

# WCE

Whipple Consulting Engineers, Inc.

21 S. Pines Rd.  
Spokane Valley, WA 99206  
Ph 509-893-2617 Fax 509-926-0227

## MEMORANDUM

<b>TO:</b>	Tami Palmquist; Inga Note, P.E.		
<b>FROM:</b>	Todd Whipple, P.E.		
<b>DATE:</b>	7/16/2020		
<b>PROJECT NO:</b>	2019-2318	<b>NAME:</b>	Marshall Creek Estates
<b>REGARDING:</b>	Virtual Community & Traffic Scoping Meeting 7/7/2020		

Mr. Whipple opens the meeting at 5:05 and shares an outline of the community and traffic scoping meeting, starting with an overview of the project location and zoning and shares details about the subdivision. He then opens the meeting for comments. Allyson Andrade reads the comments they have received via email and the chat function on Zoom.

Citizen Question: Since Cedar Road will be shut down can we have the 20 homes that adjoin the property face Cedar with their driveways rather than cutting in an additional street and save trees blocking Eagle Ridge?

Mr. Whipple: We had not thought about that when we did this layout due to a topographic issue and Cedar Road being a direct connection. I will take a look at it.

Citizen Questions: At the previous meeting in your summary it was stated that people were using our land as a free park and the way it was written in your summary is that we condoned it. We want to make sure that people know that we do not condone trespassers on our property.

Allyson Andrade: We will be fixing that line in our summary from last meeting.

Citizen Question: I have a concern about the logging that will occur. (This question has been asked by other citizens as well)

Mr. Whipple: There will be logging and I doubt that we will be able to save many trees due to the density of this project in the City of Spokane. There is opportunity to save some trees along the perimeter of some of the larger lots but to be honest they should expect that we will remove most if not all of the trees from this property

Citizen Question: I have heard that the plan is to have Cedar Road be only for two houses along that road is that correct?

Mr. Whipple: I am not sure how many houses will remain on Cedar Road, we are going to disassociate the intersection and put a cul de sac at the end. We are not asking the City to vacate that property so I am not sure how many homes Cedar Road will continue to serve.

Citizen Question: What are the fire implications?

Mr. Whipple: When we remove all of the trees there will be very little fire opportunity, other than that I am not sure what other fire implications there would be. Cedar Road will still have the same connection or a similar connection to what it is now, there will be two connections out.

Citizen Question: A lot of people want to know about green space, will there be a park or a place for people to recreate?

Mr. Whipple: At this time we are not proposing a park or green space, what we do have in green space will only be in cuts and fills.

Citizen Concern: Water pressure and sewer capacity problems

Mr. Whipple: We have been working with the City water department on the issues of water availability and pressure, the good news is that the problem of water availability will be fixed by a City project. Pressure issues are caused by two things: first, the 24" water line that serves Eagle Ridge is almost at capacity which is why they will be bringing a second line in. Second, the reservoirs from Cedar Hills and at Qualchan 1 and 2 tanks, because of the amount of water that Eagle Ridge uses, those tanks during the summer aren't able to stay full. There is a problem with the pump from the bottom up to the tanks and how all of the tanks are hooked together, so we will be extending a new line and a new booster station from the bottom of the hill up to the Eagle Ridge one tank. While it has not been entirely studied there is some potential that there will be some additional storage provided on top. We will feed off of the Eagle Ridge 1 tank for lots at the top of the subdivision and come off of the low zone for the lower subdivision. We are well on our way to understanding the difficulties in the existing system and will be proposing measures to remedy many of those existing deficiencies. As for sewer we have not done our sewer study yet. We know we will have to put a lift station in but we have not done a study relating to gravity yet.

Citizen Question: I have a concern that there is only one small fire station near there and it is only volunteer.

Mr. Whipple: That is a good question, I do not know. We will record this question and review it.

Citizen Question: Are you proposing to close Cedar Road so that you can build on the east side of it?

Mr. Whipple: No.

Citizen Concern: Habitat consideration; in the area there are elk, moose, and deer.

Mr. Whipple: We appreciate that comment, elk, moose, and deer are not protected species and the project site is not in a known migration route. The reality is that it is inside the urban growth boundary

and we have to consider that goal of the urban growth area is to intensify human development and to limit the number of large tract areas where large animals proliferate.

Citizen Question: Does the City have a concern for reforesting Spokane at the same time we are removing acres of forest land?

Mr. Whipple: I do not know the answer in regards to logging and reforesting Spokane. As a result of clearing and grading we will have street trees, either with Evergreen or Deciduous trees, so it will be replanted.

Citizen Question: Is light pollution a consideration?

Mr. Whipple: Right now light pollution is not a concern. We do not expect any adjacent properties to provide light and glare onto our properties, and we do not expect our properties to provide a problem

Citizen Question: Is there any mitigation due to this being next to a semi-rural zone in the County?

Mr. Whipple: No, the urban growth boundary does not allow for any kind of buffer between urban and rural. The properties to the south, while they are rural in nature, are zoned single-family so regardless of whether those families want to keep it rural or sell, that property remains single-family.

Citizen Concern: General infrastructure concerns with traffic, school enrollment, water availability, and mass-transit.

Mr. Whipple: Water and sewer we've already talked about, traffic we are working through it, there are significant traffic problems in this part of the corridor, part of it was created by the inclusion of the ramp metering causing problems with access and commute times. We are working on some solutions on Thorp, some solutions at 16th and Thorpe, solutions on Highway 195 and we are evaluating the connection with Inland Empire Way from 195. We're working with the City on the Meadowlane connection to 195 remediation. These projects are not in the City impact fee areas, the developers will have to do mitigation beyond the impact fees and we are working through this. For schools, we won't know what schools think about it until we get our application in and they receive a notice. Fire and water are the same thing, as well as Police.

Citizen Question: Will I have to pay more taxes for this? Will the developer have to pay for improvements to the infrastructure?

Mr. Whipple: The traffic impact fee for the lots is \$1,160.64 per lot, and that is listed in our trip generation and distribution letter on our website. As far as taxes go, I cannot do anything about that. We have a requirement to not diminish public services, whether that be water, sewer, traffic, fire, or police. These are all discussed in the City's Comprehensive plan, which is a guide and not a regulatory document. We are trying to work through some of these things right now. We do not have a specific answer but as we move through this process, we will have more and more answers. We will be updating our website as we receive more information

Citizen Question: What about school's increased enrollment, will there be enough space for the children living in this development?

Mr. Whipple: Schools are their own thing, we normally will wait for schools to come to us, and since this is a multiple phase project, the progression of students in existing schools seems to wax and wane. I am not saying that this project won't overcrowd schools or cause the development of new schools, but it seems to work out that if you have a project that lasts 10 years and only 40 lots are built a year. Generally it is not a taxing situation on schools and we will work with the schools to determine remediation if necessary.

Citizen Question: One of the parcels originally part of this development is in the County, how can that be subdivided if County properties cannot be less than 10 or 20 acres?

Mr. Whipple: Good question, I looked this up and I do not remember the answer, he is correct that there is a one or two-acre parcel in the county. I will double-check on this and get back to you. *[After further review, Mr. Whipple has determined that this parcel is in the County and the site must be revised as the portion of this plat proposed on this parcel is not allowed under Spokane County Code.]*

Citizen Question: Will there be a noise impact evaluation conducted?

Mr. Whipple: There is not a noise impact evaluation planned at this time, it is an open area that is not developed, it will be a residential development of single family lots. The density is higher than the other Eagle Ridge neighborhood but it is of similar density to other places in Spokane, so right now we are not expecting there to be many noise issues different than any other single family neighborhood.

Citizen Question: Where are you with the SEPA?

Mr. Whipple: We have not started it, that will be after the community meeting and our scoping process with jurisdictions.

Citizen Question: You indicated in the previous meeting that the houses would sell from \$269,000 to \$700,000 is that still accurate?

Mr. Whipple: The lower-end prices have gone up somewhat but that is still the plan.

Citizen Question: What about electricity and transmission lines along Marshall Creek and Cheney-Spokane Road?

Mr. Whipple: We have a transmission line bisecting the site, we are working with Avista on that. I am not sure about Cedar Road and Cheney-Spokane Road, we are not doing a lot of work on those two roads. The one through the middle of the site will be relocated to proposed rights-of-way and will probably be undergrounded. This is something we will have to work through during the design process.

Citizen Question: Are you releasing the name of the developer or builder?

Mr. Whipple: We still have not done that yet, it will probably be released with the application.

Citizen Question: Can you make the title report public?

Mr. Whipple: I have not heard this request before, generally we do not. I will say no, as it is not standard practice.

Citizen Question: How will the homes in this development compare to Eagle Ridge in terms of quality?

Mr. Whipple: I do not know the answer to that, I assume it will be in the same market. The larger homes near the top will be very much the same as Eagle Ridge, the smaller starter homes will be more starter-home quality. I know that the later phases have smaller homes on smaller lots. I assume that the smaller homes will be comparable to the homes currently being constructed in Eagle Ridge with smaller homes and smaller lots.

Citizen Question: What influence does the outcome of this meeting have on your final development plans?

Mr. Whipple: We try to take everything we hear into consideration, some comments do not work well with the development but I try not to ignore comments. Some comments bring up questions that we do not know the answer to, and I like to go back and figure out what they are. The reality is that this is a development proposal that has to fit into the city's standards, and the net density is 5.62 units/acre so it is not overly dense, but it will be a single family subdivision. We have lots of issues to resolve but we do listen to things

Allyson Andrade (summarizing Citizen Comment): I believe the Spokesman Review earlier in the year reported some things going on with The Summit with only 20 homes being allowed for the time being. Can you please explain that decision? Some citizens are asking if we expect a similar result with this proposal.

Mr. Whipple: The Summit was approved for 99 lots, however the traffic limitation to the number of lots that could be developed before the Meadowlane interchange was funded, so that means that the Summit can only build 20 lots until the City finds funding for the interchange. We will not have to go back to hearing to build the remaining lots once the funding for the interchange is secured. I would assume that Marshall Creek would have similar limitations on development until some problems are remediated. I would expect with this proposal that maybe 100 homes would be allowed for the time being.

### TRAFFIC SCOPING

Mr. Whipple moves on to the traffic scoping portion of the meeting at 5:43. He gives an overview of the meeting and says that community feedback about areas of concern in the traffic system will be taken into consideration when determining the scope of the traffic study. He goes into the numbers from the trip generation and distribution as well as the current scope of work for the project. He then opens the meeting up for questions.

Citizen Question: Can you address COVID and how that affects traffic counts?

Mr. Whipple: In this corridor, we have counts that are no older than 2 years at these intersections. In counting at any new intersections, we would compare the volumes to other previously counted intersections around that and interpolate new volumes based on surrounding counts.

Citizen Comment: I have concerns about hazards on Spokane-Cheney Road, the I-90 and 195 merging intersections, Hatch Road, all access streets to 195.

Citizen Comment: The DOT has stated there should be a moratorium on building in this area.

Citizen Comment: There is a bottleneck on 195 and I-90.

Mr. Whipple: The 195 and I-90 intersection was ramp-metered due to the noticeable drop in speeds due to the number of entering vehicles in the morning on I-90. The DOT had set the thru-speed on I-90 at 50 mph, and if it dropped below that they were going to set mitigatory measures, the first being the ramp-metering on 195. The state is still unhappy with the downtown corridor and they are planning on putting ramp meters on every ramp in the downtown corridor, 8 or 10 more ramp meters from 195 on every entrance ramp through Hamilton. This will change travel patterns and we do not know yet how they will change

Citizen Question: What steps will be taken to reduce or reroute current traffic on Cedar Road, specifically Cedar and Cheney-Spokane Road?

Mr. Whipple: There is not a lot I can do to reduce traffic on Cedar, I can reroute the traffic down through the subdivision to a new roundabout intersection at Cheney-Spokane Road, and I will record your comment.

Citizen Question: Can you go into more detail about the roundabout?

Mr. Whipple: The original proposal was to just have a T-type intersection, however in the evening we have a large volume of left turns and in the morning a large volume of right-turns and there is still a high volume of north-south thru-traffic, so in order to make it an easier intersection we chose a roundabout. It takes away the potential for left-turn accidents seen at T-intersections and slows everyone down. We think there will be a good level-of-service and that commuters will be pleased.

Citizen Question: Can anything be done to keep residents of this subdivision from cutting through Eagle Ridge on Eagle Ridge Blvd?

Mr. Whipple: Eagle Ridge is a public road but we will take that under advice with the jurisdiction and see if there are any concerns. We think that the predominant travel patterns will be on Cheney-Spokane Road with the exception of people accessing the South Hill using Hatch Road.

Citizen Comment: 195 and Meadowlane is a concern.

Citizen Comment: 195 in general is a concern.

Citizen Question: How will traffic from Qualchan be able to access Cheney Spokane? There are currently wait times up to 5-minutes.

Mr. Whipple: I did not know that, thank you for that comment, we will check on that

Citizen Comment: I am concerned with semi-trucks, railroad equipment, school busses, and cars travelling to EWU, Cheney, and Fish Lake who all use Cheney Spokane Road.

Mr. Whipple: Thank you for that comment, we will ask that question to the agencies. Cheney-Spokane Road is a commonly used access road so we will talk to agencies about volumes on that road.

Citizen Comment: You have missed: Off of Cedar Road to Gibbs Rd. and some secondary roads; Borden Road, Viewmont Rd., Crestview Rd., Radley Ln., Raven Ln., Dogwood Ln., Ponderosa Ln.

Mr. Whipple: We will take those under advisement, thank you.

Citizen Comment: Wait times are long at Qualchan Rd. and on US-195-Meadowlane Rd.

Citizen Question: If Cedar Road is closed, how are you going to mitigate the steepness on the new section of road? Will it be wide enough for semis, school busses to turn around? How about bike lanes?

Mr. Whipple: It will be a 40-ft wide collector so it will accommodate large radii according to collector design. It will be the same slope or shallower as the existing road.

Citizen Question: Have you considered rerouting Cedar Road to Cheney-Spokane Road intersection through Eagle Ridge and onto HWY 195?

Mr. Whipple: I don't have that much money but thank you for that comment.

Citizen Comment: There have been dangerous accidents on Cedar Road and on the entrance of Eagle Ridge Blvd and Meadowlane Rd onto 195 going north and south and the backup from 195 to I90.

Mr. Whipple: Thank you for the comment.

Citizen Comment: Cedar Road and Cheney-Spokane Road are in bad shape, the edges of the roads are deteriorating, which can be dangerous.

Mr. Whipple: We will bring this up with the City as that is an existing concern.

Citizen Comment: Another concern is with emergency response to a bad accident. There is not room to pull over on these roads to allow emergency response vehicles to pass. These roads are extremely dangerous with winter weather.

Citizen Question: If the stop sign is removed from Cheney Spokane Rd northbound, how will uphill traffic that wants to turn left onto Cedar be backed up or encouraged to stay southbound on C-S Rd, increasing traffic?

Mr. Whipple: That is a roundabout question, Cedar and Cheney-Spokane Road will only be a pause and it is fairly flat down there.

Citizen Question: Where is construction access?

Mr. Whipple: We are presuming construction access will be from the bottom off of Cheney-Spokane Rd. We will start down there and work our way up the hill.

Citizen Comment: I have concerns regarding the impact on the roads with the heavy construction equipment.

Mr. Whipple: That is a question for the City and I can ask them.

Citizen Comment: I have a concern about the extra congestion on the surrounding roads.

Citizen Question: One of your documents contains the speed limit on Cedar Road as 30 but it is actually 45. *[The speed limit is 30 MPH within the City of Spokane and 45 MPH in Spokane County. The description in the Trip Generation and Distribution Letter has been revised.]*

Mr. Whipple: We will look over our documents and change that to reflect the correct speed.

Citizen Question: The traffic circle seems to be too small for farming equipment and large trucks to get through.

Mr. Whipple: I have to apologize, that drawing is a placeholder and is not an actual design. It is in preliminary design right now and will be an inscribed circle of about 100 or 120 feet and will be big enough for all vehicles to access this facility and all vehicles that currently access any other facilities in the area.

Citizen Question: Are there any plans for bike lanes and sidewalks?

Mr. Whipple: There will be sidewalks through the entire subdivision, our portion of Cedar Road will have a sidewalk on at least one side. It will be a 40-ft roadway, normally we don't stripe bike lanes but I can talk to the jurisdiction about a 15-ft thru-lane and a bike lane. We will ask the question.

Citizen Comment: The street at the top of the project onto Cedar Road, I am worried about visibility in this area.

Mr. Whipple: We have to check sight distance on every road we design, so all intersections should be fine after sight-distance evaluations.

Citizen Question: If there is an accident closing Cheney-Spokane, this will divert all traffic through Eagle Ridge?

Mr. Whipple: That is correct.

Citizen Question: Is the roundabout on BNSF right-of-way?

Mr. Whipple: It will come out of the property in the subdivision, it will be dedicated a ROW from property owners.



Citizen Question: Have you contacted WSDOT regarding their 195 and I90 study due to be completed in March 2021?

Mr. Whipple: I have, I have been a major contributor to that, we have worked with their consultant on a couple of different options. We are predesigning an option for that study and SRTC is evaluating it.

Citizen Question: Is two ways out of the development sufficient for this amount of homes?

Mr. Whipple: Yes.

Citizen Question: If you are closing Cedar, people will be forced to use White Road. It is not sufficient to handle this capacity. What is the plan for White Road?

Mr. Whipple: Right now we don't have any plans, we will talk to the DOT about it and see if it should be included in the traffic study.

Citizen Question: Is the road at the top of the development an entrance and exit or is that only for emergencies?

Mr. Whipple: I presume that you are talking about the road in the development that connects to Cedar Road, yes this will be another access point. The sight distance requirements have been met.

Citizen Question: I have concerns about White Road and Meadowlane and their intersections at 195.

Mr. Whipple: I will record these.

Citizen Question: How does diverting the additional traffic off of 195 onto Inland Empire lessen traffic congestion?

Mr. Whipple: This is a DOT issue that relates to 195, the State is already having problems at 90 and 195 and so the issue is as it relates to the merge is the degradation of speed on I90. If the State has to continue to increase the red time at that meter it will cause larger delays so the thought was that if you are headed downtown, Inland Empire Way drops you off at Third and Maple into the southern core, it would redirect traffic off of 195 and the time savings would be about the same from the detriment to travel time.

Citizen Question: Can you talk about what the City or County or State can do about the safety on these roads?

Mr. Whipple: I was working in this area before Eagle Ridge and the golf course were built. The developments in this area have relied on 195. It is now to the point that the DOT does not believe that the degradation of speeds on I90 is worth letting commuters use 195 so we are having to look for alternate routes. In the end, it will work out okay down here but there are a lot of things that have to be resolved before more people can be moved in. This is an area within the growth boundary and we have to continue to provide options for commuters. This is a tough corridor and we have to be proactive to find solutions and I think there will be a collaborative public-private solution for all of this.

Citizen Question: Will there be any speed limit changes on Cedar Road?

Mr. Whipple: The comment was made that we probably had the wrong speed limit on Cedar anyways so I will go out there to check. As of right now I do not know the answer.

Citizen Question: Cheney-Spokane Road between the intersection of Cedar and Qualchan is very dangerous in the winter when the hill is icy.

Mr. Whipple: We will take a look at it, thanks.

Citizen Comment: At one point there was going to be an additional access point from Cheney-Spokane Road going behind the storage shed in the cemetery. Did you remove that access?

Mr. Whipple: We have right now, that got to be a very difficult approach to make. There is a 30 – 40 foot elevation drop on Cheney Spokane Road and it is next to a creek and wetlands so we decided that if we could do the subdivision without this access we would.

Mr. Whipple: It is 6:21 now, we will answer general community meeting comments until 6:25.

Citizen Comment: I have a concern about the small lot sizes.

Mr. Whipple: These lots match the typical size of starter home lots in Spokane, usually they are 40 feet wide and 100 feet deep so that area will be denser.

Citizen Question: Wasn't this proposed in the past and rejected? What changed?

Mr. Whipple: We never made application, there was a proposal in front of us that did not get to the density required, so we stepped up to make the proposal.

Citizen Question: Do you see quickie marts and such coming up in this area? We are concerned with light pollution and sky glow.

Mr. Whipple: The city only allows for this lot to have single family residential lots. We are not proposing a PUD. People will have to drive to convenience stores and will not be able to walk to convenience stores.

Citizen Comment: I support the addition of bike lanes.

Citizen Question: You mentioned that if the project were approved with traffic mitigation there may only be 100 lots approved before traffic problems are solved. Where would these 100 lots be?

Mr. Whipple: I do not know, we have not discussed that with the developer and the future builder.

Citizen Question: How many starter homes are planned?

Mr. Whipple: I have the number somewhere but I do not have it handy, sorry about that. We can post it on our website. *[We are currently proposing 208 lots that measure 40 feet]*

Citizen Question: Can you talk about where, over time, the homes will be built on the property?

Mr. Whipple: We would be ready to occupy the first homes in spring of 2022. The developer and builder have indicated that they would like to have a mix of the three sizes of homes, so they would like to build some in every market range. I do not know if we can do that after we get all of our conditions together.

Citizen Comment: If all of the trees are gone what will be done to mitigate soil erosion and water runoff?

Mr. Whipple: We will be putting in best management practices to mitigate that. Also, the project will be done in phases. If there is an advantage to logging trees by phase they will do that. If we can put in some large stormwater ponds in at the bottom of the hill we will do that. It will depend on the phase of the project.

Citizen Comment: What is the plan for tree preservation or will they be cutting everything?

Mr. Whipple: I just answered that, assume that all trees will be cleared one way or another by the end of the project.

Citizen Comment: What do you know about the soil? How does it compare to the soil on the South Hill Bluff?

Mr. Whipple: We have a geotech report, it is made up of different varying soils. We have some coarse sand in there, it is erodible to a certain point. On the west side of Cedar there are some deposits from the upslopes. The soils are different, I cannot give specific answers off the top of my head.

Mr. Whipple closes the meeting by listing the different ways for community members to reach them with more questions by going to the website, email, mail, or phone. The meeting ends at 6:30.