Notice of Application

The Spokane County Department of Building and Planning (Review Authority) has published this Notice of Application to provide the opportunity to comment on the described proposal. The comment period ends 14 calendar days from the date issued. During this period written comments may be submitted to the Review Authority. The file may be examined between the hours of 7:30 a.m. and 4:00 p.m. Monday through Thursday and 7:30 a.m. and 2:00 p.m. Friday (except holidays) at the Department of Building and Planning in the Public Works Building, 1026 W. Broadway, Spokane, Washington. Questions may be directed to the Project Coordinator listed below.

PROJECT #: B1403337
OWNER: BLUE POINT APARTMENTS, LLC
CONTACT: RUDEEN DEVELOPMENT LLC
APPLICATION DATE: 12/04/2014
DETERMINATION OF COMPLETENESS: 12/11/2014
SITE ADDRESS: 15001 N WANDERMERE RD
LOCATION: SPOKANE, WA 99208
PARCEL: 37325.9072
DESCRIPTION: (2) STORY OFFICE/CLUB HOUSE & (123) UNIT APARTMENT COMPLEX
ZONING: High Density Residential
OTHER PERMITS: SPOKANE COUNTY SEWER PERMITS
FURTHER STUDIES:

ENVIRONMENTAL REVIEW: The Department of Building and Planning has reviewed the proposed project for probable adverse environmental impacts and expects to issue a determination of nonsignificance (DNS) for this project. The optional DNS process in WAC 197-11-355 is being used. This may be the only opportunity to comment on the environmental impacts of the proposed project. The proposal may include mitigation measures under applicable codes, and the project review process may incorporate or require mitigation measures regardless of whether an EIS is prepared. A copy of subsequent threshold determination for the specific proposal may be obtained upon request. The Spokane Environmental Ordinance governs any SEPA appeal and such appeal shall be filed within fourteen (14) days after the notice that the determination has been made.

EXISTING ENVIRONMENTAL DOCUMENTS

WRITTEN COMMENTS: Agencies, tribes and the public are encouraged to review and provide written comments on the proposed project and its probable environmental impacts. All comments received within 14 calendar days of the date issued below will be considered prior to making a decision on this application.

DEVELOPMENT REGULATIONS: Spokane County Zoning Code, Spokane County Subdivision Ordinance, Spokane County Standards for Roads and Sewer Construction, Spokane County Guidelines for Stormwater Management, Spokane County Critical Area Ordinance and the regulations of the Spokane Regional Health District are the primary regulations applicable to the site.

CONSISTENCY: In consideration of the above referenced development regulations and typical conditions and/or mitigating measures, the proposal is found to be consistent with the "type of land use", "level of development", "infrastructure", and "character of development".

PUBLIC HEARING: This action is not subject to a future public hearing.

REVIEW AUTHORITY: Dawn Doppler, SEPA Coordinator
Randy Vissia, Building Director
Spokane County Building and Planning
1026 W Broadway Avenue
Spokane, WA 99260
(509) 477-3675

Date Issued: 12-17-2014
Signature: [Signature]

The comment period closes at 4:00 p.m. on December 30, 2014
ENVIRONMENTAL CHECKLIST

SPokane EnvirOrnmental Ordinance SeCtion 11.10.230[1]

Updated March 15, 2006
Environmental Checklist

Purpose of Checklist:
The State Environmental Policy Act (SEPA) chapter 43.21C RCW, requires all governmental agencies to consider the environmental impacts of a proposal before making decisions. An Environmental Impact Statement (EIS) must be prepared for all proposals with probable significant adverse impacts on the quality of the environment. The purpose of this 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 is required.

Instructions for Applicants:
This environmental checklist asks you to describe some basic information about your proposal. Governmental agencies use this checklist to determine whether the environmental impacts of your proposal are significant, requiring preparation of an EIS. Answer the questions briefly, with the most precise information known, or give the best description you can.

You must answer each question accurately and carefully, to the best of your knowledge. In most cases, you should be able to answer the questions from your own observations or project plans without the need to hire experts. If you really do not know the answer, or if a question does not apply to your proposal, write "do not know" or "does not apply." Complete answers to the questions now may avoid unnecessary delays later.

Some questions ask about governmental regulations, such as zoning, shoreline, and landmark designations. Answer these questions if you can. If you have problems, the governmental agencies can assist you.

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 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.

Use of checklist for nonproject proposals:
Complete this checklist for nonproject proposals, even though questions may be answered "does not apply."

IN ADDITION, complete the SUPPLEMENTAL SHEET FOR NONPROJECT ACTIONS (Part D).

For nonproject actions, the references in the checklist to the words "project," "applicant," and "property or site" should be read as "proposal," "propoer," and "affected geographic area," respectively.

A. BACKGROUND

1. Name of proposed project, if applicable: BLUE POINT APARTMENTS

2. Name of applicant: BLUE POINT APARTMENTS, LLC

3. Address and phone number of applicant or contact person: KIRK KAPPEN 509-892-5114 EXT 4
695 N. LEGACY RIDGE DR. #301, LIBERTY LAKE, WA 99019

4. Date checklist prepared: 12/2/2014

5. Agency requesting checklist: SPOKANE COUNTY

6. Proposed timing or schedule (including phasing, if applicable): BEGIN CONSTRUCTION SPRING OF 2015 AND COMPLETE 1ST PHASE OF 123 APTS IN SPRING OF 2016.

7. a. Do you have any plans for future additions, expansion, or further activity related to or connected with this proposal? If yes, explain.
   YES, IT IS UNKNOWN AT THIS TIME AS TO HOW MANY APARTMENT UNITS WILL BE BUILT.

   b. Do you own or have options on land nearby or adjacent to this proposal? If yes, explain.
   YES, WE OWN PARCEL 37325.9074 WHICH IS SURROUNDED ON THREE SIDES OF THE PARCEL WE ARE SUBMITTING THIS SEPARATELY FOR (37325.9072).

8. List any environmental information you know about that has been prepared, or will be prepared, directly related to this proposal. NONE

9. Do you know whether applications are pending for governmental approvals of other proposals directly affecting the property covered by your proposal? If yes, explain. BUILDING PERMITS FOR 123 APTS. AND REC CENTER

10. List any government approvals or permits that will be needed for your proposal, if known. BUILDING PERMITS FOR 123 APTS. AND REC CENTER

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.
   DEVELOPT AND BUILD, MULTI-FAMILY PROJECT CONSISTING OF 123 UNITS ON A PORTION OF THE CURRENT 13.10 ACRE PARCEL 37325.9072, USING APPROXIMATELY 6.26 WEEKS ON THE 13.10 ACRES.

(1) Office/Clubhouse
(3) Apartments
(3) Garage Bldgs.
12. Location of the proposal. Give sufficient information to 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 application related to this checklist. 15001 N. Wandermore Road in Spokane County. Parcel # 37325.9072. See attached legal description, site plan, and topographic map.

13. Does the proposed action lie within the Critical Aquifer Recharge Area (CARA)? **YES**

14. The following questions supplement Part A.

   a. Critical Aquifer Recharge Area (CARA)

   (1) Describe any systems, other than those designed for the disposal of sanitary waste, installed for the purpose of discharging fluids below the ground surface (includes systems such as those for the disposal of stormwater or drainage from floor drains). Describe the type of system, the amount of material to be disposed of through the system and the types of material likely to be disposed of (including materials which may enter the system inadvertently through spills or as a result of firefighting activities).

   Use of 208 swales with standard drywells is anticipated.

   (2) Will any chemicals (especially organic solvents or petroleum fuels) be stored in aboveground or underground storage tanks? If so, what types and quantities of material will be stored?

   **No**

   (3) What protective measures will be taken to ensure that leaks or spills of any chemicals stored or used on site will not be allowed to percolate to groundwater. This includes measures to keep chemicals out of disposal systems.

   **N/A**

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Page 4 of 16
4. Will any chemicals be stored, handled or used on the site in a location where a spill or leak will drain to surface or groundwater or to a stormwater disposal system discharging to surface or groundwater?
   No

b. Stormwater

1. What are the depths on the site to groundwater and to bedrock (if known)?
   Not known

2. Will stormwater be discharged into the ground? If so, describe any potential impacts?
   Use of zog swales with standard drywells is anticipated. The impact will be to divert water back into the ground.

TO BE COMPLETED BY APPLICANT

B. ENVIRONMENTAL ELEMENTS

1. Earth

   a. General description of the site (circle one): flat, rolling, hilly, steep slopes, mountains, other: ________

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

   Slopes 14' in 1500 l.f.

   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 prime farmland. Sand and gravel

   d. Are there surface indications or history of unstable soils in the immediate vicinity? If so, describe. No
e. Describe the purpose, type, and approximate quantities of any filling or grading proposed. Indicate source of fill:
   Balance Site

f. Could erosion occur as a result of clearing, construction, or use? If so, generally describe.
   No

g. About what percent of the site will be covered with impervious surfaces after project construction (for example, asphalt or buildings)?
   Approximately 57%

h. Proposed measures to reduce or control erosion or other impacts to the earth, if any:
   Landscape all land in disturbed areas

2. Air

a. What type of emissions to the air would result from the proposal (i.e., dust, automobile, odors, industrial, wood smoke) during construction and when the project is completed? If any, generally describe and give approximate quantities if known.
   Typical automobile emissions from residential use

b. Are there any off-site sources of emissions or odor that may affect your proposal? If so, generally describe.
   No

c. Proposed measures to reduce or control emissions or other impacts to air, if any:
   None

3. Water

a. SURFACE: Project shall comply with Spokane Regional Clean Air Agency.
   Project reviewed by agency on 12-11-14
SPOKANE ENVIRONMENTAL ORDINANCE

(WAC 197-11-985) Section 11.10.230(1)  

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

   NO.

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

   NO

(3) Estimate the amount of fill and dredge material that would be placed in or removed from the surface water or wetlands and indicate the area of the site that would be affected. Indicate the source of fill material.

   NONE

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

   NO

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

   NO

(6) Does the proposal involve any discharge of waste materials to surface waters? If so, describe the type of waste and anticipated volume of discharge.

   NO

b. GROUND:

(1) Will groundwater be withdrawn, or will water be discharged to groundwater? Give general description, purpose, and approximate quantities if known.

   NO.
(2) Describe waste material that will be discharged into the ground from septic tanks or other sanitary waste treatment facility. Describe the general size of the system, the number of houses to be served (if applicable) or the number of persons the system(s) are expected to serve.

No septic tanks. Waste water is treated by Spokane County Public Sewer System.

c. WATER RUNOFF (INCLUDING STORMWATER):

(1) Describe the source of runoff (including stormwater) and method of collection and disposal if any (include quantities, if known). Where will this water flow? Will this water flow into other waters? If so, describe.

Storm water is collected in 208 swales and discharged back into the ground via typical drywells.

Could waste materials enter ground or surface waters? If so, generally describe.

No

d. PROPOSED MEASURES to reduce or control surface, ground, and runoff water impacts, if any.

None

4. Plants

a. Check or circle type of vegetation found on the site:

Deciduous tree: alder, maple, aspen, other.

Evergreen tree: fir, cedar, pine, other.

Shrubs

Grass

Pasture

Crop or grain

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? 
Trees will be removed on the interior of the site to allow building of improvements.

c. List threatened or endangered species known to be on or near the site. 
None known at this time.

d. Proposed landscaping, use of native plants, or other measures to preserve or enhance vegetation on the site, if any: 
Landscape Improvements
Per County Code Requirements

5. Animals

a. Circle any birds and animals which have been observed on or near the site are known to be on or near the site: 
birds: hawk, heron, eagle, songbird, other: 
mammals: deer, bear, elk, beaver, other: 
fish: bass, salmon, trout, herring, shellfish, other: 
other: 

b. List any threatened or endangered species known to be on or near the site. 
None Known

c. Is the site part of a migration route? If so, explain. 
No

d. Proposed measures to preserve or enhance wildlife, if any: 
None

6. Energy and natural resources

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

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:

Meeting Washington State Energy Code

7. Environmental health

a. Are there any environmental health hazards, including exposure to toxic chemicals, risk of fire and explosion, spill, or hazardous waste that could occur as a result of this proposal? If so, describe. No

(1) Describe special emergency services that might be required.

Police, Fire, Ambulance

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

None

b. NOISE:

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

Typical construction noise during construction, and then typical traffic noise that accompanies living units

(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.

Moderate noise during construction

Approx. 12 months

Low noise after completion

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

None
8. Land and shoreline use

a. What is the current use of the site and adjacent properties? 
   VACANT LAND

b. Has the site been used for agriculture? If so, describe. 
   No

c. Describe any structures on the site. 
   None

d. Will any structures be demolished? If so, which? 
   No

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

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

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? If so, specify. 
   No

i. Approximately how many people would reside or work in the completed project? 
   123 Families or Residential units will reside

j. Approximately how many people would the completed project displace? 
   None
k. Proposed measures to avoid or reduce displacement impacts, if any: 
   None

1. Proposed measures to ensure the proposal is compatible with existing and 
   projected land uses and plans, if any: 
   The development is 
   consistent with the zoning and comp plan 
   of High Density Residential Use.

9. Housing

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

b. Approximately how many units, if any, would be eliminated? Indicate 
   whether high-, middle- or low-income housing. 
   None

c. Proposed measures to reduce or control housing impacts, if any:
   None

10. Aesthetics

a. What is the tallest height of any proposed structure(s), not including antennas; 
   what is the principal exterior building material(s) proposed? 
   Vinyl siding exterior with 2 and 3 story 
   buildings with a max height of approx. 47 feet

b. What views in the immediate vicinity would be altered or obstructed? 
   None

c. Proposed measures to reduce or control aesthetic impacts, if any:
   Leave as many trees along border of project 
   as possible (along Wanderer Peak Road and 
   highway 395)
11. Light and Glare

a. What type of light or glare will the proposal produce? What time of day would it mainly occur? Typical: Bldg. wall packs and light poles throughout the project will point to the interior of the site to light drive and walk areas.

b. Could light or glare from the finished project be a safety hazard or interfere with views? NO

c. What existing off-site sources of light or glare may affect your proposal? None

d. Proposed measures to reduce or control light and glare impacts, if any: None

12. Recreation

a. What designated and informal recreational opportunities are in the immediate vicinity? Walking trail across the street on the east side of Wanderer Road.

b. Would the proposed project displace any existing recreational uses? If so, describe. NO

c. Proposed measures to reduce or control impacts on recreation, including recreation opportunities to be provided by the project or applicant, if any: Weight facility inside the Rec Center and open space throughout the site in landscaped grassy areas.

13. Historic and cultural preservation

a. Are there any places or objects listed on, or proposed for, national, state, or local preservation registers known to be on or next to the site? If so, generally describe. NO
b. Generally describe any landmarks or evidence of historic archaeological, scientific or cultural importance known to be on or next to the site.  

   NONE

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

   NONE

14. Transportation

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

   Waddell Rd fronts the site and is the only access road to the site.

b. Is site currently served by public transit? If not, what is the approximate distance to the nearest transit stop?  

   NO, NOT KNOWN

c. How many parking spaces would the completed project have? How many would the project eliminate?  

   226 parking spots provided and none will be eliminated.

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

   NO

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

   NO

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f. How many vehicular trips per day would be generated by the completed project? If known, indicate when peak would occur.  

   SEE TRAFFIC LETTER

   (Note: to assist in review and if known indicate vehicle trips during PM peak, AM Peak and Weekday (24 hours).)

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

   NONE

15. Public services

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SPOKANE ENVIRONMENTAL ORDINANCE

(WAC 197-11-985) Section 11.10.230(1) File No. 814-3337

a. Would the project result in an increased need for public services (for example: fire protection, police protection, health care, schools, other)? If so, generally describe: Yes, typical increase in all services that would go along with 123 apartment homes.

b. Proposed measures to reduce or control direct impacts on public services, if any: None

16. Utilities

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, septic system, other:

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: Alista - electricity & gas, Whitworth Water District - water, Spokane County - sewer, Waste Management - refuse, Telephone - TBD

C. SIGNATURE

I, the undersigned, swear under penalty of perjury that the above responses are made truthfully and to the best of my knowledge. I also understand that, should there be any willful misrepresentation or willful lack of full disclosure on my part, the agency must withdraw any determination of Nonsignificance that it might issue in reliance upon this checklist.

Date: 12/2/14 Signature: [Signature]

Please Print or Type:
Proponent: Kirk Kappen Address: 1695 N. Legacy Ridge Dr.
Phone: 509-892-5114 Ext: 4 Liberty Lake, Wa. 99019

Person completing form (if different from proponent): N/A Address: 
Phone: 

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FOR STAFF USE ONLY

Staff member(s) reviewing checklist: [Signature]

Based on this staff review of the environmental checklist and other pertinent information, the staff concludes that:

- A. there are no probable significant adverse impacts and recommends a Determination of Nonsignificance.
- B. probable significant adverse environmental impacts do exist for the current proposal and recommends a Mitigated Determination of Nonsignificance with conditions.
- C. there are probable significant adverse environmental impacts and recommends a Determination of Significance.
PARCEL #37325.9072

THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 27 NORTH, RANGE 43 EAST, W.M., LYING WEST OF P.S.H. NO. 3,

EXCEPT THAT PORTION CONVEYED TO SPOKANE COUNTY BY DEED RECORDED UNDER AUDITOR’S FILE NO. 673389B,

AND EXCEPT THAT PORTION CONVEYED TO STATE OF WASHINGTON BY DEED RECORDED UNDER AUDITOR’S FILE NO. 101729B;

TOGETHER WITH THAT PORTION OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 32, TOWNSHIP 27 NORTH, RANGE 43 EAST, W.M., DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT WHICH BEARS NORTH 89°42' EAST, 1289.8 FEET AND SOUTH 0°24' EAST, 1618.4 FEET FROM THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 32; THENCE SOUTH 89°24' WEST, TO THE WEST LINE OF P.S.H. NO. 3 JUNCTION P.S.H. NO. 6 NORTH, THE TRUE POINT OF BEGINNING; THENCE CONTINUING SOUTH 89°24' WEST TO A POINT 600 FEET WEST OF THE EAST LINE OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER; THENCE WEST TO THE EAST LINE OF DARTFORD ROAD; THENCE SOUTHIERLY ALONG SAID ROAD TO THE WEST LINE OF SECTION 32; THENCE SOUTHIERLY ALONG THE WEST LINE OF SAID SECTION 32 TO THE SOUTHWEST CORNER OF THE SOUTHWEST QUARTER OF THE NORTHWEST QUARTER; THENCE EAST TO THE WEST LINE OF P.S.H. NO. 3 JUNCTION P.S.H. NO. 6 NORTH; THENCE NORTH TO THE TRUE POINT OF BEGINNING;

EXCEPT THOSE PORTIONS CONVEYED TO SPOKANE COUNTY BY DEEDS RECORDED UNDER AUDITOR’S FILE NO. 432897, 670087B AND 673389B;

AND EXCEPT THOSE PORTIONS CONVEYED TO STATE OF WASHINGTON BY DEEDS RECORDED UNDER AUDITOR’S FILE NO. 101729B, 930110430 AND 4909686;

AND EXCEPT THAT PORTION LYING WESTERLY OF THE EASTERLY RIGHT OF WAY LINE OF SR 395;

SITUATE IN THE COUNTY OF SPOKANE, STATE OF WASHINGTON.
SITE PLAN

Total Number of Units: 123
Gross: 123
Net: 123
Total Number of Stories: 2.64

VICINITY MAP

15001 N. Wardner Rd.
November 13, 2014

W.O. No. 2014-1372

Spokane County
Department of Public Works
1026 W. Broadway
Spokane, WA 99260

Attn: Greg Baldwin

RE: Blue Point Apartments
Trip Generation and Distribution Letter

Dear Greg:

The purpose of this document is to address the anticipated vehicular traffic generation and distribution associated with the above referenced project as required in the development process within Spokane County. This letter is being sent to establish the anticipated trip generation and distribution for the project and to determine if further study may be required.

**PROJECT DESCRIPTION**

As shown on the attached preliminary site plan, this project proposes the development of approximately 17.6 acres +/- into 27 apartment buildings with 354 units, developed over three phases. Phase 1 proposes the construction of 126 units and the construction of the project access for the development at the intersection of Elto Avenue and Wandermere Road, as well as an emergency access driveway at the north end of the development. Phase 2 proposes the construction of 114 units located south of Phase 1 and at the center of the project site. Phase 3 proposes the construction of 114 units at the south end of the project site. The project also proposes to build an interconnecting parking lot with a total of 371 parking stalls.

**VICINITY**

The site is listed in the Spokane County Comprehensive Plan as High Density Residential and Low Density Residential that is currently under a CPA with Spokane County. The site is bordered by existing residential uses to the east and to the west of the site is Highway 395. The site is located on the west side of Wandermere Road between Little Spokane Drive and Glencrest Drive on a portion of the SW 1/4 of Section 32, T27N R43E W.M., within Spokane County Washington. A vicinity map is included as Figure 1 and a preliminary copy of the Site Plan is included as Figure 2 as prepared by Simpson Engineers, in the Appendix. The parcel numbers for the site are 37323.9079, and 37325.9072.
TRIP GENERATION AND DISTRIBUTION

Trip Types

The proposed use of the development is a 354 unit apartment complex with 27 buildings. ITE has developed data regarding various trip types that all developments experience. These are found in several places, however, for this analysis the Trip Generation Manual 9th Edition as well as the Trip Generation Handbook were used to develop the criteria for this analysis.

Generally all existing and proposed developments will be made up of one or more of the following trip types: new (destination) trips, replacement trips, pass-by trips, diverted trips, and shared (internal trips).

In order to better understand the trip types available for land access a description of each specific trip type follows.

New (Destination) Trips - These types of trips occur only to access a specific land use such as a new retail development or a new residential subdivision. These types of trips will travel to and from the new site and a single other destination such as home or work. This is the only trip type that will result in a net increase in the total amount of traffic within the study area. The reason primarily is that these trips represent planned trips to a specific destination that never took trips to that part of the City prior to the development being constructed and occupied. This project will develop new trips.

Replacement Trips - These trips are associated with either a change of vendor or a change of land use. These trips recognize that the existing land use maintains the same potential number of trips as were established with the construction of the project, regardless of a change in vendor, for example if a chain fast food restaurant with a drive thru window closes, and another chain fast food restaurant or even a local restaurant begins operation the trips generated by the land use are still the same they have only been replaced. The same goes with a change of land use, the existing trips or potential trips generated by a development are already traveling on the transportation system and are incorporated within the traffic volumes of nearby intersections. Since a new land use will only replace the existing potential trips, only the net difference in trip generation would occur on the transportation system, and can be either an addition or a reduction in trips. This project will not have replacement trips.

Pass-by Trips - These trips represent vehicles which currently use adjacent roadways providing primary access to new land uses or projects and are trips of convenience. These trips, however, have an ultimate destination other than the project in question. They should be viewed as customers who stop in on their way home from work. An example would be on payday, where an individual generally drives by their bank every day without stopping, except on payday. On that day, this driver would drive into the bank, perform the prerequisite banking and then continue on home. In this example, the trip started from work with a destination of home, however on the way, the driver stopped at the grocery store/latte stand and/or bank directly
adjacent to their path. Pass-by trips are most always associated with commercial/retail types of development along major roadways. Therefore, for this project pass-by trips will not be considered.

**Diverted (Linked) Trips** - These trips occur when a vehicle takes a different route than normal to access a specific facility. Diverted trips are similar to pass-by trips, but diverted trips occur from roadways, which do not provide direct access to the site. Instead, one or more streets must be utilized to get to and from the site. For this project, because of the many different routes that can be taken to and from the site, we believe that these would be difficult to track and verify. Therefore, no diverted trips were acknowledged for this analysis.

**Shared Trips** - These are trips which occur on the site where a vehicle/consumer will stop at more than one place on the site. For example, someone destined for a certain shop at a commercial site may stop at a bank just before or after they visit the shop that they went to the site to visit. This trip type reduces the number of new trips generated on the public road system and is most commonly used for commercial developments. Determining these trip types is more difficult to quantify and without specific guidance are usually determined by engineering judgment on a project by project basis. Although some shared trips between land uses may occur with this project, there is no supporting data to justify a large shared trip reduction. Therefore, to be conservative no shared trips were credited for this project.
**TRIP GENERATION**

As noted earlier, trip generation rates for the AM and PM peak hours are determined by the use of the *Trip Generation Manual, 9th Edition* published by the Institute of Transportation Engineers (ITE). The purpose of the *Trip Generation Manual* is to compile and quantify empirical data into trip generation rates for specific land uses within the US, UK and Canada.

The project proposes to develop 354 dwelling units, which will be developed in three phases. Phase one will develop 126 units or 36% of the development, phase 2 will develop 114 units or 32% of the development and phase 3 will develop 114 units or 32% of the development. Land Use Code (LUC) #220, Apartment, was used to establish the number of trips generated for the development. The trips generated in the AM & PM peak hour, for the proposed project are shown by phase in Table 1.

**Table 1 – Trip Generation Rates for LUC #220 – Apartment**

<table>
<thead>
<tr>
<th>Dwelling Units</th>
<th>AM Peak Hour</th>
<th>PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fitted Curve Equation</td>
<td>Directional Distribution 20% In</td>
</tr>
<tr>
<td>Phase 1 36% 126 Units</td>
<td>64</td>
<td>13</td>
</tr>
<tr>
<td>Phase 1 &amp; 2 268% 240 Units</td>
<td>121</td>
<td>24</td>
</tr>
<tr>
<td>Phase 1,2,3 100% 354 Units</td>
<td>178*</td>
<td>36</td>
</tr>
</tbody>
</table>

**Average Daily Trip Ends (ADT)**

<table>
<thead>
<tr>
<th>Dwelling Units</th>
<th>Fitted Curve</th>
<th>ADT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase 1 36%, 126 Units</td>
<td></td>
<td>817</td>
</tr>
<tr>
<td>Phase 1 &amp; 2 268%, 240 Units</td>
<td></td>
<td>1,543</td>
</tr>
<tr>
<td>Phase 1,2,3 100%, 354 Units</td>
<td></td>
<td>2,269*</td>
</tr>
</tbody>
</table>

*Fitted Curve Equations
AM T = 0.49(x) +3.73
PM T = 0.55(x) +17.65
ADT T = 6.06(x) +123.56

As shown above, the proposed project is anticipated to generate trips that accumulate with each phase of the development: Phase 1 is anticipated to generate 64 trips in the AM Peak hour, with 13 trips entering the site and 51 trips exiting the site, and 77 trips in the PM peak hour with 50 trips entering the site and 27 trips exiting the site. For an average day Phase 1 is anticipated to generate 817 average daily trips to come and go from the site.

Phase 1 and Phase 2 is anticipated to generate 121 trips in the AM peak hour, with 24 trips entering the site, and 97 trips exiting the site, and 145 trips in the PM peak hour with 94 trips entering the site and 51 trips exiting the site. For an average day Phase 1 and 2 is anticipated to generate 1,543 average daily trips to come and go from the site.
The full development Phase 1, 2 & 3 is anticipated to generate 178 trips in the AM peak hour, with 36 trips entering the site, and 142 trips exiting the site, and 221 trips in the PM peak hour with 143 trips entering the site and 78 trips exiting the site. For an average day Phase 1, 2, and 3 is anticipated to generate 2,269 average daily trips to come and go from the site.

**TRIP DISTRIBUTION**

As shown on the site plan, the site is located on the east side of Wandermere Road. Therefore the trips from this site are anticipated to be accessed by the following:

**Highway 395** is a north/south, two-way, four-lane, concrete paved, restricted access Highway that extends from Pasco WA along I-90 from Ritzville WA to Spokane WA before going north through the City of Spokane to the Canadian Border. Within the study area the posted speed limit is 60 MPH with other speed restrictions as it goes through the cities and towns along its route to the Canadian Border. In the vicinity of the proposed development the highway has an overpass diamond intersection with Hatch Road, and is signed at 60 MPH.

**Hatch Road** is a north/south, two-way, two-lane asphalt arterial that extends from Dartford Road in a northern direction to Burk Road (that intersects with Little Spokane River Drive). The posted speed limit for Hatch Road is 35 MPH with the exception of a school zone, near the Midway Elementary School. At the beginning of Hatch Road it is surrounded by undeveloped area that falls into the Highway 395 right of way. The first intersections on Hatch Road from Dartford Road are the on and off ramps of 395 and then immediately after that is the T-type intersection of Wandermere Road. The arterial then turns to the north where it intersects with Midway Road. The arterial then continues for a few miles providing access to residential housing developments before the land opens up into farm land. The road then swings a little to the east and intersects with Burk Road.

**Wandermere Road** is a north/south, two-way, two-lane, asphalt frontage road for Highway 395. It is posted at 45 MPH and provides access to two collector roads that extend into the residential areas to the east (Glencrest Drive and Elto Drive). It also makes a T-type intersection with the lower end of Little Spokane River Drive. The road then continues South along Highway 395 and drops down to the valley floor where it intersects with Dartford Drive (another rural arterial) and then climbs out of the valley to intersect with Highway 395 at a signalized intersection.

Considering many factors such as the development surrounding the proposed project, the general commuter traffic in the area, Highway 395 to the west (a major north-south connection), the geography in the vicinity of the site, and the existing transportation facilities in the surrounding area, the following distribution from Wandermere Road applies. It is anticipated that 40% will go to/from the north toward Hatch Road and the 395 Interchange. Where 5% will continue to go to/from the north on Hatch Road, 15% will go to/from the north on 395, and 20% will go to/from the south on 395 beyond the Wandermere area. It is anticipated that 60% will go to/from the
south on Wandermere Road, where 10% will go to/from the southwest on mill Road, and 50% will go south to/from Division Street. This is shown graphically on Figure 3 – Trip Distribution.

Additionally, based upon field investigations, there does not appear to be any sight distance conflicts for this proposed use.

The above-mentioned traffic distribution percentages are based on engineering judgment and actual traffic observation.

CONCLUSIONS AND RECOMMENDATIONS

It is anticipated that this project when fully built-out will generate 178 AM peak hour trips and 221 PM peak hour trips. Considering the number of trips generated by the proposed phased development, the unique transportation system within the area, and recent studies with their projects as background. With this consideration we will await direction if the agencies feel any further analysis is required.

Should you have any questions related to this document please do not hesitate to call at 893-2617.

Sincerely,

Todd Whipple, P.E.

TRW/amm
encl. Appendix (Vicinity Map, Site Plan, Trip Dist %, Photos)
cc: File
APPENDIX

1. Vicinity Map
2. Site Plan
3. Trip Distribution by Percent
4. Misc. Information
5. Site Photos
Photo 1 – Project site, primary access on Wandermere Road looking west.

Photo 2 – Northern frontage of the Site – Emergency access driveway.

Photo 3 – Intersection of Hatch Road & Wandermere Road, looking north.
Photo 4 – Intersection of I-395 northbound on/off ramps looking west.

Photo 5 – Intersection of Mill Road & Wandermere Road.

Photo 6 – Intersection of Division & Wandermere Road, looking southwest.

Photo 7 – Intersection of Division & Wandermere Road looking north.