, wetlands or other water bodies. Attach plans (or preliminary schematic drawing with all water bodies included), if appropriate for the type of activity. If the project involves impacts to aquatics lands, you may need a hydraulic project approval (HPA) from the state Department of

Fish and Wildlife, shoreline permits from the local government and possibly a use authorization from the Department of Natural Resources.

Describe any water-based invasive species known to exist in the area (e.g., water milfoil, New Zealand mud snails, yellow flag iris, Brazilian elodea) and steps taken to avoid their spread during the project. Refer to the resources listed below for information:

Describe any measures that will be taken to ensure that the equipment being used is not introducing or spreading invasive species. The Washington Invasive Species Council has developed prevention protocols to be used when working in or near water. For the removal or placement of in-water structures, describe how the material either to be removed or placed has been checked for invasive species and how any invasive species found will be removed and disposed of appropriately.

Included 9 Additional Resources and their website links.

Applicant's response:

There will be work within 200' of the wetlands. A Critical Area Report and Buffer Averaging Plan has been submitted for this project to the City of Richland, and reference is made to said report for additional information.

Since nearly all development will occur within 200 ft. of a wetland, all of the items given in Ecology's guidance should be addressed here. Again, an imprecise reference to the entire buffer averaging plan does not address what specific impacts we should expect the plan to address. Missing are soil descriptions of areas near the wetlands, vegetation removal quantity and locations and disposal. There is no information on revegetation and stated mitigations resulting from disturbances. There is no information on post-construction direct and indirect impacts from a high density of people and their pets on the wetlands, their buffers or the biodiversity areas and corridor. The impairing of waters from the dumping of yard waste and other trash into wetland buffers is not mentioned. This project does appear to involve impacts to aquatics lands. The applicant will need a hydraulic project approval (HPA) from the Department of Fish and Wildlife and a permit to work in wetlands from Ecology.

### 5.2.3 Item B.3.a.6. Does the proposal involve any discharge of waste materials into surface waters?

Guidance from WDOE:

Include waste or contaminates associated with industrial wastewater; domestic sewerage; agricultural runoff; stormwater drainage from parking lots, equipment storage areas, chemically-treated lawns and landscaping; etc. Describe the source, the likely contaminates, and quantities if known. Waste materials means hot or very cold water, sediments, chemical by-products, wash water, sewage, stormwater and other pollutants.

Discharge includes seeping or dripping of hot or very cold water; sediment filled water, controlled runoff, or liquid by-products of an activity, such as bore hole drilling waste products.

Water bodies include year round and seasonal streams, saltwater, lakes, ponds, wetlands, domestic water intakes, or any forested or un-forested wetlands on the site or downstream/down

> slope. Please identify possible fish bearing streams and note that an intermittent stream might have fish present for a few weeks or months of the year during periods of high flow.

Applicant's response: "No".

Information is missing on this checklist is that Amon Creek is a Type F fish bearing stream according to WAC 222-16-030. Stormwater drainage details are not detailed enough therefore they are not adequate for substantive comments. This is particularly troublesome because one of the major threats to this ecosystem is stormwater runoff. Due to the amount of ground disturbance and slope contouring, vegetation removal, and work in the wetlands the applicant did not, but must, identify the possibility of intentional or inadvertent filling of, or runoff to Amon Creek wetlands and the Biodiversity Corridor. Neither plans nor preliminary drawings showing type of activity and mitigation are included. There are grave concerns that the public will be left out of the process regarding stormwater decisions.

## 5.3 Item B.3.b. Groundwater

### 5.3.1 Item B.3.b.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.

Guidance from WDOE[26]:

> … For water discharges to ground, remember to consider how stormwater runoff collected from impervious surfaces is managed onsite. Is the project in a drinking water wellhead protection area, the area where groundwater flows to a water supply well? The state Department of Health has a web tool—Source Water Assessment Program Maps—that can be used to locate wellhead areas in each county.

Applicant's response:

> No ground water will be withdrawn. Stormwater will be disposed of into the ground in accordance with the City of Richland standards and requirements, as well as those of the State of Washington Department of Ecology.

In the 2014 SEPA Checklist, the applicant responded:

> Yes. Storm water infiltrated within the infiltration ponds will eventually reach ground water, although there will be separation between the bottom of the pond and the ground water table.

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[26] https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-3-Water/Environmental-elements-Groundwater

The applicant fails to note that the project area is in Zone 1 (6-month time-of-travel) for "Willowbrook Well", DOH ID 72250 (Figure 5).

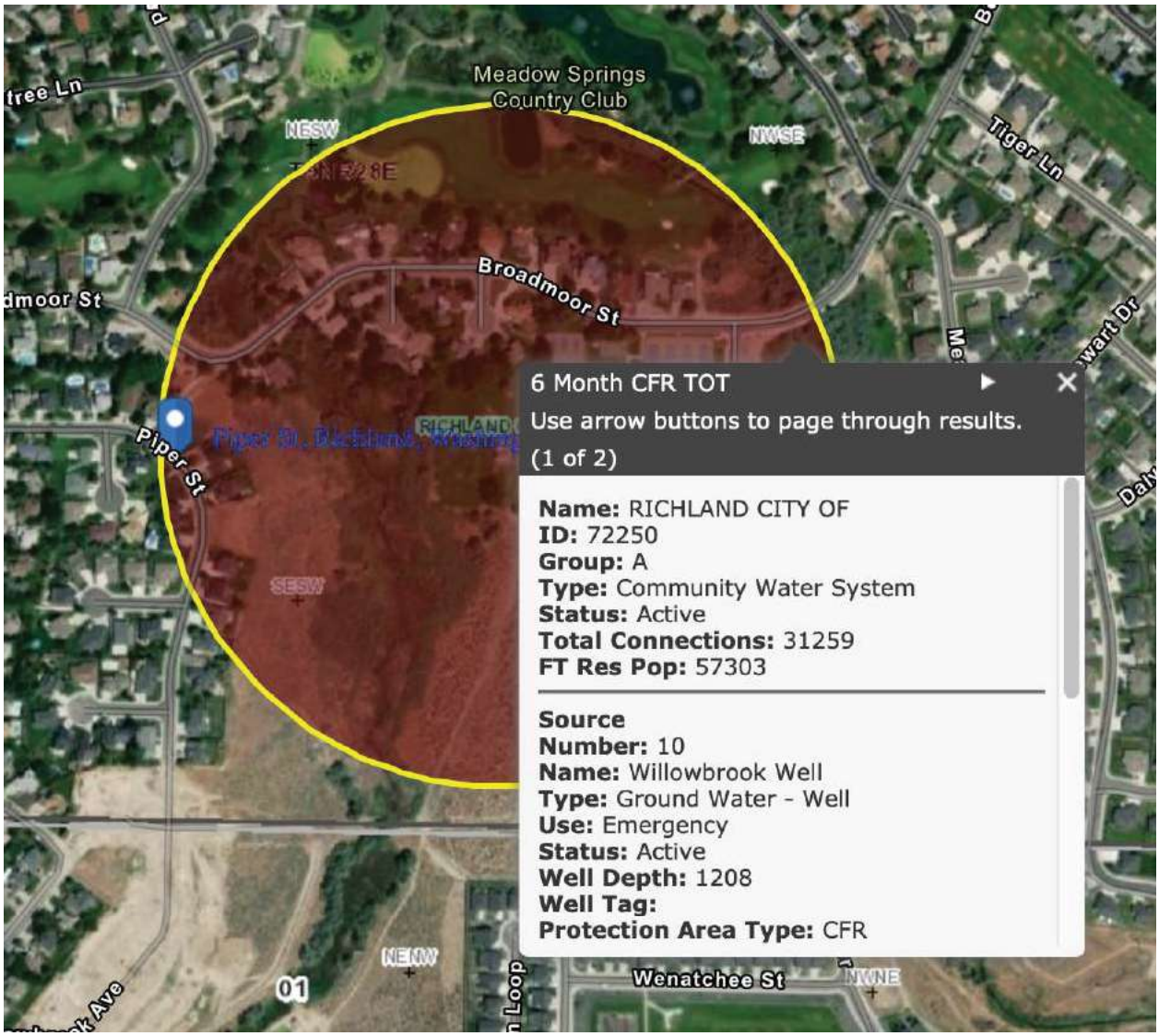



*Figure 3. Surface Water Collection zone for Ground Water Well*[27]

### 5.3.2 Item B.3.b.2. Describe waste material that will be discharged into the ground from septic tanks or other sources, if any.

Guidance from Ecology:

[27] Generated by Washington Department of Health (WDOH) *Source Water Assessment Program (SWAP) Mapping Tool*, https://fortress.wa.gov/doh/swap/index.html

> Waste material includes chemicals, sediments, agricultural runoff involving pesticides, herbicides, and fertilizers, wash water, logging slash, log booming or storage debris, treated wood pilings, and oil or other fuels from equipment used for construction or operational activities.
>
> While septic systems are a primary source of waste discharges to ground, unlined ponds or trenches used for discharge or storage of liquid waste such as manure, food processing waste, and contaminated waters, should also be considered. Remember to include size and quantities and describe the known nature and characteristics of the waste.
>
> When applicable, include discharges to injection wells such as dry wells. Injection wells are those in which water or other fluids are injected back into the ground. Injection may be directly to a groundwater aquifer or to unsaturated substrate overlying an aquifer. Mention any unlined ponds or trenches that store or discharge waste. Include size, quantities and type of waste. If the project is located above a sole source aquifer, that needs to be mentioned.

Applicant's response:

> No waste material will be discharged into the ground.

This response contradicts the applicant's response regarding stormwater, which states that stormwater runoff "will be disposed of through conventional drywells…". [28]

## 5.4 Item B.3.c Water runoff (including stormwater)

### 5.4.1 Item B.3.c.1. Describe the sources of runoff and method of collection and disposal, if any.

Guidance from WDOE:

> Describe the following: source runoff; intended management systems; where and how the runoff will be discharged off the project site; and where and how the runoff will flow to ground or surface waters:

Applicant's response:

> Stormwater runoff will be disposed of through conventional drywells and grassy swales in accordance with the City of Richland and the State of Washington Department of Ecology standards and regulations. This includes stormwater from driveways, sidewalks, streets and roofs. Pollutants contained in the stormwater will be mitigated and/or removed through the grassy swales prior to entering drywells. This water is not anticipated to flow into other waters.

We note that according to RMC 22.10.125, "New development within 150 feet of a wetland buffer shall contain stormwater runoff within the developed portions of the site. No stormwater runoff shall drain into the wetland." RMC 22.10.125 also prohibits the siting of stormwater

[28] A drywell is an injection well. See, e.g., WAC 173-218-040.

facilities within the buffers of Category II wetlands.[29,30] Since the project is located within a wellhead protection zone (Figure 5), the proposed site plan does not appear to have sufficient area outside of the wetland buffer to process stormwater: drywells will require pre-treatment because the site is located in a wellhead protection zone, and there's no room for grassy swales outside the wetland buffer. Roads will be needed to access the stormwater facilities to maintain them, this could include a very large Vactor-type trucks. There is no information as to how stormwater facilities will be maintained, what equipment will be required, and where access will be provided.

### 5.4.2 Item B.3.c.2. Could waste materials enter ground or surface waters? If so, generally describe.

Guidance from WDOE:

> Consider potential sources of contamination such as parking lots, equipment storage, agricultural practices, lawn and landscaping maintenance, animal waste, treated wood, eroding soils, etc., as well as any treatment provided, and where runoff will flow or be discharged. Describe the type and source of potential contamination and the water body or aquifer where it is likely to end up. If located in a wellhead protection area, describe the area where the groundwater flows to the water supply well or other type of groundwater protection area.

Applicant's Response:

> There is a minimal risk that, post-construction, residential users could potentially have waste materials and/or household chemicals that enter the ground.

The applicant fails to disclose that, as shown in Figure 5, the project is located on Zone 1[31] of a wellhead protection area. No discussion of effects on the water supply is shown. The site is located on a Critical Aquifer Recharge Area (CARA)[32]. RMC 22.10.330 states that:

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[29] RMC 22.10.125 also states that "In the case of a Category III or Category IV wetland, stormwater management facilities may be located within the outer 25 percent of the required wetland buffer", implying they may *not* be located in any portion of the wetland buffer for Category I and II wetlands, which require more protection. Further, the

[30] WDOE Stormwater guidelines state that, in general, "Runoff treatment BMPs are not allowed within a wetland or its natural vegetated buffer…". WDOE, *2019 Stormwater Management Manual for Eastern Washington*, 2019, p. 95.

[31] WDOH, *Washington State Wellhead Protection Program Guidance Document,* June 2010, p. 2. https://www.doh.wa.gov/Portals/1/Documents/Pubs/331-018.pdf

[32] RMC 22.10.300.A states that CARAs include "Those areas designated as 'wellhead protection areas' …. Wellhead protection areas … include the identified recharge areas associated with either Group A public water supply wells". See Figure 3. Also see City of Richland, "Wellhead Protection

> Reports for CARAs shall be submitted to the administrator by the applicant when a development proposal activity not otherwise exempted as provided in RMC 22.10.320 is proposed on a parcel within an aquifer recharge area.

The proposed project does not meet the criteria for exemption, and so a CARA report is required; there is none in the project packet.

### 5.4.3 Item B.3.c.3. Does the proposal alter or otherwise affect drainage patterns in the vicinity of the site? If so, describe?

Guidance from WDOE:

> Identify any effects the proposal would have on drainage patterns, including effects on existing groundwater resources.

Applicant's Response:

> No.

Because grading and contouring average to steep slopes and grading 10, 000 cu yards of soils and vegetation it would a significant factor in changing drainage patterns. The answer should have been "Yes" with details and descriptions.

### 5.4.4 Item B.3.d. Proposed measures to reduce or control surface, ground, runoff water, and drainage pattern impacts, if any.

Guidance from WDOE:

> Provide a description of the measures to avoid, minimize or counter adverse environmental impacts to groundwater from discharges, surface runoff, drainage patterns.

Applicant's response:

> Grassy swales and other BMPs, as approved, will be utilized to control surface and runoff water.

The answer is incomplete. Nothing in project drawings shows infiltration ponds swales or drywells, it is not clear where they would be located. No background is given that shows that grassy swales would be sufficient to control stormwater.

WDOE Comment letter February, 10, 2016 for this site states[33]:

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Program" Map, Appendix R: Wellhead Protection Program p. 17. https://www.ci.richland.wa.us/home/showdocument?id=4609

[33] https://apps.ecology.wa.gov/separ/Main/SEPA/Document/DocumentOpenHandler.ashx?DocumentId=60227

Potential impacts from the project on previously situated wetland mitigation/preservation areas should be described and shown on site maps. Increased impacts from human and pet use of the localized area from this high-intensity development should also be discussed.

## 5.5 Item B.4. Plants

### 5.5.1 Item B.4.a. Check the types of vegetation found on the site:

Guidance from WDOE[34]:

> Please list and further describe the types of vegetation at the site including: Deciduous trees, including hardwoods and flowering trees such as alder, maple, and cottonwoods Evergreen trees such as firs, cedars, pines, and other shrubs Orchards, vineyards or other permanent crops. Grass, weeds, and other cleared-land vegetation. Pasture, agricultural crops, or gardens. Wet soil plants such as cattail, buttercup, bulrush, and skunk cabbage. Water plants such as water lily, eelgrass, and milfoil.

Applicant's response:

> _Deciduous tree: alder, maple, aspen. other
> _evergreen tree: fir, cedar, pine, other
> _X_shrubs
> _X_grass
> __pasture
> __crop or grain
> __Orchards, vineyards or other permanent crops.
> _X_wet soil plants: cattail, buttercup. bullrush, skunk cabbage, other
> __water plants: water lily, eelgrass, milfoil, other
> _X_other types of vegetation
> Reference is made to the Critical Area Report and Buffer Averaging Plan.

Response should include further description of where plants occur in the project site and the location of different plant types in to the proposed development.

### 5.5.2 Item B.4.b. What kind and amount of vegetation will be removed or altered?

Guidance from WDOE:

> Describe the total area of land clearing involved with all aspects of the proposal. This includes listing the total area or amount of vegetation to be removed, in acres or square footage. If selective removal or alteration of a relatively small number of individual trees or other plant(s) is planned, please list number of plants. If harvesting timber, include information on board feet

[34] WDOE, *SEPA checklist guidance, Section B: Plants*, 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-4-Plants

as well as total acreage involved. Describe measures to ensure plant material or soils brought in or leaving the site are free of invasive plants, pests, and diseases.

Information on the size and quality of the buffer area (such as a comparison of percent cover of native and non-native vegetation, percent slope and soil composition) should be provided. (Soil information such as drainage class, etc. may be pertinent to the hydrologic study questions below.).

Applicant's response:

All existing native grasses and vegetation will be removed within the construction area and during the construction process.

Need more for substantive comments here. Need to know what amount of acreage will be cleared, exactly where that will occur, how the vegetation be disposed of, and how much land contours/slopes will change. Additionally, the percentage of native species and invasive species in and adjacent to the project area. This should be specified. The required revegetation and buffer enhancement and monitoring plan, including the plants that will be removed and what will replace them, should be included. Additionally, the methods used to control the spread of invasive plants during and after construction should be listed.

Ecology's 2019 Stormwater Management Manual for Eastern Washington, Chapter 3 - Page 131 states:

(That) Core assessment and management objectives for a project located in a drainage basin with a wetland designated as high quality and sensitive and not used as flow control or treatment should include the following:

- Protect mature native riparian vegetation and soils.
- Protect diverse native stream habitat characteristics to support the native assemblage of stream life.
- Maintain predevelopment hydrology.

### 5.5.3 Item B.4.c. List threatened and endangered species known to be on or near the site.

Guidance from WDOE:

The Washington Department of Natural Resources has information about rare, threatened, and endangered plant species in our state.

Applicant's response:

Reference is made to the Wildlife Habitat Assessment Report prepared by Wetland Resources, Inc. and submitted to the City of Richland as a part of this application.

If there are threatened or endangered species of plants, they should be listed here. (The response seems to indicate that there *are* threatened or endangered plants on the site, otherwise not just state that none were found?)

## 5.6 Item B.4.d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any:

Guidance from WDOE:

> If land disturbance planned, provide a summary about the re-vegetation plan. This can include avoiding or minimizing disturbance, new plantings, removing invasive species, and reseeding. Protection, replacement, or enhancement of critical or otherwise valuable habitat and plant species is particularly important. Provide a reference and summarize applicable local development regulations, including how proposal with complies with these requirements.

Applicant's Response:

> A Conceptual Landscape Plan has been submitted to the City of Richland as part of this project. A Formal Landscape Plan will be prepared and submitted to the City of Richland for review and approval prior to construction. All landscaping will be in accordance with the City of Richland standards and requirements, this includes all common areas, street trees and general landscaping.

Ecology 2016 Comment Letter:

> Potential impacts from the project on previously situated wetland mitigation/preservation areas should be described and shown on site maps.

The "conceptual landscaping plan" is not included in the project packet, nor are there any details on how re-vegetation will be done. My concerns are that any landscaping plans will be the traditional high-water use non-native plants replacing and destroying more native habitat and the conditions required for native plants and animals to survive and breed successfully.

## 5.7 Item B.4.e. List all noxious weeds and invasive species

Guidance from WDOE:

> Describe if plant species present on site or used in the project are listed as noxious or invasive.

Applicant's response:

> Reference is made to the Critical Area Report and Buffer Averaging Plan and the Wildlife Habitat Assessment Report, both of which have been submitted to the City of Richland as part of this project.

The checklist should include the relevant information about noxious weeds here, not give imprecise reference to another document. Referring to Reports is not adequate. The written answers *from* those reports should be in the SEPA Checklist. These are simple questions.

## 5.8 Item B.5. Animals

### 5.8.1 Item B.5.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 a short list of Birds, Mammals and Fish.

Guidance from WDOE[35]:

> Information about animal species is available from the Washington Department of Fish and Wildlife (WDFW). Describe if any animal species on site are listed as prohibited, regulated, or invasive. With Additional Resources web links of:
>
> Washington Species and Habitats (Washington Department of Fish and Wildlife)
>
> Priority Habitats and Species (Washington Department of Fish and Wildlife)

Applicant's response:

> Native animal/mammals include the Black-Tailed Jackrabbit, Eastern Cottontail and Douglas Squirrel.
>
> Fish: None observed.

No birds are listed. WDOE's references to WDFW resources would direct the applicant to WDFW's Priority Habitat and Species (PHS)mapping, which indicates Chinook adjacent to the site.[36]

The site is immediately adjacent to west fork of Amon Creek and the Amon Creek Natural Preserve. Animals that have been documented in the creek and preserve (and therefore 'near' the site) include Beaver, Black-tailed Jackrabbit, Mink, and Otter.[37] Other documented species include Side-blotched lizard, Cinnamon Teal, Great Blue Heron (State Monitored), Muskrat, White-tailed deer, Raccoon, Coyote, Northern Harrier, Pied-billed Grebe, Wood Duck, Bank Swallow, Black-crowned Night Heron, Cooper's Hawk, Blue-winged Teal, and Yellow-headed Blackbird.[38]

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[35] WDOE, *SEPA checklist guidance, Section B: 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

[36] WDFW, *PHS on the Web*, accessed October 28, 2020. https://geodataservices.wdfw.wa.gov/hp/phs/

[37] Tapteal Greenway Webcam footage, https://tapteal.org/parks-preserves/amon-creek-natural-preserve/

[38] City of Richland, *Wildlife Report for the Rachel Road Alignment Study in Richland, Benton County, Washington*, February 3, 2017. https://www.richlandparksandrec.com/Home/ShowDocument?id=4416

### 5.8.2 Item B.5.b. List any threatened and endangered species known to be on or near the site:

Guidance from WDOE:

> Threatened and endangered species lists are available at:
>
> - Priority Habitats and Species (Washington Department of Fish and Wildlife)
> - Critical Habitat Information (NOAA Fisheries)
> - Washington Endangered Species list (U.S. Fish & Wildlife Service)
> - StreamNet (Pacific Northwest fish data)
> - Natural Heritage Program (Washington Department of Natural Resources)

Applicant's response:

> Reference is made to the Wildlife Habitat Assessment Report submitted to the City of Richland as a part of this application.

If there are threatened or endangered species of animals they should be listed here. (The response seems to indicate that there are threatened or endangered animals on the site, otherwise not just state that none were found).

Additional note: The City should create an additional SEPA checklist to be filled out with questions regarding items specific to Richland, such as listing all PHS species.

### 5.8.3 Item B.5.c. Is the site part of a migration route?

Guidance from WDOE:

> 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, Richland is within the Pacific Flyway. No other migration route is known. Reference is made to the Wildlife Habitat Assessment Report submitted to the City of Richland as a part of this application.

The applicant fails to list numerous migratory species that are present on the site during migration, either here or in the Habitat Assessment Report. The ACNP and the biodiversity area and corridor show this as a critical "stopover site" for these twice-yearly migrating birds needing food and shelter as well as the numerous breeding birds documented for this area.

Terrestrial migrants and focal species are: beaver (Castor canadensis) and black-tailed Jackrabbits (*Lepus californicus*). For beaver this is a critical corridor that prevents the species from being isolated genetically from other populations.

Other terrestrial vertebrate migrants using the wetlands and the wildlife Biodiversity Corridor are: Mink (*Neovison vison*), Mule Deer (*Odocoileus hemionus*), North American Porcupine (Erethizon dorsatum), River Otter (Lontra canadensis), Striped Skunk (Mephitus mephitus), Northern Raccoon (Procyon lotor), Coyote (Canis latrans), Muskrat (Ondatra zibethicus), Townsend's Ground Squirrel (Urocitellus townsendii), Red Fox (Vulpes vulpes), American Badger (Taxidea taxus), and Cottontail species (Sylvilagus spp.).

WDFW PHS mapping documents that Chinook salmon, an aquatic migrant, are present on the site.

eBird, a website used to document avian species observed at Amon Creek--Willowbrook section documents current and historic bird species[39]. The eBird observations include 97 migratory birds using the ACNP; Of these species, 8 are neotropical migrants whose populations are experiencing large declines of 45%-76%[40].

The 97 migratory bird species included in the eBird observations are: Snow Goose, Cackling Goose, Canada Goose, Trumpeter Swan, Wood Duck, Blue-winged Teal, Cinnamon Teal, Northern Shoveler, Gadwall, American Wigeon, Mallard, Northern Pintail, Green-winged Teal, Redhead, Ring-necked Duck, Greater Scaup, Lesser Scaup, Bufflehead, Common Goldeneye, Hooded Merganser, Common Merganser, Pied-billed Grebe, Mourning Dove, Common Nighthawk, Black-chinned Hummingbird, Virginia Rail, American Coot, Sandhill Crane, Black-necked Stilt, Killdeer, Long-billed Curlew, Least Sandpiper, Wilson's Snipe, Spotted Sandpiper, Greater Yellowlegs, Double-crested Cormorant, American White Pelican, Great Blue Heron, Great Egret, Black-crowned Night-Heron,, Osprey, Golden Eagle, Northern Harrier, Sharp-shinned Hawk, Cooper's Hawk, Northern Goshawk, Bald Eagle, Swainson's Hawk, Red-tailed Hawk, Rough-legged Hawk, Western Screech-Owl, Great Horned Owl, Belted Kingfisher, Downy Woodpecker, Hairy Woodpecker, Northern Flicker, American Kestrel, Merlin, Prairie Falcon, Western Wood-Pewee, Say's Phoebe, Western Kingbird, Eastern Kingbird, Northern

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[39] Cornell University, eBird Hotspot Report. https://ebird.org/hotspot/L832224?yr=all&m=&rank=mrec&hs_sortBy=taxon_order&hs_o=asc.

[40] American Bird Conservancy, *Saving Migratory Birdsfor Future Generations: The Success of the Neotropical Migratory Bird Conservation Act*. May 2009. http://abcbirds.org/wp-content/uploads/2015/05/act_songbirds.pdf

Shrike, Black-billed Magpie, American Crow, Common Raven, Black-capped Chickadee, Horned Lark, Northern Rough-winged Swallow, Tree Swallow, Violet-green Swallow, Bank Swallow, Barn Swallow, Cliff Swallow, Golden-crowned Kinglet, Ruby-crowned Kinglet, Red-breasted Nuthatch, Pacific Wren, Marsh Wren, Bewick's Wren, European Starling, Gray Catbird, Varied Thrush, Hermit Thrush, American Robin, Cedar Waxwing, House Sparrow, American Pipit, House Finch, Cassin's Finch, Pine Siskin, Lesser Goldfinch, American Goldfinch and Chipping Sparrow.

### 5.8.4 Item B.5.d. Proposed measures to preserve or enhance wildlife, if any.

Guidance from WDOE:

> Types of mitigation for adverse effects to animals could include:
> Habitat restoration (native plantings, maintaining water quality and hydrology including temperature, stream flows, protection from human and domestic animal intrusion or noise, light, and glare).
> - Measures to preserve or restore fish and wildlife corridors.
> - Monitoring and ongoing stewardship of habitat with performance measures for adaptive management.
> - Measures to control or eradicate invasive species coming into and leaving the site.
>
> Additional Resources
> - Priority Habitats and Species (Washington Department of Fish and Wildlife)
> - Aquatic Invasive Species (Washington Department of Fish and Wildlife)
> - Noxious Weed Control Board
> - Invasive Species Council

Applicant's response:

> Reference is made to the Wildlife Habitat Assessment Report submitted to the City of Richland as a part of this application.

We have to go all the way to the wildlife assessment document to find that no, there are no direct mitigations for wildlife, only an averaged buffer that is required to protect wetlands.

### 5.8.5 Item B.5.e. List any invasive animal species known to be on or near the site.

Guidance from WDOE:

> Check the current list of invasive animal species to see if they are known to live in the area of the proposal.
> Invasive Species List (link)

Applicant's Response:

> Reference is made to the Wildlife Habitat Assessment Report submitted to the City of Richland as a part of this application.

Comment: List them here, not there.

## 5.9 Item B.7.a Environmental Health - General

### 5.9.1 Item B.7.a.4. Describe special emergency services that might be required:

Guidance from WDOE[41]:

> Thinking ahead and planning for emergencies can help prevent a small hazardous waste spill from turning into a dangerous, expensive contamination problem. The proposal could require a special response plan for potential hazardous waste emergencies including:
>
> - Capabilities and proper use of emergency equipment including communications and alarm systems.
> - Responding to fires, explosions, spills, releases to air, and ground water contamination incidents.
> - Procedures for using, inspecting, repairing and replacing your emergency equipment (and monitoring equipment, such as temperature or pressure indicators, if you have any).
> - Details of any automatic waste feed cut-off systems.
> - Steps for shutting down operations.
>
> Special services involving hazardous materials can include:
>
> - In the event of a fire, call the fire department or attempt to extinguish the fire.
> - In the event of a spill, contain the flow as possible, clean up the waste and any contaminated materials as soon as practicable, and call 1-800-SPILL-911.
> - If a fire, explosion or other release could threaten human health or could reach state waters, call 1-800-SPILL-911 and the National Response Center at 1-800-424-8802.

Applicant's response:

> None anticipated during or after construction, other than normal emergency services.

Post-construction emergency services must be addressed in detail here. Richland has a track record of requiring access that should've been addressed in this planning stage. The result has shown adverse impacts and costly mitigations. Although a utilities (sewer) line with in the ACNP may not qualify as an emergency service, it is a good example of costly mitigations that occur when not considered in the planning process. This must be addressed at the planning stage here in this proposal.

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[41] WDOE, *SEPA checklist guidance, Section B: Environmental health*, https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-7-Environmental-health

## 5.10 Item B.8. Land and Shoreline Use

### 5.10.1 Item B.8.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.

Guidance from WDOE[42]:

> Provide information about past, present, and future foreseeable land uses affected by the proposal. Be sure to address:
>
> - Agricultural uses
> - Residential uses
> - Commercial uses
> - Community and public services
> - Industrial uses
> - Natural resource uses
> - Recreational activities

Applicant's Response:

> The project site currently vacant. The property to the East and South is wetlands, and the property to the West is developed as Residential. The proposed land uses are similar and compatible with the surrounding existing uses.

Applicant fails to mention the adjacent Amon Creek Natural Preserve, which is used for community and recreational activities.

### 5.10.2 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 WDOE:

> 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.

Ecology Comment Letter Feb. 10, 2016:

> Potential impacts from the project on previously situated wetland mitigation/preservation areas should be described and shown on site maps. Increased impacts from human and pet use of the localized area from this high-intensity development should also be discussed.

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[42] WDOE, SEPA checklist guidance, Section B: Land & shoreline 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 subject property is part of the Aquifer Recharge Area as designated by The City of Richland. Reference is made to the Critical Area Report and Buffer Averaging Plan which has been submitted to the City of Richland as a part of this application.

Applicant fails to list WDFW PHS Biodiversity Corridor, CARA, Wetlands, WDFW PHS Shrub-steppe, Geologic Hazard Area, Type F, Fish-bearing stream, WDFW PHS Black-tailed Jackrabbit habitat.

## 5.11 Item B.10. Aesthetics

### 5.11.1 Item B.10.a. What is the tallest height of any proposed structure(s), not including antennas; what is the principle exterior building material(s) proposed?

Guidance from WDOE[43]:

> The applicant should address building height and exterior material of new structures. This include:
>
> - Building height. Although antennas are excluded, other appurtenances should be included such as smoke stacks, chimneys, and vents.
> - Exterior material of new structures associated with or will occur as an indirect result of the proposal. Describe materials, color, and total window area.

Applicant's Response:

> Multi-story units are proposed to be a maximum height of 40' from average ground level, in accordance with the City of Richland standards.

On the drawings I can see the words Daylight Basement in the current plans as well as in the drawings for previous SEPAs submittals.

### 5.11.2 Item B.10.b. What views in the immediate vicinity would be altered or obstructed?

Ecology:

> Describe both scenic and non-scenic views that will change. Answer "none" only if the appearance of the site will remain unchanged.

Applicant's Response:

> The subject property is located on a small hillside located downhill from adjacent residential uses, therefore, there will be minimal obstruction to views from existing residences.

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[43] WDOE, *SEPA checklist guidance, Section B: Aesthetics. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-10-Aesthetics*

SEPA 2016 and 2018 Applicant Checklists:

> No greater than 40'. The building materials will be those typical to multifamily residential construction. The expectation is that roofing will be asphalt composition shingles and siding will be wood.

Views from residences on the bench on the east side will no longer be able to see much of the ACNP.

## 5.12 Item B.11 Light and Glare

### 5.12.1 Item B.11.a. What type of light or glare will the proposal produce? What time of day will it mainly occur?

Guidance from WDOE[44]:

> Describe the types of light and glare the proposal would produce either directly or indirectly. Include the time of day and frequency that each source produces light and/or glare. The following information should be included:
> - Indoor lighting that may be seen through windows.
> - Fixed outdoor lighting such as street lights, signage, and parking lots.
> - Vehicles.
> - Mirrored and un-mirrored glass as well as other reflective surfaces.

Applicant's response:

> Minimal light glare will be produced from lights on the apartments and street lights that will be used for lighting the parking lot and travelways. This glare will be during evening and nighttime hours.

The Applicant is creating light pollution where it did not exist previously and it should be mitigated. List the above bullets and answer to questions. Nocturnal and diurnal wildlife will be displaced by the presence of constant sources of light and activities in this area.

A short list of known nocturnal species are: Black-tailed Jackrabbit, Great-horned Owl, Black-crowned Night Heron, Beaver, Muskrat, Mink, Striped Skunk, River Otter, Coyote, Mule Deer, Screech Owl, Raccoon and Porcupine. RMC Table 22.10.115(D) has "Required Mitigation to Minimize Impacts to Wetlands from Changes in Land Uses with High Impacts. Stating "Direct lights away from wetland."

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[44] WDOE, *SEPA checklist guidance, Section B: Light & glare*. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-11-Light-glare

### 5.12.2 Item B.11.b. Could light or glare from the finished project be a safety hazard or interfere with views?

Guidance from WDOE:

> Consider potential safety impacts to motorists, boaters, air traffic, and pedestrians both on and off the site. Identify safety and / or view impacts to nearby residents, area workers, tourists, wildlife, and domestic animals.

Applicant's response:

> No safety hazard is anticipated from light glare.

Applicant should list bird strikes to windows during night migration and daylight hours.

## 5.13 Item B.11.c. What existing off-site sources of light or glare may affect your proposal?

Guidance from WDOE:

- What are the current conditions surrounding the area regarding light and glare?
- How will this affect the construction or operation of the project?
- How will the combined level of light and glare from the proposal and the surrounding area create additional light pollution impacts?

Applicant's Response: "N/A"

The combined level of light from the proposal and the surrounding area will flood critical areas that were previously dark. The light will displace wildlife and allow human incursion and activities in areas previously untouched. The introduction of light in this area will be just one cut of a thousand, which will systematically degrade then destroy these areas that are supposed to be protected under the GMA and Richland's Critical Areas Ordinance.

## 5.14 Item B.12. Recreation

### 5.14.1 Item B.12.a. What designated and informal recreational opportunities are in the immediate vicinity?

Guidance from WDOE[45]:

> This information helps reviewers better understand a development project's community impacts. Applicants should be specific and address possible impacts to formally-designated recreation areas as well as other uses such as access to state shorelines and common fishing spots. Other examples include:

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[45] WDOE, *SEPA checklist guidance, Section B: Recreation*. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-12-Recreation

- Walking, hiking, biking, and picnicking
- Dirt biking, dune buggies, and horseback riding
- Playground, ball field, tennis or basketball courts, and golf courses
- Recreation centers, swimming areas or pools, boating, rafting, fishing, and beach combing
- Parks, stadiums, museums, aquariums, zoos, and wildlife viewing opportunities
- Theaters, fairs, convention centers, and other public facilities

Applicant's Response:

> The Amon Wasteway Drainage and Claybell Park are located in the immediate vicinity of the proposed project.

No effort was made to state that this area is named the Amon Creek Natural Preserve. It is a protected ecosystem used for educational projects and documented scientific data collection which is vast and publicly available.

### 5.14.2 Item B.12.b. Would the proposed project displace any existing recreational uses?

Guidance from WDOE:

> Consider how a proposal will directly impede, interfere, or prevent current and reasonably-foreseeable future recreational uses. These could include:
> - Shoreline access
> - Shellfish harvesting
> - Swimming, boating, and other water activities
> - Wildlife viewing
> - Hiking, camping, horseback riding, and skiing

Applicant's response:

> No

Wildlife viewing will be spatially curtailed due to buildings, restricted access to the ACNP and paving over native habitat. Wildlife displacement will occur due to loss of habitat noise, lights, high intensity human activity and the trash that follows. Consequently, there will be less wildlife to view. The Applicant does not share the recreational values of this area of the general public.

### 5.14.3 Item B.12.c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any.

Guidance from WDOE:

> These measures could include:
>
> - Development or improvement of a playground
> - Recreation center
> - Donation of park land or facilities to a recreation agency
> - Donation of land to create a park facility, club house, or public access to a beach and shorelines.
>
> Including five links for Additional Resources

Applicant's response:

> There is a proposed pedestrian pathway/trail that will front the wetlands/open space. This trail could be used for a variety of recreational activities including walking, jogging, hiking, scenic viewing, etc... The applicant also has proposed a paved trailway that will connect to the existing trail in Claybell Park thus providing pedestrian access to the park and providing a safe walking connection for students attending the new school.

A proposed paved Trail is a 100% impervious surface and should be avoided. It has not been accounted for in the proposal. Since a gravel path exists, no additional trails should be placed on the eastside of the apartments or within 1500 feet of the wildlife Biodiversity Corridor to protect the ACNP. A paved crossing of Amon Creek is an additional concern, increasing the potential of problems with runoff, etc.

## 5.15 Item B.13. Historic and cultural preservation

WDOE gives the following overall guidance for this section[46]:

> **Overview**
>
> A community's cultural and historic resources tell the distinct story of its past. From lumber mills to schools, sacred landscapes to archeological sites, rustic cabins to office towers, these environmental elements are unique, non-renewable resources.
>
> Federal, state, and local environmental laws and review processes typically require consideration be given to protecting significant historic, archeological, and traditional cultural sites. The state Department of Archaeology and Historic Preservation (DAHP), local historic

[46] WDOE, *SEPA checklist guidance, Section B: Historic & cultural preservation*, https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-13-Historic-cultural-p

preservation organizations, and tribal governments work with agencies, private citizens, and developers to identify and develop strategies to protect Washington's cultural heritage.

**Compliance programs reviewed by tribal governments, cultural resource agencies, and private organizations:**

- Section 106 of the National Historic Preservation Act — Requires federal agencies to consider cultural resources in their licensing, permitting, and funding decisions. Federal agencies consult with state and local governments to identify cultural resources and receive formal opinions about the significance of an affected area and probable impacts.
- State Environmental Policy Act — Requires agencies to consider impacts to cultural resources during the environmental review process. DAHP and others provide technical expertise and may issue formal opinions to local governments and other state agencies regarding impacts.
- Forest Practices Act — Sets forest practice standards for timber harvest, pre-commercial thinning, road construction, fertilization, and forest chemical application activities. The rules help protect historic and cultural sites while maintaining a viable timber industry.
- Governor's Executive Order 05-05 — Requires all state agencies with capital improvement projects to integrate DAHP, Governor's Office of Indian Affairs, and tribal governments into their planning process to protect historic and cultural sites.
- State Shoreline Management Act — Requires local governments issuing development permits in areas with archeological sites to have them inspected or evaluated by professional archeologists in partnership with affected tribal governments before issuing permits.

### 5.15.1 Item B.13.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.

Guidance from WDOE:

> Historical and archeological places include significant locations, structures, or other evidence containing material remains of human life or activity. These can include sites associated with important historical personalities, sites or events—even when no physical evidence remains.
>
> SEPA rules require environmental review decisions be based on sufficient information and that threshold determinations sufficiently evaluate a proposal's environmental impact. Describe the process for incorporating historic and archeologic research and surveys, tribal consultation, and data gathering. The reference "near the site" is not limited to "adjacent to the site" since associated impacts may extend beyond a site's boundaries.

Applicant's response:

> None known
>
> {{ (Don Sampson's account)}}

The applicant does not describe the process used for determining whether cultural resources at the site, despite the multitude of resources described by WDOE. This answer is incomplete; especially since this site is near a stream bed in an area that has a long cultural and tribal history.

### 5.16 Item B.13.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.

Guidance from WDOE:

> Each Indian tribe is a sovereign nation with its own definition of appropriate consultation. However, here are some materials to assist with consultation efforts:
>
> - Role of the Tribal Historic Preservation Officer in the Section 106 Process
> - Tribal Consultation: Best Practices in Historic Preservation
> - Centennial Accord
>
> Other tribal government resources:
>
> - DAHP Tribal Contact List for THPO's and Cultural Resource Staff
> - Federally Recognized Tribes of Washington State Map
> - Governor's Office of Indian Affairs Tribal Contact Directory
> - Local and National Heritage Organizations

Applicant's response:

> A cursory review of available GIS data and online resources was conducted.

The applicant fails to use the resources recommended by WDOE; it is clear that the survey of cultural resources is inadequate, leaving the SEPA checklist incomplete. A 'cursory' review of these potential impacts is disrespectful to the values of people who are integral to and valued in our community.

## 5.17 Item B.14. Transportation

### 5.17.1 Item B.14.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:

Guidance from WDOE[47]:

> Review agencies will need to know if a proposal will contribute to existing safety, noise, dust, maintenance, or other transportation problems. This includes increasing road use. Describe site access roads and provide a public street or vicinity map showing access to the site. Highways or

[47] WDOE. *SEPA checklist guidance, Section B: Transportation*. https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-guidance/SEPA-checklist-guidance/SEPA-Checklist-Section-B-Environmental-elements/Environmental-elements-14-Transportation

other listed major arterials do not need to directly access the site but these roads are likely to be used by employees, customers, or residents as well as transport materials or goods on and off the project.

Applicant's response:

> Proposed access to the subject property will be from Piper Street and Center Boulevard, which are public rights-of-way maintained by the City of Richland. A secondary access is proposed to connect to Broadmoor Street.

Roads for high volumes of traffic will have to be designed and built to access the project. Additional stoplights and other traffic control infrastructure should also be documented here. Also, it is not clear whether the secondary access is blocked to regular traffic. If it is not, the street will go through a platted development. Clarification is needed.

### 5.17.2 Item B.14.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?

Guidance from WDOE:

> Include details about types of public transportation as well as proximity to nearest train stations and / or bus stops.
>
> Additional resources:
>
> - Transportation and Traffic Information
> - Public Transit
> - Washington Metropolitan Planning Organizations

Applicant's response:

> The Ben Franklin Transit system serves the City of Richland. The nearest transit routes are the 123 and 110 routes.

Applicant needs to state locations of the Stops. They could be miles away from this project.

### 5.17.3 Item B.14.c. How many additional parking spaces would the completed project or nonproject proposal have? How many would the project or proposal eliminate?

Guidance from WDOE:

> Include the following information:
>
> - Type of designated parking lot
> - Number and configuration of spaces
> - Number of spaces to be eliminated
> - How parking plan complies with local requirements

Additional resources include three links.

Applicant's response:

The proposed project will have approximately 230 total parking spaces. No parking spaces will be eliminated.

### 5.17.4 Item B.14.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).

Guidance from WDOE:

Describe and provide a map of confirmed and probable new roadways, including the following:

- Number of lanes and turn lanes
- Road surfacing
- Lighting and signage
- Stormwater conveyance
- Safety barriers

Additional resources include 3 links.

Applicant's response:

New roads will be constructed to serve the proposed project in accordance with the City of Richland standards and requirements, but improvements to existing roads are not anticipated.

This answer is incomplete because there is no detailed traffic maps or text here addressing existing transportation services. Additionally, something showing the project *as it is known* by the Applicant and in its entirety. Please include drawings so the public can understand and address all above bullets to answer substantively.

### 5.17.5 Item B.14.e. Will the project or proposal use (or occur in the immediate vicinity of) water, rail, or air transportation? If so, generally describe:

Guidance from WDOE:

Describe the adequacy of available facilities and services. Include information about how the proposal will use air, water, and / or rail transportation. Provide information about:

- Transport of raw materials
- Product delivery
- Waste disposal
- Employee or residential commutes

Additional resources include Public Transit link

Applicant's response:

No.

This answer was important be read thoroughly and answered completely because it asks the Applicant to "Describe the adequacy of available facilities and services." It's true no air, water or rail transportation are involved in the project, but omitting the description of available facilities and services was crucial for substantive agency and public comment on the project. These omissions render the answer incomplete.

### 5.17.6 Item B.14.h. Proposed measures to reduce or control transportation impacts, if any: Identify public streets and highways serving the site, and describe proposed access to the existing street system.

Guidance from WDOE:

Mitigation includes avoiding, reducing, or countering environmental impacts including:

- Providing additional parking
- Road improvements such as widening, or adding signs, signals, and turn-lanes
- A transportation plan to reduce commute trips per day, particularly during peak hours
- In lieu fees
- Consolidating trips by providing mixed-use development
- Alternative modes of transportation
- Pedestrian-friendly design, including smaller set-backs, parking behind buildings, and building sidewalks

Additional resources shows 3 links.

Applicant's response:

No specific measures are proposed at this time. The project will generate additional tax base and revenue, as well as Transportation Impact Fees that will help to offset any additional traffic impacts. A Traffic Impact Analysis has been prepared and is submitted as a part of the proposed project.

### 5.18 Item B.16. Utilities

#### 5.18.1 Item B.16.a. List the utilities currently available at the site: Electricity, natural gas, water, refuse service, telephone, sanitary sewer, septic system, other:

Guidance from WDOE[48]:

> Applicants should include utilities that are accessible at the proposed site and note which services and / or lines will need to be connected or installed to serve the project.

Applicant's response:

> Electricity, natural gas, water, refuse service, telephone, sanitary sewer are all available to serve the subject property and are located immediately adjacent to the site.

The location of all utilities, stormwater facilities, etc. should be shown on submitted site plans for public review. Stormwater facilities should not be located within wetland buffers in accordance with the Eastern Washington Stormwater Manual. Nor should stormwater facilities be located within the Biodiversity Corridor or its buffers. A requirement upon approval must include a prohibition on utilities (or other infrastructure) from using the wetlands and biodiversity corridor or their buffers for any part of their routing.

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**From:** Sarah Davis
**To:** Stevens, Mike
**Subject:** Safety in South Richland
**Date:** Wednesday, October 21, 2020 8:42:26 PM

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Dear Mr. Stevens,

My name is Sarah Davis Nielsen, I have been a Richland Resident my entire life. I am a local educator at a Richland Middle School that takes great pride in our community. My husband and I are currently building our dream home at 419 Piper street in the Willowbrook Community in South Richland. You can imagine our surprise tonight when the news aired a piece about a new 96 unit apartment complex going in to mere feet from where our house is being built. After some research I have come across your name and wanted to reach out about the strong opposition to M2020-21 & EA2020-114 and stress the worry I have for our family's safety and other kids in the neighborhood. After years of looking my husband and I decided to build in Willowbrook because of a group of 8 to 10 year old's we call the "Pink Flamingo Scooter Gang." It is a group of 4-8 girls that ride their scooters down the hill every night on Piper street to John Court. As we toured lots we were met with family's walking, kids on bikes and countless youth walking their dogs and bouncing basketballs. We instantly felt that the intimate family neighborhood was the right choice for us and our 3 kids. With the increased traffic this road and apartment complex will bring I am absolutely terrified for the safety of all the kids in the neighborhood. It was quoted that an estimation of 420 cars daily will be increased in to a neighborhood that is not equipped for that type of traffic. I encourage you to go out and walk through Willowbrook in the mornings or evenings when traffic would be the heaviest with this type of road addition and see the amount of kids playing and riding bikes. I do not feel this addition is appropriate and would endanger our youth. If this is approved by our city it will be the first time in 36 years I will be disappointed in the lack of disregard the City of Richland is showing. I am so proud to live in this community and have faith in it keeping continued safety for our future generations. Thank you for your time.

Sarah Davis Nielsen, MA
509-539-4225

**From:** Fred Sievers
**To:** Stevens, Mike
**Subject:** Save Richland!
**Date:** Friday, October 30, 2020 4:26:45 PM

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Dear Mr. Stevens,

Please oppose the Willowbrook Place apartment project intended for Richland. Adding a street between two single family homes is not an appropriate use of the land and demonstrates ineffective planning and development. Additionally, this project will impact the plant and animal habitat I value in the Amon Creek Natural Preserve.

Sincerely,

Leslie Sievers

Hello,

My Comments + concerns of the 96-unit complex + related parking. Previously sent in letter a couple years ago.

- Major increase of Traffic would put our Pedestrians at risk. It would make it difficult for quick access for our emergency care units.

- I DOUT Believe the road exiting Broadmoor meets proper zoning + it appears the road would be very narrow.

- Insufficient planning for water runoff in the Preserve.

- The Wetlands Habitat would be effected. Protecting our wetlands is our responsibility - Ongoing community collaboration is the way to maintain + Protect the wetlands. (Misc - wildlife)

- Amon Creek Natural Preserve is a important migratory bird passageway wetlands provide habitat for Fish, waterfowl + other wildlife

- There would be ongoing environmental destruction due to huge increase in Human activity - construction activities

- This Proposed plan is unsuitable due to the residental proximity

THANK You,
Cory + Lisa Van Winkle 10/27/2020

**Ghbein, Briana**

**From:** Ginger Wireman <iweccan@gmail.com>
**Sent:** Thursday, October 29, 2020 9:24 PM
**To:** Stevens, Mike
**Subject:** Smith Apt. Complex

Dear Mr. Stevens,

I am writing in regard to the proposed Willowbrook Place apartments.

Richland has a long history of turning a blind eye to incomplete SEPA checklists and poorly supported environmental impact statements. As such, wetlands have been filled and built on - leading to residents having standing water in their crawl spaces (Applewood Estates). 321 Broadmoor was built too close to Amon Creek and the required mitigation of native plants is a joke because the owners treat them like landscaping plants, essentially defeating their purpose for nesting and perching. If the city requires mitigation, no enforcement follows (Willow Pointe Townhomes, were supposed to do native habitat restoration and it is an unsightly mess of noxious weeds. Furthermore, homeowners have built out decks/patios that enter the required set back from the wetted edge of the Columbia). One developer quietly filled the wetlands behind Queensgate Village for years before the city noticed and stopped it.

I am hopeful you will have more respect for the State Environmental Policy Act and other laws than your predecessor. I also hope you will be realistic about public safety and not rely on antiquated formulas developed by civil engineers in the 1950s to maximize the movement of cars in total disregard for people and human behavior.

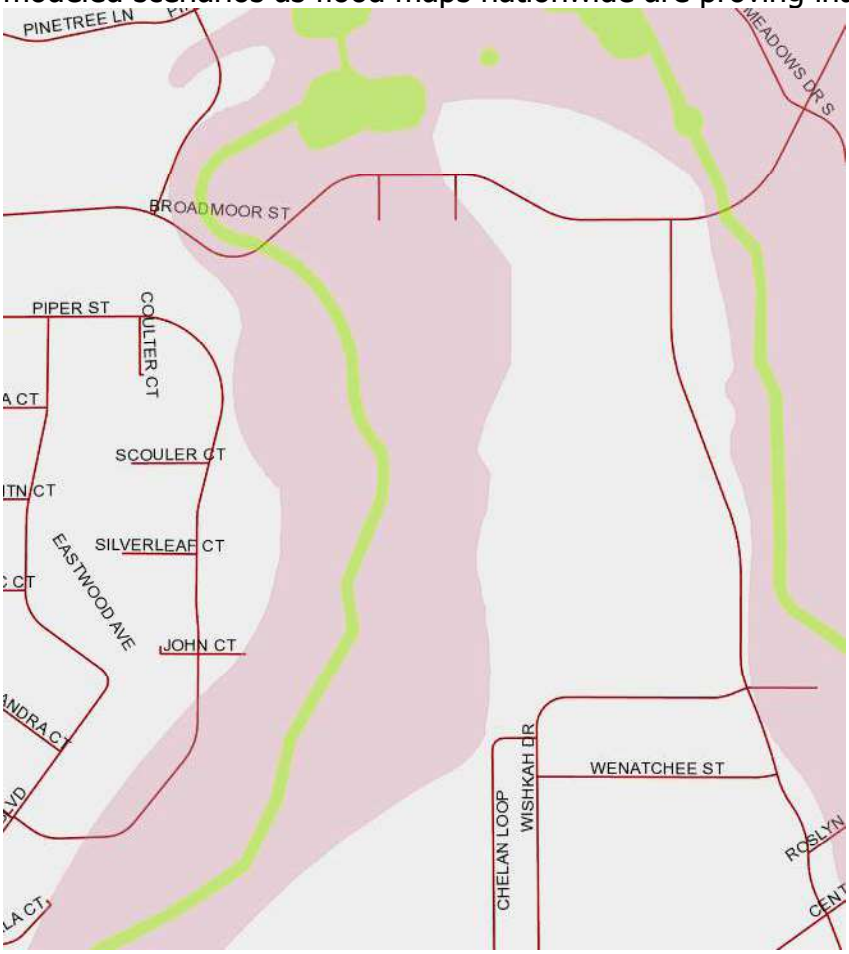
The citing of 96 apartments so close to Amon Creek cannot help but negatively impact wildlife. In addition to loss of physical space and usable habitat, noise, light pollution, and water quality are obvious threats.

I teach about groundwater for a living (Hanford Cleanup) and dry wells do not capture contaminants which will undoubtedly drip off cars. Dry wells will simply capture sediments, and contamination can easily enter the high water table (in this wellhead protection area). The application does not contain a detailed-enough site plan to determine where swales may fit. Further, landscapers will likely use chemicals that can run off to the creek, hurting fish and macroinvertebrates (water bugs) as well as pollinators, and birds.

Stormwater is already a problem in south Richland, and there were two washouts adjacent to the sidewalk between Piper and Broadmoor in 2017. This is adjacent to where the developer plans to build the connecting driveway to Broadmoor. Again the site plan isn't sufficient enough to understand whether he plans to build a bulkhead or how he'll address what is proven to be a highly erosive soil layer. In fact nearly the entire site is in a Geologic Hazard Area - see clip from City Critical Areas Map. Additionally, the assertion that it is not in a flood plain - as the city permits more and more housing upstream and is pushing to develop commercial properties at Leslie & Clearwater - all adding to impervious surfaces, is a false assumption. The extreme storms we've seen over the last

several years, while infrequent, are full blown 'gully washers'. Existing stormwater infrastructure failed in neighborhoods above the Temple, along Keene, at the dip on Gage, etc.

UW Climate data predicts more rain and more extreme rain events. Responsible planning would use modeled scenarios as flood maps nationwide are proving inadequate.




I live in Meadows East and we already have a significant problem with speeders on Bellerive and Broadmoor. The additional trips per day will exacerbate that problem and despite numerous requests the city refuses to enforce the speed limit or put speed calming devices such as bump outs at cross streets or speed humps.

RE the housing questions in the application, I do not believe for one second the developer plans to build affordable apartments. And even if they rent them below market, they will not serve low income families because of the lack of access to transit. Forcing people to own a car because the closest bus stop or services are more than a mile away will keep people poor. According to the AAA, the cost of maintaining a vehicle is about $8K/year. We need housing in Richland, there's no doubt, but putting apartments so far from services and jobs is counter productive. Perhaps the City could partner with the developer to build fewer, actually affordable, missing middle housing for moderate income families or fixed income seniors?

I am not a NIMBY for the sake of property values or views. However, I am deeply concerned about these environmental and traffic safety concerns. Richland needs to do a better job and if you end up permitting this bad idea, you should require proper traffic calming on both Center and Broadmoor -

and lower the speed limit on Leslie too. You owe that to bothe the existing and new residents, so that we can continue to enjoy walking to the park and enjoying a quiet neighborhood.

Lastly the project clearly goes against these core focus areas of the City Strategic Leadership Plan.

Core Focus 4: "Manage our natural resources"
Core Focus 4 Strategy: "The City of Richland develops strategies to identify and conserve the significant natural resources that provide citizens an exceptional quality of life while balancing the realities of accommodating a growing community."
Core Focus 4 Strategy Outcome: "Balance private and public interests in the preservation of identified natural and environmentally sensitive areas"
**********
Core Focus 6: "Enhance neighborhoods & community safety"
Core Focus 6 Strategy: "The City of Richland values the safety of our neighborhoods and community. We work to enhance the sense of community pride through prevention of neighborhood deterioration.

Thank you for your consideration in this matter.

Ginger Wireman
2435 Michael Ave. - Meadow's East tract

-
call/txc 509-528-9377

**From:** michaelhughes796@charter.net
**To:** Stevens, Mike
**Subject:** South Richland Apartment complex
**Date:** Monday, October 26, 2020 4:23:49 PM

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Date: 10-26-2020

Subject: Approval of Apartment Complex in Willobrook developement

I am writing this email to outline my objections to the approval of an apartment complex in the Willobrook development.

I live in the Heights at Meadow Springs and have been hearing about this development for several years.

It appears that the city is turning a blind eye to the will of the people. It would seem to me that the individuals most effected should be involved in any decision the city makes that is a major change to the existing neighborhood and to the environment of the area.

The apartment complex is being shoe-horned in between the Tapteal Greenway and an existing neighborhood.

The Greenway is an area where rabbits, coyotes and occasionally deer can be seen. The intrusion of this complex on the Greenway will greatly impact this wetlands area. We know that the apartments will produce some runoff that will see its way into the Greenbelt area.

The apartments are not that badly needed. Just 2 miles southeast of this complex is a very large apartment complex on Ridgeline Dr. that will have 2-3 times the number of appartments of this complex.

The addition of approximately 200 cars being added to the existing neighborhood roads is another major issue. With only one way in to the complex Willobrook is going to see a significant increase of traffic as there are only two outlets from Willobrook to Leslie.

I live in the Heights and we expect to see additional traffic using Meadows drive to reach Steptoe and Clearwater. We have been requesting help with our existing traffic issues but have not received any mitigation of our traffic problem.

If the emergency road is left open and traffic from the apartments are allowed to use this exit, which runs along the yards of several homes and dumps cars onto Bellerive its only time until accidents begin to happen. The emergency road ties into Bellerive in the middle of an S curve.

In closing I would like to see the Wasteway saved and the neighborhood left as is. Single family homes would produce a much reduced impact if the developer must build something.

Michael Hughes
Heights at Meadow Springs

| | |
|---|---|
| **From:** | t hallum |
| **To:** | Stevens, Mike |
| **Subject:** | Subject: Notice of Application for Willowbrook Place Apartment Complex (Tracts A & B, Willowbrook No. 1 and Tract B, Willowbrook No. 2) |
| **Date:** | Friday, October 23, 2020 1:51:38 PM |

Dear Mike Stevens,

The purpose of this e-mail is express my views on the notice of application for the development of Tracts A & B, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864) and Tract B, Willowbrok No. 2, Phase 4A.

My main concern to the Hearing Examiner is the safety of the proposed street intersection of Willowbrook Place Apartment Complex street with Broadmoor Street.

The Hearing Examiner's findings and conclusions is to carry out the city's comprehensive plan, zoning code, and other policies and objectives of the city. (RMC 19.25.100)

One of the purposes of the comprehensive plan is to "enhance the quality of life of Richland residents." (RMC 23.01.010)

Additionally the purpose fo the comprehensive plan is to "…to encourage the most appropriate use of land throughout the municipality; lessen traffic congestion and accidents:…" (RMC 24.04.020)

And finally, "The purpose of the site plan approval process is to facilitate project design that is compatible with adjacent land uses and is in keeping with the physical constraints of the project site." (RMC 23.48.010)

The planned intersection of Willowbrook Place Apartment Complex's new street and Broadmoor Street could be potentially dangerous. Even in the existing layout of Broadmoor Street through the area where the planned intersection, already has its problems. With the existing sharp turns (blind turns), elevation change (steep hill), and landscaping/natural foliage (visual obstruction of the street turns) makes driving and walking in this area already of concern.

Due to the routing of the Broadmoor Street in this area and landscaping/natural foliage it is difficult to see what is coming in either direction. With the Broadmoor Street hill from Leslie naturally increases the speed of cars coming into this proposed intersection. With the combination of not being able to see what is coming around the curves on Broadmoor Street and the increase speed of vehicles coming down the hill makes for a dangerous mix of conditions for pedestrians and drivers. I have crossed the street at Greenbrook and Broadmoor many times. I have been caught many times in the middle of Broadmoor street where I was surprised to see a car coming and had to run to the other side because I couldn't see the cars coming around the curves. Adding a street to this area is only going to make it worse.

My objections to the Willowbrook Apartment street is safety. This is a horrible design. I hope the Hearing Examiner will realize this new intersection (Willowbrook Apartment Street and Broadmoor Street) doesn't meet Richland codes for quality of life, lessen traffic congestion and accidents, and meets the condition for a project design that is compatible with the adjacent land uses and is in keeping with the physical constraints of the project site.

Regards,

Randall Hallum
300 Lakeview Court
Richland, WA

PO Box 2002
Richland, WA 99352
www.tapteal.org

October 28, 2020

Mike Stevens, Planning Manager
City of Richland
625 Swift Blvd., MS-35
Richland, WA 99352

Dear Mike:

Tapteal Greenway has reviewed the site plan, environmental (SEPA) checklist, and associated reports regarding the Willowbrook Place Site Plan Application (M2020-101 & EA2020-114) and wishes to submit the following comments. It is our conclusion that the developer is using buffer averaging to maximize the size of the development beyond reasonable use with no effort to minimize impacts to the west fork of Amon Creek and Amon Creek Natural Preserve and the associated wetland, fish and wildlife habitat conservation area, and biodiversity corridor. We believe a determination of Significance should be issued and buffer averaging should not be allowed.

- The applicant indicated that the property is part of the Aquifer Recharge Area and made reference to their submitted critical area report in their response to SEPA Checklist question 8.h, (Has any part of the site been classified as a critical area by the city or county? If so, specify.). There is no discussion of this in the referenced report. The Critical Areas map (LU-4) in the *City of Richland Comprehensive Plan* does not show the subject property as part of the Critical Aquifer Recharge Area. In the *City of Richland Water System Plan, Appendix R – Wellhead Protection Plan* the Wellhead Protection Program map shows that the site falls within the 5 year and possibly 1 year time of travel zone for the nearby Willowbrook Well. RMC 22.10.300 includes wellhead protection areas in the definition of CARAs that require a hydrogeologic assessment per RMC 22.10.370. No such assessment is included in the applicant's submittal.

- The applicant's response to SEPA Checklist question 8.h does not mention that the Critical Areas map in the Comprehensive Plan designates a portion of the site as a Geological Hazards (Steep Slopes) area. The result of the preliminary assessment required by RMC 22.10.270 needs to be documented to indicate whether or not a geologic hazard report is required to be submitted.

- The submitted CRITICAL AREA REPORT AND BUFFER AVERAGING PLAN FOR WILLOWBROOK ignores an important requirement of RMC 22.10.110: "*If the existing buffer is unvegetated, sparsely vegetated, or vegetated with invasive species that do not perform needed functions, the buffer should either be planted to create the appropriate plant community or the buffer should be widened to ensure that adequate functions of the buffer are provided."* There is a sewer line/access road that runs south along Parcel A to the KID irrigation pond. This access road is 20' wide. The sewer line and a second gravel path then head west across the south end of the parcel. Each of these gravel paths is 10' wide. These graveled paths are located within the buffer zone for this parcel. As they are devoid of vegetation and therefore can't provide the

required buffer function the buffer should be widened to compensate for this. This increases the required minimum buffer width for this parcel from 150' to 170'.

- The submitted critical area report mentions the "disturbed nature on-site habitat" and "altered shrub-steppe ecosystem" (pages 8 and 9) but does not discuss the functionality of the buffer areas. In addition to the gravel paths noted above there are other areas that are either devoid of vegetation or dominated by invasive species. A vegetation enhancement plan that includes success monitoring should be required for any degraded areas within the buffer.

- The submitted critical area report cites RMC 20.10.115(A) as justification for the use of buffer averaging. This part of the code deals with buffer averaging to improve wetland protection and requires that: "*The wetland has significant differences in characteristics that affect its habitat functions …"* and "*The buffer is increased adjacent to the higher functioning area of habitat or more sensitive portion of the wetland and decreased adjacent to the lower functioning or less sensitive portion as demonstrated by a critical areas report from a qualified wetland professional."* The report appears to make the argument that the habitat function is degraded by the presence of a roadway and culvert crossing the wetland. They then propose to increase the buffer adjacent to this degraded habitat in contradiction to the requirement to increase the buffer adjacent to the higher functioning area. This argument does not justify the buffer reductions at the north and south ends of the site.

- In Section 4.0 of the critical area report responses are provided for the mitigation actions listed in RMC 22.10.120 *Wetland alteration and mitigation*. The general response is that buffer averaging is being used and no further action is required. RMC 22.10.120.A.2 states: "*Minimizing impacts by limiting the degree or magnitude of the action and its implementation by using appropriate technology and engineering, or by taking affirmative steps to avoid or reduce adverse impacts;*" and RMC 22.10.120.B states: "*Where impacts cannot be avoided, the applicant or property owner shall seek to implement other appropriate mitigation actions in compliance with the intent, standards and criteria of this section. These shall include consideration of alternative site plans and building layouts and/or reduction in the density or scope of the proposal.*" The impact of the proposed development could be significantly reduced if buffer averaging was not used and the associated buildings not constructed. In our view this is the preferred option and it has not been discussed.

- The critical area report states that in all areas the reduced buffer meets the code requirement of being at least 75% of the otherwise required minimum (112.5' for a 150' buffer). At the extreme south end of the development where the cul-de-sac is located the shortest width of the reduced buffer appears to only be 90'. As discussed above, we believe the buffer width in this section should be 170' which would require a minimum of 127.5' when buffer averaging.

- Buffer averaging is used to accommodate buildings and a cul-de-sac. No allowance has been made for the fact that site preparation and construction activities will clearly extend beyond the edge of these features and into the already reduced buffer.

- It is our position that buffer averaging is not appropriate for this site. However, if it is allowed it is imperative that the quality of the buffer is enhanced in the reduced buffer areas. A vegetation enhancement plan that includes success monitoring should be required within the decreased buffer area.

- The site plan shows a paved maintenance road/path that passes through the buffer area at the north end of Parcel A and crosses the west fork of Amon Creek. The impact of this impervious surface on the buffer and the creek has not been accounted for. This impact needs to be assessed and either eliminated or mitigated for. As a gravel path already exists, the need for a paved path has not been demonstrated.

- The current WDFW Priority Habitat and Species map lists three priority areas for the site: Wetlands, Burrowing Owls, Biodiversity Areas and Corridor. The WDFW listing for the biodiversity area includes creek, wetlands, and shrub steppe. The submitted critical area report and wildlife assessment report do not mention or discuss the potential impact on the biodiversity area.

- The handling of stormwater is of particular concern for the two buildings at the north end of the site and the portion of a building and the cul-de-sac at the south end of the site where the buffer has been reduced. There should be a documented requirement that no stormwater retention/treatment features can be located in the buffer area.

- This is essentially the same proposal that was subbmitted in 2018 for which the City issued a Mitigated Determination of Non-Significance (EA2018-119). The first three mitigation measures should also be required now: silt fencing at edge of buffer before any construction activity, permanent fence at edge of buffer with signage, shielded outdoor lighting.

Sincerely,



Dirk Peterson
President, Tapteal Greenway

**From:** dleonard5455@charter.net
**To:** Stevens, Mike
**Subject:** The Fight for Amon Creek Natural Preserve
**Date:** Friday, October 16, 2020 7:45:21 PM

Mike Stevens – I am deeply opposed to building a 96-unit apartment complex and related parking that is slated for construction on a narrow strip of land between the Willowbrook neighborhood and Amon Creek Natural Preserve. (ANCP). This specific area needs protection for the following reasons:

- It has been designated as a biodiversity corridor by the WA Dept. of Fish and Wildlife
- It is within the Pacific Flyway, an important migratory bird passageway
- Wetlands provide critical habitat for fish, waterfowl, and other wildlife
- Wetlands purify polluted waters before they reach our drinking water
- It is home to multiple plants, over 150 bird species, and over 30 mammal species such as mink, beaver, and river otter, and the black-tailed jackrabbit which is a WA state species of concern

The proposed development plan has many flaws:

- The road exiting onto Broadmoor doesn't meet proper zoning, will cause undue increases in traffic and present a significant safety risk for pedestrians
- Has an extremely unrealistic averaged buffer zone - only 150 feet from the Wetlands and that will not reduce human impact
- Extremely poor planning for water quality and runoff in the preserve to mitigate flooding and pollution from pesticides, fertilizers and other chemicals
- Will severely impact the Wetland habitat and cause change in wildlife behavior do to the constant lighting, especially migrating birds.

Why can't this development be completed in an area of less importance to wildlife. Haven't we impacted enough of our wildlife reserves and preserves with human development with so little regard to our vanishing ecological resources? Have a conscious and do the right thing - put an end to this development in the ACNP.

Sincerely,

David and Kathleen Leonard

**From:** Karen Miller
**To:** Stevens, Mike
**Cc:** Ken Miller
**Subject:** To: Mike Stevens, City of Richland Planning Manager
**Date:** Thursday, October 29, 2020 1:26:44 PM

---

To: Mike Stevens, City of Richland Planning Manager
From: Ken and Karen Miller, 154 Hillview Dr, Richland, 99352
Re: Proposed road for the Willowbrook Place apartment complex

Dear Mr. Stevens,

We oppose the proposed Willowbrook Place apartment complex to be located in the Meadow Springs area. As residents located on Hillview Drive (less than a mile from Claybell Park) we are very familiar with this area. We walk or drive Broadmoor Blvd. often and frequently use Claybell Park.

Traffic on Broadmoor, especially near the park, is already concerning. Residents located on Broadmoor have posted signs urging people to slow down and a speed indicator sign has helped raise awareness about speeding through a residential area. However, the traffic volume continues to grow. The new entrance road proposed by the project will dump an estimated additional 400-plus cars on Broadmoor. This is unacceptable for a residential neighborhood.

Traffic is already heavy on Leslie. During peak travel times, cars get backed up on Broadmoor when trying to enter onto Leslie. Traffic also backs up on Hillview Drive when trying to enter Leslie Road. A multi-family complex with entrances that add traffic in this area will make Leslie Road even more congested.

We urge the application for this development be declined.

Ken and Karen Miller

Sent from my iPad
Karen Miller

**From:** Kimberly Miller
**To:** Stevens, Mike
**Date:** Friday, October 30, 2020 9:50:28 PM

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Hello,

The nature preserve behind our home is such a refuge. Both to myself and to the unique wildlife of the area. As we are a step brush environment. Building the apartments will also add much congestion making this a much less desirable place to live. Many who live in Willowbrook have the ability to move or change jobs. Yet as the third generation of those living in Richland I think preserving this area for our children is important. I can see building more homes and preserving the waterway, but this project does not do that. We have much room and space as a community for expansion, but we must consider keeping some green space. Like keeping a Central Park to continue to have people come and want to live here. This is important. I can speak to my profession. When a physician is recruited the community benefits, but without desirable living conditions they leave taking with them jobs and leaving our medical community the worse for it. There are similarities in other professions as well.

Thank you for taking the time to read this.
Kim Miller DO

**From:** Tony Czebotar
**To:** Stevens, Mike
**Subject:** Willow Brook Pl., Apartment complex/Broadmoor traffic
**Date:** Sunday, October 18, 2020 4:44:12 PM

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Good afternoon Mr. Stevens,
As 22 year residents at 330 Broadmoor St. I have watched the development of the Claybell Park and surrounding area along with the increased traffic it has brought to Broadmoor St. Up to this point we believe the City of Richland has been prudent in their
residential planning and appreciate the upgrades to Claybell Park and the surrounding area. Broadmoor Street, especially near Claybell Park has become so crowded with traffic that it is like driving through a obstacle course filled with young children and families with their pets. It would be a mistake to increase the traffic by adding/approving the Willowbrook place site plan.
The proposed road to Broadmoor from Willowbrook Pl., Apartments is too narrow and it's line of sight on the westbound cars coming downhill to Broadmoor make breaking time questionable. I walked this access several times a day and I am amazed at how dangerous the corner is even with the current traffic. It's dangerous to cross it now on foot even though the traffic is supposed to be at 25 miles an hour. When we used to have individual mailboxes my mailbox was hit three times over the course of four years by drivers who could not negotiate that corner. Broadmoor cannot safely support more traffic despite what the Gibson report states. Commonsense dictates that the City does not grant a permit for the Willowbrook apartments
Respectfully
Tony Czebotar

Sent from my iPad

**From:** Rick Shallman
**To:** Stevens, Mike
**Subject:** Willow brook Place Apartment Complex
**Date:** Thursday, October 29, 2020 12:38:23 PM

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Dear Mr. Stevens,

I'm Rick Shallman, and I own the house that will be most impacted by the road for the new development that cuts over to Broadmoor; I'm at 321 Broadmoor and the road basically wraps around my property to get to Broadmoor, dumping in between my driveway and the adjoining neighbors house (which the developers apparently bought, as the road runs across that property.) I didn't know you could run a road over the corner of a piece of property like that...? I think the developers may have approached me to buy my property too, but we shrugged them off. Perhaps not a good choice, if this horrible development and this horrible little "road" goes through, my property value is going to plummet and my long term investment to sell with retirement coming up will be terribly affected.

As to the "road." No room for sidewalks, no bike lanes. An alley. Probably no street lights or proper drainage either. Every apartment resident will be taking this route past my house to get to Albertsons, and back. Day and night. My property will be collecting the shopping carts and beer bottles.

Did you know this corner is already a disaster come winter? Out of control cars and even a school bus have ended up in my yard losing it, out of control, coming down the hill in slippery conditions. They can't even handle the gentle curve we have now, much less a poorly marked right angle turn into an alley between driveways. God, how tacky and dangerous. Maybe just leave it mud instead of paving it, that'd be a classy touch.

And taking one of the potentially most interesting and potentially lovely riparian areas left in the Tri-Cities and sticking big ugly apartments in there? Why not a beautiful little bunch of houses nestled down by the creek with walkways and bike paths joining the Wildlife area. It's a horrible spot to plant big buildings and asphalt parking areas. An ecological disaster for Amon Creek.

Finally, if you and the developers are bound and determined to cram this horrible project through, why not talk to me then about an easement or something across my land to put in a proper damn road with lights, and curbs, and sidewalks, and drainage, and a bike path? Paying for the easement might mitigate some of the losses to my property value, and it would be safer for everybody involved (especially at night, don't you think, and especially in the winter at night).

Instead, though, you should develop a beautiful parklike project dovetailing with Claybell Park, the creek, the adjacent wetland, bike paths, pretty little homes.....Isn't there enough ticky- tack already?

Just my two cents worth sir.

-Richard W. Shallman MD
Here in Tri-Cities since ‘87

Sent from my iPhone

**From:** Mark Walden
**To:** Stevens, Mike
**Subject:** Willow brook
**Date:** Saturday, October 24, 2020 12:14:53 AM

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My husband and I have lived in Willowbrook for the past 14 years. We know the traffic patterns of our neighborhood and are very concerned about the proposed 96 unit apartment complex. The increase in cars alone will likely cause a safety hazard for the many young children we have in our neighborhood. We are also asking the City of Richland to enforce the codes and zoning regulations that have been in place for years.
Thank you,
Mark and Mary Walden

Sent from my iPhone

**From:** Katy Michaud
**To:** Stevens, Mike
**Subject:** Willow Place Apartment Complex- intersection on Broadmoor St
**Date:** Sunday, October 18, 2020 3:54:19 PM

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Hi Mike.

I live on Broadmoor St. and object to the proposed street that connects the end of the apporved Willow Place Apartment complex project to Broadmoor.
The placement of this street is at the bottom of the street on a curve.
It is probably the least safe area in the neighborhood when roads are slick. I have lost control of my truck, in first gear, on a slippery day last year. I bounced into the sidewalk just where the new road is meant to meet Broadmoor. The combination of the slope and the curve is a one, two punch that makes that part a little hard to navigate. Adding a road with the proposed new traffic just doesn't seem like a sound engineering idea.
It is the trickiest area on our street and shouldn't have any added obstacles to it.

This email is to object to the new proposed street. I am concerned it will be a bad decision we will need to live with just like the parking on Broadmoor by Claybell Park that all users of the park use instead of the setback new parking lot.
Years ago there was a parking lot where the tennis courts are now. People would park in that parking lot, right next to the street instead of on the street. BUT tennis courts where put in and the parking lot was pushed back. Now the parking lot is never full, but the streets are always packed of cars from people using the park. I would guess you must have heard this from anyone who ones a home adjacent to the park. The logical solution would have been to place the tennis courts where the new parking lot is now and leave or even extend the old parking lot. This would have alleviated all the cars parked on the street, all the time. It is now a bad decision we have to live with.

thanks for listening.
Sincerely, Kate Michaud

I

**From:** Maria Provenzano
**To:** Stevens, Mike
**Subject:** Willowbrook apartment comments
**Date:** Monday, October 19, 2020 9:00:48 PM

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I am writing to you Mr. Stevens to give you my comments concerning the proposed Willowbrook apartment complex. First let me tell you a little bit about myself and my family. I bought my home in Meadows East (a block off Bellerive) in 2017. The same year, my son and his family of 6 bought a house in the same neighborhood. My daughter and her family of 5 liked the area so much that she bought a house just 2 cul-de-sacs away from Claybell park this past Winter, making for 12 people in my family who chose to live in the Meadow Springs area. Things that attracted us to this area included: a quiet/safe environment, close proximity to recreation at Claybell, the ability to observe wildlife & plant life at the nature preserve, and lack of traffic concerns. I was appalled when I saw the plans for the apartment complex, which is literally right behind my daughter's property. I was appalled even further when I saw WHERE the proposed entrances to the apartment complex are! I am still shaking my head in disbelief that city officials would even CONSIDER having the entrances to such a large apartment complex going through residential neighborhoods. These neighborhoods are filled with young children, walking, riding bikes/scooters/skateboards, walking dogs, etc! My 7 grandchildren (ages 3-10) are just some of the hundreds of children who call this area home. Many of these children walk to and from the school bus, and would be doing so during peak times. The majority of people living in those apartments would most likely be leaving for work & returning while the streets are full of children. For many months of the year secondary students are walking in the dark to the bus stop, and many elementary students, like my grandkids, are walking home from the bus stop when it's close to dark during the winter. It's shocking to think that the City of Richland cares so little about the safety of the children who live in this area that they would plan this major project knowing full well that traffic accidents will increase dramatically. The speed limit through these neighborhoods is 25 mph, although many people don't adhere to that, and as you know, the roads are just 1 lane in each direction. This leaves no shoulder for cars to swerve into should a child run across the street to catch a ball, or run after their friends or pets. If you've ever driven out here and seen the number of people using Claybell Park, and the number of cars parked along Bellerive/Broadmoor, you would see just how much the residents of this area are active outdoors on a daily basis. When driving from my house to my daughter's house (just a half mile away), I usually go 10-15 mph when going past Claybell, particularly on a busy day. I know that young children often don't pay attention to dangerous conditions, and I personally never want to cause harm to a child.....but not everybody is as cautious as I am. Claybell is a popular park even when the weather isn't sunny & warm - team sports practice and play there during the majority of the year. In addition to the abundance of young children in this area, there is also an abundance of retired people. I see retired folks walking (often with dogs) on Bellerive/Broadmoor every single time I leave my house - regardless of the time of day or the weather. Being close to retirement age myself, I can say that the elderly often don't have quick reflexes, and I believe you are risking their well-being and safety as well. The residents of the Meadow Springs/Willowbrook area deserve to keep their quiet, safe neighborhood and maintain the quality of life they are accustomed to. I know there are many families like mine, who chose this area specifically for the quality of life it offered, and now that is being threatened.

In addition to compromising the safety of the children, elderly, and other residents of this area, this apartment complex would bring traffic problems that this area has never experienced

before.  Going south from Gage & Bellerive, past Claybell, onto Broadmoor and up to Leslie would become a traffic nightmare as hundreds of additional drivers would be using this route multiple times per day.  The traffic signal at Gage & Bellerive only has a left-hand turn arrow during certain hours of the day, and during peak times that left lane is terribly backed up. How do you think it will be when there is a tremendous increase in the number of people wanting to turn left there?  At the other end, Broadmoor and Leslie, it's already ridiculously hard to turn south, and even to turn north during peak times.  All of these roads are 1 lane in each direction, so it doesn't allow for this increased volume of traffic. Another thing to consider is how school buses will impact the traffic.  Although that hasn't been an issue for the past 6 months due to Covid, during an ordinary school year, buses impact the traffic flow considerably.

I welcome your response to my concerns.

Maria Provenzano

**From:** ed@byrnesoil.com
**To:** Stevens, Mike
**Subject:** Willowbrook Apartment Complex
**Date:** Friday, October 30, 2020 8:57:19 AM

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I am against the proposed access road from Broadmoor into the Willowbrook Apartment Complex due to:

1. TRAFFIC SAFTEY FOR PEDESTRIANS, PARTICIPANTS AT CLAYBELL PARK, AND TRAFFIC JAMS AT LESILE ROAD.
2. AGAINST THE IDEA OF MEADOW SPRINGS BEING A PLANNED UNIT DEVELOPMENT. I BUILT A HOUSE IN 1986 ON MEADOW SPRINGS GOLF COURSE BECAUSE IT WAS A PUD AND A GREENSPACE.
3. THE CITY HAS ALREADY CONTRIBUTED TO CONJESTION IN THE AREA DUE TO RELOCATING THE PARKING LOT AND TENNIS COURTS AT CLAYBELL. THAT AREA IS A HAZARDOUS ZONE AND NO PARKING SHOULD BE ALLOWED ALONG BROADMOOR IN THE CLAYBELL PARK AREA. TRUST ME A KID IS GOING TO GET HIT THERE IN THE NEAR FUTURE.
4. I REGULARLY TAKE A WALK IN THE MORNING AND BROADMOOR IS ON MY ROUTE. I SEE SPEED VIOLATORS EACH MORNING HEADING DOWN BROADMOOR. THE CITY MUST FEEL IT IS A PROBLEM BECAUSE IT ISTALLED SPEED MONITORS FOR EACH DIRECTION. I NEVER SEE A POLICEMAN STOPPING ANYONE FOR SPEEDING.

THANK YOU FOR YOUR ATTENTION TO THIS.

ED AND NIKKI MACKAN
2142 SHERIDAN PLACE
RICHLAND, WA 99352

**From:** cbjorgan@aol.com
**To:** Stevens, Mike
**Subject:** Willowbrook apartment Concerns
**Date:** Thursday, October 29, 2020 1:24:07 PM

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**From a concerned Willowbrook resident of proposed apartments and roadways.**

These are well established neighborhoods and would impact safety issues with the increased traffic through Piper, Center, Bellerive, Broadmoor and Greenbrook. There has already been increased traffic with the additional housing from Hansen homes, the school and access to Steptoe.

Another major concern is how it would impact Amon Creek Natural Preserve which needs our protection and is important to our ecosystem.

Seems strange that this area was zoned as hi-density which is behind mid-density.
Property has insufficient access to arterial roadways to allow multi-family development. Not aware of any other apartment complexes in the area not having direct access to main roads.

Apparently this developer is not from this area and doesn't realize or doesn't care how this affects the natural preserve and neighboring communities. It is also my understanding that this project does not comply to city codes and rules.
With these concerns feel that this property should be rezoned to protect the citizens of Richland.

Christine Bjorgan

Sent from my iPad

**From:** cbjorgan@aol.com
**To:** Stevens, Mike
**Subject:** Willowbrook apartment Concerns
**Date:** Friday, October 30, 2020 8:12:39 AM

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**From a concerned Willowbrook resident of proposed apartments and roadways.**

These are well established neighborhoods and would impact safety issues with the increased traffic through Piper, Center, Bellerive, Broadmoor and Greenbrook. There has already been increased traffic with the additional housing from Hansen homes, the school and access to Steptoe.

Another major concern is how it would impact Amon Creek Natural Preserve which needs our protection and is important to our ecosystem.

Seems strange that this area was zoned as hi-density which is behind mid-density.
Property has insufficient access to arterial roadways to allow multi-family development. Not aware of any other apartment complexes in the area that don't have direct access to main roads.

Apparently this developer is not from this area and doesn't realize or doesn't care how this affects the natural preserve and neighboring communities. It is also my understanding that this project does not comply to city codes and rules.
With these concerns feel that this property should be rezoned to protect the citizens of Richland.

Christine Bjorgan

Sent from my iPad

**From:** toothfairy84
**To:** Stevens, Mike
**Subject:** Willowbrook apartment development
**Date:** Thursday, October 29, 2020 8:44:36 PM

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Hello Mr. Stevens.

My name is Erin Kane and I live in Willowbrook at 205 Pacific Ct. I am writing to oppose the apartment development currently planned adjacent Willowbrook. I am concerned about the safety of the residents around this area with the increase in traffic through Willowbrook and on Broadmoor. These areas were not designed to accommodate traffic from multi-family dwellings and an increase in traffic from 96 of them would result in more accidents in the area. I am also concerned about the disruption to the wildlife from the apartment complex. I have been through the Amon Creek Preserve numerous times and I have personally seen the amount of wildlife present. The current plan for the position of the apartments is too close to the Preserve and would greatly disrupt the wildlife ecosystem adjacent the proposed apartment complex. There are reasonable places to put apartments in the South Richland area but the proposed complex squeezed between Willowbrook and the Amon Creek Nature Preserve isn't one of them. Per the City's website, your primary mission is to provide life safety and a better quality of living to the residents in the City of Richland. This apartment complex would be in direct opposition to your mission. Please do not allow the plans for this apartment complex to move forward.

Sincerely,

Erin Kane
(971) 832-0185

Sent from my iPhone

**From:** Michelle Rankin
**To:** Stevens, Mike
**Subject:** Willowbrook apartment opposition
**Date:** Friday, October 30, 2020 3:26:51 PM

Hello, we would like to add our voice to the list of concerned citizens about the Willowbrook Apartment proposal.

Our first concern is child safety. Our children are 5 and 9 and we have very valid concerns about increasing the traffic through a residential neighborhood to accommodate a large apartment complex. Willowbrook is an incredibly family-friendly neighborhood and on any afternoon, you'll find all ages playing, biking, walking, and in general enjoying our beautiful neighborhood. The additional traffic through our neighborhood concerns us greatly as we already have a speed problem. We have contacted the Richland Police department on numerous occasions for speed studies. Adding a 96 unit complex to a residential neighborhood full of children that already has a speed problem is a recipe for disaster.

Our second concern is for the beautiful natural Amon Creek wildlife area. This area is already stressed by the single family homes that have been built in recent years. An apartment complex adjacent and within this habitat will add light pollution, noise pollution, foot and car traffic, landscaping chemicals, and a number of other stressors to this natural habitat affecting biodiversity and sustainability of this wetland. In addition, the construction process mixed with the winds in our area would result in garbage that will pollute Amon Creek wildlife area.

Our third concern is about the proposed road connecting the complex and Broadmoor near the walking path. The parcels there are very obviously intended to be single-family homes, not a through road. The hill washes out often, and visibility is severely limited by the steepness of the hill. The walking path is a direct route for many of the neighborhood kids to access Broadmoor Park. Having a main access to the complex from Broadmoor imposes additional hazards due to the increased traffic in and out of the area.

Our fourth concern is the construction process. The increase of heavy equipment due to home construction in the new Willowbrook development has been a danger for everyone with heavy equipment travelling through the neighborhood at unsafe speeds. The current increase has been for simple house construction and imagining the increase of heavy equipment through for a multi-family dwelling is concerning. The road grade from Leslie and Broadmoor is steep and having the equipment speeding through an area zoned single family residential is dangerous, especially if the construction continues through winter when the roads within Willowbrook are routinely iced over.

Please consider our concerns and our voice opposing the project.

Sincerely,

Kyle & Michelle Rankin
244 Piper St

**From:** Jim Kleist
**To:** Stevens, Mike
**Cc:** Jim Kleist
**Subject:** Willowbrook apartment proposal
**Date:** Thursday, October 29, 2020 4:46:42 PM
**Attachments:** image001.jpg

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Mr. Stevens,

I am a homeowner living in the Willowbrook subdivision at 2701 Willowbrook Ave. My wife and I have lived in our home for 28 years and we are 100 percent against the proposed 96 unit apartment complex in our neighborhood under review by the City of Richland.

Our objections and concerns with the proposed apartment complex are outlined below:

- Safety concerns for ourselves, children and grandchildren with regard to a grossly significant increase of traffic on narrow residential streets that we frequent daily. The street widths with parked cars, barely allows for two way automobile traffic today and will become significantly more dangerous with dramatically increased traffic as proposed with the apartment complex. Our neighborhood children, elderly and other pedestrians will be at risk, with no margin for error while utilizing what used to be safe, quiet residential streets.
- The traffic volume increases on Piper Street, Center and Broadmoor appear to be in violation of City codes regarding zoning, street length, street width and minimum block width.
- A major negative impact on the Amon Nature Preserve. The Preserve has been rigorously supported by Willowbrook residents since its inception and I find it hard to believe that the proposed development will not encroach negatively on the Wetlands buffer zone.
- I now own my home after 28 years and the negative financial impact on my home value from this complex cannot be understated. Our home's value is a major part of my family's financial security and our retirement security. Allowing our quiet residential neighborhood to be ruined, as it becomes a thoroughfare for a misplaced apartment investment would be negligent behavior by the City of Richland.

Thank you for considering and hopefully acting on my concerns and please deny the application for the proposed apartment complex.

**JIM KLEIST**
Senior Vice President
Northwest Wine Services

**Direct:** 509-546-7644 • **Mobile:** 509-554-1060
**Address:** 95 RWS Road, Burbank WA 99323
www.nwwineservices.com

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|---|---|
| **From:** | Bonnie Mitchell |
| **To:** | Stevens, Mike |
| **Subject:** | Willowbrook Apartment Proposal |
| **Date:** | Friday, October 30, 2020 9:28:50 AM |

Dear Mr. Stevens,

I'm writing in opposition to M2020-101 & EA2020-114, also known as Willowbrook Place Apartments. As I'm sure you are aware, there are many problems with the developer's plan. Here are a few of them:

Traffic and safety. There are no other apartment complexes in the Tri-Cities that are accessed solely through a residential neighborhood. It is my opinion that since the City knew that the property in question was zoned for multi-family use, it was the City's duty to plan ahead and provide access to that property. When Center Blvd and or Piper St were developed, they should have been made as arterial streets with two lanes and lights OR the City should not have given up the planned access from Bellerive at the end of Claybell Park. It is estimated that the apartments will add up to 700 car trips per day in and out of the property. That amount of traffic is an absurd and unsafe load for Piper, Center, or even Broadmoor.

Codes and HOA Covenants. We have Code Enforcement officers that drive around and cite residents for too many weeds, too much junk in the yard, and various other infractions. In looking at the proposal for the access road from Broadmoor, it is clear that the dimensions for that road are not up to code. This plan should have been summarily rejected due to the several city codes that are not able to be maintained. Additionally, the properties that are proposed to be used for the access road are subject to covenants and restrictions for two separate HOAs. Both of those HOA organizations have covenants - which are supplied to buyers at the time of purchase - that restrict the property use to single family residential use. When the developer bought property in an HOA, they agreed to follow those covenants and restrictions.

Protection of wetland area and wildlife.The West Fork of Amon Creek (which runs through the Amon Creek Natural Preserve) is spring-fed and runs year round. Several species of birds and animals rely on this area for habitat. The disturbance associated with construction of six large buildings, driveways and landscaping cannot have anything but an adverse effect on this wildlife, not to mention the effects of 96 families and the associated vehicles and pollution.

My neighbors and I may be accused of NIMBY syndrome. That is not the case. When we bought property and a home in Willowbrook in 2006-2008, we knew there was land behind our neighborhood that was zoned for multi-family use. There was a plan for an access road from Bellerive across what is now Amon Creek Natural Preserve, which would allow residents to drive from Gage to their apartment without passing in front of any homes. We don't have a problem with apartments. We have a problem with the lack of safe access to those apartments.

I'm sure several of my neighbors have contacted you with the many other issues that need to be addressed. It's unfortunate, but there is not really a good solution. Over the years, the City has failed to plan, and has effectively made it impossible to safely

build high density housing in the area in question. That is not the residents' fault. The residents should not be made to pay the price for the City's mistakes. I hope that the City can find a way to make this right for all the parties involved. We do need housing. People need apartments. There are many other locations where it makes sense to have apartments, with safe and easy access and proximity to public transportation.

I think you should also know that a common response I received when discussing this issue with neighbors was one of disappointment and discouragement. Residents of the City of Richland do not have confidence that the city government cares at all about the opinions and concerns of residents. I hope that these concerns do not fall on deaf ears, and that the interests of an out-of-town developer do not overshadow the duty of our city government to protect its citizens and the quality of life that draws so many people to want to live here.

Thank you for your time.

Bonnie Mitchell
305 Piper Street
Willowbrook

**From:** dab.dave@charter.net
**To:** Stevens, Mike
**Subject:** Willowbrook Apartment Proposal
**Date:** Friday, October 30, 2020 4:44:57 PM

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Dear Sir:

I am apposed to the subject plan to develop high density housing deep in a quiet residential neighborhood without having direct access to a major arterial road. The heavy increase in traffic will have a detrimental impact on the quiet single family housing Willowbrook area. Safety of the residents, especially children, due to the increase in traffic on already heavily traveled streets is a major concern. Additionally, the proposed entrance on to Broadmoor is poorly planned, entering on an already dangerous curve that has limited sight distance. I believe that further study should be initiated prior to approval of any plan to develop this land parcel.

Sincerely,
David L. Polzin
2519 Dawn Hill Ct.
Richland, WA 99352

**From:** Rolf Wuerch
**To:** Stevens, Mike
**Subject:** Willowbrook apartment proposal
**Date:** Friday, October 30, 2020 10:54:34 AM

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October 25, 2020

Miryam Wuerch
318 Piper Street
Richland, Wa 99352

Topic: Willowbrook Apartments

To: Richland City Planning Manager

Mike Stevens,

I am writing in opposition to the proposed development of the Willowbrook Apartments. I have lived in the Willowbrook neighborhood since 2007. Personally, I have enjoyed the family-friendly neighborhood with many children playing in the streets, watching the wildlife of coyotes, great horned owls, beavers, and much more. My first concern is the impact of increased traffic and the safety risk to the residents and children in the current neighborhood. There are no neighborhood parks so the children use the streets to play and cross freely to one anothers homes. Many people walk the streets and ride bikes, scooters, and stake boards. The proposed access to Broadmoor is on a blind corner that would result in increased accidents, and I fear that a child or one of the special needs adults who walk frequently might be accidently hit. The other outlet will Increased traffic in a neighborhood with narrow roads and many people**.**

My second concern is the negative impact the development of Apartments next to the preserve will have on one of the last natural biomes in the city. The wetlands are a very sensitive ecosystem and need to be protected and cared for because they are an import park of our water shed in the tri-cities. The Amon Creek Natural Preserve (ACNP) is important to the biodiversity of the fish and wildlife in our area. The wetlands purify polluted water, provide habitats for fish, waterfowl, and large mammals. This is a wetland and the time to care for our environment is now. In the 70's when this land was zoned for apartments we did not know the importance of areas like the (ACNP). This area is critical to the tri-cities. We are an educated population that is aware of environment. Apartments are not the right choice for such and important preserve and educated care needs to be taken. We need to worry more for the environment and less for the financial gain of increased revenue from an apartment complex. The ideal situation would be for the city to purchase this land and continue the protection of the wetland. Another solution would be to rezone the area for single family

homes so that there would be less impact on this fragile ecosystem. People who own are more likely to take ownership of the (ACNP) and make sure there is not damage to the ecosystem. The development of Apartments is a short-sighted decision. We have learned a lot since it was zoned in 1970 about the importance of wetlands. It is time to choose the environment over large development.

I am opposed because of the increased traffic and potential accidents, and the impact of that many people living next to a fragile wetland.

Thank You for your time and consideration,

Miryam Wuerch

# Willowbrook Apartment Plan Questions/Comments

First, it is important to state that it is because of observant people that reside in the Willowbrook subdivision that it is known that there are plans to place multi-family resident buildings, planned to include 96 dwelling units, a clubhouse, and other support structures, in areas currently identified as wetlands.

The below comments and questions are being submitted by Sharon and Chris Enos, currently residing at 264 Scouler Court. Richland Washington.

In reviewing the City of Richland Notice of Application, Public Hearing & Optional DNS (M2020-101 & EA2020-114), which was located at the following link - https://www.ci.richland.wa.us/home/showdocument?id=11484, the following questions and comments were identified.

1. On the Sire Plan Review Application, identifying Big Creek Land Company, LLC as that applicant, the following items need to be addressed:
   a. On the first page the Legal Description indicates that the site plan that is attached is to be consulted. The information on the site plan does not include the legal description of the property, and is only identified as preliminary information, thus, any information that resembles a legal description has not been finalized, and does not meet the statutory requirements of a legal description. This does not meet the requirement provided on the second page of the application (item 1 under "Application Must Include") to be completed. Until an appropriate legal description of the property be included, this application is neither correct nor complete.
   b. On the first page the size of the area (sq. ft.) was responded to by indicating +/- 14 Acres. This block is not correctly completed, and does not satisfy the requirement on the second page which requires the application to be completed.
   c. On the first page the General Description of the Property Location does not correspond to the actual location of the property. The actual intersection provided is approximately 400 yards away from where one of the two entrance roads provided on the preliminary site plan. Again, it is necessary to correctly identify the general description of the property location to consider this application complete.
   d. On the first page, gross Floor Area of Building does not accurately indicate if this is in regard to one, or the collection of the six buildings and the clubhouse structure. As currently presented, the information is incorrect, and this part of the application is not complete.

2. The following pertain to the SEPA Environmental Checklist (WAC 197-11-960), dated July 2016 (which was confirmed current per the Department of Ecology of the State of Washington's website (https://ecology.wa.gov/Regulations-Permits/SEPA/Environmental-review/SEPA-document-templates):
   a. In the background section, A.10, related to listing any government approval or permits needed, there is no reference to funding basis for the project (so that there are no interruptions or abandonment of the project property), or letters of availability for public services or utilities. The instructions for the SEPA Environmental Checklist provided by the Department of Ecology of the State of Washington indicates this information is part of the response to this item, and should be included. Of the actual permits or approval needed, only the Multi-Family Site Plan Review Application is specifically identified. All other items have not been identified.
   b. Background A.11 – Much of the information specified by the Department of Ecology of the State of Washington is not included, and needs to be added. The missing information include land clearing, grading and fill, means to prevent runoff from impacting the wetlands, means to mitigate the potential hazard of erosion and slope instability, and means that the slope protection will be maintained for the lifetime of the project (until it is vacated and demolished). Other information could have been provided by reference to, or attachment of site plans, to include equipment and material laydown areas, and areas being disturbed by the construction of the project, but this was not evident in the provided material.

c. B.1.b identifies the steepest slope on the site as approximately 14 percent. The NG Northern Inc., Geologic Hazards Assessment and Critical Areas Report identifies that the slope of the property ranges from approximately 2% to 33%. This may impact the response to item B.1.a to indicate that there are areas of steep or dangerous slope. It also indicates either an inadvertent or overt misrepresentation of the facts.
d. B.1.f presents that there is the possibility of slight erosion due to construction and BMPs will be used to minimize the potential of any erosion, as well as ESC measures. This may be linked to the maximum slope being 14% rather than the 33% slopes that exist at the site of this proposed project. Also, in accordance with the guidance from the State of Washington, the area of exposed soil and the duration of the expected activities during the life of the proposal should be discussed. Also, the change in geometry of the slope, the change in material of the area (e.g., from grass to asphalt), increased water on the slope (addition of irrigation) are not mentioned. This information seems necessary to determine the impact to the earth, and it is not included in the application.
e. B.1.g presents that approximately 20% of the subject property will be covered with improved surfaces. This value seems to only consider the structures of the apparent buildings and not the changes associated with the placement of roads, parking areas, and other impervious surfaces (e.g., covered or capped ground, ditch or pond linings). By looking at the provided site plan the actual area seems to be in excess of 50%. This would impact the after-construction erosion potential (that is currently understated).
f. B.1.h indicates that BMPs, ESC measures and common accepted construction practices will be used to reduce the risk of erosion. The instructions from the State of Washington includes that mitigation information is to be included in the application. This is for the construction period as well as how erosion is addressed in the project-complete state. The mitigation process includes options of avoiding areas that are not stable, or steep slope; engineering slope reinforcements; managing vegetation changes; seeding or planting replacement vegetation (note that a caution to confirm that the vegetation is not on the noxious weed list is included); and using the road and storm drain system as the means to address erosion. This information is not included, and seems to be required by the instructions from the State of Washington. This is especially important to the potential adverse impact to the wetland areas.
g. B.2.a discusses the air pollutant potential of the project. The information regarding dust control is limited to the construction phase. Until the ground cover is re-established there is the potential to need dust control beyond the construction phase. How will this be addressed? No discussion of waste burning, concrete batch fumes, if fuel will be stored on site for construction equipment and vehicles, or construction material fumes (e.g., paint fumes).
h. Instructions provided on the first page of the checklist indicate that “not applicable” or “does not apply” are to be explained. There is no allowance for having a relevant question marked as “no known”, or “none known”. This relates to responses to Checklist items B 2.b., B.7.a.1), and B.7.a.2)
i. B.2.c also only discusses the dust control program with regard to the construction phase and should include how this extends until ground covering has been reestablished at the site.
j. B.3.a.1 points one to the *Critical Area Report and Buffer Averaging Plan*, which was prepared for someone other than the applicant of this Site Plan Review Application and the supporting SEPA Environmental Checklist (prepared for Alpine Resources, Duane Smith of Mukilteo, WA, and not Clifford E. Mort of Big Creek Land Company, LLC of Coeur d’Alene ID). How the Critical Area Report relates to this project needs to be established to be considered as part of deciding if it is valid or applicable to this project. This also applies to the Wildlife Habitat Assessment Report (again prepared for Alpine Resources and not Big Creek Land Company). This comment applies to all locations where this report is included as evidence in the SEPA Environmental Checklist (e.g., B.3.a.2), B.4.c, B.4.e, B.5.b, B.5.c, B.5.d, B.5.e, and B.8.h.

# Willowbrook Apartment Plan Questions/Comments

k. B.3.a.2) - By reference to the *Critical Area Report and Buffer Averaging Plan*, the inference is that the averaging approach allowed by RMC 22.10.115(A) will be used to address being within 200 feet of the wetlands. The allowances for buffering is to establish more separation from areas of higher disturbance. The disturbance imposed by this project is essentially the same throughout, thus there is no means to meet the allowances by the above RMC. There are locations as close as 112.5 feet from the wetlands to the constructed buildings. This distance does not include the area that will be disturbed during the construction of these buildings, which will likely be within 10s of feet to the wetlands. Additionally, this closest distance is located in an area with a deep slope, so that the potential for construction hazards to reach the wetlands is very possible. Reference to a lengthy report that may not be applicable to this project is misleading, and should be corrected.

l. There was no explanation when applying N/A ("not applicable" in response to Checklist items B.3.a.3), B.8.g, B.8.k, B.8.m, B.9.b, B.9.c, B.11.c, and B.13.d

m. B.3.a.3, estimation of fill or removal of material from wetlands, with areas where this is affected on the project site, is identified as N/A without a basis or justification. Statements are made in B.3.a.1 that there are wetlands on the subject property. It is not understood how this can be N/A without a basis.

n. B.3.a.6 responds by saying that the proposal does not involve any discharges of waste materials to surface water. Dust mitigation is usually performed by applying liquid sprays to areas of exposed dirt. This may result in runoff, erosion, and enter the wetlands. These liquid sprays are more efficient if there are additives introduced into the water used to spray. These additives would represent part of the material potentially transported to the wetlands. This seems inconsistent with the answer being simply "No". This portion of the checklist has not been addressed.

o. B.3.c.3 states that there is no proposal to alter or otherwise affect drainage patterns in the vicinity of the site. With over 50% of the ground now being impervious to water the drainage patterns have been altered. This is not consistent with the answer being "No". This part of checklist has not been addressed.

p. B.7.a – In this discussion there is no information regarding placing 96 medium density residential units in an area that could sustain fire, that would potentially place all of the residence of these units in harms way. To establish any "Clear zone" between the fire hazard of the wetland area would further encroach on the impact to these wetlands. How is this real hazard, given evidence presented during the fire in multiple States, during the 202 wild fire season?

q. B.7.a.3 states that there will not be any toxic chemicals stored on site during construction. Many construction materials (paints, stains, fertilizers) and support materials (diesel or gasoline for construction equipment) are toxic chemicals, and will be on site, at some time for some duration. This means they will be stored or used during the project. How will they be handled?

r. B.7.a.4 states that only normal use of emergency services is anticipated. With the potential impact to wetlands in the event of a spill (e.g., paint, stains, diesel fuel, gasoline) hazardous material confinement and clean-up may be needed. Though it may not be anticipated it should be ready in the event it is needed. Hazardous material control and abatement is not what one considers as a normal emergency service. How will this, and other low frequency occurrences with high adverse impacts be addressed?

s. B.8.a indicates that the land use is compatible with the surrounding areas. There is no basis for this statement. The completion of the project will add a medium density residential area with more persons, vehicles, street traffic, service needs, to name some of the impacts. Increasing the local demands on roadways, schools, and other items. The difference between a natural area and a medium density residential area needs to be discussed.

t. The response to B.8.d does not respond to the question asked.

u. B.10.b states that the placement of 96 units of apartments, roads and parking lots, has minimal obstruction to views may be accurate, but it does not address the other part of the question, would the view be altered. This response is not complete, based on the information provided. The view is greatly altered to those that now no longer have the natural area to gaze upon.

**Ghbein, Briana**

**From:** Buechler, Ken
**Sent:** Friday, October 30, 2020 3:20 PM
**To:** Stevens, Mike
**Subject:** Willowbrook Apartment Secondary Access Review
**Attachments:** Willowbrook Apartments SEVA.pdf

Mike,
The Fire Marshal's Office has participated in the original Pre-Application meeting, met with the developers on site and reviewed the site plans for the Willowbrook Apartment project.

The private driveway in question today that leads from the development to Broadmoor Street, is the developers answer to meet the requirement of a Secondary Emergency Vehicle Access that is required by department standards and supported through the Richland Municipal Code. This access later evolved well beyond our requirements into what is shown in the attachment.

The requirements we looked for when reviewing this submittal included:

- 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.
- 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. *This driveway is shown as paved and curbed with sidewalks which exceeds this requirement.*
- 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 turnouts of adequate length are present every 400 feet to accommodate the passage of vehicles. *This SEVA is over 400' as shown on the attached drawing. This would allow the Fire Marshal's Office to consider to dropping the width to 12' which they have doubled in their submittal. The 24' width exceeds turnout requirements as well.*
- SEVA road slope shall not exceed 12% longitudinal or 2% cross-slope
- Fire apparatus roads 20'-26' must be posted on both sides as "No Parking".

- Must meet turning radius's of 32' inside, 49.5' outside and 53' outside overhang.

The plans attached here and provided by the developer meet all Fire Marshal review requirements relating to SEVA.

**Kenneth L Buechler**
Fire Marshal 172
625 Swift Blvd., MS-16 | Richland, WA 99352
(509) 942-7556
(509) 578-9321

*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.*

**From:** zagdog@charter.net
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments - File # M2020-101
**Date:** Wednesday, October 28, 2020 4:19:38 PM

Hello,

The Homeowners Association Board of the Heights of Meadow Springs would like to express our strong opposition to the proposed Willowbrook apartment complex. We represent the one hundred and forty-six households within the Heights of Meadow Springs. Our foremost concern is the safety of people residing in or near Willowbrook which includes our neighborhood, as well as the safety of visitors to Claybell Park. The Heights has already experienced a significant increase in non-resident traffic on Meadows Drive South as a result of traffic funneling through to Steptoe and Center Parkway. Additional traffic generated by a high-density development will only aggravate the existing traffic problem in our neighborhood as well as on Broadmoor where the traffic volume is already at high capacity. The anticipated traffic from the apartment complex will certainly exacerbate the traffic problems in Willowbrook and surrounding neighborhoods that are NOT designed for high-volume traffic.

The proposed secondary access road that cuts onto Broadmoor near Claybell Park presents a clear danger. Having vehicles cut across the sidewalk becomes a high-risk factor to the many walkers and visitors to the park and is dangerous to homeowners along that access road.

There are several other factors why we are opposed to the project that are discussed in the letter you received from Jacob M. Stanfield M.D. We agree with the points Dr. Stanfield detailed in his letter and that this project certainly “poses clear hazards to residents' safety and the environment and overall is an inappropriate use of the land.” It is the responsibility of our city leaders to put the residents first, especially when a proposed project will negatively impact so many residents due to safety reasons.

Sincerely,

THE HEIGHTS AT MEADOW SPRINGS HOA BOARD

Jack Weissner
Chris Wilson
Kerri Manterola
Michael Hughes
Wally Rutherford
Laurie Williamson
Van Cummings

**From:** justin michaud
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments access road
**Date:** Wednesday, October 7, 2020 9:28:36 PM

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Mike,

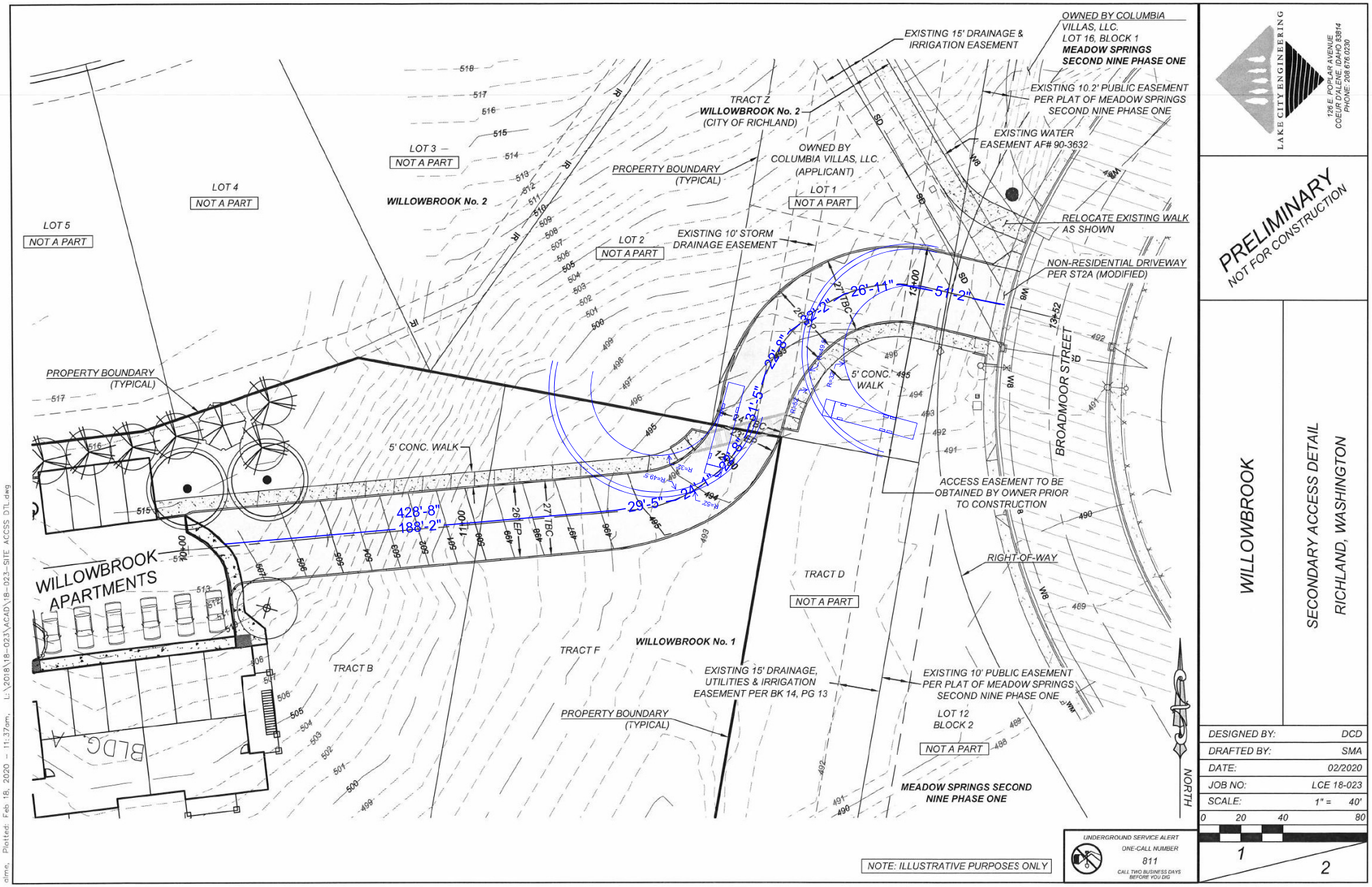
I am a concerned home owner on Broadmoor Street. It was brought to my attention that a new access road is proposed for an apartment complex on our street. The area this road is going to be installed is in a very dangerous location. It is on a steep hill, in a blind curve in a spot that people already drive to fast on. I think this spot has potential to cause accidents and endanger kids and people in the neighborhood. There a lot of young families in the area with children who walk to the park near this location and it does not seem like a good spot for an access road. I have two daughters who regularly walk to the park past this location and it worries me that it will increase traffic. Since I have moved to this street, we have petitioned to have speed bumps installed, instead we got speed reading signs, they have slowed down traffic but there are still lots of people who speed on this section of road.

I hope there are other options and would like to know how to participate and help stop this access road from being approved.

Thank you for your time.

Sincerely,

Justin Michaud




LAKE CITY ENGINEERING
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PHONE: 208.676.0230

PRELIMINARY
NOT FOR CONSTRUCTION

# WILLOWBROOK

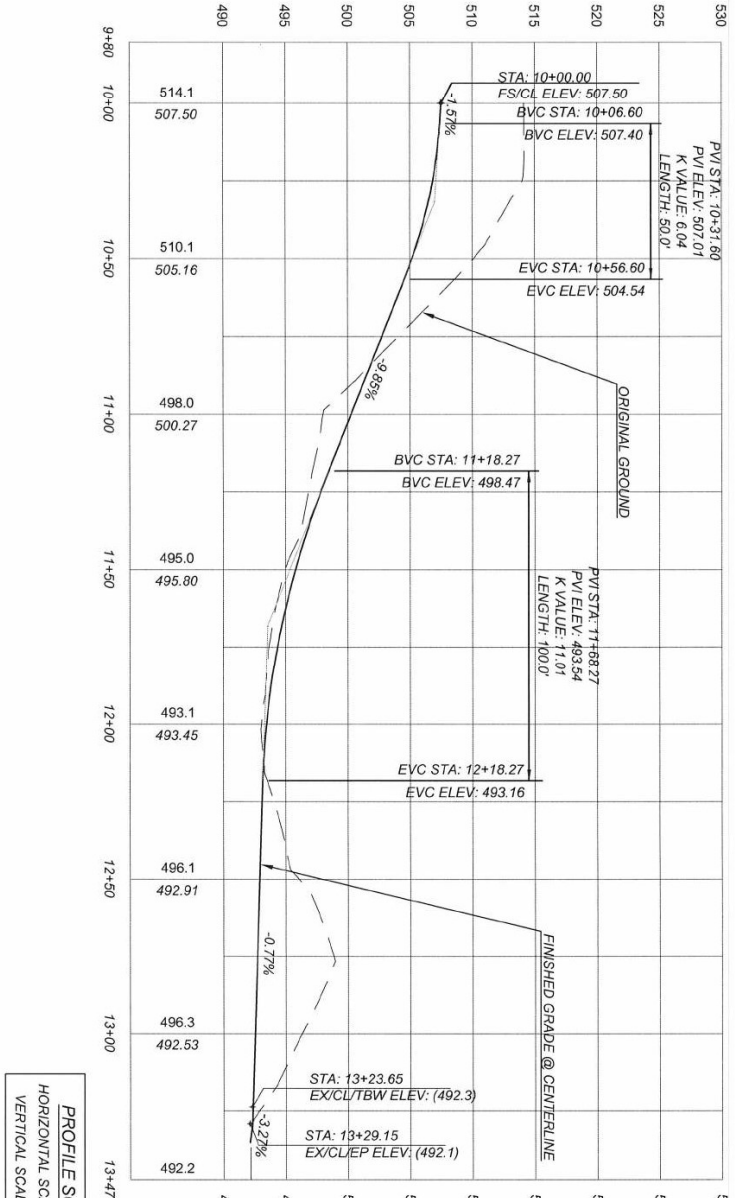
## SECONDARY ACCESS DETAIL
## RICHLAND, WASHINGTON

| | |
|---|---|
| DESIGNED BY: | DCD |
| DRAFTED BY: | SMA |
| DATE: | 02/2020 |
| JOB NO: | LCE 18-023 |
| SCALE: | 1" = 40' |

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dime, Plotted: Feb 18, 2020 - 11:37am, L:\2018\18-023\ACAD\18-023-SITE ACCSS DTL.dwg




**PROFILE SCALES**
HORIZONTAL SCALE 1" = 40'
VERTICAL SCALE 1" = 10'

UNDERGROUND SERVICE ALERT
ONE-CALL NUMBER
811
CALL TWO BUSINESS DAYS BEFORE YOU DIG

| | |
|---|---|
| DESIGNED BY: | DCD |
| DRAFTED BY: | SMA |
| DATE: | 02/2020 |
| JOB NO: | LCE 18-023 |
| SCALE: | 1" = 40' |

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2 / 2

# WILLOWBROOK

## SECONDARY ACCESS PROFILE

RICHLAND, WASHINGTON

PRELIMINARY
NOT FOR CONSTRUCTION

LAKE CITY ENGINEERING
126 E. POPLAR AVENUE
COEUR D'ALENE, IDAHO 83814
PHONE: 208.676.0230

**From:** Sara Allington
**To:** Stevens, Mike
**Subject:** Willowbrook apartments
**Date:** Friday, October 30, 2020 2:59:41 PM

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I oppose this project.

Sara Allington

**From:** Jenna Bensussen
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments
**Date:** Wednesday, October 7, 2020 11:49:12 AM

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Dear Mike and others on the Richland City Council,
I have been a homeowner in the Willowbrook neighborhood for four years. My husband and I have enjoyed raising our two small children in this well established and quiet neighborhood. One thing that has been most enjoyable especially in the times of the Coronavirus has been the ability to walk outside the neighborhood and enjoy the Amon Creek Preserve. We have seen a variety of birds including herons, rabbits. snakes and other animals. We participate in bird watching, scavenger hunts, and just being able to enjoy nature.

It greatly concerns me that there are talks of building the Willowbrook Apartments. There is already a huge influx of construction in this area with the new houses being built. The serenity of a nature preserve will be ruined with even more construction, then the 400+ residents of apartment buildings. The lighting alone will not only disrupt the nearby neighborhoods but also GREATLY affect the animals in the preserve. It will chase away any animals that call that area home. It will ruin the wetlands that many people enjoy.

Besides the added people, there will be more traffic. Already, the concept of a road/driveway being built off Broadmoor Street seems dangerous. The road will send numerous cars onto Broadmore through a tight turn and steep slope with a very limited line of sight. This is a residential community that has families walking and riding bikes. This road will cause lots of accidents as well as additional noise, lighting and overall disruption to the nearby neighborhoods and wildlife. And that is without thinking of the traffic that will need to be detoured through when there is roadwork on Leslie and Gage.

Please do not allow Willowbrook apartments to be built. Keep the Amon Creek Preserve preserved!!!!!

Sincerely-

Jenna Bensussen

**From:** dinobesic13
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments
**Date:** Friday, October 30, 2020 12:31:22 PM

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MR. STEVENS

We do not want any new apartments in our pristine and delicate ecological neighborhood. Please listen to the public...

NO NEW WILLOWBROOK APARTMENTS

Dino Besic
211 Center blvd.
509-528-8467

Sent from my Verizon, Samsung Galaxy smartphone

**From:** bosnian137
**To:** Stevens, Mike
**Subject:** Willowbrook apartments
**Date:** Friday, October 30, 2020 12:32:14 PM

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MR. STEVENS

We do not want any new apartments in our pristine and delicate ecological neighborhood. Please listen to the public...

NO NEW WILLOWBROOK APARTMENTS

Dino Besic
211 Center blvd.
509-528-8467

Sent from my Verizon, Samsung Galaxy smartphone

**From:** Dino Besic
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments
**Date:** Friday, October 30, 2020 12:30:38 PM

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MR. STEVENS

We do not want any new apartments in our pristine and delicate ecological neighborhood. Please listen to the public...

NO NEW WILLOWBROOK APARTMENTS

Dino Besic
211 Center blvd.
509-528-8467

Sent from my Verizon, Samsung Galaxy smartphone

**From:** ROBERT Bryce
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments
**Date:** Friday, October 23, 2020 11:11:15 AM

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Mike – sorry if you have received this email from me before – my email provider said the first time it was undeliverable.

Bob

Mike Stevens

My name is Bob Bryce, I live in Willowbrook Heights – a housing development not too far from the proposed new Willowbrook Apartments. I am writing because I am concerned about how the proposed apartment complex will effect traffic in the area. As you know the recently completed Badger Canyon Apartment complex off Clodfelter Road added 642 units to the neighborhood. These new apartments have added significant traffic to Leslie road. New homes have also been added to Willowbrook, again adding to the traffic load on Leslie and surrounding roads. I am wondering if a traffic study has been done to evaluate the effect the additional Willowbrook Apartments will have on the local streets? Does the city plan to add traffic control lights at Broadmore, Center Boulevard, Mattis and Rachel to improve our chances of entering Leslie during heavy traffic times? It can be a real challenge to cross Leslie on foot – people are driving fast and don't seem to pay much attention to people at crosswalks. This will only get worse with the added traffic.

Thanks for your time Mike.

Bob Bryce
152 Mattis Drive
Richland Wa

**From:** Amber Bush
**To:** Stevens, Mike; ONeill, Shane
**Subject:** Willowbrook Apartments
**Date:** Friday, October 30, 2020 12:21:36 PM

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Dear Mike and Shane,

I was seriously considering purchasing a house in the Willowbrook/Meadow Springs neighborhoods because of the great community atmosphere. I have family that live in the area and it has always been such a joy to stroll through the quiet streets visiting and walking our dogs as well as enjoying the amazing nature reserve near Claybell Park. After learning about the potential plans to construct apartment buildings near the reserve and in the middle of the current residents' neighborhood, I have sadly decided not to pursue a home in these neighborhoods. If plans are approved to erect these apartment buildings, it will destroy this lovely community and its unique features. The influx of traffic on the streets will make walks unenjoyable and decrease safety. The increased amount of people in this tiny area will decimate the quality of the park as well as the nature reserve. Additionally, the area will transform from a family-oriented community to a community that does not know its neighbors as apartment complexes lead to tenant recycles rather than permanent residents.

People strive to live in neighborhoods that are well established with great value homes and have homeowners who care for their property and community. Willowbrook and Meadow Springs are those communities. People value these neighborhoods for what it is now. If apartment buildings are constructed, this will seriously diminish the value of these neighborhoods causing people to leave and live in other communities or cities. If the City of Richland wants to maintain this area as a highly valued and sought-after area to live in, then they will recognize the consequences that apartment buildings will bring to this area and the City (Safety issues, decreased home values, decrease in tax revenues, environmental issues, etc.). Please consider these factors and the consequences that the community will be subjected to both in the near future and long term. If the decision is to move forward with apartment buildings, then there will be no possibilities to restore this amazing community in the future.

Thank you,

Amber Bush

**From:** Kathleen Christensen
**To:** Stevens, Mike
**Subject:** Willowbrook apartments
**Date:** Sunday, November 1, 2020 6:11:46 PM

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Dear Mr. Stevens, Please oppose the Willowbrook Place apartment project intended for Richland. Adding a street between two single family homes is not an appropriate use of the land and demonstrates ineffective planning and development. Additionally, this project will impact the plant and animal habitat I value in the Amon Creek Natural Preserve.

Sincerely,
Kathi Christensen, Richland resident

Sent from my iPhone

**From:** Colby Smith
**To:** Stevens, Mike
**Subject:** Willowbrook apartments/Entrance
**Date:** Friday, October 30, 2020 1:52:58 PM

---

Hello Mike - I'm writing to express my concern about the proposed Willowbrook apartments and Boramdoor St entrance in Meadow Springs/South Richland

1. Speeding and traffic issues: I was a member on the Meadow Springs 2nd Nine HOA for some time. One of the primary concerns was traffic as more houses were built behind Claybell. More importantly, though, was the speeding as more and more cars used the neighborhood as a cut off from the Leslie/Gage intersection. The city had set up speed monitoring equipment in different locations on Broadmoor (where the proposed road at the "S" curve is located), on Bellerive up the hill from Claybell, and other locations nearby. The problem is that once people see the equipment, they know to slow down and effectively skew the results. We (HOA) have speed signs that display the cars speed as they travel up and down the Broadmoor hill. I live at the Broadmoor/Greenbrook intersection where cars are routinely doing 40 at the bottom of the hill prior to the curve. I have measured speeds through the curve with my own speed gun in excess of 35 routinely. An apartments entrance in this location will surely lead to accidents and likely a death. It's bad enough that users of Claybell routinely park on the sides of the road thereby congestion that section of Broadmoor. But with the additional cars from the apartments, we would expect a doubling of cars. The excess speed and additional traffic will lead to pedestrian accident sooner than later.

2. Ice/snow issues: The S-curve where the proposed entrance to the apartments is located faces to the north. It does not get direct sun in the winter until late in the day due to the house adjacent (east) of the proposed drive and the hill to the south. As such, this small section gets icy and doesn't thaw out until later in the morning/early afternoon. No less that 8 cars have slid in to the curvin the the exact location where the proposed entrance is located. I myself have slid in to the curb just missing the fire hydrant. My children's bus also slid on the ice after picking up kids on the corner, and wrecked in to the curb at the proposed entrance.

3. The Richland Strategic Leadership Plan states the the Core Focus 6: "Enhance neighborhoods & community safety" and Core Focus 6 Strategy: "The City of Richland values the safety of our neighborhoods and community. We work to enhance the sense of community pride through prevention of neighborhood deterioration." The proposal of n entrance at this location on Broadmoor St is in direct opposition to this Focus and Strategy. As it will substantially increase the traffic in Meadow Spring, and subsequent speeding.

Thank you
Colby Smith
233 Broadmoor St.
Richland

**From:** Shirley Floyd
**To:** Stevens, Mike
**Subject:** Willowbrook apartments
**Date:** Friday, October 30, 2020 1:55:53 PM

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We I there is possibly a large apartment complex located My name is Shirley Floyd and I am sending this email in opposition to M2020-101 and EA2020-114.
My husband and I are in the process of building our retirement home on Piper Street.  We were shocked to learn that

Sent from my

**From:** Kc Mail
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments
**Date:** Friday, October 16, 2020 8:58:13 AM

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I would like to voice my concerns about the proposed Willowbrook apartments. Having an ingress and egress through a residential neighborhood is a terrible plan. Apartments are always built with access to a main artery. Consider how you would like a multiple car trips through the neighborhood that you live in.
While I realize that you can't stop progress, that land is more suited to single family homes.
Please consider the quality of life for your residents and do not allow the apartments to be built.

Karen Hughes
796 Strange Dr
Richland

Sent from my iPad

**From:** brianne.snyder@gmail.com
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments
**Date:** Monday, October 12, 2020 6:24:46 AM

---

I vote against these apartments. We just moved to Willowbrook because we loved the “quiet” neighborhood without several cars passing by on streets. It assured more safety for our kids to play out in the streets and around the whole neighborhood without having to worry about traffic. The apartments would also affect the environment and all the animals that live in the area they would be built. I grew up on the other side of Steptoe and would always play in the dessert. I would like the same for my kids. Also when I think of apartments I think of when I was younger living in apartments....I lived in nice apartments and there was still lots of crime and sketchy things that would happen in and around them. I feel these apartments would bring more crime around these safe neighborhoods. Anyway, I am against these apartments for all of these reasons. Thank you for your time.

Brianne McIntosh and Family

Sent from my iPhone

**From:** Wayne Morris
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments
**Date:** Friday, October 30, 2020 6:24:13 PM

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To Whom It May Concern,

I would like to take this opportunity to voice my concerns and present my arguments in opposition to the Willowbrook Apartment project, as it has been presented to the City of Richland and its citizens.

My overriding concerns over this proposed project are all related to the negative impact on the local environment and the quality of life of the existing homeowners immediately adjacent to the proposed site. Additionally, in many regards, the scope of impact of these concerns broadens to include most of the residents of the South Richland and Rancho Reata communities. My specific concerns are as follows:

1. Environmental
    - While I understand and accept the many pages of documentation presented in an attempt to minimize the environmental concerns against this project, one cannot argue that the Amon Creek Natural Reserve is an asset to the City of Richland and an enhancement to the quality of life for its citizens, who have spoken out many times in support of preserving this wildlife habitat.
    - There also can be no argument that a development of this density can have anything but a negative impact on this area, especially considering the close proximity of the project to the Reserve.
    - While the submitted study mentioned the potential presence of several species of "Concern", if not actually "Endangered", there has been no follow-up study to definitively determine the specific impact on those species, as recommend, and alluded to, in those initial studies. While it may be convenient to dismiss these concerns by saying that the affected wildlife will simply "go somewhere else", the fact is that these figurative "somewhere elses" are becoming fewer in number and if the wildlife is driven out of the Amon Creek Natural Reserve by us allowing further encroachment on their habitat, then we will indeed end up preserving "only an irrigation ditch"...and what a shameful legacy that would be to leave the future generations of Richland citizens!
2. Health and Safety
    - A review of the traffic plan reveals that in the final proposal, ALL traffic from this proposed multi-family project is to be routed down Piper Street and Center Boulevard to Leslie Road. This represents an effective DOUBLING of the amount of traffic through this neighborhood with no additional traffic controls, which will endanger our lives and property.
    - This road is a primary school bus route for the Kennewick School District, with several stops located on Center Boulevard, and a traffic increase of this magnitude will result in a commensurate DOUBLING of the potential for accidents involving our children, which I find unacceptable.
    - These school bus stops also will present a very real impediment to the smooth flow of all of this additional traffic load.

As a former Firefighter, I also harbor GRAVE concerns over a single-avenue of access to these 40-foot tall, multi-family buildings for fire, ambulance and police services. I would be very surprised if the fire service personnel of our own City have not already voiced similar concerns for the life and safety of these citizens that they are sworn to protect! The convoluted attempt to provide a "secondary access" road is neither safe nor effective.

- Finally, I ask that the City take into consideration the severe traffic jams that are currently occurring at the intersection of Leslie Road and Columbia Park Trail, as well as the Richland Wye Traffic Circle during peak-traffic times, and then add this additional traffic into that scenario. I think that any reasonable person would agree that this will only make this already-serious situation even more dangerous.
- This project, as proposed, will effectively prevent the connection between Center Boulevard and the Rachel Road-Steptoe Boulevard corridor. I find this to be a strategically short-sighted traffic plan, as this would allow for an additional means of access and egress to this project that would considerably reduce most of the concerns that I have articulated above.

3. Financial
    - The negative impact on the property values of the current single-family residence properties adjacent to this multi-family proposed project has been demonstrated time again and cannot be disputed.
4. Convenience
    - While of no less importance to the current residents and taxpayers of Willowbrook than the afore-mentioned concerns, the obstruction of our beautiful skyline view of the hills south of town and the increased light pollution to our otherwise-dark night skies which are both inherent in these 40-foot multi-family structures will, again, degrade our quality of life and enjoyment of our neighborhood.
    - Couple this with the increase in traffic, noise and the debris of civilization and one begins to ask the question of just what is the commitment of the City of Richland to the preservation and protection of the quality of life of its citizens?
    - Indeed, what are the values and character that the City of Richland wishes to portray to prospective residents and businesses?

I would like to offer two suggestions for the future considerations of land-use in the areas adjacent to our neighborhood:

1. This proposal be rejected as being in direct contravention of the best interests of the citizens of Richland and the subsequent rezoning of this property to single-family residential ONLY. This ONE change would effectively address all of the concerns listed above and preserve the character of our neighborhood.
2. The City of Richland should not allow or consider any construction that inhibits the future connection of Center Boulevard to the Rachel Road-Steptoe Boulevard Corridor. While this might result in increased traffic flow in our neighborhood, it would allow for a bilateral means of access and egress which would be preferably to the conditions that would exist in the proposed project plan.

I appreciate the opportunity to present my points of view toward this land-use proposal and request that I be added to any existing mailing lists for future dissemination of information relevant to this matter.

Sincerely yours,

**Wayne "Jack" Morris**
134 Center Blvd.
Richland, WA 99352
cell: 509.528.0001

**From:** Tracy Wilson
**To:** Stevens, Mike
**Subject:** Willowbrook Apartments
**Date:** Sunday, October 18, 2020 6:46:00 AM

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In reviewing our willowbrook HOA we have a couple of comments and questions :

Doesn’t the proposed development's violation of City code regarding zoning, street length, street width, minimum block width, etc.?

We will be Filing lawsuit(s) against the developer for project's violation of Willowbrook HOA Covenants inasmuch as the developer seeks to locate a secondary access road over one or more lots subject to Willowbrook HOA covenants restricting Willowbrook lots to single-family use only. In other words, it is a violation of the Willowbrook HOA covenants to use one or more Willowbrook lots for an access road to benefit a multi-family apartment complex.

Thank you

Tracy Wilson

**From:** Jacqueline Delgado
**To:** Stevens, Mike
**Subject:** Willowbrook Apts.
**Date:** Monday, October 26, 2020 9:16:28 AM

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Attachment available until Nov 25, 2020

Dear Mr. Stevens,
I've been having trouble sending videos of the wildlife in the proposed area for the apartments.
Here's another try.

Click to Download
IMG_0490.MOV
21.3 MB

Sincerely,
Jacqueline Delgado

**From:** Larry Floyd
**To:** Stevens, Mike
**Subject:** Willowbrook Apts.
**Date:** Monday, October 5, 2020 10:22:44 AM

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I am contacting you in regards to the proposed Willowbrook Apartments. I am strongly against this development. We currently have a house being built on Piper that is supposed to be done in January. We bought this lot because of the Refuge behind it. If this development goes in it will destroy the habitat for the wildlife in the area. Also it will create excessive traffic in the neighborhoods, endangering the children. Lastly, if it looks like it is going to go in, we will not move into this area. Please reconsider developing this land. I would like to be kept up on the progress of this development.

Larry Floyd
509-643-6022

**From:** Sabrina Bruinsma
**To:** Stevens, Mike
**Subject:** Willowbrook Development
**Date:** Friday, October 30, 2020 7:23:37 PM

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Mr. Stevens,

We are writing to express our concern with the proposed apartment complex in the Willowbrook neighborhood, and with the road that will be laid between to existing homes.

We are concerned about the traffic and safety impacts of an additional road connecting the apartments to Broadmoor, as well as an increase in automobiles traveling on both roadways in this area.

We are also concerned about the impact on wildlife from the additional road and traffic in the area, and that this proposed road and apartment complex do not comply with the city's own zoning for that area.

Thank you for taking the time to read this email.

Regards,

Seth and Sabrina Bruinsma

**From:** Marilyn Hesser
**To:** Stevens, Mike
**Subject:** Willowbrook Place apartment complex
**Date:** Tuesday, October 20, 2020 12:24:54 PM

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317 Lakeview Ct.
Richland WA 99352

Dear Mr. Stevens,

I am opposed to the proposed development of the Willowbrook Place apartment complex. There are just too many drawbacks.

The high traffic impacts will be considerable and should not be ignored. We do not need any more cars in this neighborhood. What used to be a quite neighborhood is now overrun with Claybell Park users and all the Hanson Park homes and nearby elementary school. How many more people will you allow to cram into this space.

The entry point on Broadmoor is totally unsafe. I live in this neighborhood and know that this area already had its path washed out; it took almost a year before the path was rebuilt. I shudder to think where all this water will go with a slick road in its place. And such a narrow area that you can't put in a sidewalk. Aren't you worried about safety? What if there is a car breakdown on the hill? There is no where to go. The road also comes into traffic going downhill so bad weather, rain and snow, will make this a dangerous entry point. And you are probably aware that plowing on that street and Broadmoor doesn't happen for a long time in the winter.

Please consider the many negatives to this project and DO NOT approve it.

Sincerely,
Marilyn Hesser

**From:** Suzanne Norris
**To:** Stevens, Mike
**Subject:** Willowbrook Place apartment Complex
**Date:** Wednesday, October 21, 2020 8:33:11 AM

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To Whom it May Concern,

This letter is in opposition of the development of the land/roads east of the Willowbrook neighborhood in South Richland.
I am a homeowner in the area who will be affected by the increased traffic flow which has undoubtedly been increasing over the past 6 years, even without the addition of multi-family dwelling. Adding multiple family dwellings and the significant number of cars utilizing Broadmore will be hugely disappointing. Claybell Park has already increased traffic and street congestion which makes it less safe for children & pedestrians at or near the park. Additionally, heavy traffic exiting onto Leslie Rd is apparent and increasing right now! This makes it difficult to pull onto Leslie Rd. from Broadmore or Hillview Drive and adds to the street noise that is audible from our home nearly 1/4 mile away.

Please put yourself in our neighbors shoes and think about the long term impact the development will have without adequate roads for the number of vehicles projected, the safety issues for pedestrians' & the decreased property values that are inevitable.

Thanks for your support,

Jerry & Suzanne Norris
124 Hillview Drive
Richland, WA

**From:** Jim & Diann
**To:** Stevens, Mike
**Cc:** reiten@charter.net
**Subject:** Willowbrook Place Apartment Complex
**Date:** Monday, October 19, 2020 1:30:25 PM

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I am a home owner & member of the Meadow Springs Second Nine Home Owners Association. I'm also aware of the current efforts regarding the proposed development of the Willowbrook Place Apartment Complex.

I am APPOSED to this Apartment complex for many reasons but the main ones are as follows: Traffic impact, Stormwater impact & Environmental impact.
One of the city development codes RMC 23.01.010 States, The purpose of the comprehensive plan & zoning code is to enhance the quality of life of Richland residents. I don't see how this apartment complex is going to enhance my quality of life! Just the opposite!

Sincerely,

L. Diann Strassburger
Meadow Springs Home Owner
321 Greenbriar E.
Richland

Sent from my iPad

**From:** paul presby
**To:** Stevens, Mike
**Subject:** Willowbrook Place Apartments and access road proposal for Broadmoor Street
**Date:** Monday, October 26, 2020 3:25:18 PM

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Mr. Stevens-

I have lived on Broadmoor Street in Richland since March of 1976 when my family moved there. I was 8 years old at that time. My wife and I bought the house I grew up in from my father over 20 years ago. In my many years living on Broadmoor, I've seen a lot of changes, some good some bad. The traffic on my street has increased steadily through the years and is now being used as a shortcut by many. The expansion of Claybell Park, Amon Creek Elementary, and the Clearwater Creek housing development has dramatically raised the traffic volume and the speeding is outright terrible and unenforced by the City of Richland. The connecting road by the park is now a shortcut for many, many people to connect to Steptoe Blvd and to Clearwater Street. Our HOA installed, at their own cost I'm sure you're aware, the speed limit radar signs several years ago. I live right next to the one sign on the downhill, south side of the street and can see the display out my windows. I can tell you first hand that the average vehicle is going 8-15mph over the posted speed limit. The proposed Willowbrook apartments would make a bad situation even worse. The thought of putting in a small, winding access road on a blind curve onto Broadmoor is complete lunacy. Right now people using Claybell Park usually park on the street on either side of Broadmoor. I personally have witnessed children almost getting run over by the cars going through that area. It is a miracle that no one has been killed there yet. Creating more traffic and another access on Broadmoor is unacceptable to me.

As someone who basically grew up in this area, I've spent a lot of time in the Amon Creek Natural Preserve and is frankly one of the reasons we've stayed in the neighborhood. The wetlands there are home to many types of wildlife as I'm sure you know. The thought of sandwiching in an apartment complex between the Nature Preserve and the homes on Piper Street is really unbelievable, in fact in our current society where trying to preserve the few places like this that remain make it seem even more crazy.

I am asking you to listen to the residents of Richland, specifically the people who will be directly impacted by this. We don't want the apartments to be built in the location that was clearly zoned incorrectly and poorly planned out. We especially don't want the proposed access road, which looks too narrow, winding and in a bad spot, to be built onto Broadmoor. Please listen to the people. Thanks.

Paul, Renata, Hunter & Silvia Presby
209 Broadmoor St
Richland, Wa
509-627-4047

| | |
|---|---|
| **From:** | Matt Kissler |
| **To:** | Stevens, Mike |
| **Cc:** | Matt Kissler |
| **Subject:** | WILLOWBROOK PLACE APARTMENTS PROPOSAL |
| **Date:** | Friday, October 30, 2020 4:45:24 PM |

Dear Mr. Stevens,

I am writing to you with great concern about the proposed 96 unit apartment complex WILLOWBROOK PLACE APARTMENTS. I am a resident in Willowbrook neighborhood and I have concerns about the following:

**SAFETY/ TRAFFIC VOLUME** - There is no direct arterial access for this proposed apartment complex. Access to the proposed apartments is planned through the quiet established streets Willowbrook, and Meadow Springs. These neighborhoods are seeing an increase in younger residents with small children. The impact to traffic traveling these streets would put these kids at high risk. There is no mitigation for speeding or volume increase on Leslie Rd.

**ENVIRONMENTAL IMPACT**- The proposed complex will reside VERY close the Amon Creek Natural Preserve. This preserve and the many different species of wildlife that call it home is in jeopardy. These diverse species of animals are enjoyed and shared by many residents in Richland and Tri-Cities. The impact from noise and light pollution will be detrimental to the lively hood of those that live nearby.

**VIOLATION OF ZONING/ CITY CODES** – The property was designated many years ago as high density when access was uninhibited. The current zoning is inappropriate and should be modified to better suit the restriction of access by the city of Richland over the years. The location access violates city code and Willowbrook HOA covenants for use of property. The access road from Broadmoor will not be to Richland code for dimensions and width due to property constraints.

Respectfully submitted,

Matt Kissler
229 Center Blvd.
Richland, WA 99352
509-727-0415

**From:** Nicole
**To:** Stevens, Mike
**Subject:** Willowbrook Place apartments
**Date:** Friday, October 30, 2020 4:36:29 PM

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Dear Mr. Stevens,

I am writing to express my concerns about the proposed Willowbrook Place Apartment complex that has been approved to be built in the Amon Creek Nature Preserve. Please reconsider this apartment complex, as it will have many negative impacts on the native wildlife, as well as the traffic and safety on Broadmoor St. and in the Willowbrook neighborhood. The proposed "road" from Broadmoor is in a place that will undoubtedly creative an unsafe environment for cars and pedestrians. To put a "road" between two residential single-family homes, right at a curve in the road, at the bottom of a hill, and built into the side of a steep incline is dangerous and irresponsible. That portion of the hillside has washed away on multiple occasions, creating a safety and structural issue for the new "road." Additionally, having traffic stop in both directions to turn into the new "road" will surely lead to accidents. We can only hope the inevitable accidents involve vehicles and not pedestrians, but with Broadmoor being a road with heavy foot traffic, I feel it's only a matter of time before there are tragic accidents at that curve. The addition of hundreds and hundreds of cars per day on Broadmoor that the complex would bring, combined with a "road" put in an irresponsible location, is a recipe for disaster. If you have ever driven down Broadmoor on a nice day, you will see that both sides of the street are packed with cars from people visiting Claybell Park. There is no way this street can handle more traffic. There are people and cars lining the streets, including small children who can be unpredictable. As things stand right now, there is a high risk of hitting a person or car, or running into an open car door because of the parking all along Broadmoor by the park if you aren't driving extremely slowly, which, as our traffic/speed limit trackers indicate, doesn't happen. Please think about us residents and our families safety. Broadmoor, especially between the curve in the road where the proposed "road" to the complex is slated to go and Bellerive Dr. past Claybell Park is extremely congested. There is no room to accommodate hundreds more cars per day.

In addition to creating a traffic nightmare, building an apartment complex in a wildlife preserve ought to be criminal. The wildlife ecosystem that we've set out to preserve is doing to be destroyed. We have birds of all sorts, raccoons, coyotes, rabbits, bees, migrating geese, etc., that are vital to our environment. Destroying the native wildlife will have an impact much more far reaching than our little corner of the Tri Cities. Small changes in an ecosystem have a domino effect on the larger ecosystem. We will be losing valuable contributors to our area. Please don't let this happen.

Also, can you please look into how a high-density apartment complex was approved in an area zoned for medium-density housing? A wildlife preserve tucked in between multiple low-

density single-family neighborhoods hardly seems like a place for a huge apartment complex.

Please reconsider and reject this project.  It violates logic, reason and common sense, but more importantly, it violates the codes and zones that that the city has established.

Sincerely,

Nicole Bailey
337 Glen Eagles Ct.
Richland, WA 99352

| | |
|---|---|
| **From:** | Tyler Carpenter |
| **To:** | Stevens, Mike |
| **Subject:** | WILLOWBROOK PLACE APARTMENTS |
| **Date:** | Wednesday, October 28, 2020 12:44:36 PM |
| **Attachments:** | image001.png |

Dear Mr. Stevens:

I am writing to you today to address my concerns for the **WILLOWBROOK PLACE APARTMENTS.** My opposition to this proposed development includes concerns regarding the following issues: traffic volumes and safety, and environmental concerns.

**Traffic Volume and Safety**

There are two access streets to this proposed complex which includes thru Willowbrook neighborhood and one connecting to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs. The last traffic study was very limited and outdated due to additional housing being built into Amon creek and Beer Falls locations. I am in favor of supporting an independent traffic study.

**Environmental**

This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. Once again I believe that an independent study be performed which is not paid for by the builder or landowners wishing to put these apartments in.

I am not nearly as affected as those situated in houses that have matured and hold values in the 450-650,000 range that will be backyard neighbors with these proposed apartments. I still live only about 2 blocks away off Greenbrook Blvd in Lakeview CT and have seen the amount of traffic continue to make Greenbrook and Broadmoor being used as excessive routes to try to shorten drives times by speeding thru residential neighborhoods. 400+ additional vehicles not counting the continued expansion of Beer Falls seems is another reason for an independent traffic study performed during a normal period of the year. When friends and family visit this neighborhood a few began looking for houses to possibly buy in Willowbrook, but once I showed them details on this proposal it became a clear sign that this investment would be better had elsewhere.

One last thing I would like to say is that I am aware that some of the residents would wish that certain lands stay completely natural forever, but that's just not how it works. I lived in real West Pasco in a house my grandfather built in 1956. It was the only house off argent and rd 88. Now it is flooded with houses, which I have begun to understand is normal for developing cities to a certain degree. Cramming a densely populated apartment complex into Willowbrook and Amon Creek is certainly not normal. I thank you for your time

**Regards,**

Tyler Carpenter
Project Manager

1426 E 3rd Ave. Bldg. B, #B120
Kennewick, WA 99337

C: +1 (509) 554-8031
F: +1 (509) 590 1641
Tyler.carpenter@carbitex.com
www.carbitex.com

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| | |
|---|---|
| **From:** | Jacqueline Delgado |
| **To:** | Stevens, Mike |
| **Subject:** | Willowbrook Place Apartments |
| **Date:** | Wednesday, October 21, 2020 3:24:56 PM |

Dear Mr. Stevens,

I am writing as a very concerned citizen in regard to the proposed Willowbrook Place Apartment buildings to be built east of Piper Street and the surrounding area.

The decision to build these apartments will have an immense impact on our community and environment. I am not against growth and development of a city as long as it's done with good judgement and an orderly, solid design that will benefit all. As far as I see, this will NOT benefit the community and will greatly harm the environment. **Why doesn't the city buy back the property from this owner and he can then build his apartments in a safe and open area in the Tri-Cities where there is more room and less impact on the environment?**

The following statements taken directly from the SEPA environmental checklist are unsettling:

--[if !supportLists]-->• <!--[endif]-->"There is a possibility of slight erosion due to the construction on-site."

Type of emissions to the air? "Dust and **exhaust** from construction vehicles during construction." And this will be day after day for over a year. Think of the impact on the immediate community and the wildlife

"There are wetlands located on the subject property." How will this ecosystem survive?

--[if !supportLists]-->• <!--[endif]-->"There is a minimal risk that, post construction, **residential users could potentially have waste materials and/or household chemicals that enter the ground**." From a healthy ecosystem to chemicals entering the ground! This is deeply disturbing.

--[if !supportLists]-->• <!--[endif]-->"There is a small risk of chemical exposure and fire during construction." A risk is a risk!

"Noise pollution will be prevalent during construction."

--[if !supportLists]-->• <!--[endif]-->"The proposed project would displace 0 people." But how many animals, habitats and ecosystems would be destroyed?

--[if !supportLists]-->• <!--[endif]-->"All existing native grasses and vegetation will be removed within the construction area and during the construction process." This is absolutely heart breaking to me. Animals dwell peacefully in this land! (I have several videos I will send in a separate email.) Several times a week we see coyotes roaming this area of the proposed construction site. We see animal droppings right along the fence line. Last month my three year old granddaughter and I saw a **baby coyote coming out of a coyote den, located 10 feet**

**from our fence**. (She asked if she could pet it.) Our coyotes are an important part of the environment and this land is their home!

Taken from projectcoyote.org, **"**Coyotes play an important ecological role helping to maintain healthy ecosystems and species diversity. As the top carnivore in some ecosystems, coyotes provide a number of **benefits** including regulating the number of mesocarnivores (such as skunks, raccoons, and foxes) which in turn, helps to boost biodiversity." We need our coyotes!!

--[if !supportLists]-->• <!--[endif]-->"…there would be approximately 240 people living in the project." That's quite a number of people for such a small strip of land! It's called CROWDED! Ingress and egress from the property was not wisely considered. It's NOT safe!

--[if !supportLists]-->• <!--[endif]-->"This would service low and middle income families." For those who need to use public transportation, the bus route is over 1.5 miles away. This will not serve the residents well.

--[if !supportLists]-->• <!--[endif]-->"…there will be **minimal obstruction to views from existing residences**." WHAT?? Are you serious? This project hits the back of every fence line on Piper Street and will MOST DEFINITELY obstruct residential views and invade people's privacy.

--[if !supportLists]-->• <!--[endif]-->Proposed measures to reduce or control transportation impacts: "No specific measures are proposed at this time." But there will be **"703 vehicle trips per day"** per SEPA in and out of this development. The increase in traffic and safety issues will have detrimental impacts on anyone living or traveling through the area, especially children!

There is the significant concern for SAFETY. This project is on a very narrow strip of land. If there is an emergency, bottlenecking will cause complete chaos by blocking the road. In addition, the access road coming off of Broadmoor literally connects to the walking path coming down from Piper street that many children and adults travel on. There are expected to be **703 vehicle trips per day** coming in and out of this development. **These are real concerns for real people**.

All in all, this plan does not have an orderly, solid design and I do not support these apartments being built in our community. It is absolutely mind boggling that the city can even entertain these building plans! Again, I think the city should purchase this land from the owner and this would solve this problem and keep everyone in the surrounding neighborhoods safe and the environment and its wildlife safe and free from harm!

I beg you to please think carefully … and prudently on this building project. There is a good deal at stake.

Thank you for your time,

Jacqueline Delgado

**From:** Leslie Joseph
**To:** Stevens, Mike
**Subject:** Willowbrook Place Apartments
**Date:** Thursday, October 29, 2020 9:34:58 PM

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Dear Mr. Stevens and Richland's Planning Committee,

I am writing to you as a concerned citizen of Richland. I have lived in the Meadow Springs/Willowbrook/ Orchard Hills neighborhood for over 40 years. I currently live on the corner of Pinetree Lane and Greenbrook Blvd but have family and/or friends on nearly all the streets in the area. I have watched the development from the late 1970's. Overall, the growth has been positive, however when I heard last year about the Willowbrook Place Apartments I was in disbelief!

The word that comes to mind is **irresponsible**. As a planning committee, you should be ashamed to allow a high-density housing complex so close to the nature preserve. In addition, the current traffic on Broadmoor has already become a problem with the most recent development and new elementary school. The parking, foot traffic, bike activity, in and around the park is extremely unsafe. Have any of the members of the city planning committee spent any significant amount of time traveling on Broadmoor near the park and S curves? It is extremely unsafe during high use times of the day. It is only a matter of time until something tragic happens, and it will likely be on the City of Richland's planning.

The proposed new street that would interest Broadmoor at the S curve closest to Greenbrook Ave would additionally add more traffic and an additional danger. This is a ridiculous place to build a road! I cannot believe a traffic engineer would approve a road in this location.

As a longtime member of the community, the decisions on traffic, roads, and building in Richland have been questionable over the years. I have watched roads be built, only to see them be redesigned shortly after completion.  I encourage you to rezone the land away from high-density. Listen to the community members that live in the area.

Leslie Joseph
247 Pinetree Lane
Richland, WA 99352

**From:** Jason Medina
**To:** Stevens, Mike
**Subject:** Willowbrook Place Apartments
**Date:** Friday, October 30, 2020 7:26:15 AM

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Dear Mr. Stevens,

I write you to express some concerns I have regarding the proposed apartments in the Willowbrook area. There are several reasons for my concern, but I wanted to focus on two: traffic and safety.

There will be an increase in the volume of cars. The streets of Broadmoor and Bellerive already have too many people driving over the speed limit. That is why the city has up in the speed checks on Broadmoor. The increase volume of cars will only worsen the traffic on these streets. I can see a scenario in the morning, when a driver wants to make a left hand turn off of Broadmoor onto Leslie in the morning or in the evening (during non-COVID traffic). All of the cars (school busses included) can be back-up behind this one car. You saw this kind of congestion during the recent roadwork of Leslie.

This increase in traffic leads me into the safety concerns. With more cars and more congestion, there will be more aggressive drivers. This is a concern for me, as I have little children who walk and ride their bikes to Claybell park. There are a big safety concerns with creating the road off of Broadmoor. I would be concern for the safety of my children as they pass a busy intersection in the middle of our neighborhood.

Please let me know if you have any questions regarding my concerns.

Jason Medina

**From:** Jeff Reiten
**To:** Stevens, Mike
**Cc:** "Jeff Reiten"
**Subject:** Willowbrook Place Apartments
**Date:** Friday, October 23, 2020 4:28:58 PM

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10/23/2020

Mike Stevens:

My husband and I have lived at 133 Broadmoor since 1988. We have made it our home, taking pride in my yard and my surroundings. I visit with my neighbors and when crossing the street I find now that vehicles are traveling as if Broadmoor was a freeway!

It doesn't matter age, sex, private vehicle or commercial they may be traveling anywhere's from 25 miles to 50. I am sadden to say that many of the city of Richland vehicles I see are frequently traveling faster than the speed limit. I'm a retiree and if I should stumble and fall, vehicles may not be able to stop and I would be a statistic you wouldn't care to have on Broadmoor street. Please don't let this Willowbrook Place apartment complex nor the secondary street onto Broadmoor happen.

My neighbors and I should be able to visit without worry of crossing the street. Having this apartment in our area will increase our traffic and cause numerous unsafe conditions. We also have such a hard time backing out of our driveway. With the excessive traffic this project will cause it will be utterly impossible! In addition it is important to note that our HOA has installed traffic speed signs to try to help slow cars down and have suggested to the city that speed humps be put in however it unfortunately has fell on death ears.

I pay my taxes and take pride in my home and city so please stop progress on the apartment complex adjacent to Willowbrook and Broadmoor Street!

Sincerely

De'Anna Reiten

**From:** Candace
**To:** Stevens, Mike
**Subject:** Willowbrook Place Apts.
**Date:** Thursday, October 29, 2020 2:59:41 PM

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Dear Mr. Stevens

I am a Richland native and a resident on Broadmoor Street. I am very concerned and oppose the plan for the Willowbrook Place apartments.

Certain concerns are as follow;
the danger of trying to get out of their driveways with the current traffic let alone additional traffic.
the concern over impact of the additional traffic will have on the safety of the children and the adults at Claybell park.
the negative impact the additional traffic will have on the market value of the properties on the street.
These are just a few of my concerns regarding the plan for the increase of traffic to our neighborhood.

My husband walks daily into the park and currently has problems getting across the street safely. We have, in the past, requested speed bumps to slow the traffic. The City had declined to allow the change and now they want to increase the traffic? How many persons will be injured trying to cross the street once you allow this plan to go through.

I understand the cities responsibly for growth but I feel our neighborhoods have been dismissed.

With all of the land in our area why there?

Sincerely,

Candace Monasmith
406 Broadmoor St.,
Richland, Washington 99352

Sent from my iPad

RECEIVED
OCT 19 2020
Planning &
Development Services

10-15-2020

CITY OF RICHLAND
ATTN: MIKE STEVENS - RICHLAND CITY PLANNING MGR
625 SWIFT BLVD MS-35
RICHLAND, WA 99352

SUBJECT: APARTMENT COMPLEX PROPOSAL

DEAR MR. STEVENS:

MY WIFE AND I, PLUS OUR NEIGHBORS ON PIPER STREET STRONGLY OBJECT TO THE PROPOSED CONSTRUCTION OF THE 96-UNIT APARTMENT COMPLEX ON THE BORDER OF THE AMON CREEK NATURAL PRESERVE (ACNP).

THIS PROPOSED LOCATION IS WRONG IN SO MANY WAYS. WE ARE SURE YOU ARE AWARE OF OUR CONCERNS ALONG WITH SO MANY OTHERS, BUT, FOR THE RECORD, WE WILL LIST OUR SPECIFICS:

- NEGATIVE AND DETRIMENTAL IMPACT TO THE ACNP CAUSED BY ENCROACHMENT ON AND DEGRADATION OF THE ACNP. LIGHTS, NOISE, RUNOFF, POLUTION AND PROXIMITY TO PROTECTED WETLANDS AND THE PLANTS, ANIMALS, BIRDS & FISH THEREIN MAKE THE PROPOSED APARTMENT LOCATION UNACCEPTABLE

(CONTINUED)

- SAFETY. The proposed EXIT ROAD TO BROOMORE IS ON A TIGHT CORNER CAUSING HAZARDS FOR TRAFFIC, PEOPLE WALKING, CYCLISTS, GOLF CARTS AND EMERGENCY VEHICLES. THIS EXIT CLEARLY VIOLATES ZONING REQUIREMENTS.

- IMPACT TO EXISTING HOMEOWNERS. PEOPLE WHO BOUGHT OR BUILT HOMES IN THIS AREA DID NOT OR COULD NOT EXPECT THE CITY OF RICHLAND TO ALLOW AN UNSIGHTLY AND UNWANTED STRUCTURE TO IMPEDE THEIR VIEW AND IMPACT PROPERTY VALUES.

MR. STEVENS, PERHAPS THE CITY SHOULD CONSIDER THE WISHES OF ALL THOSE HOMEOWNERS WHO PAY TAXES, MAINTAIN THEIR PROPERTIES, OBSERVE CITY REGULATIONS AND RESPECT OTHERS OVER THE OBVIOUS DESIRE OF THE CITY TO INCREASE THE TAX BASE. WITH ALL OF THE VACANT LAND AND PROPERTY AVAILABLE IN RICHLAND, WHY APPROVE CONSTRUCTION IN A PLACE WITH SO MANY IMPEDIMENTS, NEGATIVE IMPACTS AND DRAWBACKS? WE RESPECTFULLY REQUEST THIS PROPOSED CONSTRUCTION BE DENIED. THANK YOU.

SINCERELY,

CHUCK & HELEN MAXSON
207 PIPER STREET
RICHLAND

TERRY E. MILLER
ATTORNEY AT LAW
7409 W. GRANDRIDGE, SUITE C
KENNEWICK, WASHINGTON 99336
(509) 783-9786
FACSIMILE (509) 783-6786

RECEIVED
OCT 15 2020
Planning &
Development Services

October 11, 2020

Planning Manager, Mike Stevens
City of Richland
625 Swift Blvd., MS-35
Richland, WA 99352

Re: M2020-101 & EA2020-114
Aka Willowbrook Place

Mr. Stevens:

My wife and I reside at 2337 Greenbrook Blvd., which is about 500 feet from the proposed project site. I have followed this series of applications since at least the fall of 2014. I obtained, by request, copies of comments/ objections from the fall 2014 and spring 2016 applications. I have reviewed those, consider them to still be relevant and attach copies (57 pgs).

I filed my own comments and objections to the application in February 2016. It is still applicable and a copy (3 pgs) is attached.

I have reviewed the October 10, 2018 letter from attorney Jacob Brooks to the City. It is still relevant and a copy (6 pgs) is attached.

As for the current application, attached are three pages of comments/objections, separated between: the application and procedure; the application traffic study and; the street to Broadmoor.

The hearing process is governed by the State Open Public Meetings Act. I will insist on compliance with the act and object in advance to any "virtual public hearing" that does not comply with the City Code and the Act.

Please provide me with notice of any decisions related to the application or the EIS.

Sincerely yours,

Terry E. Miller

Terry E. Miller,
(509) 546-1490
tnmiller@owt.com

**WILLOWBROOK PLACE**
**Comments/Objections Re: Application and Procedure**

The Notice is incomplete: The date of the application is missing; the date of completion is missing; the property description is incomplete in that tract F, the lot in Willowbrook 2 and the lot in Meadow Springs are not listed. RMC 19.30.040.

The property owners are not the owners of the property and there is no verified proof that the owners authorize the application. RMC 19.30.20 B, C.

The zoning is inaccurate. Willowbrook 2, Ph. 2, Lot 1 ("Lot 1") and Meadow Springs Second Nine, Lot 16 ("Lot 16") are zoned R1.

The signature is not the signature of the applicant.

No City Staff report has been provided. RMC 19.50.010, 19.60.020.

There is no determination of consistency or concurrency. Id.

The Project is incompatible with the comprehensive plan. Tract F, Lot 1 and Lot 16 are classed as medium residential, listed by the Assessor as "use code 11, single unit".

The Project is incompatible with zoning. Lots 1 and 16 are zoned R1.

The Project is incompatible with the subdivisions of Willowbrook 2 and Meadow Springs Second Nine, both of which are single family residential subdivisions, long since finalized.

The Project is incompatible with the subdivisions if it delivers an additional 420 traffic trips per day to Broadmoor St. as described in the application traffic study.

The Project exceeds the physical constraints of the Project site as evidenced by the need for the street to Broadmoor. RMC 23.48.010.

The Project exceeds the physical constraints of the Project site as evidenced by the absence of boundary streets. See, RMC 23.48.030 B.

The Project street to Broadmoor violates Covenants, Conditions and Restrictions of record for the subdivisions.

**WILLOWBROOK PLACE**
**Comments/Objections Re: Application Traffic study**

The traffic study volumes were taken for a single day.

The traffic study volumes were taken in months when traffic volumes were low.

The traffic study volumes were taken 18 and 22 months ago and are out dated.

The traffic study ignores approximately 193 units of single family residence in Clearwater Creek which have been permitted since the traffic study volumes were taken. At the 9.44 trips per unit per day rate used in the study this translates to over 1800 trips per day that are split between two streets out of the subdivision. Much of the existing Clearwater Creek traffic uses Broadmoor.

The traffic study ignores approximately 127 units of single family residence in the Heights at Meadow Springs, many of which have been permitted since the traffic study volumes were taken. This traffic is split between three streets out of the subdivision. Much of the existing Heights traffic uses Broadmoor.

The traffic study ignores traffic to the new elementary school in Clearwater Creek which opened since the study. Some traffic to the school uses Broadmoor.

Two commercial traffic monitoring devices which were reviewed and permitted by the City of Richland and which are located on Broadmoor show volumes far in excess of those in the traffic study. Recent traffic counts will be provided by others.

## WILLOWBROOK PLACE
## Comments/Objections Re: Street to Broadmoor

Background:

Site plans are required to show roadways. RMC23.48.030, 19.30.020. Roadways are streets. RMC 24.08.180

The application traffic study projects 420 trips/day on the street.

The street violates the comprehensive plan. Tract F and Lots 1 and 16 are all classified as medium density . Comprehensive Plan Land Use Designation Map, Assessor website.

The street is inconsistent with the City's Street Functional Class Map which does not show any streets on or connecting to the Project on the north.

The street violates the zoning of lots 1 and 16, both of which are zoned R1.

The street violates the viability/sanctity of the two subdivisions which were finally processed and approved years ago.

The street is too long. RMC 24.16.180 prohibits blocks longer than 1500 feet.

The street is too close to Piper street. Minimum block width is 200 feet. RMC 24.16.190.

The street is too narrow. Minimum right of way is 54 feet. RMC 24.16.110. Minimum pavement width is 34feet. RMC 24.20.010.

The curves near Broadmoor are too sharp. RMC 24.16.070 requires a minimum 100 ft radius for curves on minor streets.

The street does not have the required sidewalks. RMC 12.10 requires 5 or 8 foot sidewalks on one or both sides of the street.

If the street to Broadmoor is revised to eliminate its connection to Broadmoor then it is limited to a cul-de-sac with a maximum length of 400 feet from Piper St. RMC 24.16.050.

The City of Richland shares the blame for not providing access to the project site. RMC 24.16.020, 24.20.070. The City should have considered this site when approving the Meadow Springs subdivisions, and more recently the owner and the City should have provided access in the recent development of Claybell park and the approval of Willowbrook 2 subdivisions.

## COMMENTS ON THE DUANE SMITH SITH PLAN APPLICATION

PUBLIC AGENCIES:

1. Washington State Department of Ecology
2. Washington State Department of Fish & Wildlife
3. Kennewick Irrigation District

ORGANIZATIONS

1. Tapteal Greenway Association

INDIVIDUALS

1. Patty MacAlister 10-10-14
2. Jerome C. Birnbaum – 10-10-14
3. Craig Harris 10-10-14
4. 'Dan McCormick 10-10-14
5. 'Stephen L. Bump 10-10-14
6. Nadine Haglin 10-10-14
7. 'Jon Hayter 10-10-14
8. Dale & Kathy Pryor 10-10-14
9. Bobbie Bull 10-10-14
10. Bonnie Mitchell 10-10-14
11. Tim Carlson 10-10-14
12. Kathy Dechter 10-10-14
13. Patricia Haggerty 10-10-14
14. Launa Morasch 10-10-14
15. Karen & Brett Sowers 10-10-14
16. Austin Jay Johnson 10-10-14
17. Dan Rutherford 10-10-14
18. Cory Hatcher 10-9-14
19. Carol Groce 10-9-14
20. Frank & Darlene Wadlow 10-9-14
21. Clarisa Braulick 10-9-14
22. Howard Kallio 10-9-14
23. William Kinner 10-9-14
24. Daniel Rutherford 10-9-14
25. Daryl Brown 10-1-14
26. Kevin & Carrie Haggerty 9-26-14

Tapteal Greenway
PO Box 3007 Richland, WA. 99354 509-627-3621 www.tapteal.org

October 9, 2014

Rick Simon, Development Services Manager
City of Richland
P.O. Box 190
975 George Washington Way
Richland, WA 99352

Dear Rick:

Tapteal Greenway has reviewed the SEPA checklist regarding the Duane Smith Site Plan Application (M2014-103). We find that there are significant omissions, mischaracterizations, and misunderstandings and believe the city cannot properly assess impacts based on what is presented. Given the cursory treatment of the SEPA checklist, the City should issue a Determination of Significance and request Applicant to more accurately describe the resources, potential impacts, and possible mitigation measures.

Applicant and their consultant are either unaware or have ignored that there is a jurisdictional critical/sensitive area located on the site (A8). City of Richland sensitive area maps published on the City's website and presented in Figure 3 of the wetland delineation report prepared by Applicant's consultant show that the proposed development includes a geologic hazard area regulated under city ordinance. As a result, certain applicant and City actions are required by the City's Critical Areas Ordinance. Some of the relevant sections from the ordinance follow:

> 22.10.290 Administrative evaluation of geologic reports and studies.
> The city of Richland shall review the geologic reports and studies to determine the significant risks posed by the activity to life and property on and off the project site.
>
> B. Application Requirements. The information required by this section should be coordinated with reporting requirements required by this section for any other sensitive area located on the site.
> 1. Prior to the issuance of a SEPA threshold determination for a proposal, a wetland determination, wetland delineation report, wildlife habitat report or geologic hazard report must be submitted to the city of Richland for review upon request of the planning and development services manager if such sensitive areas are indicated on any portion of the site.
>
> 3. Applicants for activities within 200 feet of geologic hazard areas shall conduct technical studies and reports which include the following:
> a. Review site history and available information;
> b. Conduct a surface reconnaissance of the site and adjacent areas;

c. Conduct subsurface exploration suitable to the site and proposal to assess geotechnical geohydrologic conditions;
d. Recommend surface water management controls during construction and operation;
e. Propose construction scheduling;
f. Recommendations for site monitoring and inspection during construction;
g. Conduct a detailed stability analysis of the existing landslide that demonstrates that the proposal will result in a suitable factor of safety during and following site development;
h. Evaluate the presence of geologic conditions giving rise to geologic hazards;
i. Evaluate the safety and appropriateness of the proposed activities;
j. Recommend appropriate construction practices, monitoring programs and other mitigating measures required to ensure achievement of the purpose and intent of these regulations. The format of any required reports shall be determined by the city of Richland;
k. A characterization of soils, geology and drainage;
l. A characterization of ground water conditions including the presence of any public or private wells in the immediate vicinity; and
m. Analysis of proposed clearing, grading and construction activities, including construction scheduling; potential direct and indirect, on-site and off-site, impacts from development; and proposed mitigation measures, including any special construction techniques, monitoring or inspection programs (during and after construction), and surface water management controls.

By ordinance, Applicant is required to prepare a geologic hazard report prior to preparing SEPA documentation. The ordinance dictates that studies in 22.10.290 B.3.a-m are required. Because a determination of risks, both on and off the project site, posed by the activities is to be made, special attention should be paid to determining impacts to Amon Creek, Amon Creek wetlands, Amon Creek Natural Preserve, and fish and wildlife resources during and after construction. This is especially important because the soils in Amon Basin are highly erodible according to soil types published on the City's website and by the USDA NRCS. An assessment of the impacts of surface water runoff and the inevitable rise of ground water levels as irrigation occurs should be made before SEPA documentation is prepared. These studies must be completed or signed off by a licensed geologist, hydrogeologist, and/or engineering geologist, registered with the State of Washington.

At your request, Applicant must prepare the geologic hazard report. If a finding of non-significance is returned by the city, the finding should clearly state why the City did not believe there would be an impact on this critical area, especially given that Applicant estimates 20,000 cubic yards each of cut and fill will be taken through on-site excavation (A1e). Although the possibility of erosion is acknowledged during construction (A1f), the applicant nevertheless has no knowledge of unstable soils in the vicinity (A1d) and is apparently unaware of the potential for long-term erosion.

The publicly available USDA Natural Resources Conservation Service (NRCS) database shows that soils in the development area have a high 'K factor' indicating susceptibility to sheet and rill erosion. The erosion hazard is rated as "severe", indicating that significant erosion is expected, that roads or trails require frequent maintenance, and that costly erosion-control measures are needed. Soils in the area have 'very limited' suitability ratings for roads (due to slope and frost action) and shallow excavations (expensive installation, poor performance, and high maintenance can be expected, according to NRCS). Soils eroded from this site have nowhere to go other than into Amon Creek and the Amon Creek Natural Preserve unless preventative measures are taken; a plan should be prepared describing measures to be taken to prevent eroded soils from entering Amon Creek and the Amon Creek Natural Preserve.

Geologic hazard report studies and plans should be conducted by a professional engineer before development is approved and certainly before any dirt is moved.

Applicant's consultant shows NRCS soil type maps in his wetland delineation report, but omits the adverse erosion information. This type of cherry-picking of information pervades the consultant's various reports and "studies" prepared for Applicant.

Consultant incorrectly states that *"it is recognized no salmonids are present in the subject drainage."* Consultant incorrectly concludes that since improvements were never made at Meadow Springs Golf Course that these fish are unlikely to be present. Yet he contradicts himself later in the report by excerpting the correct information from another study stating that WDFW has identified both coho and Chinook salmon in the West Fork of Amon Creek; both are priority fish species. Applicant should make every effort to protect these species.

Without personal knowledge or investigation, Consultant attempts to discredit other's findings that state: *"WF Amon Creek has some of the highest scoring depression/stream wetlands in southeast Washington. Because of the springs, there is a near year-round water supply in the WF Amon Creek".* Consultant apparently does not know that these are the findings of the Washington State Department of Ecology, the agency that wrote the manual and established the methodology for determining wetland types.

In fact, there is a question as to the accuracy of Applicant's wetland delineation as determined by Consultant. Ecology's pre-SEPA comments clearly indicate there are multiple hydrogeomorphic classes of wetlands, yet Applicant's consultant only identifies one. We defer to Ecology for a final determination on this matter. However, Consultant's method rates the wetlands as Class 3 and he refers to Amon Creek as a "ditch". In contrast, the City of Richland's consultant for the sewer line rated the wetlands in this vicinity as Class 1, in line with Ecology's determination. Class 1 is the appropriate rating and Richland's municipal code requires a buffer width of 150' for this type of adjacent high-impact land use.

Applicant plans for a conservation easement, which the Greenway considers a beneficial aspect of the proposal. However, the easement does not appear to provide the required 150' buffer to the wetland. Applicant should not be allowed to substitute his designated conservation easement for the RMC-required buffer.

In addition, to be effective, the easement must be more than a line on a map. Who will own the easement and what are the terms that will provide protection? How will Applicant enforce the conservation easement to ensure preservation of the wetlands? How will Applicant ensure residents will honor the easement and what measures will be taken if they do not? Will Applicant educate their residents of the terms of the conservation easement? What will be the pet policy of the apartments? Outdoor pets allowed to run free have a huge detrimental impact on wildlife. Residents should be informed that leash laws apply and that it is their responsibility to clean up after their pets.

Applicant's SEPA checklist remains incorrect even after revision. For example, in Section 5. Animals, the checklist indicates that Applicant has no knowledge of migratory, threatened, or endangered species and has inadequate knowledge of birds and animals observed on or near the site. Yet, Consultant was at least able to find another study that reported this information. In Section 8, Land and Shoreline Use, Applicant cannot admit that the adjacent land is the Amon Creek Natural Preserve (similarly for Sec. 12a

as well) and that the site is an environmentally sensitive area (8h) subject to RMC 22.10, even though you point this out in your letter of 8-18-2014.

If the checklist is not taken seriously how can we expect the impacts to be taken seriously? This is more than a hypothetical question given Consultant's final conclusion in the wildlife report in which he callously and again incorrectly states that there will be no impacts from the proposed development.

Tapteal Greenway recommends a determination of significance for this proposed development.

Sincerely,

Mike Lilga
Board Member, Tapteal Greenway

## Simon, Rick

**From:** Patty MacAlister <patty.m@c21-tc.com>
**Sent:** Friday, October 10, 2014 7:40 AM
**To:** Simon, Rick
**Subject:** regarding proposed subdivision Amon Creek

Mr. Simon,
It is very obvious to me why this proposed development is a bad idea for our neighborhood in Willowbrook as well as The Heights at Meadow Springs and even the Meadow Springs area . The fact is that the very purpose for having a planning committee in itself is to avoid just this type of sprawling development in the middle of a quiet single family area. So going into details that you already have heard is redundant.
The Tri-Cities has spent a lot of money to hire consultants to help market and change the Tri-Cities to a destination place to visit and a pleasant place to live. Let's keep moving forward in that attitude not backward.
Best Regards,
Patty MacAlister



**PATTY MACALISTER**
BROKER / REALTOR®
cell: 509.521.0662
fax: 509.572.2464
century21tri-cities.com
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## Simon, Rick

**From:** Birnbaum, Jerome C <Jerome.Birnbaum@pnnl.gov>
**Sent:** Friday, October 10, 2014 9:24 AM
**To:** Simon, Rick
**Cc:** childersc309@gmail.com
**Subject:** proposed 114 unit development next to Amon Creek

Sir:

I am writing to strongly object to the proposed 114 unit development next to Amon Creek. There are multiple reasons why not to build at this location which will be listed below and there are no good reasons to build. Why this area was chosen is baffling as there are no reasonable access routes and it will be constructed abreast a natural water way. There are literally endless other areas in this desert we live in to build an apartment complex that would have much better access and would not ruin one of the few natural watersheds we have in this area. To develop this area would be a huge mistake, benefitting no one (except perhaps the developer) and angering thousands of nearby residents. I strongly urge this proposal be abandoned for the sake of everyone living in Willowbrook and all the thousands of people who enjoy hiking through the Amon Creek Wetlands.

The list of concerns below vividly point out why this development is a huge mistake and why it should be abandoned:

- The only route of access (inlet/outlet) is Center Blvd which is a small residential street servicing about fifty households. Many children live and play along this small (three block long) residential street. Putting 114 units at the end of it will more than double (probably triple or even quadruple) the amount of traffic on this tiny residential street. The odds of a child being hurt or killed due to this increase in traffic will also increase greatly. Why should our children be put at such high risk?
- The density of an apartment complex would be completely out of character with the surrounding area; high-end single family homes!
- Virtually no buffer zone between the development and the Amon Creek Waterway;
- The height of the proposed buildings exceeds the height of the surrounding developments;
- The parking will create unreasonable light and noise pollution for the adjacent residents;
- The parking lot for these 114 units is located immediately adjacent to the rear yards of single family homes. It will create inappropriate vehicle noise, exhaust fumes, and unsightly views to these residences;
- The density of the proposed development exceeds the density allowed by the current zoning and is inconsistent with past statements by the developers' legal representative and the City of Richland;
- The City of Richland has not provided a traffic impact study to determine the impact and reasonableness of the increased traffic over Center Blvd in Willowbrook. The increased traffic load will impact pedestrian safety and greatly increase the risk of children being hurt in traffic accidents. And there is no opportunity to mitigate the traffic load from Center Blvd!!!
- Center Blvd is a three block long residential street servicing about fifty single dwelling households. Non-resident apartment dwellers traveling to and from their units will speed through Willowbrook greatly increasing the chance of accidents. It will change a quiet small residential relatively safe street into a major residential dangerous throughway for the people residing in 114 apartment units! No other apartment complex in South Richland is locked in having no access to an arterial roadway! The only access will be through a residential neighborhood!

There are many other serious concerns that could and should be brought up and discussed. However, breaking zoning codes, putting hundreds of Willowbrook residents at high risk to traffic accidents, and developing right next to Amon Creek Waterway are more than enough reasons to abandon such a ridiculous development plan. It amazes me that such a development would even be considered. I urge you to please consider these points seriously and abandon this absurd and outrageous proposal.

Thank you for this opportunity to comment.

Dr. Jerome C. Birnbaum
109 Center Blvd.
Richland, WA 99352
(509) 628-9284

**Craig Harris**

**To:** gutbox29@comcast.net
**Subject:** RE: Pending development East of Willowbrook II (Piper Street)

Dear Sir,
I am a Portland resident who will be retiring to that area. I will be moving to Center Blvd in May, 2015. This should be a great concern to us all. I have seen this type of development
In the Portland area. It causes property values to plummet, crime goes up as it gives easy access to get away. Car accidents up and pedestrians have been seriously injured and in
Some cases loss of life due to the speed through our neighbor streets. Nothing good comes from this kind of growth in these upscale neighborhoods. Please do whatever it takes to
Stop this!
Thank you for your time!
Craig Harris

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**From:** gutbox29@comcast.net [mailto:gutbox29@comcast.net]
**Sent:** Thursday, October 09, 2014 8:41 PM
**To:** Craig Harris
**Subject:** Fwd: Pending development East of Willowbrook II (Piper Street)

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**From:** "Groce, Carol" <cbondg@msn.com>
**To:** "craig" <gutbox29@comcast.net>
**Sent:** Thursday, October 9, 2014 5:14:52 PM
**Subject:** FW: Pending development East of Willowbrook II (Piper Street)

Here you go!

> Date: Mon, 29 Sep 2014 21:43:48 -0700
> Subject: Pending development East of Willowbrook II (Piper Street)
> From: willowbrookinfo@gmail.com
> To: childersc309@gmail.com
>
> Residents,
>
> Follow the link below to see the proposed 114 unit development
> proposed east of our subdivision in between Piper Street and the Amon
> Creek. Some of you also may have noticed that the recent KID
> newsletter included a full page "explanation" of why Amon is a
> wasteway instead of a waterway or creek. KID is attempting to shift
> the designation to a wasteway to avoid significant, important State
> oversight by the Department of Natural Resources. In addition,
> incorrectly identifying Amon Creek as a wasteway removes its wetland
> status and provides no buffer from development.
>
> Letters and comments are due to the City by October 10th. I will be

> sending a letter after approval of the homeowner's Board of Directors,
> but we will not have time to meet to discuss this matter as our next
> meeting is not scheduled until the third Tuesday in November.
>
> Matters of concern related to the proposed development:
> 1. Only one ingress and egress point through Center Blvd and through
> Willowbrook for 114 units. If every resident makes only 2 trips a day
> and every unit has 1.5 cars per unit, that is over 300 additional cars
> up and down Center Blvd per day.
> 2. The density is completely out of character with the surrounding
> area and in extremely close proximity to high-end, single family
> homes;
> 3. Inadequate buffer between the development and the Amon Preserve;
> 4. The height of the proposed buildings exceeds the height of the
> surrounding developments;
> 5. The parking lot lights will create a nuisance for the adjacent
> neighbors along the east end of Piper Street;
> 6. The parking lot for these 114 units is located immediately adjacent
> to the rear yards of the residents on the east side of Piper Street
> subjecting them to inappropriate and unreasonable sounds (motor
> vehicles), smells (exhaust), and unsightly views (parking lot).
> 7. The density of the proposed development exceeds the density allowed
> by the current zoning and is inconsistent with past statements by the
> developers' legal representative and the City;
> 8. The City has not provided a traffic impact study to determine the
> impact and reasonableness of the increased traffic over Center Blvd in
> Willowbrook. The increased traffic load will impact pedestrian safety
> and there is no opportunity to mitigate the traffic load. Center Blvd
> through Willowbrook is a long, mostly straight road travelled now only
> by residents of Willowbrook. Non-resident, through traffic to and
> from the apartments will result in higher speeds along the road,
> decreased safety. Since the development has only one point of entry
> (through Willowbrook) the density of the development and the resulting
> traffic demand should be consistent with Willowbrook. Every other
> apartment complex in South Richland and most in the City of Richland
> open onto an arterial roadway. I've looked and I couldn't find
> another apartment complex whose access point was through another
> residential neighborhood. Most of the time the increased traffic
> created by an apartment complex is placed directly into an arterial
> roadway rather than through a single-family neighborhood. Examples of
> this are: Bellavista - empties onto Bellerive; The Villas - Gage and
> Venus; On the Boulevard - Gage; On the Green - Gage; Orchard Hills -
> Leslie and Gage; etc.
>
> When you send your letters, please copy the homeowner's association so
> we can maintain a centralized listing of our residents' comments and
> concerns. If anyone has additional points, please let me know as I
> will be sending the HOA letter next week by Thursday.
>
> Christopher Childers
> HOA President

>
> https://www.ci.richland.wa.us/index.aspx?nid=839
>
> --
> Willowbrook Homeowners Association
> Richland, WA
> email: willowbrookinfo@gmail.com
> blog: http://willowbrook-hoa.blogspot.com/

## Simon, Rick

**From:** Dan McCormick <dan.mccormick@apollomech.com>
**Sent:** Friday, October 10, 2014 11:19 AM
**To:** Simon, Rick
**Cc:** marymccormick2002@yahoo.com; childersc309@gmail.com
**Subject:** Proposed Multi-family Development in Willowbrook Neighborhood

Dear Mr. Simon,
I am a resident in the Willowbrook neighborhood of South Richland. I am also a contractor, employed by Apollo Mechanical. Apollo has earned the distinction of being the safest contractor in the state for the last 4 years running and has executed over 5 million man hours of work without a lost time accident. Everything we do, at work and at home, is done with an eye towards safety. The proposed multi-family development is in direct conflict with any consciousness towards safety. It has been reported that the development will create an additional 744.8 trips down Center Blvd. There is precedence in the City for development of multi-family projects to have egress/access from major arterials. The development currently underconstruction bordering Ridgeline and Clodfelter is a perfect example of this as both streets have posted speeds of 35 and 50 MPH, respectively. Access to the development is direct and will not impact single-family dwelling access.

Willowbrook is an established neighborhood with a majority of homes having school age children. Traffic impact studies need to be performed, that include analysis of pedestrian and bike traffic. Development of this multi-family project will put the current residents at unnecessary risk. This is a burden that the City must analyze and bear. Additionally, Center Blvd was not designed for this traffic load, which will only augment the safety risk. Simply put, if this land is to be developed, it needs to be rezoned to single-family. Multi-family zoning within the boundaries of single family dwellings is fraught with risks the city shouldn't allow.

Dan McCormick
Director of Business Development
509-727-7853
dan.mccormick@apollomech.com

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## Simon, Rick

**From:** Steve Bump <sbump@moellerinc.com>
**Sent:** Friday, October 10, 2014 10:59 AM
**To:** Simon, Rick
**Subject:** Proposed Apartment Development near Piper Street

Mr. Simon

I am writing to express my concern regarding the proposed development. I am a homeowner in Willowbrook and my home is actually on Center. The proposed development will directly and adversely impact my home, my safety and my property value. It will adversely impact my ability to sell my home. The increase in traffic will destroy the quiet neighborhood that Willowbrook has been known for since we moved in over 15 years ago. The development will adversely impact the Amon Creek waterway, which regardless of how it is classified, is home to a variety of wildlife which will also be adversely impacted.

I am opposed to any such development that routes the traffic through our neighborhood. This development is not consistent with our neighborhood and should not be approved in my opinion.

Thank you,

**Stephen L. Bump, CHP, CIH, PMP**
Corporate IH/Principal HP
Office: (509)942-3639
Cell: (509)308-6364

**Simon, Rick**

| | |
|---|---|
| **From:** | Nadine Haglin <nadinemariee@gmail.com> |
| **Sent:** | Friday, October 10, 2014 11:32 AM |
| **To:** | Simon, Rick |
| **Subject:** | Re D. Smith Multi-family Housing project |

Dear Mr. Simon,
As a resident of the Willowbrook community, I am deeply troubled by D. Smith's application to build 112 apartments adjacent to the impending Beer Falls project. Smith's plan would effectively wipe out the wetlands/wildlife that drew us to this South Richland neighborhood. It will be the end to the pheasants, quails, red-winged blackbirds, rabbits, frogs, fish and other flora and fauna that live just past our property line.

Area residents are still reeling from fallout of the Hayden Homes and Rachel Road decisions. We feel that the city's interest in an immediate increase to their tax base trumped all. It's a short-sighted viewpoint, and one that has made us very disappointed in this community. Now it looks like it will happen again, and this time, it will literally be in our back yard.

Frankly, we're stunned that the land under discussion is even a viable site for building! See A.1.d. of Smith's environmental checklist. We've had erosion and sinkholes on our property every year since we bought our house in 2010. How can the land just beyond us be stable enough for multifamily housing? I've attached a photo of a recent iteration of the sinkholes. KID has been less than effective in their many attempts to alleviate problems generated by poorly installed equipment on easily eroded soil. KID should have records of their many visits to our property over the last four years. As the Smith project is adjacent to our property, I would expect there to be similar episodes of damage as the land is "developed."



The Beer Falls project adds a large number of dwellings to what was formerly wilderness. One of the arguments made by Beer Falls planners was that a substantial adjacent area of wetland would remain intact. The decimation of these remaining 14 acres of cattails, river willows and other wetland vegetation and wildlife will irreparably damage the quality of life for our neighborhood and those that immediately surround it. However, Mr. Smith seems determined to use the Beer Falls findings to rationalize the destruction of that remaining habitat.

Smith and Tobiason's documents are filled with exaggerated understatements regarding the environmental impact that 5 multi-story buildings, 250+ parking spaces and the associated required roadways and infrastructure will have on this compact area bordered by high-end single family homes. Note, for example, the 9/10/14 cover letter's concession to "*a significant cut at the west property line, ranging between 5 and 10 feet.*" Adding 5 to 10 feet of setback or buffer space is a completely inadequate response to neighborhood concerns regarding traffic, noise, pollution, and environmental damage that will accompany the conversion of undeveloped land to multifamily housing.

We feel a deep sense of loss when we try to imagine the change that will be wrought by an apartment complex going up just off our back yard. It's a loss not just for our neighborhood but for all of the tri-cities.

Please put a stop to this unnecessary "development."

Respectfully,
Nadine and David Haglin
294 Piper Street
Richland, WA 99352

**Simon, Rick**

**From:** Jon Hayter <sanon1214@juno.com>
**Sent:** Friday, October 10, 2014 11:36 AM
**To:** Simon, Rick
**Subject:** DUANE SMITH Project (M2014-103)

Dear Sir/Madam;
I am writing to register my objection to the Duane Smith project referenced by M2014-103.
As you can see by my address below, my family and I would be directly impacted by this project in a negative manner.
We, along with several of our neighbors, learned of this proposal only yesterday, somewhat coincidentally, and feel we should have been notified by the City of this pending action.
It appears to us, that the property owner who is located in Greater Seattle area, has selected a "West-side" engineering/surveying/architectural business to develop this plan, and they have approached this project with a perspective that does not recognize the distinctives of our local area.
The density of 112 "multi-family" apartment units on 14 acres tightly sandwiched in between a pristine nature preserve and the Willowbrook community, is entirely contrary to the character of our neighborhood, and would adversely affect the value of our home and all homes on Center Blvd or Piper St. In addition, the anticipated traffic increase on Center Blvd, would be totally unacceptable, and border on being dangerous without implementing major changes such as a traffic light or roundabout at the intersection with Leslie Road, designated pedestrian crosswalks and lane white-lining, etc.
If the property owner wishes to develop the site, the most that should be allowed is "single-family" residences on lots no smaller than 3-4 per acre.
In addition, any development should include mitigation provisions for its proximity to the Amon Creek/Wasteway Nature Preserve.
Respectfully yours,
Jon Hayter & family,
217 Center Blvd,
Richland, WA. 99352

**2014 Best Skin Tighteners**
A Review List of The Top Performing Skin Tighteners In 2014
SkinCareSearch.com

**Simon, Rick**

**From:** Dale Pryor <jdalepryor@gmail.com>
**Sent:** Friday, October 10, 2014 2:08 PM
**To:** Simon, Rick
**Subject:** Smith's apartments next to Willowbrook

As a 21 year resident of Willowbrook, 125 Bebb Ct., Ii don't see the appropriateness of a 114 unit apartment complex adjacent to a single family home neighborhood using that neighbor for it's ingress and egress. If this complex had other access rather than through our neighborhood it might not be so bad. There are a lot of children in this neighbor and they ride their bikes around, skateboards etc. and apartment traffic could endanger that idyllic.

Normally I think property owners should have the right to develop their property to their own best interest, but it has to be condusive to the established area. If the apartments were adjacent to Leslie and had its access directly I wouldn't have much of a problem with it.

Dale & Kathy Pryor
125 Bebb Ct
Richland, wa 99352
509-627-1252

Bobbie Bull
1928 Meadows Drive North
Richland, WA 99352

Rick Simon, Development Services Manager
City of Richland
840 Northgate Drive; Box 190
Richland, WA 99352

I was absolutely appalled to return to Richland this Tuesday after an absence of several weeks to find the City of Richland has received an application to place an apartment complex off Center Boulevard in South Richland in an area totally unsuited to the same. This seems to be yet another proposition, reminiscent of Clearwater Creek (aka Beer Falls), designed to line city coffers at great expense to those of us who already live in South Richland. This is an affront on SO many levels from its potentially negative impact on environmentally sensitive areas to traffic and city services to the character of the surrounding homes to negative impact relative to home values. It is my sincere hope that this application doesn't make it off the drawing board. We will certainly be following this process very closely.

Bobbie Bull

**Simon, Rick**

**From:** Bonnie Mitchell <besmitchell@gmail.com>
**Sent:** Friday, October 10, 2014 1:06 PM
**To:** Simon, Rick
**Subject:** Duane Smith Proposed Development near Amon Creek Natural Preserve

Dear Mr. Simon,

When I received notification of Mr. Smith's proposed development, I was disappointed to say the least. This is the third instance, in the last year or so, of proposed encroachment on the most ecologically unique and diverse area of Richland: Hayden Homes' Clearwater Creek development, Rachel Road extension, and now this ghastly apartment complex. You may or may not be surprised to learn that the general consensus of the neighbors is one of disgust and defeat. People have come to expect that the City of Richland government does not care about its residents or natural resources, and is only interested in increasing rooftops and sprawling Richland to the extreme borders of the city.

There are several reasons why this planned apartment community needs to have drastic modifications made to it, but I will focus on just a few.

1) There is no way that this single family neighborhood can safely handle the increased traffic load that comes with 112 apartments and 200+ parking spaces, nor should we be expected to. Every other apartment complex in South Richland is accessed by way of an arterial road, not through an existing neighborhood.

2) The plan provided on the City's website shows access to the apartment complex by way of Center Blvd. This is not consistent with an approved plat map of our neighborhood which has a cul de sac in the area of Center Blvd. The property is not owned by Mr. Smith, so I'm not sure how he could change the approved plat map. Even if the current plat map was followed, it doesn't make much sense to have the only access point to the 112 unit complex wind through Willowbrook via Piper St. The safety implications of at least tripling the number of cars going through a neighborhood filled with kids are distressing.

3) In 2005, we had email communications with the City, through you, Mr. Simon, who mentioned a proposed landscaping and setback requirement for areas where R-3 and R-1 meet, to help alleviate concerns with noise, light, and sound associated with multi-family use. You also mentioned that the developer would be required to cooperate with requirements of the Sensitive Areas Ordinance as it relates to wetlands. You mentioned wetland studies, and buffers required to protect such wetlands. Nowhere in Mr. Smith's plans are either of these items acknowledged. Parking lots and lights will directly abut our neighborhood, and in fact, Mr. Smith proposes that Amon Creek is not actually a wetland and so no buffers are required. I hope that the City will thoroughly reject that notion. Any person who actually walks around in that area can see that it is in fact a wetland. Whether it is man-made, as KID would like us all to believe, or natural, does not matter. Sensitive species live there, priority fish inhabit the area, and we - YOU - have a responsibility to protect it as such. I think we all - and especially Mr. Smith and his lawyers - know that if this situation were going on on the West side of the state, environmental and ecological sensitivities would carry a lot more weight. He doesn't care about wrecking our environment. He doesn't live here.

Finally, I'd just like to say that it is extremely disappointing and frustrating to have the interests of an out-of-town developer trump the interests of those of us who actually live here in Richland - over and over and over again. I understand that Mr. Smith bought that property long ago, and that it has been zoned R-3 since the 1970s. I'm not sure what the "Big Picture" plan was back then, or why anyone thought it would be feasible to

allow hundreds of extra cars to go through a residential neighborhood. Maybe Center Blvd was intended to be an arterial road, but that didn't happen. In the years since then, much has been learned about ecology and conservation, and the guidelines for developing that area should evolve with the times.

Please determine a finding of significance for this proposal in accordance with the City's Critical Areas Ordinance. Mr. Smith needs to develop his property in a manner consistent with courtesy to adjoining neighbors, safety of residents, and protective of the sensitive environment and ecology of the area.

Bonnie Mitchell
305 Piper St.

## Simon, Rick

**From:** Tim Carlson <tim.s.carlson@gmail.com>
**Sent:** Friday, October 10, 2014 2:24 PM
**To:** Simon, Rick
**Cc:** kdechter@charter.net
**Subject:** Proposed development in Willowbrook

Rick,

I am writing in opposition to the proposed apartment complex in the Willowbrook 2 subdivision.

Our family lives at 128 Center Blvd and use the Center Blvd exit to get to Leslie.

Our biggest worry is the estimated 744 additional trips on Center Blvd each day. Already there is a problem with vehicles exceeding the speed limit on Center and we are very concerned that this problem will be exacerbated by the increased traffic.

I would assume that the city had done s traffic study recently on Center Blvd to understand the potential impact of is additional traffic. Could you let us know what the current average vehicle count is per day? I'm also assuming the proposed apartment complex would double or triple the current traffic?

Are there any plans to put in a traffic light at the corner of Center and Leslie? As it is, that intersection can be difficult when making a left onto Leslie from Center as there is a very limited view on oncoming traffic due to the curve in Leslie at that point.

Thank you so much for your consideration.

Tim and Tiffany Carlson

October 10, 2014

Rick Simon, Development Services Manager
City of Richland
P.O. Box 190
975 George Washington Way
Richland, WA 99352

Dear Mr. Simon:

I am alarmed by the misinformation in the SEPA revised checklist for Duane Smith's plans (M2014-103) to develop the land east of Piper into 112 multifamily apartments. For example, Amon Creek, a Class 1 wetlands according to the Washington State Department of Ecology, is described by Mr. Smith's consultant as a mere "**ditch**" (is this a recognized classification?). I am also deeply concerned that the development's ground water run-off from the very erodible soil adjacent to the Amon Creek wetlands will do irreversible damage to sensitive habitat—and to the beavers, badgers, black-tailed jackrabbits, and the approximately 150 Audubon-identified species of birds that call it home.

The decision to allow traffic to increase to **744.8** additional trips on Center Blvd. is neither logical nor reasonable, and certainly unsafe for pedestrians! Center was not designed to carry so much traffic. Children walk it every day to and from their school buses. Residents stroll along it through Willowbrook and walk it on their way to Amon Creek Natural Preserve. Dog walkers use it daily.

Youngsters often pedal their bikes on Willowbrook Avenue at the intersection with Center. That will no longer be an option for families when Center is forced to carry so many more autos. Children on Bebb Court, the first court off Willowbrook/Center, often fill the court with their big wheels and riding toys. That will be impossible once the traffic load increases.

Oddly, the word is just **now** getting out to homeowners on Center Blvd. A number of residents on Center were not mailed notifications of these plans: why were they omitted? One would think the onslaught of traffic they will have to cope with would be worth their being notified promptly.

Has a traffic study been completed and published on the impact of this significant increase in traffic? The latest Richland study for which I can find traffic counts (on the City of Richland website at http://www.ci.richland.wa.us/index.aspx?nid=372) is dated 2010. During August 2010, the average weekday traffic on Leslie Road **south of Center** Blvd. was 5918 vehicles southbound and 5826 vehicles northbound. The AM/PM peak hour was Southbound 330/776 and Northbound 482/456.

See the following chart:

***Traffic Counts on Leslie south of Center Blvd:***

| | | |
|---|---|---|
| **Direction:** | SOUTHBOUND | NORTHBOUND |
| **Month/Year:** | AUGUST/2010 | AUGUST/2010 |
| **Average Weekday:** | 5918 | 5826 |
| **AM/PM Peak Hour:** | 330/766 | 482/456 |
| **Direction:** | SOUTHBOUND | NORTHBOUND |
| **Month/Year:** | JUNE/2000 | JUNE/2000 |
| **Average Weekday:** | 3767 | 3894 |
| **AM/PM Peak Hour:** | 218/463 | 335/324 |
| **Direction:** | SOUTHBOUND | NORTHBOUND |
| **Month/Year:** | JUNE/1999 | JUNE/1999 |

That was four years ago. I would expect an even greater increase in 2014, judging from all the housing construction in Rancho Reata and Badger Canyon areas. In any case, adding 744.8 trips/per day exiting out of Center onto Leslie—either north or southbound—will increase vehicular traffic significantly. It's difficult to turn left (southbound) onto Leslie now at peak times, let alone in the future.

I am dismayed and disheartened.

I ask that you issue a Determination of Significance. I also request that you notify me of any decisions made on this application.

Sincerely,

Kathy Dechter
113 Bebb Court
Richland WA 99352
627-0950

Rick Simon
Development Services Manager
City Of Richland

RE: Duane Smith Multi-Family Site Plan

I am amazed that a multifamily project of this size would be considered at the proposed location. There are several points that can be made regarding the development, but I will address three.

1. Is there anywhere in the City where such a development is sited where the only access is through neighborhood streets? The impact in the Willowbrook community will be very intense with the increased traffic load on residential streets with short, and sometimes steep driveways. These concerns are not addressed in the applicant's environmental checklist; it just says "payment of traffic mitigation fees." I strongly urge that a proper traffic study with impacts be requested of the developer before they continue further.
2. The scale of the development is far out of character for the area. Again the checklist says only "the view from neighboring properties will be altered." The residents on Piper Street will have their view completely blocked by large 40-foot high buildings. The 35-foot setback from the property line (a requirement) and minor change in grade (3-foot cut) are not sufficient mitigation. I also believe the lighting they will need for the parking lot safety will definitely impact the houses on Piper. The place will stand out to all who live in the area and be very visible from Piper, Center and Broadmoor despite any "Landscaping as required per code."
3. The environmental checklist, despite being revised, provides very little in the way of discussion of impacts. Also there is essentially no mitigation for things they acknowledge as impacts (traffic, views, lights and noise for instance). They do show some consideration for wetlands in the Amon Preserve, but do not even acknowledge the preserve is there, just the KID Wasteway. Also, while the developer cites environmental reports, that outline the wildlife of the area, they only acknowledge the presence of "songbirds and rodents" in the checklist. How is this complete?

In summary I find the proposed development a bad fit for the area and poorly documented in it's potential for impacts to the surrounding community.

Thank you for your consideration

Patricia Haggerty
Richland, Washington

## Simon, Rick

**From:** Launa <lfmorasch@gmail.com>
**Sent:** Friday, October 10, 2014 4:58 PM
**To:** Simon, Rick
**Subject:** Smith Apartment Complex comment

Dear Mr. Simon:

As Development Services Manager for the City of Richland, it is your responsibility to assure that the development that takes place within the city is appropriate and serves the best interest of all the residents. I hope you will remember this as the city reviews the application for a permit to build 112 apartment units within a single-family, high-end housing area. As a city, we need to stop the erosion of the quality of life in many of our neighborhoods, i.e., protect the nature preserve surrounded by single-family homes. Also, an influx of apartments in the middle of single-family homes assures a loss in property value for the single-family homeowners. Which, I hope, the city understands their liability.

I believe the City of Richland needs to consider many items for maintaining our single-family homes and stop approval of the Smith apartment complex. The city needs:

- To reserve appropriately located areas for single-family homes that is consistent with the general area and with sound standards of public health, safety and welfare;
- To ensure adequate light, air, privacy, and open space for each dwelling;
- To minimize traffic congestion and to avoid overloading of public services and utilities by preventing the construction of buildings of excessive bulk or number in relation to the land area around them;
- To protect residential properties from noise, illumination, unsightliness, odors, smoke and other objectionable influences;

The Willowbrook neighborhood and the adjacent Heights at Meadow Springs neighborhood are all single-family homes. To plop an apartment complex into the middle of these homes without adequate access and barriers is not in the best interest of the city zoning or the neighborhood. The proposed apartment complex also only has one street for access to the buildings. This would seem to contradict the current zoning for apartment complexes.

I encourage you to review this apartment complex carefully and make sure it suits the vision people in Richland have for our neighborhoods.

Launa Morasch
324 Piper St
Richland, WA

October 10, 2014

Rick Simon, Development Services Manager
City of Richland
P.O. Box 190
975 George Washington Way
Richland, WA 99352

Mr. Simon,

This letter represents our request for a Determination of Significance to be applied to the Duane Smith Multi-Family Site Plan Application (M2014-103). Chapter 22.10, Article II of the Richland Municipal Code addresses Wetlands as a Sensitive Area. The east side of Mr. Smith's proposed development contains Category I wetland, as well as property protected by the City of Richland under the Sensitive Area Ordinance. This designation alone warrants a thorough examination of the geology, hydrology, soils, wildlife, infiltration, and stormwater runoff of the entire land area as it relates to the impact from the development on the wetland/critical area.

Additionally, the traffic impact of this development through the Willowbrook neighborhood is unfathomable. Nearly 750 vehicle trips per day? Again, a more thorough traffic study is needed to address the impact of vastly increased traffic on safety, infrastructure, noise, and pollution in what is currently a quiet, slow, safe street.

For these and other reasons too numerous to detail, we request that a Determination of Significance be applied to M2014-103.

Sincerely,

Karen & Brett Sowers
227 Sitka Ct
Richland, WA 99352

October 10, 2014

Rick Simon, Development Services Manager
City of Richland
P.O. Box 190
975 George Washington Way
Richland, WA 99352

Mr. Simon,

I have just received notice of the application for the Duane Smith Multi-Family Site Plan development. Following are my comments :

**City Of Richland Environmental Checklist**

General comments:

- The timing of this proposal (17 July 2014) is extremely short and does not allow time for proper review and consideration of alleged conditions ( 10 October 2014); for example, in answer to the question about migration routes, the answer "none is known" really doesn't suffice. The Amon Basin is a known nesting site for raptors such as great-horned owl, for game species such as waterfowl and doves, for passerine birds such as yellow-throated warbler, Wilson's warbler, fox sparrow, etc. Additionally, Amon Basin does receive salmonids in probably an exploratory venture, has resident fur bearers such as beaver and river otter which migrate up and down from the Yakima River.
- The tone of this Checklist relies heavily on the Amon Basin not having been a natural water way until after the development of agriculture. However, agriculture has been extant in the area for many years, will probably continue to be so, and has resulted in the creation of a wetland which has been in existence for many years. It's current condition is not defined by its not being created by post-Pleistocene floods.
- Being a local resident, and one who loves wildlife (I am a retired Wildlife Biologist) with experience in proposed development and in opposing ill-considered projects. It does not seem to me that our community is being well served by a rush to development of one of the three primary natural features of the Tri-Cities area, i.e., the Columbia River, Rattlesnake Mountain, and Amon Basin.

Specific comments:

- Page 3, Environmental Effects, #2 Air: "if necessary"? It will certainly be necessary – this is a desert.
- Page 5, Environmental Effects, #4 Plants: I know of no survey or thorough site inspection for T&E plants in this area.
- Page 5, Environmental Effect, #5 Animals:
  - "a" has not been completed
  - "b" T&E species would include salmonids which have been found in Amon Basin stream.

- "c" is not complete; there are several species, as mentioned, which migrate in and through the Amon Basin Preserve.

I request and recommend that City of Richland apply a finding of significance for the Smith proposed development.

Respectfully,

Austin Ray Johnson
Wildlife Biologist (retired)
1812 Alder Avenue
Richland, WA 99354

## Simon, Rick

**From:** Razorfish <razor4d@gmail.com>
**Sent:** Friday, October 10, 2014 11:30 AM
**To:** Simon, Rick
**Subject:** Fwd: Comment to proposed Smith Development
**Attachments:** Petition to Council 2-16-10.doc

Rick I would like to submit the attached staff memo from yourself to the city council concerning the Smith property, in which you state that:

"In 1997, the City adopted its comprehensive plan as required under the Growth Management Act. The subject site was designated as Medium Density Residential (5 to 10 dwelling units per acre) in conformance with the property use and development agreement and the existing zoning that had been established years earlier
In 2003, the City amended its transportation plan, replacing Center Boulevard as the east-west collector arterial street that will provide a direct connection from Leslie Road to the Steptoe Boulevard extension. The City's current plan shifted this collector street southward to an alignment that would extend Rachel Road. This new alignment provides the same function, but avoids running a collector street through an existing neighborhood. The Willowbrook II developer applied for and received preliminary plat approval in 2003. The plat was consistent with the City's revised transportation plan and so did not depend upon the direct extension of Center Boulevard to provide access to the Smith property."

and

**"Current Regulations**
Under the City's existing zoning regulations, the development of the subject property would be limited to a maximum density of 8 dwellings per acre. **Given the size of the site at 13.3 acres, a maximum of 106 dwelling units would be possible.** However, this property is also subject to the City's Sensitive Areas Ordinance. As such, the wetland areas that are part of Amon Creek would need to be protected with buffers. A specific wetland study has not been filed with the City, so the extent of the wetlands and their buffers has not been determined. **However, wetland studies of other sites completed along this corridor have identified Amon Creek as a Type II wetland, requiring a 100 foot buffer. Therefore, at least some portions of the site would be impacted by this buffer requirement, thereby decreasing the potential number of dwellings that could be built on the site.** Additionally, the City's zoning regulations limit building height and require some landscape screening when an R-3 district directly abuts a single family district, as is the case here."

Please enter this in the record and confirm receipt

Thanks

Dan Rutherford

Richland

# MEMORANDUM

*Community & Development Services*

TO: City Council

FROM: Rick Simon, Development Services Manager

THROUGH: Bill King, Deputy City Manager

DATE: February 16, 2010

**SUBJECT: Petition to Change Land Use Designation of Property near Willowbrook II Subdivision**

Attached, please find a copy of a petition submitted to the City by Chad Mitchell and other residents of the Willowbrook II subdivision, requesting that the Council initiate a change in zoning on property that lies adjacent to the Willowbrook II subdivision and is under the ownership of a Duane and Cheryl Smith. As this is an unusual request, staff has put together this memo to provide some background information for Council's consideration.

**Property Location**

The property in question is part of the original Willowbrook subdivision and is located south of Broadmoor Avenue, southwest of Claybell Park and directly east of and adjacent to the Willowbrook II Subdivision (Piper Street). Amon Creek runs along the eastern boundary of the site. (Refer to the attached vicinity map and zoning map.)

The site itself consists of two separate parcels. The northern parcel is roughly rectangular in shape and is 9.5 acres in size, while the southern parcel is 3.8 acres and is triangular in shape. Originally, this R-3 zoned area included a larger area. In 2007 The City acquired 15.5 acres from the property owner, Duane Smith, along the eastern bank of the Amon Creek corridor and reclassified this land as Natural Open Space (refer to zoning map).

**Legal Basis for Petition**

Richland Municipal Code Section RMC 23.70.190 states that applications to reclassify property must be initiated by either the property owner or on the request of the City Council or Planning Commission acting on its own initiative. Since the petitioners do not have an ownership interest in the property in question, they are requesting that the Council, acting on its own initiative begin the formal process of considering changing the zoning on this property.

In 2009, Mr. Mitchell made a similar request of the Planning Commission, asking them to initiate a change in zoning. The Commission reviewed the request in a workshop meeting, in conjunction with other potential comprehensive plan and zoning changes and determined that it did not want to initiate the requested change. Mr. Mitchell did not have an opportunity to address the Commission.

**Property History**

The property was zoned R-3 Multi-Family Residential in 1978 as part of a larger rezoning of the original Willowbrook development. As part of this rezoning action, the City entered into a property use and development agreement with the landowner that still remains in effect today. The agreement specified a number of development conditions, some addressing the larger overall Willowbrook rezoning and some that were specific to the R-3 zoned area. The Willowbrook developers were required to dedicate a total of 4.5 acres of parkland, which is now a portion of Claybell Park. The R-3 zoned portions of Willowbrook are limited to a maximum allowable density of eight units per acre. Standard R-3 zoning allows a density of 14.5 units per acre. Another condition requires that the Planning Commission review any proposed site plan for multi-family residences.

In 1997, the City adopted its comprehensive plan as required under the Growth Management Act. The subject site was designated as Medium Density Residential (5 to 10 dwelling units per acre) in conformance with the property use and development agreement and the existing zoning that had been established years earlier

In 2003, the City amended its transportation plan, replacing Center Boulevard as the east-west collector arterial street that will provide a direct connection from Leslie Road to the Steptoe Boulevard extension. The City's current plan shifted this collector street southward to an alignment that would extend Rachel Road. This new alignment provides the same function, but avoids running a collector street through an existing neighborhood. The Willowbrook II developer applied for and received preliminary plat approval in 2003. The plat was consistent with the City's revised transportation plan and so did not depend upon the direct extension of Center Boulevard to provide access to the Smith property. A copy of the Willowbrook II preliminary plat is attached.

In 2007, the Tapteal Greenway Association, with grant funding and working in conjunction with the City purchased 15.5 acres of the Smith property. The City later changed the comprehensive plan designation and zoning to Natural Open Space on this acreage.

**Current Regulations**

Under the City's existing zoning regulations, the development of the subject property would be limited to a maximum density of 8 dwellings per acre. Given the size of the

site at 13.3 acres, a maximum of 106 dwelling units would be possible. However, this property is also subject to the City's Sensitive Areas Ordinance. As such, the wetland areas that are part of Amon Creek would need to be protected with buffers. A specific wetland study has not been filed with the City, so the extent of the wetlands and their buffers has not been determined. However, wetland studies of other sites completed along this corridor have identified Amon Creek as a Type II wetland, requiring a 100 foot buffer. Therefore, at least some portions of the site would be impacted by this buffer requirement, thereby decreasing the potential number of dwellings that could be built on the site.

Additionally, the City's zoning regulations limit building height and require some landscape screening when an R-3 district directly abuts a single family district, as is the case here.

**Proposed Regulations**

The petitioners have not indicated what they believe to be appropriate zoning. The adjacent lands to the west are zoned R-1-10 Single Family Residential. If this zoning were applied to the site, the property could be subdivided into lots that average 10,000 square feet in area. Average density within the R-1-10 zone is generally in the range of 3 to 3 1/2 units per gross acre, when streets and storm drainage tracts are taken into consideration. Maximum density would be approximately 45 units under R-1-10 zoning. Again, the wetlands and the required wetland buffers would likely decrease the total number of units that could be built on the site.

**Process**

If the Council determines that the City should consider changing the zoning on this site as requested by the petitioners, then the City would also need to amend its comprehensive plan to re-designate the site from Medium Density Residential to Low Density Residential. This could be completed during this year's annual amendment process. A concurrent application for changing the zoning could also be considered. The application process for comprehensive plan amendments begins in the summer and is generally completed in December through Council's adoption of an ordinance amending the comprehensive plan and zoning.

**Council Options**

As the petition is not a formal application for a change in zoning, Council is not obligated to conduct a public hearing. In considering the petition, Council has the following options:

a. Direct staff to docket this amendment for the 2010 comprehensive plan amendment process;
b. Take no action;

c. Direct staff to schedule the matter for an item of business on a Council agenda;
d. Schedule a public hearing (providing notice to petitioners and property owners).
e. Direct staff to provide further research on this issue. When a city changes zoning in a way that decreases land value or limits development options, it often incurs liability from the impacted landowners.

## Simon, Rick

**From:** Cory Hatcher <coryhatcher@gmail.com>
**Sent:** Thursday, October 09, 2014 9:11 PM
**To:** Simon, Rick
**Cc:** childersc309@gmail.com
**Subject:** Duane Smith Development Unsafe for Neighborhood Kids

Dear Rick,

I am sure that with each new multi-unit dwelling you experience opposition from the surrounding neighborhoods. As the Tri-Cities grow there are pluses and minuses to each and every extension made. The Willowbrook neighborhood is an amazing place and I don't blame people for wanting to be here and that a developer would get frothy at the mouth with the possible opportunity.

Sure I would be sad to lose the natural habitat that the development will take away from the region. There is no doubt it adds to beauty of this area in addition to providing our children the opportunity to learn and experience nature this close to town.

My main concern is for the safety of my kids. I live on the corner of Willowbrook Ave and Center Blvd. I have three boys ages 2, 4, and 6. We, as well as other neighborhood children, live out front all summer long riding bikes and playing soccer. With the only access to the Duane Smith development being through Center Blvd this would no longer be a safe option.

As the SEPA document estimates there will be an average of 745 daily car trips on Center Blvd. I can't see how this is at all consistent with the neighborhood setting of Willowbrook. I would also have you take note that Center is at decent slope which will naturally increase the average speed as people head to the proposed development.

Please reject the Duane Smith Development as the exponential increase in traffic through our neighborhood will make it unsafe for my boys.

Thank you in advance,

Cory

Cory Hatcher
2756 Willowbrook Ave.
Richland, WA 99352
(509) 619-2829

October 9, 2014

Rick Simon
Development Services Manager
Richland, WA 99352

Mr. Simon,
It is with great disbelief, disappointment, and frustration to read the City of Richland is actually thinking of approving the construction of a multifamily project in acreage located between Willowbrook and the Amon Creek Natural Preserve.

I vehemently oppose the approval of this project for the following reasons:

- Regardless what Kennewick Irrigation District wants to refer to Amon Creek and how its existence grew, it is not a ditch! It has grown and is now wetlands that serve as habitat for many animals, a wide variety of plant life, and open space for residents of Benton County and visitors to Richland, WA.
- This multifamily project is designed for middle income, located extremely close to high-end, single family homes.
- The height of 40' for the complex will exceed the height of all surrounding developments, including those located nearby in Kennewick.
- Lighting cannot be typical of residential uses when you have parking lots that require additional lighting.
- There is no entrance planned for the multifamily project from a main arterial street. The plan is to leave and enter the multifamily project through a street in a neighborhood that will increase the traffic on that street (Center Boulevard): "Approximately 744.8 average daily trips, based on an ITT generation rate of 6.65 ADT per apartment unit; about 112 peak hour trips."!!!!!!!! This is unconscionable you and anyone in the city of Richland would even consider this project alone because of these numbers and the impact on the residents of Willowbrook!!!
- I have *never* entered an apartment complex by going through an exclusive neighborhood of single family homes. Apartment complexes are built on main arterial streets and accessed via the main arterial street. Look at Bellavista, On the Boulevard, and Orchard Hills just in this area of Richland!
- Allowing multifamily projects to be built in open spaces and within extreme close proximity to single family home neighborhoods in Richland should not be allowed, should not be condoned, and should not even be considered in order to keep the high quality of life we now have and want to continue to have in our future. To quote the web site for the City of Richland: "Our city staff is dedicated to providing and protecting that high quality of life."

Please deny the Smith Multifamily Project!

Sincerely,

Carol Groce
204 Center Blvd.
Richland, WA 99352

**Simon, Rick**

| | |
|---|---|
| **From:** | Charles Wadlow <charles.wadlow@yahoo.com> |
| **Sent:** | Thursday, October 09, 2014 8:25 PM |
| **To:** | Simon, Rick |
| **Cc:** | childersc309@gmail.com |
| **Subject:** | HOA Letters Against Apt. behind willowbrook |

We moved into the Willow Brook area 8 years ago. When we did we were told that this neighborhood is a single family dwelling area, with wetlands behind. The creek that flows behind us is not connected in any way to waste pipes that could cause it to be changed from a water way to a waste way.
We object to the proposal of 114 units being built in our area. Our neighborhood is not built to accommodate that degree of traffic that will be caused by the additional units. No impact study has been done to determine what the impact really will be.
Our street, which is Center Blvd. will be the only entrance/exit to these apt. units. There will be so much extra traffic that it will be a danger to the children who play in their yards and the seniors who walk the sidewalks. The 114 apt. units will be changing a safe neighborhood into a hazardous one to live.

Signed,
Frank & Darlene Wadlow
163 Center Blvd.

**Simon, Rick**

**From:** rbraulick@charter.net
**Sent:** Thursday, October 09, 2014 6:56 PM
**To:** Simon, Rick
**Subject:** Proposed Unit Development' s detrimental impact to Amon Preserve

Dear Mr. Simon:

After reviewing the subject Site application plan I have the following matters of concern related to the proposed development:

1. Amon Creek is a gem that needs to be preserved. It is NOT a wasteway but a natural preserve that if disturbed with the proposed development will be lost forever. The creek and surrounding area add a tremendous amount of beauty to Claybell park and the preserve needs to be protected. My family and I moved to this neighborhood because of the natural beauty and abundant nature found in Amon Creek Natural Preserve.

2. The density of the proposed development exceeds the density allowed by the current zoning and is INCONSISTENT with the past statements by the developer's legal representative and the City. Please find another place to construct apartment buildings.

3. The significant impact of this multifamily development cannot be understated. The density is completely out of character with the surrounding area and in extremely close proximity to high-end, single family homes.

Please consider my concerns and those of my neighbors.

I recommend the Richland City determine a finding of Significance for this proposal in accordance with the City's Critical Areas Ordinance.

Thank You.

Sincerely,

Clarisa Braulick
312 Piper St.
Richland, WA 99352

**Simon, Rick**

| | |
|---|---|
| **From:** | Howard Kallio <howard.kallio@gmail.com> |
| **Sent:** | Thursday, October 09, 2014 6:18 PM |
| **To:** | Simon, Rick |
| **Cc:** | childersc309@gmail.com; kdechter@charter.net |
| **Subject:** | Smith Property Development Impact on Willowbrook |

Dear Sir:

I have lived on the northeast corner of Center Blvd. and Leslie Road since September 1999. At that time, the relatively new subdivision of Willowbrook was adjacent to mostly rural land. I expected and desired the neighborhood to grow, and it has. I am also one of those people who devoted a lot of time over the years trying to improve the adjacent wet lands, which of late are being called a 'ditch' by folks who don't live here but covet the resource for business reasons. But Amon Basin is not the reason I am addressing you today.

Living next to the Leslie Road intersection has not improved the value nor the livability of my home. But 15 years ago there wasn't much to choose from and the purchase was my decision. Over the years, Richland experienced lots of growth and I sometimes regret my purchase. The thing I regret is the traffic at this intersection. I actually thought things would get a little quieter on Leslie Road after the Steptoe Road improvement project. But it hasn't.

I'm retired and I want to tell you it's noisy and busy enough at this intersection. That's why I am so disgusted to learn that the City of Richland has plans to allow a development which will put hundreds, if not thousands, of additional vehicle trips through the neighborhood using the Center Blvd. / Leslie Road intersection. If you sat in my front room and had coffee during morning day drive times, you could watch the traffic back up, blocking my driveway at times, while other cars wait to get onto Leslie. In the evenings, Leslie Road is a NASCAR track as people try to get home. Adding more congestion through this intersection will further damage the quality of life on my little piece of property. What's next? A great big flashing traffic light at all hours?

I have a 25 foot travel trailer which our local covenants allow to be park in the driveway for 48 hours at a time. All summer long, we come and go with our RV. To park it in my driveway requires stopping in the middle of Center Blvd. so as to be able to back the RV onto the driveway. I'm pretty good at doing the procedure, but sometimes it takes a while and I need to foul the roadway for longer than expected, and this sometimes affects my neighbors, should they drive by at that particular time. I try not to impact them and two of my adjacent neighbors have boats which they use often and their boats need to be backed up in the same fashion. Frequently. We have a right to do that any time it's necessary, if you get the picture. Adding hundreds of more car trips is going to cause conflicts.

By the way, most people who get lost having entered the subdivision at Center Blvd. and need to turn around, often do it in my driveway. Putting an apartment complex down the road isn't going to reduce this annoying occurrence either.

For these and other reasons, I respectfully submit that the plan for a 114 unit development east of the Willowbrook subdivision, if it uses Center Blvd / Leslie Road as a primary access point, is a bad idea which will negatively impact my home, its value and most importantly, my quality of life.

Howard L. Kallio

## Simon, Rick

**From:** Bill Kinner <wakinner@yahoo.com>
**Sent:** Thursday, October 09, 2014 2:04 PM
**To:** Simon, Rick
**Cc:** Kathy Dechter
**Subject:** Proposed Duane Smith project

Dear Mr. Simon,

My wife and I are Willowbrook residents at 122 Center Blvd.

**I am writing to express my opposition to the proposed Duane Smith multi-family housing project that would be accessed through Center Blvd.**

Willowbrook is a quiet, family oriented neighborhood of single family homes and Center Blvd is a quiet street where children are often out playing after school and families go out for morning or evening strolls. The proposed project would permanently negate all of that.

The proposed high density housing project would be in the middle of existing low density housing and has no place there. Traffic flow on Center Blvd would be drastically increased as would noise levels.

I request that you move to deny the application for the Duane Smith project.

Respectfully,
William Kinner

DANIEL RUTHERFORD
298 Piper St.
Richland, WA 99352
(509) 420-3018

October 9, 2014

City Of Richland
Attn: Rick Simon
Development Services Manager,
840 Northgate Drive, Richland WA 99352.

Reference: **Duane Smith Multi-Family Site Plan**

Dear Mr. Simon:

After reviewing the subject Site application plan I have the following matters of concern related to the proposed development:

1. Only one narrow Private Drive ingress and egress point through Center Blvd and through Willowbrook for 112 units. With 744 ADT5 the impact to the current residential neighborhood is unimaginable. This proposal is totally incompatible with the current surrounding properties.

2. The City has not provided a traffic impact study to determine the impact and reasonableness of the increased traffic over Center Blvd in Willowbrook. The increased traffic load will impact pedestrian safety and there is no opportunity to mitigate the traffic load. Center Blvd through Willowbrook is a long, mostly straight road travelled now only by residents of Willowbrook. Non-resident, through traffic to and from the apartments will result in higher speeds along the road, decreased safety. Since the development has only one point of entry (through Willowbrook) the density of the development and the resulting traffic demand should be consistent with Willowbrook.

3. Every other apartment complex in South Richland and most in the City of Richland open onto major arterial roadways. I've looked and I couldn't find another apartment complex whose access point was through another residential neighborhood. Most of the time the increased traffic created by an apartment complex is placed directly into an arterial roadway rather than through a single-family neighborhood. Examples of this are: Bellavista - empties onto Bellerive; The Villas - Gage and Venus; On the Boulevard - Gage; On the Green - Gage; Orchard Hills, Leslie and Gage; etc

4. The Applicant does not own the property to construct the Center Blvd extension or private drive to access to the development. This land is owned by Mr. John Roden who has proposed plans to develop the Center Blvd easement with a cul dec sac off Piper St. (see attached plans). This further compromises the access to the applicant's property and further congests the access route through residential neighborhoods.

5. The significant negative impact of this multifamily development cannot be understated. The density is completely out of character with the surrounding area and in extremely close proximity to high-end, single family homes;

6. The height of the proposed buildings exceeds the height of the surrounding developments;

7. The parking lot for these 112 units is located immediately adjacent to the rear yards of the residents on the east side of Piper Street subjecting them to inappropriate and unreasonable sounds (motor vehicles), smells (exhaust), and unsightly views (parking lot).

8. The parking lot lights will create a nuisance for the adjacent neighbors along the east end of Piper Street; as well as the wildlife.

9. The density of the proposed development exceeds the density allowed by the current zoning and is inconsistent with past statements by the developers' legal representative and the City;

10. Inadequate buffer between the development and the Amon Creek Natural Preserve; "Amon Creek" is Not a ditch and unlike the east KID waste way, Amon Creek is a continuously running waterway with water year round. According to Washington State Dept. of Ecology: "*WF Amon Creek has some of the highest scoring depression/stream wetlands in southeast Washington. Because of the springs, there is a near year-round water supply in the WF Amon Creek*"

11. Amon Creek Nature Preserve has been the subject of much conservation efforts by Tapteal Greenway Association and the community. The Applicant's blatant disregard for Amon Creek Natural Preserve is despicable.

12. The Use of infiltration ponds to collect roadway and parking lot runoff will significantly impact the fragile ecosystem; pollute the waterway impacting the native plants and animal as well as fish. WDFW has identified both Coho and Chinook salmon in the West Fork of Amon Creek; both are priority fish species.

13. The Applicant proposes significant excavation and grading to the site which has highly erodible soil types. No plans for retaining the upper elevations to resolve current homeowner property or lower elevations to retain erosion from entering the water is noted.

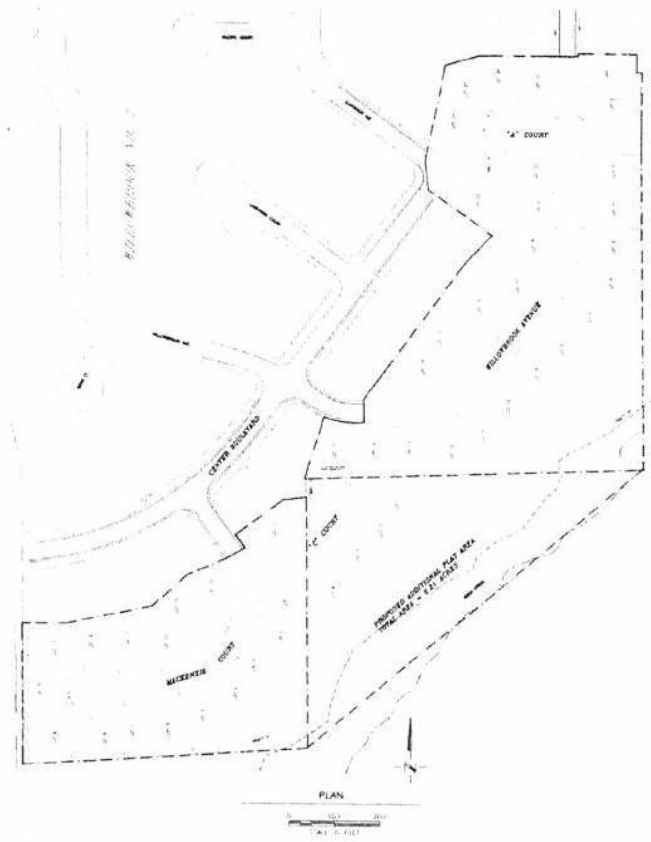
I recommend the Richland City determine a finding of significance for this proposal in accordance with the City's Critical Areas Ordinance.

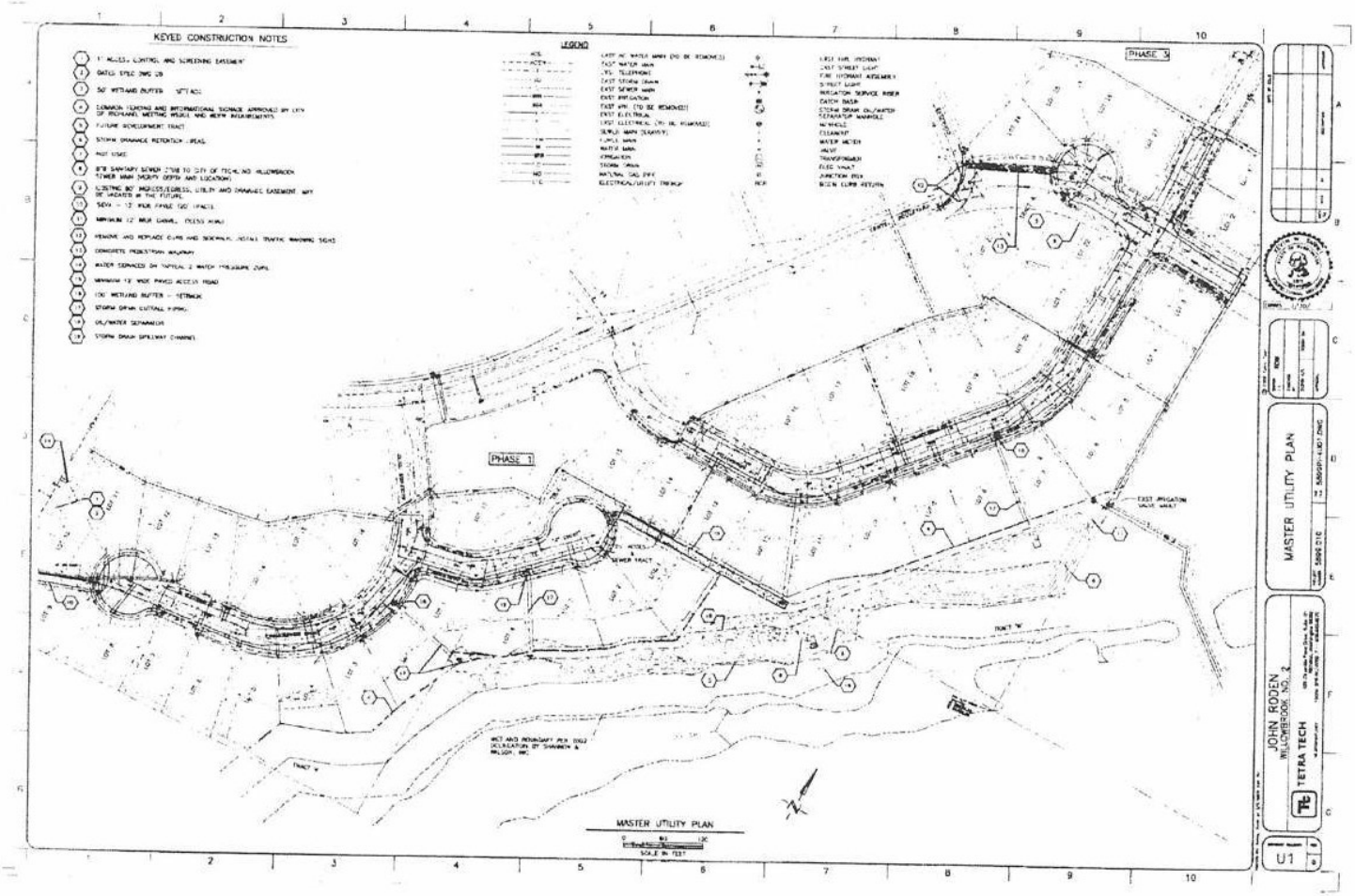
Please notify me of any decisions pertaining to this application.

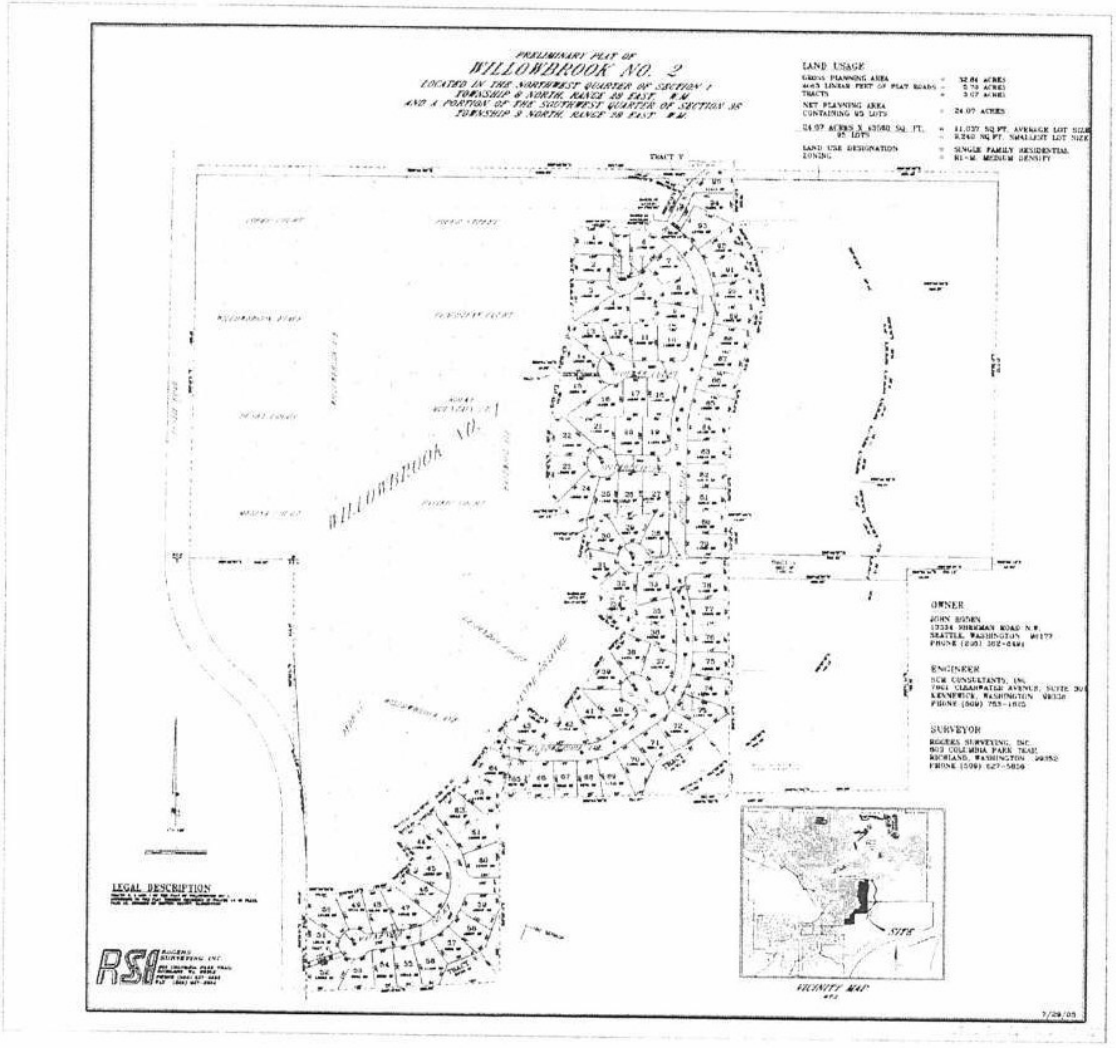
Sincerely,

Daniel Rutherford

WILLOWBROOK NO 2, PHASE 4
LOCATED IN THE NORTHWEST QUARTER OF SECTION 1
TOWNSHIP 8 NORTH, RANGE 28 EAST, W.M.




KEYED CONSTRUCTION NOTES
LEGEND
PHASE 1
PHASE 2
MASTER UTILITY PLAN
JOHN RODEN
WILLOWBROOK NO. 2
TETRA TECH
MASTER UTILITY PLAN
U1


PRELIMINARY PLAT OF
WILLOWBROOK NO. 2
LOCATED IN THE NORTHWEST QUARTER OF SECTION 1
TOWNSHIP 8 NORTH, RANGE 28 EAST, W.M.
AND A PORTION OF THE SOUTHWEST QUARTER OF SECTION 36
TOWNSHIP 9 NORTH, RANGE 28 EAST, W.M.
LAND USAGE
GROSS PLANNING AREA = 32.84 ACRES
4663 LINEAR FEET OF PLAT ROADS = 5.70 ACRES
TRACTS = 3.07 ACRES
NET PLANNING AREA = 24.07 ACRES
CONTAINING 95 LOTS
24.07 ACRES X 43560 SQ. FT. = 11,037 SQ.FT. AVERAGE LOT SIZE
95 LOTS = 8,240 SQ.FT. SMALLEST LOT SIZE
LAND USE DESIGNATION = SINGLE FAMILY RESIDENTIAL
ZONING = R1-M MEDIUM DENSITY
TRACT 'A'
WILLOWBROOK NO.
OWNER
JOHN BOWEN
13224 SHERMAN ROAD N.E.
SEATTLE, WASHINGTON 98177
PHONE (206) 362-6491
ENGINEER
SCR CONSULTANTS, INC.
7904 CLEARWATER AVENUE, SUITE 203
KENNEWICK, WASHINGTON 99336
PHONE (509) 783-1615
SURVEYOR
ROGERS SURVEYING, INC.
903 COLUMBIA PARK TRAIL
RICHLAND, WASHINGTON 99352
PHONE (509) 627-5856
LEGAL DESCRIPTION
RSI
SITE
VICINITY MAP
7/29/05


PACIFIC COURT
"A" CRT.
TRACT
WETLAND & BUFFER
TRACT
WETLAND BUFFER
TRACT
WETLAND BUFFER
EDGE OF WETLANDS
EDGE OF WETLANDS
50' BUFFER
SCALE IN FEET
0
60
120
Phase 4

## Simon, Rick

**From:** Daryl <darylbrown@charter.net>
**Sent:** Wednesday, October 01, 2014 8:55 PM
**To:** Simon, Rick
**Subject:** Apartments Proposed Adjacent to Willowbrook Development

Mr. Simon,

I am surprised and dismayed to see a proposal for multi-family housing between the existing Willowbrook neighborhood and the Amon Creek wetlands. I would have thought this land was zoned for single family housing only, which would make more sense. High-density housing is better located near major arterials so the heavy traffic from the high-density housing does not have pass through single family housing streets to get to arterial streets. Not only is this a nuisance, but it also significantly increases the risk of a traffic accident involving children who are otherwise accustomed to streets with light traffic. While many in Willowbrook will resist any development of the land, allowing one more row of single family housing seems like a reasonable compromise to me.

Daryl Brown
116 Center Blvd.
Richland

**Simon, Rick**

**From:** kevin haggerty <hagg1157@yahoo.com>
**Sent:** Friday, September 26, 2014 6:45 AM
**To:** Simon, Rick
**Subject:** Duane Smith Multi-Family Site Plan

Mr Simon,

We live at the very end of Piper St. Although we would support the next phase of the Willowbrook addition to allow for an additional and proper exit out of our sub-division onto Center. We do not support this request to build an multi-level apartment complex with the only exit via our sub-division. We we bought and built our home we were informed that this land was land-locked and that Richland was not going to allow for access via our sub-division.I would hope that Richland rejects this request for application.

This is a quiet family sub-division with many children. The increased traffic, crime that comes with apartments, will devalue our homes. This is an area with homes in values in excess of a half million. The city needs to support family single home sub-divisions, NOT apartment building in areas such as this.

Thanks for a NO vote!

Kevin & Carrie Haggerty

February 12, 2016

City of Richland
Attn: Rick Simon, Development Services Manager

Re: Duane Smith Application
Comments on EIS Scoping

Mr. Simon:

My wife and I reside at 2337 Greenbrook Blvd. which is about 1000 feet from the site. We have lived here 29 years and spend a considerable amount of time outdoors including time on the Meadows Springs golf course, time in Claybell Park and the Amon preserve. My comments are based on that experience.

The Environmental Impact Statement should include and address numerous "elements of the environment" as set forth in WAC 197-11-444. I will cite the elements by subpart of the regulation.

Surface water movement/quantity/quality (1)(c)(i); Habitat for and numbers or diversity of species of plants, fish, or other wildlife (1)(d)(i) and; Fish or wildlife migration routes.

The applicant's checklist on these elements is offensive in its speciosity. I have seen deer, coyotes, raccoons, skunks, jack rabbits and squirrels in and around the site--all in addition to the "rodents" identified by the applicant. I have seen myriad ducks, geese, numerous hawks and raptors, Great Blue Heron, kingfisher, doves, quail, pheasant in and around the site--all in addition to the "songbirds" identified by the applicant. Fish & Wildlife has made it very public that it has found fish including salmon in Amon Creek just downstream from the site. The record in this application file shows that the Department of Ecology disagrees with both the applicant's classification and treatment of the Creek and wetland on the site.

Topography (1)(a)(iii); Erosion (1)(a)(v); Runoff/absorption (1)(c)(ii) and; Water/storm water.

These four elements are all related. There is a considerable drop across the

property which is covered with fine soils that are susceptible to erosion. When eroded, soils will flow into the wetland and Amon Creek. Storm water, if not removed from the site, poses a threat to the wetland and Creek. If the developed area is flat then substantial retaining walls or equivalent will be required to, among other things, provide the required lateral support for existing properties on Piper St.

Unique physical features (1)(a)(iv); Scenic resources (1)(e)(v) and; Relationship to existing land use plans... (2)(b)(i).

These three elements are intertwined. The Claybell Park and Amon Creek preserve form a truly unique recreation and natural area within the City. The Park has been developed and expanded several times in the last 29 years. The Amon preserve has now been recognized as a unique physical feature by both the City and a large segment of the citizens. Groups and individuals have been diligent in seeking recognition for and in protecting this valuable resource. Slab sided buildings up to forty feet tall close too and opposite the Park and adjacent to the preserve would forever alter and diminish the nature of both the Park and the preserve. Single family residences bound the park on the north and south. East Amon Creek bounds it to the east. The view west to the Creek with single family residences in the distance is significantly different than a view of forty foot tall Apartment buildings.

The Park and preserve have been planned and "developed" to the extent that they will be. The nature of the preserve is, of course, to prevent any development. In doing so the application site has been affected. In creating the Park and the preserve the eighty foot easement on the section line from the application site to the east has been eliminated. The elimination of a street on the south boundary of the park creates a quieter environment for both the Park and the preserve. It also is quieter for the elementary school which is planned in the Clearwater Creek subdivision being developed adjacent to the Park on the south. The City allowed the Clearwater Creek subdivision to encroach on the south half of the old easement. The City itself encroached on, and eliminated, the north half of the old easement with the recent development of the new soccer fields in the Park.

Noise (2)(a)(i); Light and glare (2)(b)(iii) and; Aesthetics (2)(b)(iv).

These all may have the most impact on the adjacent residences on Piper St. but they also affect and diminish the value of both the Park and preserve. They should be evaluated in relation to both.

Relationship to existing land use plans… (2)(b)(i); Vehicular traffic (2)(c)(ii) and; Fire (2)(d)(i).

It doesn't require a planner or traffic engineer to see the folly and catastrophic fire hazard of developing this site for 112 units at the end of an isolated single street. The applicant has owned this property since November 30, 1988 (Deed at Benton County Auditor File ("AF") #88-14658) at that time the property was subject to Covenants, Conditions and Restrictions limiting the use of the property to single family residences (*See*, recitation in the referenced Deed and AF #86-19654). The City's approval of the Plat of Willowbrook I, with its narrow streets serving the site is consistent with a plan of single family residences. If the applicant wanted to develop the site for apartments he has had ample opportunity to assure adequate access for such a development. He has not. Instead, in the intervening twenty eight years applicant has sat on his rights and not objected to the development of the Park and the preserve. In fact applicant has recently (in relative terms) sought and obtained from the City the right to further restrict the single access to the property by creating a bottle neck of street just twenty five feet wide. AF # 2008-007789.

I urge the city to include the fifteen elements discussed here in the environmental review for the application.

Very truly yours,

Terry E. Miller

9

Roberta D. (Bobbie) Bull
108 View Meadows Ct.
Richland, WA 99352
(509) 628-0818

Rick Simon, Development Services Manager
City of Richland
840 Northgate Drive; Box 190
Richland, WA 99352

I am exceedingly concerned about a proposed development in South Richland. The project is the Duane Smith multiple apartment complex; I am writing about the scope of the EIS for that work. The proposed site is in what I consider to be an already crowded location that will potentially have multiple negative environmental impacts on the surrounding area. My concerns include the following:

- Increased traffic flow not only in the Willowbrook subdivision, but also on other arterials in the vicinity. Most of these are two-lane streets. Increasing the width of the streets would be cost-prohibitive and would be completely disruptive to the environment and those who live close by.
- The increased traffic flow will result in additional air pollution from automobile exhaust, water pollution from street runoff and increased noise pollution. These effects will be magnified due to the limited space in and near the site.
- The infrastructure needed to support emergency vehicles, school buses and local traffic is already stretched beyond reasonable limits with the addition of the Clearwater Creek development. 112 new units with all its inhabitants will only compound these problems.
- Of most concern to me from an environmental perspective is the negative impact this addition will have on the Amon Creek Natural Preserve (ACNP). I am shocked at what seems to be the utter disdain the developers apparently have for the ACNP. The reference to the water way as a "ditch" in the application materials is indicative of the absolute lack of regard the developers have for this place. The West Fork of Amon Creek is spring fed and runs year round. It is home to the creatures who depend on its resources and very special to the many of us in the neighborhood who cherish this little bit of nature in our backyard.
- In the same vein the application materials identified only song birds and rodents "observed on or near the site". This observation was clearly not derived from having spent much time in the vicinity. I walk through the ACNP often and have personally observed and/or noted dens of mammals such as deer, beaver, otters, coyote, badgers, lizards, reptiles, and black-tailed jackrabbits. In years past the local Audubon Society has documented close to 150 species of birds. These creatures are all part of our local environment and are welcomed as neighbors by those of us who live near and use the area. They will clearly be negatively impacted by a project of this size in an already crowded neighborhood.

The potential problems I see resulting from allowing this building project to move forward do not lend themselves to mitigation in any way that will even closely preserve what now exists. In my opinion the proposal is way out of proportion to the existing space. For this reason alone, I urge a scope broad enough to address the concerns I have raised. My real preference would be denial of a permit for that many units.

Bobbie Bull

Bobbie Bull

Roland DeSteese and Mary Evers
228 Rachel Road
Kennewick, WA 99338
February 7, 2016

Rick Simon
City of Richland Development Services Manager
PO Box 190, MS 02
Richland, WA 99352

RECEIVED
FEB 11 2016
BY: .....

Dear Rick,

Thank you for the opportunity to comment on the proposed 112-unit apartment complex near South Richland's Meadow Springs area as posted in today's Tri-City Herald.

We are not in favor for the construction of any apartment complex in that region. We do not feel that the high density residence plan for that region is necessary. We believe that, if any construction in that region has to occur, it should be residential and should match the size, style and value of surrounding homes in that area.

It is clear that the influence from the West side of the state is behind the project. The Tacoma to Everett (including Mukilteo) region needs to consider high density living arrangement, as it is a necessity. That concept does not fit nor is it needed in the Amon Basin area.

We are concerned that increased traffic, unsightly buildings and noise/disruption will be a direct result of apartment building being built on the edge of the Amon Basin.

From our walks through Willowbrook, Claybell Park, and Amon Basin, we have noticed many homes for sale in the Willowbrook area, in particular on Piper Street. The Piper Street home were built with view of nature in mind. I can understand why those houses are for sale knowing that an apartment complex would be going in. I feel sorry for those families being forced to move out, and I am sure it is at their financial loss. Just the mere suggestion of that apartment complex going in has already started a reduction in property values in the area. The value of homes in the nice Willowbrook – Claybell Park - Meadowsprings areas will decline if apartments go up.

To summarize, we are not favor of this apartment complex project. We hope that the City of Richland does not cave to the dollar signs from Mukilteo. Please consider lower-density residential arrangements for that area for the above reasons.

Roland and Mary

Tapteal Greenway

PO Box 3007
Richland, WA 99354
www.tapteal.org
February 12, 2016

Rick Simon, Development Services Manager
City of Richland
P.O. Box 190, MS 02
840 Northgate Drive
Richland, WA 99352

RECEIVED
FEB 12 2016
Planning & Development Services

Dear Rick,

Tapteal Greenway wishes to comment on the scope of the EIS required for the Smith Multi-Family Project (M2014-103). We have grave concerns about the potential quality of the EIS given the applicants cursory treatment of the SEPA checklist and the many inaccuracies in the report prepared by the applicant's consultant. We believe many of our comments to the SEPA checklist need to be addressed in the EIS (see letter dated October 9, 2014 from Mike Lilga to Rick Simon – copy attached).

This Project is located adjacent to the West Fork of Amon Creek, which is identified as a wetland regulated under the Sensitive Areas Code (RMC 22.10). We believe the correct rating of this wetland is Category 1, which requires a 150' buffer per the municipal code as this project constitutes a high impact land use. The requirements of RMC 22.10 must be met during construction and operation of the project. The EIS needs to address the requirements of RMC 22.10.

RMC 22.10.125 states: "No stormwater runoff shall drain into the wetland." Additionally, the West Fork of Amon Creek is a water of the state and RCW 90.48.080 applies:

> "It shall be unlawful for any person to throw, drain, run or otherwise discharge into any of the waters of this state, or to cause, permit or suffer to be thrown, run, drained, allowed to seep or otherwise discharged into such waters any organic or inorganic matter that shall cause or tend to cause pollution of such waters according to the determination of the department, as provided by this chapter."

It is particularly important to prevent runoff from parking areas as well as residue from fertilizer, pesticide and herbicides applied to landscaping from entering the West Fork of Amon Creek. In this regard the placement, capacity and efficacy of the infiltration pond need to be justified. Is the capacity based on the average expected runoff or is it based on the maximum expected? How is expected siltation of the pond accounted for? How is overflow prevented from entering the West Fork of Amon Creek?

It is also desirable to minimize the runoff from impervious surfaces, especially parking lots and roads. What is the municipal code requirement for the number of parking stalls compared to the number planned? If the number planned exceeds the code requirement, how is the additional associated runoff prevented from entering the West Fork of Amon Creek?

The land immediately adjacent to the West Fork of Amon Creek is identified as a Geologic Hazard Area per RMC 22.10. Available data indicates that the soils in this area are susceptible to sheet and rill erosion. The EIS needs to address the risk of soil erosion and measures to prevent eroded soils from entering the West Fork of Amon Creek, particularly during the construction phase.

In addition to being adjacent to a regulated wetland, this development is also adjacent to Amon Creek Natural Preserve. A key function of the Preserve is to provide habitat for native plants and animals. Over 150 species of birds have been observed in the Preserve and recently documented mammals include coyote, black-tailed jackrabbit, beaver, muskrat, otter, mink, and raccoon. It should be noted that the black-tailed jackrabbit is a candidate species of concern in Washington State. Noise, nighttime light pollution and particularly pets are expected to have a significant impact on wildlife in the preserve. The high density housing is expected to lead to a high density of pets. Of particular concern is the impact of cats on migratory and resident birds. What mitigation is provided for these impacts? The impact of pets on vegetation also needs to be addressed.

Current use of the site provides walking and bicycle access to the adjacent Amon Creek Natural Preserve for residents located west of the site (via the existing dirt road to the east and sewer line to the south). Is there a provision in the proposed development to provide continued access to Amon Creek Natural Preserve?

The concerns raised above need to be rigorously addressed in the EIS. However, we believe that the proposed project is incompatible with its location adjacent to the West Fork of Amon Creek and the Amon Creek Natural Preserve as it will be very difficult to prevent significant degradation of both of these sensitive areas. A single family housing development would be much more appropriate for this location.

Sincerely,



Dirk Peterson
Vice President
Tapteal Greenway

STATE OF WASHINGTON
DEPARTMENT OF ECOLOGY
1250 W Alder St • Union Gap, WA 98903-0009 • (509) 575-2490

RECEIVED
FEB 17 2016
BY: P.Bykonen
Postmarked
2/11/16

February 10, 2016

Rick Simon
City of Richland
P.O. Box 190
Richland, WA 99352

**Re: M2014-103**

Dear Mr. Simon:

Thank you for the opportunity to comment on the determination of nonsignificance, notice of scoping, and request for comments on scope of environmental impact statement for the Duane Smith Multi-Family Project. We have reviewed the scoping notice and have the following comment.

**Shorelands and Environmental Assistance**

Ecology commented in 2014 as part of a SEPA consultation process regarding this project. To date, we are not aware of the existence of any revised wetland reports or additional information which has addressed the issues that we brought up in our previous comment letter (attached). The applicant submitted a "response" letter dated September 9, 2014 to Ecology comments. This response letter did not provide additional information which addressed our questions, and the wetland rating forms that were submitted are still not filled out correctly. These reports should be updated/completed by qualified wetland specialists. Ecology would be happy to assist the City in draft wetland report review before the documents are submitted for inclusion in the EIS.

As a synopsis, the following is a list of issues which will have some impact on wetland assessment and formulation of potential mitigation measures. These items should be addressed in the EIS and supporting documents:

- The wetland delineation report requires additional information so that its accuracy can be assessed. Ecology would be happy to review the updated document with the City in the field once the updated information is available.

- The wetland rating must consider the entire wetland area (even if it extends beyond property boundaries) and be accurate. All figures, maps and calculations that were used to answer the rating questions as referenced on the rating form should be included.

- Information on the size and quality of the buffer area (such as a comparison of percent cover of native and non-native vegetation, percent slope and soil composition) should be provided. (Soil information such as drainage class, etc. may be pertinent to the hydrologic study questions below.).

- Information on how the development proposal will impact surface and groundwater flows into the wetland must be presented. Test pits contained in the Geologic Hazard Report for the site were dug in winter and were not dug for the fine-detail information that is needed to understand groundwater levels within the wetland buffer or wetland areas. Background groundwater level data should obtained during the growing season in a year with "normal" climatic conditions after irrigation season begins so that regional water application impacts on this site can be understood. Depth to groundwater (a transect which captures a cross section of the site) and groundwater directional flow, surface water flow information, presence of a caliche layer (or not), location and capacity of planned stormwater detention ponds, would be some details that could help with wetland impact assessment. Ecology recommends that a qualified hydro geologist and qualified wetland specialist, working together, be tasked with data collection and interpretation.

- A survey of plants and animals currently using the wetland and its buffer should be done. Information on how the project would affect those populations and what could be done to mitigate for the impacts should be discussed in the EIS. Previous information submitted was general and not site specific.

- Potential impacts from the project on previously situated wetland mitigation/preservation areas should be described and shown on site maps. Increased impacts from human and pet use of the localized area from this high-intensity development should also be discussed.

- Information on stormwater inputs from lawn chemical inputs and parking lot runoff should be provided. Proposed treatment systems (stormwater facilities) should be described Methods used for design should be consistent with the Eastern Washington Stormwater Manual.

- Expected future City utility maintenance procedures should be described, especially as they might impact required wetland buffer areas.

If you have any questions, concerning the Shorelands and Environmental Assistance comment, please contact Cathy Reed at (509) 575-2616.

Sincerely,

John A. Adams

For Gwen Clear
Environmental Review Coordinator
Central Regional Office
(509) 575-2012

Enclosure: Letter Dated 10-07-14 Ecology to R. Simon w/photos & ECY Pub. 10-06-015

5097

February 11, 2015

Mr. Rick Simon
Development Services Manager
P.O. Box 190MS02
Richland, WA 99352

Dear Mr. Simon,

I am concerned about the current plan to build more apartments in the Meadow Springs Willow brook area that has previously been used as a park and open space. Besides the current noise of the many trains that go by daily, the addition of over 200 families will add to the noise, pollution, and traffic problems especially on Bellerive. The animals are already few and the quality of life for our neighborhood for which we are highly taxed will be lessened.

I live in the Heights at Meadow Springs and am concerned about future building.

Sincerely,

Barbara Gamber

Barbara Gamber
509-627-4519/herbargam@charter.net
2673 Tiger Lane
Richland, WA 99352

Feb 10, 2016

Rick Simon

Richland Development Services

P.O. Box 190, MS 02

Richland, WA 99352

Dear Mr. Simon,

This is regarding the proposed apartment complex near Meadow Springs.

I do understand there's an upside for the developer and for the City of Richland. For the many people who live and drive through the area, there is only a downside.

Then there is the issue of quality of life that open space and nature areas bring. Most of us enjoy that. An endless stream of housing (of any kind) starts to become kind of hideous. Planning should include some breaks in that stream, to include open spaces. That would be a legacy. I suppose, like with anything else, it requires balance.

I am pro-development done in a balanced way.

Just because you can do it doesn't mean you should.

Sincerely,

Lisa Gerard

103003 E. Vaca Rd.

Kennewick, WA 99338



BRICKLIN & NEWMAN LLP
lawyers working for the environment

Reply to: Seattle Office

October 10, 2018

**VIA E-MAIL TO** soneill@ci.richland.wa.us

Shane O'Neill
Senior Planner
City of Richland
840 Northgate Drive
Richland, WA 99352.

Re: Mitigated Determination of Nonsignificance ("MDNS") Issued for the Willowbrook Place Multi-Family Residential Project Submitted by Cliff Mort (M2018-100)

Dear Mr. O'Neill:

I am submitting these comments on behalf of the Willowbrook Homeowners Association regarding the Mitigated Determination of Nonsignificance ("MDNS") issued for the Willowbrook Place multi-family residential project application submitted by Cliff Mort. The proposal will have significant adverse environmental consequences to the Amon Creek Natural Preserve and the surrounding neighborhoods, including to members of the Willowbrook Homeowners Association. Tellingly, the applicant's original proposal submitted in 2014 resulted in a Determination of Significance due to the adverse environmental impacts associated with the proposal. Though the applicant has slightly altered the proposal in the current application and has submitted a wetland delineation report, the significant adverse environmental impacts remain. An Environmental Impact Statement ("EIS") is necessary to fully evaluate the environmental consequences of the proposal.

## SEPA'S THRESHOLD DETERMINATION PROCESS

The Washington State Environmental Policy Act ("SEPA"), RCW Ch. 43.21C, *et seq.*, and its implementing regulations, WAC Ch. 197-11, guides when a governmental agency should require an EIS for a proposal. The Washington Supreme Court has said

> In essence, what SEPA requires, is that that the "presently unquantified environmental amenities and values will be given appropriate consideration in decision making with economic and technical considerations." RCW

> 43.21C.030(2)(b). It is an attempt by the people to shape their future environment by deliberation, not default.

*Stemple v. Dept. of Water Resources*, 82 Wn.2d 109, 118 (1973). If a proposal may have a probable significant adverse environmental impact, then the responsible official must prepare and issue a determination of significance and require an EIS. WAC 197-11-360(1).

An EIS analyzes environmental impacts and must be used by agency decision makers, along with other relevant considerations or documents, in making final decisions on a proposal. WAC 197-11-448(1). Additionally, the EIS must inform decision makers and the public of reasonable alternatives to the proposal. WAC 197-11-400(2).

The first step in the SEPA review is the preparation of environmental checklist. WAC 197-11-315. The checklist and other information are used to make a "threshold determination," which is the formal decision as to whether the proposal is likely to cause significant adverse environmental impacts. WAC 197-11-330. The threshold decision will result in issuance of a Determination of Non-Significance (DNS), a Mitigated DNS (MDNS), or a Determination of Significance (DS). If a DS is issued, a full EIS must be prepared. WAC 197-11-340; -355; -360.

SEPA regulations specify when a proposal will cause significant adverse environmental impacts, and several regulations are relevant to the City of Richland's decision to require an EIS. The first determination is what qualifies as a "significant" impact. SEPA regulations define the term "significant":

> (1) "Significant" as used in SEPA means a reasonable likelihood of more than a moderate adverse impact on environmental quality.
>
> (2) Significance involves context and intensity (WAC 197-11-330) and does not lend itself to a formula or quantifiable test. The context may vary with the physical setting. Intensity depends on the magnitude and duration of an impact.
>
> The severity of an impact should be weighed along with the likelihood of its occurrence. An impact may be significant if its chance of occurrence is not great, but the resulting environmental impact would be severe if it occurred.
>
> (3) WAC 197-11-330 specifies a process, including criteria and procedures, for determining whether a proposal is likely to have a significant adverse environmental impact.

WAC 197-11-794. As the regulations state, the severity of the impact can result in a significant impact, even if the likelihood of the impact happening is not great. For example, the increased risk of flooding caused by removing wetlands and upland area that can more effectively filter water runoff and replacing it with impervious surface can greatly increase the likelihood and severity of

flooding that will cause severe environmental damage. Flooding could not only damage property and put lives at risk in the proposed development, but it could also result in severe property damage to adjacent city-owned and private property. In that case, the possible impact would be considered "significant" for SEPA purposes because even though flooding is not likely to occur often, the impacts can be extremely severe. An EIS would be useful for the City of Richland because it would give the City the full scope of floodplain impacts.

**THE CITY HAS ALREADY DETERMINED THAT A SIMILAR PROPOSAL IN THE SAME LOCATION WOULD HAVE PROBABLE SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS**

Tellingly, the City has already issued a Determination of Significance for the applicant's previous proposal at this site. The only discernable difference between the original proposal and the current proposal is that the applicant has marginally reduced the number of proposed apartment units from 112 unites to 96 units. Otherwise, the environmental impacts of the proposal will remain the same.

It is irrelevant that the applicant has now submitted a wetland delineation report with the current proposal. First, that report does not evaluate the environmental impacts of construction or the Willowbrook Place development (discussed below). Second, submitting more information does not change the previous determination that the proposal will cause significant adverse environmental impacts. The impacts will still be the same as the previous application. The only thing that has changed is that this time, the applicant has provided the location of the wetlands that will be impacted.

Because the previous iteration of the project has been determined to cause significant adverse environmental consequences and the project remains largely the same, the City should make the same Determination of Significance here.

**THE PROJECT WILL CAUSE SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS**

Under SEPA's regulations, the City of Richland should require the applicant to complete an EIS for the proposed multifamily project because it will cause significant adverse environmental impacts.

The context of the proposal is very important for assessing the significance of the impacts resulting from this development. In more heavily populated areas of the City of Richland, a large planned residential development would likely have less adverse impact because it would be more compatible with the surrounding setting. However, the Willowbrook Place proposal is in the context of an area that is more ecologically sensitive. Altogether, a high intensity development within the context of the proposed site will lead to significant impacts because the proposal will fundamentally alter the existing area.

The threshold determination process, WAC 197-11-330, provides useful guidance on when a proposal requires an EIS. The official responsible for determining an impact's significance must take into account several factors. First, the official has to evaluate the location of the proposal, recognizing that the same proposal might have a significant adverse impact in one location but not in another. WAC 197-11-330(3)(a). Much like the context analysis of a proposal is important in determining the significance of the project, the impacts of a proposal can vary depending on its location. Here, the impacts from the Willowbrook Place proposal are much more significant at the proposed location than they would be in other parts of Richland where residential development is already more intense and an existing greenbelt did not exist. Residents in the area chose the location because of its single-family character and close proximity to open space provided by the wetlands and greenbelt. Where the Willowbrook Place proposal would likely have fewer adverse impacts in locations throughout Richland that are already more heavily developed, this proposed location will have significant adverse impacts on the surrounding community due to its existing characteristics.

Next, the responsible official must consider impacts that appear marginal in isolation, but when considered together may result in significant adverse impacts. WAC 197-11-330(3)(c). Traffic, impacts to wetlands and floodplains, pedestrian access, public transportation access, aesthetics, and a host of other potential impacts must be considered together to determine whether or not the proposal will have a significant impact as a whole. Much like a potential homebuyer would consider small factors, such as the location of the home, floor layout, and backyard, all together make potential buyer want to pass on the house, the City must consider all of the potential impacts together to determine if they will have a significant impact. In this case, certain impacts from the Willowbrook Place proposal, such as traffic and the impact to wetlands, can have a significant impact by themselves. When all impacts are considered together, the proposal will certainly have a significant impact on the surrounding environment.

The responsible official must also consider whether the proposal is hard to forecast because some variable cannot be predicted. WAC 197-11-330(3)(d). Wetlands are an example of a complex ecosystem where it is difficult to forecast environmental impacts and requires further environmental analysis. Wetlands ecosystems are dependent on a variety of different components, ranging from wildlife to vegetation to water quantity and quality. Floods caused by increased urban runoff are often unpredictable and difficult to forecast.

Finally, the responsible official must consider whether the proposal may to a significant degree adversely affect sensitive areas such as wetlands. WAC 197-11-330(3)(e)(i). As previously noted, there is no doubt that there are wetlands currently at the proposed site.

## INCOMPLETE INFORMATION

The applicant's SEPA Checklist is missing important information that the City needs to fully evaluate the environmental consequences of the Willowbrook Place proposal. The City's MDNS is premature because important information is lacking that would inform the City whether

significant adverse environmental impacts will occur. Furthermore, an EIS is necessary to fully evaluate these significant adverse environmental consequences. Under SEPA, the City of Richland can — and should — require an applicant to submit more information on subjects in the checklist and consult with other agencies on the proposal's potential impacts. WAC 197-11-335. When there is insufficient information, SEPA allows the responsible official to require more information from the applicant. WAC 197-11-335(1).

While a "Critical Area Report" was supplied by the applicant, this document is lacking in key information that would allow the City to make an informed decision of the impacts of the Willowbrook Place proposal on the wetlands. The report does not even attempt to analyze the impact of the proposed development on the wetland:

> At this time no project is proposed for the subject property. The applicant is submitting solely for the purpose of verification of the wetland boundary and category. These approvals will be used as the basis for future development of the subject property.

Report at 4. Instead, the report only provided "wetland boundary and category verification," *i.e.*, where the wetlands are and what the classification of the wetlands is. Report at iv. Currently, there is absolutely no information on what impacts to the wetlands will occur due to construction, increased stormwater runoff, traffic, and operation of the large multi-family complex. The City does not have enough information to fully assess the environmental impacts of the proposal.

The SEPA Checklist and application is also missing information on the traffic impacts of the proposal. The applicant has provided virtually no information of traffic impacts beyond a rough estimation that "According to the ITE Trip Generation Manual, an apartment unit will generate 6.65 trips per day. This equates to 638 trips per day." SEPA Checklist at 14(f). First, the applicant is clearly utilizing an older version of the ITE Trip Generation Manual because the SEPA Checklist was originally prepared in 2014, and the 10th Edition of the ITE Trip Generation Manual was published in 2017. Second, the applicant provides no analysis of the traffic impacts of having Piper Street serve as the sole access point to the Willowbrook Place project. Piper Street is a quiet, residential street with several cul-de-sacs and dead-ends near the location where the Willowbrook Place project would access it. The access point for the Willowbrook Place multi-family project is located at the far end of the Willowbrook neighborhood — requiring residents of the Willowbrook Place project to travel through the entire Willowbrook neighborhood before they can access the arterial street of Leslie Road. The addition of hundreds of vehicular trips to the quiet streets and cul-de-sacs of the Willowbrook neighborhood is completely incompatible with the existing transportation usage and is virtually guaranteed to cause significant adverse environmental impacts. Yet the applicant has submitted virtually no analysis of the transportation impacts, and the City has accepted this flimsy proposal. Furthermore, this proposal must be analyzed within an EIS.

The SEPA Checklist and application is also missing a geologic hazard report. Portions of the subject property are designated as Geological Hazards (Steep Slopes) under the 2017 Richland Comprehensive Plan. *See* LU-4—Critical Areas. Before the issuance of a SEPA threshold determination (including a MDNS) involving geological hazardous critical areas, the city code requires a geologic hazard report to be submitted by the applicant. RMC 22.10.370(B)(1).

**CONCLUSION**

Ultimately, the Willowbrook Place proposal will cause significant adverse environmental impacts on the surrounding community and environment. Not only is an EIS is required under SEPA, but it is also necessary to more fully evaluate the missing information that the applicant has not supplied. The City has already determined that a very similar project would cause probable significant adverse environmental impacts and issued a Determination of Significance. The current iteration of the proposal has not changed in a sufficient manner to show that these probable significant adverse environmental impacts will not occur. The Willowbrook Homeowners Association respectfully requests that the City of Richland issue a Determination of Significance and require the applicant to undertake an EIS.

Very truly yours,

BRICKLIN & NEWMAN, LLP

Jacob Brooks

Jacob Brooks

JB:psc

cc: Clients

**From:** bigcat@charter.net
**To:** Stevens, Mike
**Subject:** Willowbrook Place Site Plan - EA 2020-114 input
**Date:** Tuesday, October 27, 2020 8:39:43 PM

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Mr. Stevens (Mike) -

Please find following input, provided from a longtime City of Richland resident who lives nearby the area of Willowbrook Place proposal, who frequents nearby recreation areas often, travels upon the adjacent corridor multiple times daily, and whom is well aware of past city efforts to provide plausible transportation connections in the proposal area. Let me be clear of my opposition to the Willowbrook Place proposal, based on a variety of personal preferences and professional observations.

My wife, family, and I frequent the Amon Basin for recreation and enjoy the natural undisturbed setting. The proximity of Willowbrook Place will have dramatic impacts on the enjoyment of these areas. The visual impacts will be undeniable. Added volumes (people) in the area are a concern. Greater densities sometimes do NOT belong in certain areas. Amon is an wonderful example of such.

Travel upon the Broadmoor/Bellerive corridor is already at levels of congestion during select times, and often experiencing dangerous conditions along the entire frontage of Claybell Park. All appearances are this proposal is well-crafted to direct vehicular trips directly to the north (Broadmoor/Bellerive) You are likely aware, the current (med/high density) zoning of subject parcels was approved when city had planned direct access to both Leslie and Steptoe corridors....As proposed, this development has neither. The citizens and taxpayers who reside in properties to the north should not bear the impacts of poor planning and inability to secure rights-of-way to develop a transportation network. This situation is a result of poor implementation of plans.....I feel strongly that those who reside nearby should not feel the impacts disproportionate to those in areas immediately adjacent. A glaring example of poor administration of plans is where the city has allowed for a cul-de-sac where Center Blvd would connect this proposal to Leslie Rd. It is the city's responsibility to maintain necessary access to their network These actions appear deliberate to direct the Willowbrook Place trips northward by creating circuitous routes west to Leslie Rd. I hope the city has the courage to demand a proposal that is dramatically different than what is being proposed.

I want to again state my opposition to the proposal, with particular opposition to the connection to Broadmoor/Bellerive. The citizens of Richland deserve better. Claybell Park and Amon Basin are treasures. It is essential the corridor serving them remain at traffic levels tolerable for a 25 mph neighborhood collector frequented by all modes of travel. If this proposal moves forward, the vehicular trips associated should be directed to Leslie Rd. and away from Claybell park.

Thank you -

Brian Malley
2307 Franz Court
Richland, WA 99352

**From:** Shea Meehan
**To:** Stevens, Mike
**Subject:** Willowbrook Place Site Plan / File No. M2020-101
**Date:** Thursday, October 29, 2020 4:00:01 PM

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Mr. Stevens:

I am a Richland resident. I strongly oppose the proposal to connect the Willowbrook Place apartments to Broadmoor through residential lots. There is already ample traffic on the street and it was not designed with this connection in mind. It would drastically change the character of the neighborhood. Also, it will heighten the safety risks that already exist for the users of Claybell Park and families living in the area. I hope that the City rejects the plan.

Regards,

Shea C. Meehan
509.554.1690

**From:** ivar@pocketinet.com
**To:** Stevens, Mike
**Subject:** Willowbrook Place
**Date:** Monday, October 19, 2020 8:28:50 PM
**Attachments:** image002.jpg

---

Mike,

I find the Willowbrook Place concept site plan unacceptable over three points.

First, Broadmoor BLVD was not designed for the increase in traffic that would come with these apartments.

Second, location of the intersection at a curve like this seems to invite collisions between cars, but more *pedestrians* crossing.

Third, it is entirely inappropriate to put this much parking lot runoff (chemical pollution) into, or near, a protected waterway.

Thank you.

Ivar Husa



**Bird ,Insect, and Astrophotography**
**Woodworking**
**Lower Columbia Basin Audubon Society**
Richland, WA
509 378-4064 (cell) ivar@pocketinet.com

**From:** Deb
**To:** Stevens, Mike
**Subject:** Willowbrook Plans
**Date:** Tuesday, October 27, 2020 9:39:09 PM

---

Dear Mike Stevens,

I'm writing in opposition to the building of an apartment complex in Willowbrook. I have several concerns about this proposal, as follows:

1. The increase in traffic and safety risks in what is currently a safe neighborhood for walking dogs and children playing. It does my heart good to see people out walking, some with their dog, lots of children riding bikes and other interesting moving devices. Saturday night there was a large group of children playing tag or hide and seek and it was so fun to hear their laughter. I saw them on Eastwood and Piper, running on the sidewalks, streets, across lawns and down secret sidewalks. It was dark and they were wearing dark clothing, having fun, and not thinking about safety. Yep, just being kids. Increased traffic would put them at increased risk of a tragic accident/injury. It will also make Leslie a much more dangerous street by increasing the chance of fender benders and severe auto accidents.

2. Have you wandered around Amon Creek Nature Preserve? From the road it looks like a bunch of sagebrush but there are so many different creatures living there. From a multitude of creepy crawlers, like praying mantis, scorpions, various beetles and so much more. Then there's the fuzzy creatures; rabbits, beaver, gophers, or groundhogs or whatever they are. A walk through the preserve can be a magical adventure as well as a great teaching moment when one takes children with them. Sometimes it's the children doing the teaching! The negative effects the apartment complex will have on this protected wonderland is a huge concern. It needs to continue to be protected.

3. The breaking of city codes and zoning violations must also be considered. The current homeowners in Willowbrook are required to abide by city and zoning regulations so there should not be a double standard for someone else.

4. The increase in crime in the area that will come with the apartment complex is also a concern. Why do I think crime will increase? I moved into a family friendly neighborhood and was surprised at the amount of crime I was unaware of until after moving in. On one of the multiple visits from police due to theft and/or vandalism, I lamented to the police officer I was surprised by the crime. The police officer stated that any time there are apartment units nearby, the crime rate increases. He pointed out the apartments down the street, two blocks over, etc. and said he wasn't surprised. Another time, I was looking for a place to live in between selling and buying a home. The insurance company I had balked at where I was thinking of living, so I called the police department and asked about it. The office I spoke with didn't want to commit so I finally asked, 'Would you let your mother live there?" When the officer said no, I knew I needed to keep looking.

Please reconsider violating city codes, zoning ordinances and consider saving the nature preserve and family safe surrounding neighborhoods.

Sincerely,
Deborah Kay
252 Scouler Ct.
Richland, WA  99352
509-551-4484

**From:** paeton bobiles
**To:** Stevens, Mike
**Subject:** Willowbrook problem
**Date:** Friday, October 16, 2020 9:01:51 AM

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Hi Mike,

My name is Paeton Westcott and I'm a resident and homeowner in the Willowbrook area. I've heard that there is a proposal to build apartments in Willowbrook along the Amon creek natural preserve.
In a world where natural preserves are becoming more and more scarce, especially near suburban areas this is very concerning to me. The natural preserve is already a small area, and cramming more apartments into it doesn't make sense to me.
My husband and I bought this home last year, one of the main drivers was being integrated into a great community, particularly being family oriented.
We are extremely disappointed to find that yet another apartment complex is trying to find it's way through our neighborhood, as it'll defeat the lifestyle we moved here for by having increased traffic in our area and disrupt the neighborhood environment.
Should this proposal go through, my wife and I will very likely sell our home and leave the tri-cities.

I urge you to oppose this proposal, nowadays there's very few areas that are ideal for raising families. Please don't take another one of these areas away.

This neighborhood is my american dream and I would love to keep it the way it is.

Thank you,

Paeton Westcott

**From:** H.L. Kallio
**To:** Stevens, Mike
**Subject:** Willowbrook
**Date:** Monday, October 12, 2020 4:20:06 PM

---

Enough already. Single family homes or no construction whatsoever. Smith is an absentee landowner with no regard for the integrity of our neighborhood and his out-of-control greed will destroy this community. I cannot believe you guys continue to entertain his ridiculous proposals.

**From:** Hope Liston
**To:** Stevens, Mike
**Subject:** Willowbrook
**Date:** Sunday, October 25, 2020 1:44:44 PM

---

Safety concern regarding new housing nearby. Too much traffic.

**From:** Tracy Wilson
**To:** Stevens, Mike
**Subject:** Willowbrook
**Date:** Wednesday, October 7, 2020 11:43:28 AM

---

The entrance of 96 units onto broadmoor and the one on willlowbrook /piper is absolutely unacceptable.

Where else in RichlanD do complexes dump into residential streets? In this areas they all exit directly to arterials.

Bellerieve, Gage, and Leslie . Not one street that has existing homes.

The broadmoor exit is on a terrible curve. I walk down that path from piper to broadmoor. Crossing that street is awful. You cannot see who is coming around the corners. That street will become the main exit as it has has direct access to Leslie or going over to Bellerieve.

This complex has to move to have access to an arterial.

Why can't it have a street that connects all the way over to Bellerieve by clay bell park? There are zero homes on that road and goes straight up to gage?

When this neighborhood has multi unit zones approved the area plans were very different. The surrounding area has changed but this did not.

If this was being Zoned now, not one person would design this as multi zone and have the access points the way they are.

The accidents happening with residents , bikes, pedestrians, cars and children is going to be significant. The City will be in financial ruin as nobody believes this access traffic pattern is safe.
I applaud adding affordable housing and there are other options to consider with different road access.

Please do not approve this. Pleas add a road going over to claybell to connect to Bellerieve need the entrance to Cottages at Clearwater Creek. Much much safer and no impact on residential.

Tracy Wilson

**From:** Shirley Floyd
**To:** Stevens, Mike
**Subject:** Willowbrookapartments
**Date:** Friday, October 30, 2020 4:49:54 PM

---

My name is Shirley Floyd and I am sending this email stating my opposition to M2020-101 and EA2020-114.
My husband and I are in the process of building a house on Piper Street.We did not know anything about the plan to build apartments behind our house, so, it was a real shock when we learned that.
We were drawn to the Willowbrook area because of the family friendly atmosphere and it's proximity to the nature preserve.
There are a multitude of people who walk and run in the area, not to mention all the children playing. The increased traffic is a great safety concern!The preserve will most certainly be negatively impacted by the inappropriate housing that is proposed. The huge influx of people will violate the peaceful habitation of the preserve.I feel that everyone has a responsibility to protect nature and the wetland that exists. I feelthat the huge complex will be a blight to the neighborhood. Please consider stopping this terrible proposition.
Sincerely
Shirley

**From:** Timothy Albertson
**To:** Stevens, Mike
**Subject:** Willowbrooks Proposed use - M2020-101 & EA2020-114
**Date:** Wednesday, October 28, 2020 4:26:21 PM

---

Good Afternoon,

I reviewed the Application from Big Creek Land Company regarding an apartment complex.

As a resident of Meadow Springs who travels on Broadmoor Street regularly, it is clear no one has done an impact study on the volume of traffic that a 96-apartment complex will have on the infrastructure and safety of all of us who reside in the neighborhood.

Putting the entrance on Broadmoor Street presents a serious hazard to the community in that it is safe to say there will be an additional 200-400 cars on Broadmoor each day. We already have congestion issues due to the park that is located down the street from the proposed entry access to the new development.

Please consider the impact to those directly affected by it on a daily living basis as well as the impact to the wildlife reserve that it will impede on. I imagine the residents of Willowbrook have already addressed the negative impact it will have on the value of their homes if a multi-level apartment building is erected next to their homes so will not beleaguer that issue. Should this go forward I imagine they collectively will approach the Treasurer office to address the diminished value issue for future tax assessment purposes.

Regards,
Tim Albertson
1927 Sheridan Place

**From:** Jacqueline Delgado
**To:** Stevens, Mike
**Subject:** Wilowbrook Apt. 2
**Date:** Monday, October 26, 2020 1:31:18 PM
**Attachments:** IMG_0491.MOV

---

Dear Mr. Stevens,
Here is another video of some coyotes right outside our backyard where the apartments would be built.

Enjoy,
Jacqueline Delgado

October 26, 2020

Dear City of Richland:

As concerned citizens, we care about nature and democracy, which is why we are writing you.

As Richland residents, active volunteers with Tapteal Greenway Association, and parents of two future community leaders we are writing with major concerns about the proposed large living capacity building, up to a 96 residents, in the Willowbrook Community (M2020-101 & EA2020-114). This proposed build puts our land, water, climate, wildlife and one of the few in-town environmental educational opportunities at risk by making enormous changes that will affect the adjoining, approximately 80 acre, Amon Creek Natural Preserve.

Even with environmental experts being brought in, a quick glance or short study of Amon Creek Natural Preserve fails miserably in advocating for the treasure that it is. This nearly 80 acre natural area consists of our native wetland, riparian and shrub steppe ecosystems. There are documented sightings of over 150 bird species as well as an extremely diversified wildlife including black-tailed jack rabbits, beavers, hawks, badgers, and even otters (the mascot of the neighboring Amon Creek Elementary School). We personally have had the privilege of leading students from all over the Tri-Cities, as well as community members, through the 2 mile soft trail system on several occasions and in each season. Every time we are awed by the unique experience and nearly untouched beauty right here in the middle of our beloved Richland Community.

Have you personally had the opportunity to spend any amount of time in the preserve? Have you ever been startled by the blue heron taking flight as you round the corner toward the irrigation pond? What about sitting for an hour with a homeschool group to sketch a sighted black-crowned night heron as it looks back at you with its red eyes? Have you seen a child's face fill with delight when they see an otter swimming in the south pond? Have you considered the connection that the water that is filtered by the riparian plants in Amon Creek is directly connected to the bigger waterways that our community depends on? There are so many benefits of this natural area and we fear this proposed rise in human activity and further encroaching will lead to its irreparable demise. Do we really want to test how narrow the corridor can get before the wildlife disappears or the water quality is negatively impacted? Once it is gone can we ever get it back?

Our biggest concerns include noise pollution, light pollution, road wash off of oil and other nitrogen pollutants running into the preserve and wetland, garbage and litter, and that a lack of understanding and advocacy by the city will promote a lack of understanding and advocacy by the residents. We want our children and future Amon Creek Elementary scholars to be able to visit Amon Creek Natural Preserve in years to come and enjoy the animals, birds and native plants that filter the water so efficiently.

We are exercising our right to freedom of speech as Richland citizens against any attempt made by any contractors (local or not), land owners or the city to skirt the proper democratic process or undermine existing environmental laws that exist to protect our local and natural treasures.

Sincerely,

John (Gabe) Martin, Sally Martin, Lenah Martin (13) and Johnathan Martin (11)

October 29, 2020

Mike Stevens
Richland City Planning Manager
Richland, WA 99352

RE: 96-Unit Apartment Complex

Mr. Stevens,
Our family, our neighborhood, and our surrounding neighborhoods strongly oppose approval for building 96 residential units on a narrow strip of land between the Willowbrook neighborhood and Amon Creek Natural Preserve (ACNP).

Not only will building on this acreage impact the Amon Creek Natural Preserve and its wetlands, it will have a significant impact on Willowbrook and nearby neighborhoods. Besides increased traffic there is only one planned ingress/egress road to the proposed apartment complex that will go directly in and out of our neighborhood through a poorly designed road slated to be built between two houses that doesn't meet proper zoning. There are no other apartment buildings in the Tri-Cities with access only through an existing neighborhood. All other apartment complexes are served by arterial roads.

Along with increased traffic in our neighborhood and on Broadmoor, which will present a significant safety risk for pedestrians, drivers and those in need of emergency care; there would be an increase in the levels of noise and artificial light. All of this combined will not only affect the quality of life in our neighborhoods and this area of the City of Richland, but it will also reduce the property value of not only our neighborhood, but the surrounding neighborhoods as well. And the constant lighting from a parking lot immediately adjacent to the wetland habitat will cause change in wildlife behavior and can be detrimental to the resident and migrating birds.

Additional points that are wrong about the proposed development are that, (1) the ACNP will be dramatically impacted by the construction activities, (2) its unsuitable residential proximity and, (3) ongoing environmental destruction due to human activity. The unrealistic buffer zone of only 150 feet from the wetlands will not reduce human impact on fish, waterfowl and other wildlife with habitat in the ACNP, along with multiple native plants. There is insufficient planning for water quality and runoff in the preserve to mitigate flooding and pollution from pesticides, fertilizers, and other chemicals.

Washington State's total wetlands are less than 2%. Protecting our wetlands isn't someone else's responsibility it is *everyone's* responsibility. Ongoing community collaboration is the only way to maintain and protect the wetlands. Please do the right thing…Once approved and built, you cannot go back…

Sincerely,
*Carol Groce*
Carol Groce
204 Center Blvd.
Richland, WA 99352
(509) 554-6341

William Kitchen
2737 Chelan Loop
Richland, Washington 99352

Mr. Mike Stevens
mstevens@ci.richland.wa.us
625 Swift Blvd., MS-35
Richland, WA 99352

SUBJECT: PROPOSED WILLOWBROOK PLACE APPARTMENT COMPLEX

Dear Mr. Stevens,

The intent of this letter is to provide my opposition to the proposed Willowbrook Place apartment complex project.

We have been in our house in the Clearwater Creek development area for a little over a year. Our house is placed on the northern side of the development and we have a clear view of the natural habitat and Willowbrook area. Prior to making a bid on our current property, I went to the Richland City Hall to speak to someone knowledgeable of the natural area that fronts the backyard of our property and inquire about any future plans of additional construction in the area before Willowbrook and Piper streets. The gentleman was very helpful and showed me a plot map of the area and the planned developments.

The one area he highlighted was where the multiple family zoning occurred and where an apartment complex was planned. He stated that the complex would be constructed down toward the Claybell Park area and should pose no issue with your location. However, as one can see by the drawings, a good portion of the complex will be directly across the nature area. Obviously I am dismayed that we spent almost $.4M under a false pretense by a City of Richland representative.

I had no idea about this proposed complex until my neighbors mentioned it to me and the signs of the pending project appeared. After studying the plot plans, I realized that destruction of much of the native lands will be destroyed and the wild creatures we have grown to enjoy will be driven away or killed.

I read in the plan the different wild life that could be impacted but they missed two that I have seen and heard in this "*protected"* area. The first are the beavers and they can be seen occasionally in the natural water areas…they are difficult to see, but if you look at some of the downed trees, you will see the beaver is alive and active in the area. The second are the coyotes who have two or three dens in the area. They've become very interesting to watch and listen to as they begin their "*singing*" when the 9:30 p.m. freight train comes on the tracks. It's like they are warning the others of the pending danger and signal to them to take cover. I've seen the coyotes during the daytime only during rain or snow. They are noted for keeping the rabbit numbers down but I can tell you they haven't adversely affected the rabbit population one bit. We have an abundance of jackrabbits visible at almost any time of the day.

As a side note, when my grandchildren come over for a visit, the first thing out of their mouths is "when can we take a walk in the desert". The number of children I see in the "desert" walking with their parents is quite a sight and if they are like my grandchildren, they are enjoying a great learning experience.

Finally, I must address the traffic that this project will produce and the dangers it will result. The abutting streets are narrow and cause an already difficult progression of cars when cars are parked on both sides. This is most evident on Broadmore while folks are enjoying Claybell Park. I have seen children and adults try to cross the street and are almost hit by on-coming traffic due to the difficulty seeing around the parked cars trying to see the traffic. Personally I drive that location at about 15 MPH so I can react in time. On the Willowbrook side, we could see from our house the difficulty the cars had going up the hill of Piper Street during days of snow or freezing rain. That was before the most recent houses were constructed and couple that with traffic with 96 apartments, you have a road with about 3x's the traffic trying to get up the hill. I also notice almost daily when the traffic study was made and it was prior to the

new Clearwater Creek development had so many houses. Also the current traffic on Leslie is so high now that it takes at least 5 minutes to pull out from any of the intersecting arteries and still having to increase speed at a high rate to avoid an accident. Considering all of these traffic considerations, I recommend the city be suspicious of the data in this plan and the current increases in traffic before making any decision.

An affirmative decision to build the Willowbrook Apartment Complex would be a serious mistake that not only impacts the vegetation and wildlife, increase serious traffic issues, and present situations that will greatly impact a wonderful place that brings parents and children together. I believe that is the benefit of wildlife; Richland having the bragging rights of being a wonderful place to raise our children and grandchildren.

Sincerely,

William Kitchen

Greg Chartrand
213 Hillview Dr.
Richland, WA. 99352
509 628-2121
w7my@yahoo.com

City of Richland
Email: RSimon@ci.richland.wa.us

Subject: Duane Smith Multi-Family Site Plan

I wish to voice my opposition to the Multi-Family Site Plan proposed near the Willowbrook area. My opposition is based upon the following:

1. The traffic on Leslie Rd. is already at the dangerous level during peak times. The addition of traffic associated with a high density apartment complex will extend the time where dangerous traffic levels will exist. Because the City changed its road configuration to exclude Center Parkway as an east-west route, all of the cars from the apartments have no choice but to use Leslie.
2. The traffic on the residential street Broadmoor will increase as drivers look for alternative routes around the traffic in addition to the traffic the apartment complex will add. It appears that the City is waiting for a serious injury or death of a child before it addresses this problem and is not taking the development of the area into account as it approves development like the Smith proposal.
3. Duane Smith conducted bogus traffic survey's in the past using the cherry-picked data to prove there is no impact on traffic in the area. The City of Richland must take a responsible stance and provide an independent audit on any data Smith provides.
4. The Amon Creek Nature Preserve is unique in our area and must be protected appropriately. To only rely on data/information provided by Smith without an independent audit would be irresponsible.

I don't understand the legal nuances of the development of this area but I strongly encourage the City to engage high density development in areas that were designated such in the master plan and stop fudging the books for this kind of development in areas that do not have the infrastructure to support it.

Sincerely,

Greg Chartrand

# Proposed City of Richland Apartment Complex – Willowbrook

To: Mr. Mike Stevens, City of Richland Planning Manager

I live in the Willowbrook neighborhood and commented on this proposed apartment complex over two years ago, to the City of Richland. I never received any response (formal or otherwise) from the City of Richland, so I don't anticipate receiving a response this time either.

The City of Richland's 12 Vision Goals include Goals 4 and 5 as noted below:

***Community Goal 4: Encourage the identification, preservation, and enhancement of historic elements to give the future of the City continuity with the past.***

***Community Goal 5: Encourage the identification, preservation, and restoration of the City's open space and natural areas to maintain habitat, provide opportunities for residents to connect with nature, and meet educational, health, and outdoor recreational needs with associated economic opportunities to the community.***

The proposed apartment complex **will not** encourage the preservation of already identified historic elements (the Amon Preserve) and it **will not** encourage the preservation of already identified natural areas to maintain habitat or provide opportunities for residents to connect with nature while promoting education and health needs for its residents – especially young children and the many schools in the Tri-Cities. The nature preserve will have to explain to young children that the two-legged creatures are not wild animals, but homo sapiens. How sad ☹

The location for the proposed apartment complex (Willowbrook/Meadow Springs neighborhood) is shown in **Figure 1** (**purple box**) and is over 4 blocks from Leslie Road (via Center Blvd or Piper Street). The proposed apartment complex location is directly to the west of Claybell Park with the Amon Creek Natural Preserve (ACNP) located between Claybell Park and the proposed apartment complex location. The creek runs in a north-south orientation, between the proposed apartment complex location and Claybell Park. The preserve contains a unique mixture of wetland, riparian and shrub-steppe habitats. Over 150 bird species have been spotted in the preserve, making it a popular birding location (about 25 species are year-round residents). I personally have seen many of the bird and animal wildlife species!

The 2018 apartment complex was **not** intended to connect to Broadmoor Street. The original design provided only one entrance/exit to the apartment complex. Apparently, two city lots were recently purchased for the express purpose of creating a second access road (**purple dotted line**) from the north end of the proposed apartment complex, to Broadmoor Street. This recently purchased land was not part of the original land purchase by the current owner, nor was it zoned for either multi-family dwelling or for creation of an access road. This highlights the fact that the historical zoning of this land for multi-family dwellings was poorly planned when originally zoned and indicates the city is reacting to "blind spots" in the decision to allow this land use to proceed (while ignoring their stated "Vision Goals").

The site location is over 1 mile from the closest retail store. Residents without vehicles, will not have the ability to easily walk to nearby retail establishments. This means that these neighborhoods will likely see increased pedestrian activity for the purpose of getting out to Leslie Road or Gage Boulevard (nearest locations for retail establishments).

**Note**: There are no retail outlets in Figure 1 or within 1.25 miles of the proposed apartment complex. There are no other apartment complex sites in the City of Richland that have similar siting issues.

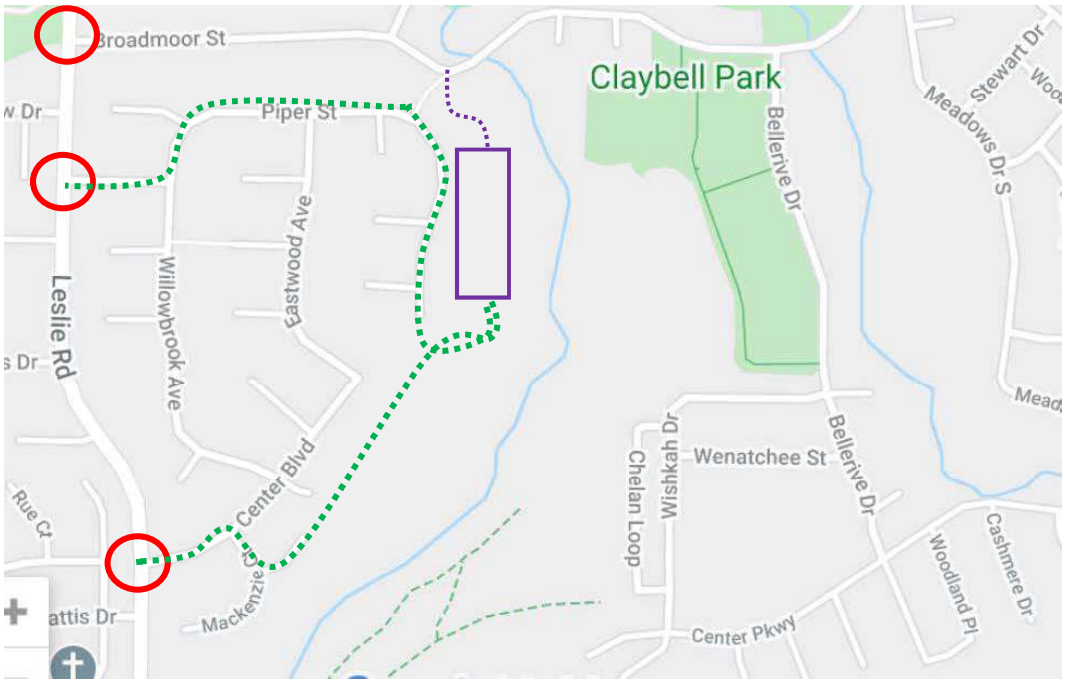



**Figure 1**. City of Richland Willowbrook Neighborhood

The **red circles** shown in Figure 1, indicate problematic arterial road access where traffic has recently increased significantly, without benefit of automatic traffic lights. This is due to continued growth of the City of Richland in or near the Willowbrook/Meadow Spring neighborhoods, as well as adjoining neighborhoods in Kennewick and Badger Canyon vicinities. This also includes recent growth to the south of Claybell Park (Hayden Homes development). The anticipated vehicle traffic from the apartment complex will add to the already heavy traffic flows on adjoining arterial roads and cause significant traffic problems – especially in the Willowbrook neighborhoods (**noted by green dashed lines**).

The City of Richland needs to address these already existing traffic safety problems, regardless of the apartment complex status (approved/disapproved). If the apartment complex is approved and built, there will be added traffic safety challenges on Broadmoor Street (S Curve), due to the speeds on the Broadmoor arterial, the blind curves and the cold weather conditions.

The following apartment complexes were recently driven to, by my wife and myself. This was done to validate that existing City of Richland multifamily dwellings meet the following criteria:

- Located near or on a major arterial or located adjacent to one or more arterials
- Located near a major shopping center or located in proximity (less than 0.25 miles) to other retail establishments (critical for low-income apartment housing)
- All these apartment complexes (except for perhaps one) meet these criteria

**<u>City of Richland Apartments (north of the Yakima River)</u>**

1. Park Place Apartments – George Washington Way

2. Cedar North Apartments – George Washington Way/Waldron
3. Casa Grande Apartments – George Washington Way/Newcomber
4. Hoxie House Apartments – George Washington Way
5. Washington Square I Apartments – George Washington Way
6. Washington Square II Apartments – George Washington Way
7. Illahee Apartments – George Washington Way
8. Brelsford Vineyard Apartments – George Washington Way/University Drive
9. The Lofts Apartments – Innovation Blvd/Salk
10. The Commons Apartments – Innovation Blvd
11. Northpointe Apartments – Jadwin
12. Jadwin Stevens Apartments – Jadwin
13. La Verde Apartments – McMurray/Stevens
14. Timbers Apartments – McMurray/Stevens
15. El Dorado Apartments – McMurray/Stevens
16. Columbia Park Apartments – Van Giesen/Jadwin
17. North Trace Apartments – Van Giesen/Jadwin
18. Richlander Apartments – Wright
19. Aaron Ridge Apartments – Aaron Drive
20. Windsong Apartments – Aaron Drive
21. Maple Ridge Apartments – Aaron Drive
22. Arbor Pointe Apartments – Aaron Drive
23. Mosaic on the River Apartments – Duportail/Bypass Hwy
24. Shoreline Village Apartments – Duportail/Bypass Hwy
25. Riverpointe Apartments – Duportail/Bypass Hwy
26. Badger Mountain Apartments – Duportail/Bypass Hwy

**City of Richland Apartments (south of the Yakima River)**

27. Island View Apartments – Columbia Park Trail
28. Regency Park Apartments – Queensgate
29. Badger Mountain Ranch Apartments – Westcliffe/Keene
30. Orchard Hills Apartments – Leslie/Gage
31. On the Green – Gage
32. Villas at Meadow Springs Apartments – Gage
33. Canyon Crest Apartments – Steptoe
34. On the Boulevard Apartments – Gage
35. Vintage at Richland Apartments – Gage/Bellerive
36. Bella Vista East Apartments – Steptoe
37. Bella Vista Lofts and Apartments – Bellerive
38. River Park Apartments – Columbia Center Blvd
39. Water's Edge – Columbia Center Blvd

The proposed apartment complex, if allowed to be developed, will cause many follow-on problems due to increased traffic, increased potential for pedestrian-vehicle accidents (in Willowbrook) and increased pedestrian traffic for low-income individuals without access to vehicles. The lack of automatic traffic lights will create additional hazards on Leslie (and possibly Broadmoor – if that access road is allowed).

**Figure 2** shows the GIS map and zoning for Willowbrook and surrounding neighborhoods. The orange zones are residential. The reddish-brown zone between Claybell Park and Piper Street residential homes is zoned for multi-family (apartments) and borders natural open space as well as parks and public facilities. Amon Creek Elementary School (Kennewick School District) is shown below (**green box**). Will Amon Creek Elementary school be able to handle the influx of students that are sure to come from this new apartment complex? Will occupants of the proposed apartment complex be daily traversing (multiple times) across the ACNP (access to school and park), further disrupting wildlife in the ACNP?

Less than 2 miles from this site, Badger Canyon Apartments are nearing completion (650 units). Has the City of Richland discussed with Kennewick and Richland School Districts, their willingness to absorb these additional student populations?




**Figure 2**. City of Richland GIS Map for Willowbrook

I believe that the proposed apartment complex **should not** be allowed to proceed based on the following relevant facts:

1. Increased traffic safety concerns (Leslie and Broadmoor)
2. Increased traffic through Willowbrook neighborhoods (via Piper Street and Center Blvd – see **Figure 1** (**green dotted lines)** for traffic in/out of the proposed apartment complex location).
3. Increased pedestrian traffic concerns between the apartment complex and nearby retail outlets.
4. Increased daily pedestrian traffic through the ACNP (access to public school and park sites)

The City of Richland should consider performing a land-swap with the owner. Find a multi-family property of similar size, but better located and suited for development than this site. That would be a better solution than trying to make this “square peg fit in a round hole” and allow the City to see its “Vision” statements remain intact and clear for thousands of residents/future generations.

Very respectfully,

Ron Underhill

Mike Stevens
Planning Manager
City of Richland
625 Swift Blvd. MS-35
Richland, Washington 99352

**Subject: APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114).**

Dear Mr. Stevens,

I am writing you to provide comments in opposition to the proposed site plan of the Smith Apartments for the Willowbrook subdivision. I am doing this as a former resident of Willowbrook between 1990-2008, and as a retired Professor of Environmental Sciences at WSU-TC and a Planning Commissioner for the City of Richland from 2012-2018.

I currently live in the Heights at Meadow Springs development on the other side of Claybell Bark from the Willowbrook development, and our Home Owners Association has also filed a letter of strong opposition to this project as it is designed.

I am also the President of a local citizen's organization, The Alliance for a Livable Sustainable Community, which is an umbrella for several local, more focused citizen groups. Several of those have also submitted letters of opposition to this project as planned. I will therefore confine my comments to some general history of this project, recognize some of the others, and focus on some major inadequacies of the site plan and SEPA review that may not have been mentioned elsewhere.

First, this project is not a newcomer to me. We discussed it thoroughly while I was a Commissioner on the Richland Planning Commission when it came up in slightly different form then. All of us on the Commission at the time were very surprised that such a large multifamily project could have been zoned into the City's code given the development that had taken place in Willowbrook over the decades, becoming upscale single-family homes developed over the past 32 years, fronting what became a natural preserve. We wanted to change the zoning code to be more compatible, but were told by our liaison on the Planning staff that this had been an oversight that had somehow slipped through the code revision process, and that nothing could be done about it now. Then that submission was subsequently withdrawn when the City found there would be significant environmental impacts.

So, I find it extremely incongruous that now, 4 years later, a revised site plan has been submitted, with even greater environmental and neighborhood impacts, and the City is ready to give it a Declaration of Non-Significance. In my and other reviews of the site plan and SEPA checklist, we all find that there is grossly inadequate and erroneous information supplied in the submitted documents by the applicant, and we request the City to demand that the applicant correct these and resubmit realistic, accurate documents along with the necessary analyses. These will show that significant changes to the site plan and project are needed.

The site plan and SEPA checklist shows the project not to be compatible with adjacent land uses. It is placing 96 units of low to moderate income multifamily housing next to an established single-family homes neighborhood whose total housing count is not as high. There is no independent access to this development except through the city streets that currently serve the established neighborhood of roughly the same number of units, and yet the applicant finds (on page 16) that there are no specific measures needed for mitigation of traffic access. This will be for a multifamily development where everyone will need cars, because there is no bus access along the major adjacent roadways of Leslie and Broadmoor. And the nearest grocery shopping is approximately 3 miles away. This occupied development will more than double the current vehicle impact on the Willowbrook neighborhood as it exists today.

The applicant proposes to place a 'secondary access' road from the site directly to Broadmoor, which will become its major ingress/egress from its parking area, and has been undercounted in the projections offered in the traffic analysis by Gibson Traffic Consultants, an Everett firm, who appears to have made minimal to no effort to actually discern road conditions in this area.

Broadmoor is a heavily used street, especially since a road through the Heights at Meadow Springs (Meadows Drive South) has now been opened to Steptoe, bypassing the Gage/Steptoe intersection and providing a shortcut to major development in Kennewick. Broadmoor - Meadows Drive - to Steptoe has become a preferred through route, as evidenced by all of the front yard caution signs and flags out to slow down through traffic, as well as the informative speed radar installation on Broadmoor. This has all been done *since* any of these purported traffic counts were taken. If Gibson consultants are using data, it is old and incorrect and insufficient to make projections.

The proposed placement of the 'secondary access' road from the development onto Broadmoor also comes at its most dangerous place, with double blind curves in both directions. And the 'secondary access' road intersects Broadmoor at a sharp angle. This produces more than one serious accident waiting to happen, and I concur completely with the letter from Dr. Stanfield which describes this situation as a clear threat to health and safety for all vehicle, bicycle and pedestrian users of the area. Placing the public at risk with such a poorly designed vehicle access to a major multifamily housing development is gross negligence if allowed by the City of Richland.

The traffic counts around this proposed development are not only out of date (from 2018!) they are based on wrongly placed counting locations. In particular, on page 108, the daily trip count on Piper is placed on Fig, 1 so that it does not pick up at all any traffic leaving or entering Willowbrook via Willowbrook Place on Leslie Road, which is the main entrance to Willowbrook.

The traffic analysis further states that "70% of the traffic is estimated to travel north on Leslie". So why was the Willowbrook Place entrance to Leslie, the North one, not counted at all? To make matters worse, on page 113, the analysis states that "Actual count data was not collected on Piper Street due to driveways…". And so, the "existing volume is based on the trip generation rate calculated…". In other words, the most important road and intersection to the

development, (Piper – Willowbrook Pl.- Leslie) and all of its traffic projections, are not based on any actual current use data that could have been collected, but on a fantasy cobbled together from partial data all suspect on their own origins. This is simply unacceptable under any circumstances.

I submit the following further particulars under how traffic analysis was (un)done for this project:

1. The traffic counts are not recent enough to give any realistic projection on how the addition of a set of housing units, equal in number if not size, to those currently existing, is going to impact the neighborhood, or the surrounding area. A lot of growth has taken place in the last two years.
2. The directional distribution of the site traffic does not seem reasonable. There is one glaring inconsistency in the way the distribution was done. The analysis uses a 1% per year compounded growth rate to update the 11/6/2018 figure to produce the 2029 background traffic. However, when the Figure 5 (2029 future volumes) turning movement into the two sites are added up (note: Willow#2 and Willow Place are mixed together) *and the natural growth rate is accounted for*, the total number of trips only add up to 97 **new** PM peak hours. Trip PM Peak Hour table (54 willow place @.56 and 63 for willow2 @.99) says there should be 117 new trips generated in the PM Peak Hour. Unless something is misprinted, the 2029 distribution table lacks 20 trips.
3. In addition, the 1% **assumed** compoundable growth rate for Richland is unacceptably low. Richland has been growing at over 2% / year recently, and this shows only signs of increasing.
4. This means that assumptions used in the technical analysis have not been properly vetted. The applicant does not clearly show base case/base case with growth factor/and future condition. Separating the Willow#2 and Willow Place within the display would also be appreciated by lay-persons trying to trace the movements through to the generators.
5. The calculated levels of service simply do not seem reasonable. Looking into the houses from Willow #2 that may not have been extant by 11/2018 (when data was taken?) and also adding in the total trips not distributed on a daily basis due to unaccounted for background growth, shows that the "within the range of typical daily traffic threshold volumes (i.e. >1,500 vehicles a day)" is simply unrealistically low.

In short, the traffic analysis supposedly supporting this submission and site design is out of date, contains unacceptable placement count (or lack thereof) and critical mathematical errors and needs to be rejected.

Outside of traffic considerations, I point to two other glaring errors on the SEPA review:
On page 14, it says there will be “minimum obstruction” to existing home views behind the proposed apartments. This is simply false. The apartments will be 40 ft tall. Simple sightline geometry shows that the current view onto a natural wild landscape (one of the most preferred in housing) will be replaced by a view onto a parking lot and apartment buildings. The home values of those impacted residents will be severely diminished.

On page 14, the applicant also states that there will be minimal light and glare impacts. This is also false. They will be using tall LED or other energy efficient type lamps to illuminate those parking lots all night long. They show absolutely no awareness of ‘Dark Sky’ lighting design standards which to some degree might have helped reduce the significant night glare that will replace a view onto an otherwise totally illumination free natural landscape. And those lamps will be directly at window height to the houses behind them. Recent research in Chronobiology has shown the significant harmful neurological effects that can occur from continuous nighttime exposure to certain wavelengths of artificial illumination. There needs to be a realistic lighting analysis done of the proposed parking and other building lights to ensure that physiological harm is not done to residents of existing homes that are adjacent to the site.

Given analyses of the additional natural environment and water impacts that I know other groups are submitting, I strongly recommend that a full EIS be required for this proposed development. And I must sincerely wonder why the Planning Staff of the City of Richland has ever even considered giving this textbook example of outrageous site design a DNS.

With appreciation for the opportunity to submit this letter of commentary.

Sincerely,

James A. Wise, Ph.D.
Richland, WA

<jamesawise@me.com>
2432 Tiger Lane, Richland WA 99352

October 23, 2020

Mr. Mike Stevens
Planning Manager - City of Richland
625 Swift Blvd., MS-35
Richland, WA 99352
Phone: (509) 942-7596
Email: mstevens@ci.richland.wa.us

**Subject: Richland Resident Comments/Concerns on Construction of Apartment Complex, Bordering Willowbrook Neighborhood, in the City of Richland**

Mr. Stevens,

My name is Aaron Diaz, and I am a resident of the City of Richland, where my family and I have lived in the Willowbrook Neighborhood since 2004. My home is located at 2602 Willowbrook Avenue in Richland where Piper Street transitions into Willowbrook Avenue. There are many reasons why we chose to live in this neighborhood, and while I speak only on behalf of my family, I can say with high confidence, that many families who currently live in this neighborhood would echo my sentiments here.

This neighborhood is truly an amazing neighborhood in which to live and raise a family. Of all the places I've lived in my life, I say without reservation, the Willowbrook Neighborhood is the most peaceful, serene, and pleasant place to live in the Tri Cities, based upon my experiences. We have very few issues with noise, as this area is really quiet and offers a good degree of privacy and solitude for its residents. Vandalism, theft and other crime are almost non-existent, traffic is generally low and slow, and our Homeowner's Association proactively helps to support a clean and beautiful neighborhood for all who reside here. This area is populated by a diverse set of people who are conscientious, caring and compassionate professionals. Many of these folks have already, or are planning to retire here in this neighborhood. The Willowbrook Neighborhood is a true "Community" and this letter is being submitted to you in an attempt to voice our concerns, maintain our current standard of living and to provide a sound basis for our *strong objection* to the construction of a 96-unit apartment complex (and related parking area), adjacent to the Willowbrook Neighborhood and bordering the Amon Creek Natural Preserve (ACNP).

There are many factors that need to be raised and discussed as the City assesses whether or not to move forward with this construction project. From my understanding, this apartment complex is likely to include buildings that are approximately 40 feet in height. As a long-time Willowbrook Neighborhood resident, I am concerned about a wide spectrum of potential negative impacts to our way of life, should this construction project be granted authorization to

proceed. While not necessarily listed in order of priority, these factors, and their potential negative consequences are identified and discussed below:

1. It is understood that by erecting a large apartment complex (with potentially 40 foot high buildings) directly along a strip of land that borders the Willowbrook Neighborhood and ACNP, the home values in our neighborhood will decrease. This decrease in home values will likely be significant. In particular, the homes located along Eastwood Avenue, Center Blvd., and Piper Street, as well as many of the connecting Courts (Silverleaf, Scouler, Coulter, Lasiandra, etc.) are slated to incur the greatest impacts. Homes in these areas with a direct view of the apartment complex or with backyards bordering the complex will be most affected by any subsequent "de-valuation". In addition, other factors that will contribute to this de-valuation of both the home and the current standard of living are:

    - The impact of noise from the apartment complex and the vehicles and parking lots adjacent to the buildings. While Willowbrook residents are invested in their community and we all live in compliance with Willowbrook Homeowner's Association bylaws and guidelines governing noise, maintenance, and other standards of living, the behavior and living standards of residents of any new apartment complex ***will not*** be governed by any such set of standards. This will lead to negative conflict, and invariably the number of calls to local police to resolve these conflicts will increase substantially.
    - The views from many of these homes will be significantly affected in a negative manner. This creates more than a simple scenario where the "view" is not ideal and further supports the basis for home de-valuation.
    - Apartment tenants in 2nd, 3rd or even 4th floor apartments will be able to peer directly into Willowbrook resident's homes and backyards, completely eliminating privacy that currently exists. Who wants to go out in their backyard and stare out into a complex of apartments not more than 20 or 30 feet from their backyard fence line where apartment tenants likely will have balconies allowing people to peer into our homes or our yards at any time of day or night?
    - Finally, the location and proximity of this apartment complex lends itself to the introduction of much more light during night-time hours. Light pollution can have an effect on sleep patterns and is also included in the invasion of privacy incurred by many Willowbrook homeowners whose homes would border the complex. The source of this light pollution would emanate from balcony lights, building lights, parking lot/parking garage lights, and vehicle lights.

2. It is understood that traffic from the proposed apartment complex will be directed via existing Willowbrook Neighborhood back streets including Piper Street. The roads in the Willowbrook Neighborhood were not constructed to accommodate high volumes of traffic. In addition, our neighborhood has many dead-end Courts and bends along Piper Street, Willowbrook Avenue, Eastwood Avenue and Center Blvd. The current volume of traffic is already stressing residents in certain areas of the Willowbrook Neighborhood.

Many families have children (and pets) who routinely play in front yards, ride bikes, skateboards and walk or jog throughout the neighborhood. Many residents who routinely walk the neighborhood streets are elderly as well, and increasing traffic volume in a neighborhood where people have lived for decades in a slower paced, safe and serene environment is a recipe for disaster. The issue of pedestrian safety cannot be overlooked.

Often, at bends in the road, such as where Piper Street transitions into Willowbrook Avenue, cars often come around the bend exceeding the speed limit. Personally, I've had multiple experiences where people come around that bend so fast that as I'm backing out of my driveway (essentially in front of Piper Court), they are hard pressed to stop and have to slam on their brakes or hit my vehicle. These types of scenarios will undoubtedly increase in frequency, and the higher volumes of traffic through our neighborhood will significantly increase the likelihood for accidents and potentially accidents involving pedestrians, animals or children.

If this construction project moves forward, the factor of increased traffic will absolutely require an increased police presence in the Willowbrook Neighborhood to control and manage speeding vehicles. These concerns are valid for both the North and South Willowbrook Neighborhood entrances from Leslie Road. Increased traffic volume also contributes to more limited emergency vehicle access and limited emergency egress when required. Additionally, increased traffic brings with it a higher potential for increased crime, vandalism, theft, graffiti, noise and other negative influences to our current standard of living.

3. Finally, the Willowbrook Neighborhood is located on the precipice of the Amon Creek Natural Preserve. An apartment complex located adjacent to the East boundary of the Willowbrook Neighborhood will result in significant negative impact to the natural and pristine conditions of the Amon Creek Natural Preserve. This apartment complex will form a significant source of pollution to the Preserve that will include, litter, noise, and light pollution, as well as an increase in foot traffic and physical trespassing into protected areas that will eventually degrade the Preserve.

As is the case for most (if not all) of the families who currently reside in the Willowbrook Neighborhood, our homes are our most valuable asset, and we have worked hard to buy high quality homes in such an ideal neighborhood. As the Planning Manager for our City, I know you will appreciate the energy and passion our Willowbrook Residents are bringing toward this issue. I urge you to listen and consider our concerns and objections to the construction of this apartment complex, as a decision to move forward with this project will have significant negative impacts on many families, and will most certainly change the standard of living in a negative fashion, for many families who currently reside here in Willowbrook.

**We strongly object to the construction of an apartment complex and associated parking lots bordering the Willowbrook Neighborhood and ACNP, in South Richland.**

Thank you Mr. Stevens, for taking the time to read and consider this basis for objection to the construction project currently under review by your office and the Richland City Council.

Sincerely Submitted,



**Aaron Diaz**
South Richland Resident – Willowbrook Neighborhood
2602 Willowbrook Ave.
Richland, WA. 99352

**CITY OF RICHLAND**
**PUBLIC WORKS ENGINEERING**
**DEVELOPMENT COMMENTS**

| | |
|---|---|
| DATE: | October 29, 2020 |
| TO: | MIKE STEVENS, PLANNING MANAGER |
| SITE PLAN REVIEW BY: | JASON REATHAFORD, ENGINEERING TECH 4<br>PETE ROGALSKY, PUBLIC WORKS DIRECTOR<br>JOHN DESKINS, TRAFFIC ENGINEER |
| PROJECT NAME: | WILLOWBROOK PLACE APARTMENTS (M2020-101) |
| PROJECT LOCATION: | EAST OF THE PLAT OF WILLOWBROOK 2, SOUTH OF BROADMOOR STREET |

The Public Works Engineering Division has reviewed the Site Plan received in this office on October 1, 2020 for the above referenced property and has the following conditions.

## General Conditions:

1. 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 final acceptance of the project.

2. 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.

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 final acceptance of the infrastructure. The City requires preparation of the easement legal description by the developer two weeks prior to the scheduled date of final occupancy. 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.

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. All construction plan sheets shall include the note "CALL TWO WORKING DAYS BEFORE YOU DIG 1-800-424-5555 (or "811")." Or: http://www.call811.com/

10. A copy of the plans shall be supplied to the Post Office and all locations of future mailbox clusters approved prior to final acceptance.

**Design Standards:**

11. 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. 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.
    - C. Water mains installed outside of the City Right of Way or in very rocky native material, shall be ductile iron and may need restrained joints.
    - D. All water mains outside areas zoned R1 shall be ductile iron.
    - E. Fire hydrant location shall be reviewed and approved by the City Fire Marshal.
    - F. Water valves and manholes installed on private property shall be placed so as to avoid parked cars whenever feasible.
    - G. Trash compactors (high capacity dumpsters) shall be plumbed to the sanitary sewer system.
    - H. 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.
    - I. A detailed grading plan shall be included in the submitted plan set.
    - J. 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 exclusive easement (minimum) to be conveyed to the City of Richland.
    - K. 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.
    - L. All public improvements shall comply with the State of Washington and City of Richland requirements, standards and codes.
    - M. All cul-de-sacs shall have a minimum radius of 48-feet to the face of curb to allow for adequate turning radius of fire trucks and solid waste collection vehicles.

N. All intersections with public streets shall meet horizontal, vertical and intersectional design requirements for sight distance (A.K.A. the Vision Clearance Triangle).
O. All driveways for commercial projects shall construct City standard commercial driveways. Radius-style driveways are not allowed.
P. 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.
Q. 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.
R. 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. <u>SURVEY MONUMENT DESTRUCTION</u>:
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 the 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:**

15. The City's Traffic Engineer participated in developing the scope of work for the project traffic analysis. The City's Traffic Engineer has reviewed the traffic analysis report and concurs with its findings.

16. The proposed project is subject to Richland Municipal Code Section 12.03, requiring the payment of traffic impact fees. These fees will be due at the time of building permit issuance.

17. The entrance to the development off of the east end of John Court (a public right-of-way) shall be delineated with a standard commercial driveway. This proposed entrance and access road is on property that is owned by a separate owner than the project applicant. Permission to construct these improvements (and any necessary easements) shall be obtained by the applicant from the property owner prior to construction.

18. The driveway onto Broadmoor Street shall be constructed per City of Richland commercial driveway standard details. The vision-clearance triangle at the Broadmoor Street driveway needs to be shown on the construction plans and be designed in accordance with RMC Chapter 12.11.020. Since the intersection is in a curve it will have to be evaluated per AASHTO guidelines.

19. "No Parking" signs shall be posted along the drive aisles and parking areas as required. Sufficient travel width needs to be maintained for larger vehicles and Fire Dept. apparatus.

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. The proposed access points onto Broadmoor Street and John Court are acceptable for this project, but any proposed changes to said driveways will be subject to approval by the City Engineer.

22. The on-site drive aisles shall be constructed to provide for adequate fire truck & solid waste collection truck access & turnaround movements.

23. If the project is to be constructed in phases the private driveway out to Broadmoor Street shall be constructed with the first phase. This roadway shall be designed to be passable by fire apparatus and solid waste collection vehicles.

24. Any dead-end drive aisles or parking areas longer than 150-feet (that will be continued later) need to have temporary turnarounds built at the end of them. The temporary turnaround will need to have a 50-foot radius and will require an easement over it.

25. There is a sewer maintenance & trail easement over the existing sewer maintenance access road that bisects the southern half of this property. Access over this roadway / trail shall be maintained during construction. The roadway / trail shall be restored to original condition after construction.

**Domestic Water:**

26. The closest domestic water mains to this project are located in Broadmoor Street to the north and John Court to the west. It shall be the responsibility of the developer to loop a water main through this property to serve domestic water at the time of project construction. Easements will be needed for this water main where it is outside of the public right-of-way. This water main shall be sized to adequately supply domestic water and fire flows to the proposed development. Looping of the water system provides redundancy and helps to eliminate stagnant water.

27. 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.

28. The fire hydrant layout shall be approved by the City Fire Marshal.

29. In accordance with RMC Chapter 18.13 and WAC 246-290 regarding Cross Connections, premise isolation backflow assemblies are required to be installed on the domestic water services of all new commercial/industrial buildings immediately downstream of the City's water meter. This will be a requirement on the construction plans. Please note this on the plans, and indicate where the backflow device is to be installed.

**Sanitary Sewer:**

30. The closest sanitary sewer available for the northern half of this development is located to the north in Broadmoor Street, and to the south of it in the adjacent property that is under separate ownership. The southern half of this property has an existing city sewer main running through it already. It shall be the responsibility of the developer to extend a sewer main to this property at the time of project construction.

31. 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:**

32. 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.

33. The proposed storm drainage and grading of all areas within the proposed development shall be shown on the plans (most grading and drainage plans must be prepared by a licensed civil engineer). If site contains at least 1,000 sq.ft. of new asphalt, and/or contains 30% or more impervious surfaces, storm drainage calculations from a licensed civil engineer are required. Stormwater shall be kept on-site (on the developing property that generated it). Stormwater shall not be flowed onto adjacent properties, or to the public Right-of-Way, without first obtaining written permission.

34. The private on-site storm drainage system shall be designed 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". Calculations shall be stamped by a registered professional Civil Engineer. Prior to discharging any storm drainage waters from paved surfaces into drainage ditches, groundwater or a public system, an oil/water separator must be installed. The applicant's design shall provide runoff protection to downstream property owners.

35. 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.

36. If there are any natural drainage ways across the proposed project, the engineered construction plans shall address it in accordance with Richland Municipal code 24.16.170 ("Easements-watercourses").

37. Any proposed storm drainage retention facilities within the boundary of the proposed project shall not adversely affect neighboring properties.

38. 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.

39. Any discharge of storm water into the adjacent waterway ("Amon creek") will have to be permitted by any or all agencies with jurisdiction over it. These agencies may include (but not be limited to); Kennewick Irrigation District, Bureau of Reclamation, National Marine Fisheries Service, U.S. Fish and Wildlife, State of Washington Dept. of Fish and Wildlife, Department of Ecology, and Army Corps of Engineers.

40. The amount of post-development storm runoff from the proposed site shall not exceed the amount of pre-development runoff.

**Solid Waste:**

41. Any solid waste enclosures installed as part of this project shall be constructed to City standard details.

42. The solid waste enclosure must be shown on the construction plans and will have to be placed so that it is accessible by City solid waste collection vehicles.

**Project Acceptance Requirements:**

43. 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 final acceptance of the project.

44. 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 occupancy. 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.

45. 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 project construction and prior to final acceptance by the City.

Date: 10/30/20
To: Mike Stevens
From: Debbie Berkowitz
Re: Comments on the M2020101 Willowbrook Apartments application

**Introduction:**
The SEPA and critical area reports in the M2020101WillowbrookApartments application appear to have numerous flaws and omissions. I list details below as three sets of comments i) SEPA, ii) Critical Areas Report and Buffer Averaging Plan, and iii) Wildlife Habitat Assessment Report.

The key concerns (presented in more detail below) include the fact that the SEPA checklist is missing significant information and it also appears that a CARA report, a cultural resources report, a conceptual landscape plan, and possibly a geologic hazards report are needed. In the CA report, the buffer averaging did not follow the City's requirements as laid out in the RMC. The Wildlife Habitat report did not note the presence of a biodiversity corridor (a priority habitat), dismissed the presence of shrub steppe habitat, and claimed incorrectly that the presence of a candidate species (jackrabbits) could be dismissed. Furthermore, the applicant did not acknowledge that there might be any impact on the wetlands or buffers or on the adjoining Amon Creek Natural Preserve (ACNP) – and stated that no mitigation would be required. In fact, there will be considerable impact on the ACNP wetlands given the proposed buffer modifications and also to the habitat conservation areas which partially overlap with the proposed apartment buildings.

A follow-on concern is that if the developer doesn't think that mitigation is needed, how well would the developer follow any mitigation plan? I raise this issue because historically, within the City of Richland, it has been difficult to get compliance with mitigation plans even when applicants acknowledge that there will be an impact and that such a plan is even needed.

As developments encroach on the Amon Creek Natural Preserve and associated wetlands, cumulative effects occur, impacting the reasons for forming the Preserve in the first place as a public nature preserve. It also should not be overlooked that the ACNP was paid for with public funds, including donations from private citizens. As a result, the citizens of Richland have a stake in maintaining the Preserve. It becomes more difficult for fish and wildlife and native plants to survive and thrive as their habitat decreases and the corridors of movement develop more pinch points. The proposed development will have a significant impact on the adjacent Category II wetland (a rare and valuable habitat in our area), on the ACNP, and on the mapped PHS biodiversity corridor. All of this suggests that there is a reasonable likelihood of more than a moderate impact on these important areas, and, as such, a Determination of Significance should be applied.

Possible mitigation measures are proposed in the following text that could reduce the environmental impact of the proposed development and allow it to proceed with a reduced footprint...

**SEPA – comments/questions:**

1. B1. The city's critical areas map shows the proposed Willowbrook development to be within a geologic hazard area which in turn requires a geologic hazard report that has not been included in the critical areas report. Has the maximum slope been verified, and if so, how? Related to this question is the issue of potential erosion hazard from these slopes and soils? Previous comments on a 2014 geologic hazards report in the area states that these types of soils have a high 'K factor' indicating susceptibility to sheet and rill erosion. Soils eroded from this site have nowhere to go other than into Amon Creek unless preventive measures are taken; therefore, a plan should be prepared describing what mitigating measures will be taken to prevent eroded soils from entering Amon Creek and the ACNP. Also, how and where will the cut and fill that the applicant is proposing impact the slope and drainage of these soils? We would note that silt fences in developments adjacent to the proposed site have been insufficient to control erosion and runoff into the buffer areas and the wetlands. So the question remains, what additional precautions can this project take to avoid such incursions?
2. B1g. Does the 20% figure for the impervious surface in the development include the buffers? What percent of the actual development area (i.e., outside the buffers) is impervious?
3. B3d. How will the City ensure that storm water is contained within developed portions of the site as required in RMC 22.10.125 even during large rain and snow events? The location of all utilities,

stormwater facilities, etc. should be shown on this application. At the very least, at this stage, it is critical to have a conceptual plan for stormwater. It is impossible to know the environmental impacts without at least a conceptual plan that shows sufficient space within the development for stormwater facilities, i.e., the grassy swales. Part of the concern is that in an earlier version of this application, the developer proposed to put stormwater ponds 'adjacent to the Waste Way.' What is the percent impervious areain the developed area (i.e., not including the buffer area)? Per the Eastern Washington Stormwater Manual, stormwater facilities may not be located within wetland buffers for a category II wetland. Stormwater runoff must be contained within the developed portions of the site for new development within 150 ft of a wetland buffer (per RMC 22.10.125). A related question is how will the applicant prevent or mitigate the potential risk that residential users could have waste materials and/or household chemicals that enter the ground?

4. B4. There does not appear to be a Conceptual Landscape Plan in the SEPA documentation, but such a plan should be available to the public as part of this SEPA. The landscape plan can affect water usage and water runoff issues. Without this referenced plan being available to the public, the public cannot comment and the SEPA is incomplete.
5. B5. The list of birds and animals on site is inadequate. The Lower Columbia Basin Audubon Society has a list of over 120 birds that have been seen on site in the past 20 yrs, at least 100 of which have also been seen there recently. The project site is an important stopover for migrating birds as well as an important area for resident breeding birds. Tapteal Greenway has a list of native mammals and amphibians that have been documented on the site, including (but not limited to) beaver, otter, deer, badgers, sand-blotched lizards. Both of these lists speak to the reason that this area is considered a Biodiversity Area and Corridor. While fish are mentioned in the Wetland Report and the Habitat Assessment Report, the SEPA does not acknowledge their presence.
6. B5c. In addition to being part of the Pacific Flyway, the Amon Basin is a migratory link between the Yakima River and the uplands of south Richland/west Kennewick. It is also a migratory link for terrestrial migrating animals.
7. B6c. Energy conservation features are encouraged in Richland's Comp Plan. What energy conserving features has the City encouraged the applicant to consider?
8. B7. Noise pollution can be an issue since this is adjacent to a natural preserve. What mitigation will be in place?
9. B8.a and 8l. The proposed land use is not similar to adjacent existing use of the natural preserve; compatibility will depend on significant mitigation measures. The applicant indicates that no mitigation is required. This application should require a DS, or, at a minimum, an MDNS with significant mitigation requirements.
10. B8h. It's noted here that the property is part of a CARA. Thus, a CARA report is required, but it hasn't been included in the critical areas report. The applicant would need to assure that pollutants won't enter the surface and groundwater during and after construction. This will require a baseline assessment of the current groundwater depth (depth to water table) and water quality of the ground and surface water, and a plan for monitoring of any changes in the future. Monitoring of groundwater and surface water conditions, especially during construction and within the first five years of establishment, should be done to assure that no detrimental changes have taken place. If significant changes are detected, the developer should be required to provide mitigation.
11. B11. Lighting and glare would have an impact on the ACNP buffer and on the biodiversity corridor. How will this be mitigated, including from the streets, parking areas, and apartment buildings? Dark sky lighting standards are required in a FWHCA (22.10.210). Light and glare should also be mitigated near a wetland.
12. B12. The Amon Creek Natural Preserve is located in the immediate vicinity of this project. The lack of acknowledgement of this Preserve in the main body of this SEPA and the lack of proposed mitigation to reduce impact is problematic.
13. B12c. The proposed pedestrian pathway/trail should be outside the buffer and inside a wall (not just a fence) that should be required adjacent to the buffer as was done with the Clearwater Creek project to help maintain the integrity of the buffer.
14. B12c. A paved, impervious trailway is not appropriate adjacent to a wetland and through the ACNP. Stormwater runoff would be more likely to enter and contaminate the wetlands.
15. B13. Before irrigation, this drainage was the location of an ephemeral stream; it contains a spring; and it is an obvious corridor for Native American travel between the hills and the Yakima River. As such, it is reasonable to expect areas of cultural importance at this site. A cultural preservation study should be required for this application.

16. B14a. The final plat of the residential development along Broadmoor did not include a street in the location of the secondary access road. How is a new street justified in the middle of a previously platted residential development? Is the secondary access blocked off to regular traffic? If that is the case, how will this development ensure that the blockage is enforced and that it is not used as a regular street?
17. B14b. How far away are the nearest transit routes? An apartment complex, especially low and middle income, should be within walking distance of a transit route.
18. B14c. The parking requirement in the RMC for R-3 zoning is 1 ½ spots per dwelling unit (or 1 spot for a studio). Thus, 144 parking spots are required, assuming no studio apartments. The 230 total parking spaces are excessive resulting in an increase in the footprint of the development (which impacts the wetland buffer) and adding to the impervious surfaces and potential stormwater runoff (which could negatively impact the wetlands). The number of required parking spots should be reduced to be more in line with the city standards.

**Critical Area Report and Buffer Averaging Plan – comments:**

1. On what basis does the applicant state that no impacts will occur to the on-site wetland, the 'Amon Wasteway' or associated buffers? While the applicant might not 'intend' to impact these areas past experience shows that 40 ft tall buildings and 240 additional people living adjacent to (and in) a biodiversity corridor will have no impact on the wildlife or plants.
2. The proposal for buffer averaging does not take into account the following statements within the RMC:
    a. RMC 22.10.110. *'Buffers shall consist of an undisturbed area of vegetation established to protect the functions and values of the wetland. The standard buffer widths assume that the buffer is vegetated with a native plant community appropriate for the ecoregion. If the existing buffer is unvegetated, sparsely vegetated, or vegetated with invasive species that do not perform needed functions, the buffer should either be planted to create the appropriate plant community or the buffer should be widened to ensure that adequate functions of the buffer are provided.'* The reports (both Critical Area and Wildlife Habitat reports) state that the native vegetation in the buffer area has been disturbed and degraded and contains cheatgrass. Thus buffer widths either need to be planted or widened so that adequate functions of the buffer are provided. Increasing buffer widths in certain areas without increasing buffer function, as the applicant proposes, would not meet the requirement of this section; i.e., increasing a non-functional buffer width does not improve buffer habitat or water quality function and therefore, doesn't protect the wetland. Decreasing better functioning buffer width in other areas also does not meet the requirement of this section.
    b. RMC22.10.115A determines when buffer averaging to improve wetland protection is permitted. The requirements of this section of the code are not met. Condition (1) is not met since the wetland is similar throughout its extent with the possible exception of the short culvert. Condition (2) is actually contraindicated since the higher functioning area of buffer habitat (as described in the Wildlife Habitat report) is the area where the buffer is proposed to be decreased. Decreasing the extent of higher functioning buffer areas harms wetland protection. Likewise, increasing the poorer functioning area of habitat adjacent to the road is the opposite of this requirement. An expanded poorly functioning buffer does not increase wetland protection. The additional proposed buffer does not have the same structural and functional characteristics as that being removed since the former is adjacent to a roadway and is more disturbed.
    c. RMC 22.10.220(A). There are alternatives to the site design that that can avoid the impact of buffer averaging to the wetlands and wetland buffers. For example, a more compact design and fewer parking spaces could be used. It's not apparent why an 80 ft access easement is still needed since Center Parkway stops at Piper St. The current gravel road serves the purpose of KID access and could be used for utility easements. Use of part of this area could increase the design compactness. The decreased footprint would result in fewer impermeable surfaces which could improve stormwater issues. Alternatively, a decreased number of units and decreased footprint would not deny all reasonable use and would have less impact on the wetlands and buffers than the proposed buffer averaging. As noted above in the introductory comments, the public has an important interest in preventing impacts to the ACNP and associated wetlands..
3. RMC 22.10.115E. This section discusses increasing the standard buffer width if any of four conditions are met. Condition #2 applies to this application since this buffer has minimal or degraded vegetative cover – but the applicant has not proposed enhancement. The access road parallel to the wetlands (which provides sewer hookup to this development) cannot be improved through enhancement so should require an

increased buffer width. Condition #3 applies because the wetland provides habitat for species that are documented candidate, monitored, or priority species in this area (also see comments re Wildlife Habitat Assessment Report below); the width of the buffer should be increased to provide adequate protection for the species based on its particular life-history needs. Conditions #1 & 4 - Without a geologic hazard report, it is unknown whether or not the slope or erosion condition is met.

4. FWHCAs. This report inadequately addresses the FWHCAs. However, since there is a separate Wildlife Habitat Assessment Report, my issues related to FWHCAs will be addressed under that heading.
5. While perhaps not relevant to the SEPA determination – but relevant to the applicant's misperception about the importance of this area and its associated wetlands and habitat conservation areas - it is inaccurate to state that the wetland receives the entirety of its hydrology from wastewater associated with the Kennewick Division of the Yakima project. The East Badger drain is not a canal, but the natural corridor carved out by the ancestral Yakima River, and whose current channel migrates over time. An unintended rise in groundwater level due to irrigation contributes a significant amount of water to this channel as evidenced by winter flows along the length of Amon Creek. In addition, there was an ephemeral stream here prior to irrigation with water contributed by a local spring and by summer thunderstorms.

**Wildlife Habitat Assessment Report – comments:**

1. Species diversity: It seems that assessing potential wildlife habitat is a stretch with only a two day survey of the species found in the area. Many other sources of publically available information are available. See comments re SEPA B5.
2. Biodiversity Corridor: FWHCAs include State priority habitats and areas associated with state priority species RMC 22.10.185A2. These are considered priorities for conservation and management. The Wildlife Report mentions a number of species that use the property, but not noted in the Wildlife Report is that part of the area included in this development is mapped as a biodiversity corridor, which is a WDFW priority habitat. The presence of a biodiversity corridor, especially the portions containing Habitat Unit A and B should be used to limit the footprint of this project (which does not preclude reasonable use).
3. Shrub steppe habitat: The area is also considered shrub-steppe habitat and part of it is riparian habitat, both of which are considered State priority habitats. WDFW states that the presence of multiple priority habitats (e.g., shrub-steppe and riparian) means the site is of even greater importance as habitat (WDFW01335). The area is also a habitat of regional significance for migrating birds. As stated in the Wildlife Report, the property includes the PHS priority habitat of wetland and it is adjacent to the Amon Creek Natural Preserve which has been designated a FWHCA in 22.10.185A2.
4. Black-tailed jackrabbits and migratory birds: The presence of black-tailed jackrabbits on this parcel as noted in the Wildlife Report confirms the importance of this priority habitat for a State candidate species, both as shrub steppe and as part of a biodiversity corridor. From WDFW01335 – *"If shrub-steppe associated species occur on or near the project site, typically that indicates the habitat is important for conservation."* and "*A small patch of lower-quality habitat could still be of high value if it functions as a wildlife corridor between larger shrub-steppe patches."* WDFW recognizes that much shrub steppe habitat has been degraded but it is still important especially when adjacent to higher quality habitat and riparian areas. Wildlife uses this lower quality shrub steppe habitat (a primary association – foraging and cover are a requirement for any species) as an extension of the higher quality habitat and as a corridor (wildlife doesn't recognize parcel boundaries despite the comment that the ACNP HCA does not extend onto the project site). Maintaining the higher quality shrub steppe areas and enhancing the buffers in this application as part of the mitigation for this project should be a requirement to improve shrub steppe habitat quality.
5. Riparian corridors: this is not been discussed in the report and the City doesn't provide much guidance in the RMC. But as possible guidance, the Benton County CAO requires fish-bearing streams that are not shorelines of the state (similar to Amon Creek) to have buffers of 200 ft.
6. RMC 22.10.210 FWHCA – Performance standards. This section addresses development within an FWHCA or its buffer or adjacent to an FWHCA, stating that it shall only be permitted in accordance with the conditions of an approved habitat conservation area report. The conditions sited in this part of the RMC still need to be addressed in the Wildlife Habitat report since that report does not address the PHS biodiversity corridor and dismisses the importance of the shrub steppe habitat. Development activity is proposed within both of these FWHCAs. The proposed development severely impacts the biodiversity corridor and shrub steppe habitat both of which are priority habitats. The buffer averaging worsens the impact to the higher quality habitat areas as well as not meeting conditions to improve wetland protection

or improve the quality of the buffer. Increasing a poorly vegetated buffer does nothing to protect the function of a FWHCA or a wetland, let alone improve it. The proposed application does not meet city requirements for buffer averaging or for protection of FWHCAs.

**Summary:**

The footprint of the development should be decreased to provide some protection to the priority habitats. The proposed buffer averaging does not meet wetland protection requirements and should not be allowed. Mitigation measures and monitoring to increase and enhance buffer areas should be explicitly stated as requirements for the developer and the development, with timelines for compliance and means of enforcement. Persons/entities responsible for carrying out mitigation measures should be identified clearly in City approval documents to assure that developers meet all legally required mitigation measures. Monitoring should be required as in RMC22.10.160 for at least 10 years with enforcement by the city.

A summary of some of the proposed mitigation measures follows:

1. Decrease the footprint of the development and reduce the number of parking spots.
2. Enhance the buffer by planting native plants and controlling weeds to improve the function of the shrub steppe habitat.
3. Increase the buffer to include the biodiversity corridor and to mitigate for the access road that parallels the wetland. It is especially important to preserve the better functioning parts of the shrub steppe habitat areas in the biodiversity corridor.
4. Protect the buffer during construction, i.e., all work should stay out of the buffer with no clearing or dumping allowed. There should be no impact to the buffer area during and after construction. It is important that eroded soils be prevented from entering the buffer and the wetlands. Additional measures beyond silt fencing will likely be needed to control erosion into the buffer areas since silt fencing has been seen to be ineffective, especially when not monitored on a daily basis.
5. Signs should be placed indicating that the area is a sensitive wetland buffer.
6. Stormwater must be contained within the developed portions of the site even during large rain and snow events and must not impact the wetlands or the buffers or the wellhead.
7. Means by which the applicant will prevent or mitigate the potential risk that residential users could have waste materials and/or household chemicals that enter the ground should be clearly identified
8. Means by which the applicant will prevent or mitigate dumping in the buffer during and after construction should also be clearly identified.
9. The City should work with the developer to implement energy conservation features consistent with the City's goal to be more energy efficient.
10. The City should work with the developer to identify noise mitigation actions suitable for an area next to a Preserve.
11. Since this is in a CARA, monitoring of groundwater and surface water conditions should be done before construction (to set a baseline), then during construction and at least within the first 5 yrs of establishment to assure that no detrimental changes have taken place. If significant changes are detected, the developer should be required to provide mitigation.
12. The City should work with the developer to identify mitigation measures for lighting near a wetland and should implement dark sky lighting standards that are required in a FWHCA.
13. A wall should separate the development from the buffers as was done for the Clearwater Creek development to help protect the integrity of the buffer. (assumption – the pedestrian pathway trail would be inside the wall)
14. A paved trailway is not appropriate through the Preserve (see SEPA comments).
15. As recommended in RMC 22.10.210, the developer should consider using bird-friendly building designs.
16. The developer should use native plantings in open space within the development.
17. The developer should identify how to discourage unauthorized vehicles, such as ATVs, from using the access road to access the buffer and wetland areas.
18. A number of other concerns based on RMC 22.10.210 FWHCA Performance Standards need to be addressed before work on this proposed development is initiated.

**From:** Jim and Kathy Swift
**To:** Stevens, Mike
**Subject:** Protest letter for Willowbrook apartment
**Date:** Saturday, October 17, 2020 9:30:31 AM
**Attachments:** apartment complex letter2020.docx

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Please find attached letter.

Please come and walk the land so you can better understand what is at risk.

Thank you,
Kathy Swift
2750 Willowbrook Ave

2750 Willowbrook Ave.

Richland, WA 99352

October 15, 2020

Mike Stevens

Planning Manager

City of Richland
Richland, WA 99352

RE: Proposed Willowbrook apartment complex

Dear Mr. Stevens,

I am writing to oppose, in the strongest possible terms, the building of an apartment complex adjacent to the Willowbrook and Meadow Springs communities. I ask that Richland Development Services and the Richland City Council deny any building permits necessary for this project.

It appears that the only ingress and egress for this complex is via Piper to Center Blvd. I believe this to be dangerous if not a violation of City codes. It is our understanding that there must be at least two ways to access the area of the complex for emergency vehicles. The newly proposed secondary access road, (off Broadmoor) is planned to run over properties that are designated to be used as single family homes. The owner of the proposed complex property in question is trying to force a road to be built to compensate for poor planning after years of developments in the area. It is obvious and we need due diligence by our city planners to prevent this from going forward.

The intersection of Center and Willowbrook Ave. is a major school bus stop for both Richland and Kennewick. The increased volume of traffic from the proposed

apartment complex added to the increased traffic from the new Viking housing development would place these school children at a significantly greater risk of injury. The intersection of Center and Leslie Road is already extremely busy and dangerous. The hundreds of cars that would use this intersection from the apartment complex would add to an already dangerous intersection. The poorly planned new small road access off Broadmoor is not suitable for traffic volume or emergency vehicles. Please protect the homeowners and communities!

Also of concern is the decision to have the entrance to an apartment complex inside an established, single-family home neighborhood. It is injudicious.

Finally, there is absolutely no need to introduce a large, apartment complex in the middle of what is already a quiet, settled, single-family home neighborhood adjacent to a wildlife preserve and built over a spring. The complex would be completely out of character for Willowbrook, Meadow Springs, and the new Hayden Homes development. Further, I know of no one in Willowbrook or Meadow Springs who is in favor of this kind of development adjacent to these communities. It is quite simply the wrong place for apartments.

I once again urge you and the City Council to reject this project and encourage the owner of the land to come up with a development that would fit with the overall character of the communities already in existence.

Sincerely,

Kathy Swift

Dear Mr. Stevens,

I am writing to express my opposition to the proposed **M2020-101 & EA2020-114** (WILLOWBROOK PLACE APARTMENTS). I have been a resident of Willowbrook for the last 28 years, first in Willowbrook proper and for the last 2 years in Willowbrook Preserve.

The zoning of the proposed property was designated as high density many years ago when access to this property was much more open and the plan was to provide adequate access to this property. Unfortunately, over the years, no real attempt was made by the city or property owner to protect the access to this property. As result, the city and developers find themselves in a predicament where the available access to this property does not readily support its proposed use of a high density apartment complex. The current attempts to force a project where it no longer fits is concerning in that it violates city code and HOA covenants.

There are only two proposed access options to this property: (1) a meadering route through small neighborhood streets (Center Blvd and Piper st,) and (2) access to Broadmoor St. via an illegal street being placed on multiple properties subject to the HOA covenants and restrictions of two HOAs. Broadmoor St. is already at or near maximum capacity for its designation and the proposed additional volume is not appropriate. In addition, the location and position of the proposed intersection poses several safety concerns. Center Blvd and Piper St are not adequately suited for high volume traffic and poses clear traffic safety hazards for motorists and pedestrians (especially young children) which are difficult to ignore. New houses being built on Piper Street and Mackenzie/Bella Courts are adding to the traffic volume. The site of these apartments will effectively force any residents to own a car because the closest bus stop or services are more than a mile away.

Access to the site of the apartments by larger emergency vehicles is going to be very difficult with the proposed dimensions of the access road even with no other vehicles present. It is also noted that previous plans had this road designated as a protected emergency access, but with subsequent applications this has evolved into a full access road intended to support the majority of the access to these apartments. This demonstrates unsafe conditions for the potential residents of these proposed apartments and the residents of adjacent properties.

The northern access road to Broadmoor uses several properties that are subject to covenants and restrictions of two Homeowners Associations. There are pending lawsuits against the developers asserting the appropriate usage of these HOA properties. The owners of these properties had to have signed the acknowledgement of HOA covenants and restrictions on these properties when they were purchased. Although it has always been apparent that development of the larger property was possible, it could not have been anticipated that a road would be developed on lots designated for single family dwellings only. This is unfair to the members of the HOA and residents of adjacent properties who have invested their money in properties believing that the HOA covenants would protect the usage of its properties from inappropriate development.

This high density project is adjacent to the Amon Creek Natural Preserve. This development will negatively impact and potentially destroy this rare and unique natural preserve entrusted to the City of Richland. The Preserve is home to diverse species of wildlife and enjoyed by many residents for recreational and educational activities. An independent environmental assessment needs to be performed in order to obtain an accurate assessment of the true environmental impact of this project.

Thank you for your consideration in this important matter.

Sincerely,

Kathryn H. Pryor,
2862 Mackenzie Court, Richland WA.

Roberta D. (Bobbie) Bull
108 View Meadows Ct.
Richland, WA 99352
(509) 628-0818

October 29, 2020

Mike Stevens
City of Richland Planning Manager
625 Swift Blvd., MS-35
Richland, WA 99352

Dear Mr. Stevens:

This letter addresses my concerns about a proposed development by Big Creek Land Company, LLC in South Richland, known as Willowbrook Place Apartments. I see that development with its attendant construction activities, increased traffic volume and decreased access to Amon Creek Natural Preserve (ACNP) as a violation of several of the city's development codes. RMC 23.01.010 purports to enhance the quality of life for Richland residents. I can assure you that this development will reduce the quality of life near our home for me. My husband and I chose to buy a home in this area in part to have access to the outdoor activities and the tiny bit of shrub-step environment that exists in the ACNP. I often walk in the preserve and will likely find my enjoyment of those walks reduced simply due to the traffic congestion associated with the potential of an added 96 dwelling units. RMC 24.04.020 lists as a goal to conserve and restore natural resources. The proposed development will clearly do just the opposite. RMC 23.48.010 encourages development in keeping with the physical constraints of the of the project site. While the proposed development may well address restraints associated with the project site itself, it may significantly decrease access to emergency services in the neighborhood simply due to increased population density with all its ramifications. In my opinion the development is way out of proportion to the existing space and infrastructure.

As I have done over the course of several years and with several previous projects, I urge you to deny any applications for multiple family dwellings in this area. I plan to e-mail this letter to meet the deadlines and will send a paper copy to the mailing address.

Bobbie Bull

10/30/2020 02:00pm

Honorable Mike Stevens
City Of Richland Manager

Mr. Stevens,
My name is Daniel W. Erickson and I'm a property owner at 110 Center Boulevard, Richland WA. 99352 in the Willowbrook development. We have been here at our current address since 1993 and have seen the growth of housing in the community of Willowbrook and the surrounding Willowbrook phase groups. All these have been real homes and not condensed housing.
I'm writing again about my objection to the proposed multi-family apartment project. This is the forth attempt by the City of Richland and contractor to do an end-run and force this action. I've sent three and now the fourth objection to the Citys development proposal of a multi-family apartment projects. Again, I'll outline the objections it seven point that are Germane for this process.

1. The increase safety impact to the housing residents on Piper Street, Center Boulevard, and Broadmoor (Meadow Springs community). The traffic increase of 96 unit apartment complex will increase traffic 69-80 % . These increased numbers are unexceptionable based on the design presented by the city. The proposal is and unsafe action by the city, and will cause the city to be liable because of this misconceived plan. Our community has hired a traffic safety engineers for their input and have demonstrated the hazardous endeavor that the city is going toward.
2. The City of Richlands' willingness to violate their own building codes for development. The action of overlooking code regarding zoning, street length, street width, minim block width, and general traffic flow is negligent and almost criminal action by the city. Changing the rules or ignoring the rules just to satisfy a contractors lobbing is just unethical and unexceptionable.
3. Here at the Willowbrook HOA, we have an active association. We have documented rules that we follow and are in force. We will take legal action to make the City of Richland honor these long standing rules of this community, unlike most we the Willowbrook HOA live here and will be affected by this proposed action.
4. WetLand buffer violations. The City's proposal is now in violation of the Wetland Buffer Zone. The “Tapteal Greenway” is being tromped on by the city's proposal. The city is dismissing this Greenway by lobbing of the contractors of the apartments development.
5. The proposal of rezoning from the change to “medium density” back to a “Low Density” removing it from the city's action. Seeking an majority vote on the rezoning question not just a consensus by a few. This property has insufficient access and area to arterial roadways to allow multi-family development and should be rezoned back to “Low Density”.
6. The Willowbrook HOA attorney will be participating in the Decembers meeting with the city of Richland on this question. Also I'm requesting time during the time for public comments to put my words of objection to this bad, conceived idea on record.
7. This action is a action of harassment by the city of Richland. The Willowbrook HOA has had this same discussion in the public form three times. It looks like a forth , with a non-public notification by the city trying to “sneak” it by. This is very underhanded action by the city.

In Closing: The city is putting themselves liable for ignoring the design building code criteria and is attempting to create an intentional traffic hazards in Willowbrook and Meadowsprings community. Also, There will be devaluation of my property because of a multi-family apartments put in the middle of a residential homes.
Respectfully,
Daniel W. Erickson
dwgolf4514@aol.com
509-528-5834

Exhibit 16

# NOTICE OF POSTPONEMENT

## CITY OF RICHLAND
## NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114)

The virtual public hearing for the Big Creek Land Company, LLC Site Plan Review (Willowbrook Apartments) has been postponed due to the City of Richland requesting additional information from the applicant in order to make a final SEPA Threshold Determination. After review of the application materials and comments received, the City has determined that additional information must be provided in order to adequately address the environmental impacts of the proposed development. Once all of the necessary information has been received, the City will re-notice the application and provide additional time for public comment prior to conducting the public hearing.

As of Monday, November 30, 2020 the application has been placed on **"HOLD"** and no further review will occur until the necessary information has been submitted.

Additional information can be viewed online at:
https://www.ci.richland.wa.us/departments/development-services/planning/land-use.

## 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 30th day of November, 2020, I mailed a copy of the attached NOTICE OF POSTPONEMENT (M2020-101 & EA2020-114) to the attached list of individuals via regular USPS on the date indicated above. The virtual public hearing before the Richland Hearing Examiner has been postponed; it had previously been scheduled for December 14, 2020.

Signed: Briana Ghbein

SIGNED AND SWORN to before me this 30th day of November, 2020 by Jennifer Schuster.

JENNIFER SCHUSTER NOTARY PUBLIC STATE OF WASHINGTON COMMISSION EXPIRES 207956 4-25-23

Notary Public in and for the State of Washington,

Jennifer Schuster
Print Name
Residing at 625 Swift Blvd
My appointment expires: 4-25-23


JENNIFER SCHUSTER
NOTARY
PUBLIC
STATE OF WASHINGTON

# NOTICE OF POSTPONEMENT

## CITY OF RICHLAND
## NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114)

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| Owner | Mail Address | City | State | Zip |
|---|---|---|---|---|
| VIKING BUILDERS LLC | 19425 E BROADWAY AVE | SPOKANE VALLEY | WA | 99016 |
| VANWINKLE CORY F & LISA | 274 PIPER ST | RICHLAND | WA | 99352 |
| GARZA ALBERTO & DINA | 333 BROADMOOR ST | RICHLAND | WA | 99352-8401 |
| MEADOWS RICHARD P | 275 PIPER ST | RICHLAND | WA | 99352 |
| KOPENEC ROBERT A & ANGELA | 336 PIPER ST | RICHLAND | WA | 99352 |
| GHANNAM DANY E & HANANE | 348 PIPER ST | RICHLAND | WA | 99352 |
| MITCHELL MARIA B | 352 PIPER ST | RICHLAND | WA | 99352 |
| SMITH DUANE W & CHERYL L | 8914 56TH PL WEST | MUKILTEO | WA | 98275 |
| COLUMBIA VILLAS LLC | 245 BROADMOOR ST | RICHLAND | WA | 99352 |
| BAILEY NICOLE & JARED | 337 GLEN EAGLE COURT | RICHLAND | WA | 99352 |
| SCHERTZ NEAL J & THERESA C | 327 BROADMOOR ST | RICHLAND | WA | 99352 |
| STANFIELD JACOB & JENNIE | 265 SCOULER COURT | RICHLAND | WA | 99352 |
| SALDANA MIGUEL ANGEL | 8520 W 3RD AVE | KENNEWICK | WA | 99336 |
| MITCHELL J CHAD & BONNIE E | 305 PIPER ST | RICHLAND | WA | 99352 |
| CAMERON TRUSTEES LARRY & JO ANN | 268 PIPER ST | RICHLAND | WA | 99352-8702 |
| BAILEY KYLE D | 294 PIPER ST | RICHLAND | WA | 99352 |
| JOHNSON DEENA M & PAUL | 298 PIPER STREET | RICHLAND | WA | 99352 |
| STEINAUER BRETT A | 330 PIPER ST | RICHLAND | WA | 99352 |
| GROVER RONALD A & ERIKA | 351 PIPER ST | RICHLAND | WA | 99352 |
| ANG DENNIS & BESSIE | 259 SCOULER CT | RICHLAND | WA | 99352 |
| ESPINOZA ANGELA | 270 SCOULER CT | RICHLAND | WA | 99352 |
| RODEN TRUSTEE GERALD CLEMENS | 2300 IRVING AVE | MINNEAPOLIS | MN | 55405 |
| SPENCER REED W & KAREN L | 407 LARKHAVEN CT | RICHLAND | WA | 99352-9631 |
| BJORGAN TRUSTEE CHRISTINE | 2610 COULTER CT | RICHLAND | WA | 99352 |
| BIG CREEK LAND COMPANY LLC | 1950 W BELLERIVE LANE | COUER D'ALENE | ID | 83814 |
| ENOS SHARON CATHERINE | 264 SCOULER CT | RICHLAND | WA | 99352 |
| HAGER GEORGE & SARA | 345 GLENEAGLES CT | RICHLAND | WA | 99352 |
| CORBIN TRUSTEES KATHY & JOHN | 341 GLENEAGLES COURT | RICHLAND | WA | 99352 |
| SHALLMAN RICHARD & MARGARET | 321 BROADMOOR ST | RICHLAND | WA | 99352 |
| KRISHNASWAMI KANNAN & FOX SORCHA C | 312 PIPER ST | RICHLAND | WA | 99352 |
| WUERCH ROLF M & MIRYAM R | 318 PIPER ST | RICHLAND | WA | 99352 |
| MORASCH LAUNA F | 324 PIPER ST | RICHLAND | WA | 99352 |
| WILSON MICHAEL & TRACY | 261 SILVERLEAF CT | RICHLAND | WA | 99352 |
| MACALISTER EDWARD D & PATRICIA L | 337 PIPER ST | RICHLAND | WA | 99352 |
| TAPTEAL GREENWAY | PO BOX 2002 | RICHLAND | WA | 99352 |
| SHARLEDAN PROPERTIES | 640 JADWIN AVE STE G | RICHLAND | WA | 99352 |
| ARCHIBALD JASON M & KAROLINE K | PO BOX 1412 | RICHLAND | WA | 99352-1412 |
| CARR BLAINE & RACHEL | 258 SILVERLEAF CT | RICHLAND | WA | 99352 |
| JANET DAVIS | 253 SCOULER CT | RICHLAND | WA | 99352 |
| | STATE OF WASHINGTON DEPARTMENT OF ARCHAEOLOGY & HISTORIC PRESERVATION | | | |
| SYDNEY HANSON | PO BOX 48343 | OLYPMIA | WA | 98504-8343 |
| JAY & ANGELA REINHARDT | 202 ROCKY MOUNTAIN CT | RICHLAND | WA | 99352 |
| WILLIAM & JUDY KITCHEN | 2737 CHELAN LOOP | RICHLAND | WA | 99352 |
| SAMUEL & KATHY DECHTER | 113 BEBB CT | RICHLAND | WA | 99352 |
| LISA DUKES | 215 BROADMOOR ST | RICHLAND | WA | 99352 |
| PAUL PRESBY | 209 BROADMOOR ST | RICHLAND | WA | 99352 |
| ROBERTA BULL | 108 VIEW MEADOWS CT | RICHLAND | WA | 99352 |
| WM. KADE CASCIATO | 2749 WILLOWBROOK AVE | RICHLAND | WA | 99352 |
| DIANA MCPHERSON | 2765 O'CONNOR ST | RICHLAND | WA | 99352 |
| PATRICK PAULSON & LAURIE NESS | 2253 DAVISON AVE | RICHLAND | WA | 99354 |
| CHUCK & HELEN MAXSON | 207 PIPER ST | RICHLAND | WA | 99352 |
| TERRY & NANCY MILLER | 2337 GREENBROOK BLVD | RICHLAND | WA | 99352 |
| JOHN & SALLY MARTIN | 637 BIRCH AVE | RICHLAND | WA | 99352 |
| CAROL GROCE | 204 CENTER BLVD | RICHLAND | WA | 99352 |
| RON UNDERHILL | 201 ROCKY MOUNTAIN CT | RICHLAND | WA | 99352 |
| AARON DIAZ | 2602 WILLOWBROOK AVE | RICHLAND | WA | 99352 |
| DEBBIE BERKOWITZ | 544 FRANKLIN ST | RICHLAND | WA | 99352 |
| KATHYRN PRYOR | 2862 MACKENZIE CT | 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 30th day of November, 2020, I posted the attached NOTICE OF POSTPONEMENT (M2020-101 & EA2020-114) in the following locations:

One within the public right-of-way at the easterly terminus of John Court, and another on the south side of Willowbrook Avenue approximately 285 feet east of Greenbrook Boulevard.

Signed: Michael Stevens

SIGNED AND SWORN to before me this 30th day of November, 2020, by Michael Stevens.




Signature of Notary

Briana C. Ghbein
Printed Name

Notary Public in and for the State of Washington,
Residing in Richland, WA 99352
My appointment expires: 4-25-23

# NOTICE OF POSTPONEMENT

## CITY OF RICHLAND
## NOTICE OF APPLICATION, PUBLIC HEARING & OPTIONAL DNS (M2020-101 & EA2020-114)

The virtual public hearing for the Big Creek Land Company, LLC Site Plan Review (Willowbrook Apartments) has been postponed due to the City of Richland requesting additional information from the applicant in order to make a final SEPA Threshold Determination. After review of the application materials and comments received, the City has determined that additional information must be provided in order to adequately address the environmental impacts of the proposed development. Once all of the necessary information has been received, the City will re-notice the application and provide additional time for public comment prior to conducting the public hearing.

As of Monday, November 30, 2020 the application has been placed on **"HOLD"** and no further review will occur until the necessary information has been submitted.

Additional information can be viewed online at:
https://www.ci.richland.wa.us/departments/development-services/planning/land-use.

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CITY OF RICHLAND
DEVELOPMENT SERVICES DEPARTMENT
625 Swift Boulevard
Richland, WA 99352
Telephone (509) 942-7794
Fax (509) 942-7764
CI.RICHLAND.WA.US · 509-942-7390

November 30, 2020

Big Creek Land Company, LLC
Attn: Cliff Mort
1950 W. Bellerive Lane #107
Coeur d' Alene, ID 83814

RE: Willowbrook Apartments SEPA Threshold Determination and Site Plan Review

Dear Mr. Mort:

This letter is in regards to the Site Plan Review and SEPA Threshold Determination for the Willowbrook Apartments project you applied for upon property located east of the terminus of John Court upon Tracts A & B, Willowbrook No. 1 (Lots 2 & 3 Record Survey #3864) and Tract B, Willowbrook No. 2, Phase 4, located in the southeast quarter of the southwest quarter of Section 36, Township 9 North, Range 28 East, and within the northeast quarter of the northwest quarter of Section 1, Township 8 North, Range 28 East, W.M., Benton County, WA.

As you are aware, 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 utilized the optional DNS process in WAC 197-11-355.

Based upon comments received during the SEPA review process, the City of Richland Development Services Department (Planning Division) has determined that additional information needs to be submitted prior to the City issuing a final SEPA Threshold Determination. As a result, the public hearing scheduled for Monday, December 14, 2020 has been postponed until a final SEPA Threshold Determination can be made. The following items will need to be submitted or addressed in order for the City to complete its mandatory SEPA review.

1. Updated Traffic Impact Analysis (TIA). The TIA provided provides data that is potentially incomplete given the dates used. The TIA needs to clearly take into consideration the build-out of the nearby Clearwater Creek housing development (including elementary school) and the future construction of the fully funded Center Parkway roadway extension.

2. The Critical Areas Report and Buffer Averaging Plan (Revision 3, 12/17/19) fails to properly address mitigation sequencing (RMC 22.10.120) and also fails to comply with the provisions of RMC 22.10.115 (A)(1) & (2).

3. A stormwater management plan shall be submitted clearly indicating how stormwater runoff from the project will be managed on the project site.

4. The Wildlife Habitat Assessment Report (4/23/20) fails to evaluate the existence of protected habitats and species at, or adjacent to, the project site as required by RMC 22.10.200. The report also fails to evaluate the presence of protected habitats and species on protected areas adjacent to the project site as well as fails to evaluate the impact of the project on the ecosystem functions of the Amon Creek Natural Preserve and FWHCA adjacent to the site. Finally, the report also fails to identify and provide management recommendations and measures to protect the habitats and species that occur, or are likely to occur, on the project site, such as Black-tailed Jackrabbit, Shrub-steppe habitat, Biodiversity Corridors, Freshwater Forested/Shrub Wetland and Chinook Salmon and Coho.

5. The site is located within a Geologically Hazardous Area as mapped by Benton County and the City of Richland. A geologic report, prepared by a qualified professional shall be submitted pursuant to RMC 22.10 Article V – Geologically Hazardous Areas.

6. The site is located within a designated critical aquifer recharge area (CARA). A hydrogeologic assessment shall be submitted pursuant to RMC 22.10.330.

7. An archaeological cultural resources survey with subsurface shall be performed and the results thereof submitted to the City of Richland.

If you have any questions regarding this issue, please feel free to contact me at (509) 942-7596 or via email at mstevens@ci.richland.wa.us .

Sincerely,



Mike Stevens
Planning Manager
City of Richland
(509)942-7596
mstevens@ci.richland.wa.us

Exhibit 17

CITY OF RICHLAND
DEVELOPMENT SERVICES DEPARTMENT
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