

WCE

Whipple Consulting Engineers, Inc.

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

MEMORANDUM

TO:	Ali Brast; Inga Note, P.E.		
FROM:	Todd Whipple, P.E.		
DATE:	9/29/2020		
PROJECT NO:	2020-2695	NAME:	Qualchan View Estates
REGARDING:	Virtual Community & Traffic Scoping Meeting 9/17/2020		

Todd. 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: What are the buffers and setbacks for the project? Will there be a tree buffer between the new project and the existing lots?

Mr. Whipple: At the moment, there are no plans to include a tree buffer, there will be trees remaining in the open spaces per the plan.

Citizen Questions: Where are the ingress and egress points?

Mr. Whipple: The two main ingress and egress points will be on Bolan Avenue and Talon Drive, then down Eagle Ridge Boulevard to Meadowlane Road out to US195 or on Qualchan Drive on to Cheney out to US 195

Citizen Question: What are the proposed home sizes and values?

Mr. Whipple: I do not know at this time. They will be generally smaller homes, currently homes are selling at \$350,000 or \$450,000, some of the homes on larger lots may go for \$350,000 to \$550,000

Citizen Question: What are the estimated start and completion dates?

Mr. Whipple: This is the initial step in this process, we will try to have an application in the next 4-6 weeks, it will then be reviewed and a traffic study is expected to occur in the following 2-6 months. Normally it will take 12-14 months to start construction from the initial application. I do not know when construction will be done.

Citizen Question: When will the traffic studies and environmental studies be done, and where can the public view them?

Mr. Whipple: These will be completed within the next 30-60 days and will likely be posted on our website. There will also be a cultural resource study and a biological study, a geohazard evaluation, a geotechnical report, a stormwater drainage study, a traffic study and the SEPA checklist. These will all be public record with the City of Spokane after the application is made.

Citizen Comment: I believe tree preservation is important.

Citizen Question: Have any studies been done regarding migratory trails. This project will impact a migratory trail along Bolan and I was informed that it cannot be built upon.

Mr. Whipple: We will have a biological study done by a biologist. If it is a migratory elk trail we will have to work with that at that time

Citizen Question: Has a pollution study been done with the addition of cars?

Mr. Whipple: No, the EPA determined in the 1990's that car pollution warranted no air quality analysis, so there is no current analysis for this project at this time.

Citizen Concern: My concern is that the fire station is too small for this area.

Mr. Whipple: This is an issue with your local fire department so you should contact them.

Citizen Question: What is the wildfire concern with all of the new homes in the area?

Mr. Whipple: We will adopt Firewise standards for this project, which means cutting down lots of trees. We will work with the neighborhood to determine which trees to keep if it is not a fire hazard.

Citizen Question: Are there any parks planned and what is the City's requirements for parks?

Mr. Whipple: The City currently has no requirements for parks, we have 18 acres of open space that will have a slope over 30%. Right now there are no parks proposed.

Citizen Question: What is the fire evacuation plan given the number of routes?

Mr. Whipple: Fire standards and codes require two ingress/egresses which the project has. With the number of homes proposed these ingresses and egresses should be adequate.

Citizen Question: How will construction vehicles enter and exit the project?

Mr. Whipple: The vehicles will either come down Talon or Bolan, it will depend on how the project is phased. If the first phase is at the north end the vehicles will come down Bolan, if it is in the south they will come down Talon.

Citizen Question: Is this project contingent on the sale of a property to a developer?

Mr. Whipple: I do not know the answer.

Citizen Question: There is a storm drain that goes through Bolan, where will it drain to?

Mr. Whipple: I do not know the answer to that, we are not that far in the design. We will know when we have a 30% plan which will include water and storm.

Citizen Question: Will the existing home remain? What about the Private Drive?

Mr. Whipple: The existing home will have access through Tract E

Citizen Question: Which school district will this fall into? Are there capacity concerns?

Mr. Whipple: This will fall into District 81. The district will be notified and have the opportunity to comment.

Citizen Question: Will the Cul de Sac on Talon Drive remain?

Mr. Whipple: Usually we don't tear them out, we have not made a decision if we will straighten that out or leave it as is.

Citizen Question: Who is the developer?

Mr. Whipple: We cannot release that at this time. It will be noted on our website when we do our SEPA and general application.

Citizen Question: What will be the average square footage of the homes?

Mr. Whipple: At this time I do not know.

Citizen Question: How will the integrity of the streets be protected during construction?

Mr. Whipple: They are public roads and we hope that they are still able to support construction vehicles to build this addition. If there is a failure issue we will have to work with the City to address the problem and make provisions during construction.

Citizen Question: Is the water tower big enough to support this development?

Mr. Whipple: Technically the water tower is big enough to support the development, it is the water pressure that is more of a concern. The project lies in two different project zones, the northernly pressure zone has much more water availability than the southern pressure zone. We have had conversations with the city and we think we generally will have enough water availability for the project.

TRAFFIC SCOPING

Mr. Whipple moves on to the traffic scoping portion of the meeting at 5:40. He gives an overview of the study scoping process and asks for community feedback about areas of concern in their neighborhood. He goes into the numbers from the trip generation and distribution as well as the current scope of work for the project. He addresses how COVID has impacted the traffic studies and what the city has done. He then opens the meeting up for questions.

Citizen Question: Can you address COVID and people working from home and how that affects traffic counts?

Mr. Whipple: In this corridor, we have counts that are no older than 2 years at the intersections in question. The jurisdictions have all created guidelines that address COVID traffic studies: 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 Concern: I have a concern over the current condition of the streets in the area.

Mr. Whipple: The City is listening in on this meeting and they are hearing your concerns. We will take that comment into advisement. It is hard for RCW's to add existing maintenance problems into the project so we will bring this up with the local jurisdictions.

Citizen Comment: There is increased stress on 195 which the State has already addressed.

Citizen Question: What, if any, improvements will be made to access 195?

Mr. Whipple: Right now there are planned projects, some are funded and some are not. The City and the State have been collecting traffic impact fees and was going to do a J-turn at Meadowlane, similar to the one they did at Thorpe. City council has currently decided to take it off of the funding list so because of the number of developments in the area we have been working with the City and the State to see if this should be a developer-funded improvement. We will know more as we get through this project and will figure out who will build this.

Citizen Comment: Traffic down Lincoln and down Willapa has increased significantly. There are accidents and high speed in these areas as well.

Citizen Comment: Closing off the North access to 195 resulted in all traffic having to use Cheney-Spokane road, which impacted access to the Latah shopping mall and caused large amounts of congestion during peak times. Also, Qualchan Drive has become a highly used access road and it is in poor condition.

Citizen Comment: Lincoln Street where it meets Bolan Avenue is a concern. The other end of Bolan Avenue is a concern. A better route to 195 would be at the McFarland interchange.

Citizen Question: Why can there not be a direct link to 195?

Mr. Whipple: 195 is a limited access facility on the State system so the only place you can access is at identified interchanges, White Road, Meadowlane, Qualchan, and Cheney-Spokane Road. It will be harder and harder to get onto 195. Meadowlane and Cheney-Spokane Road will be the primary points of ingress and egress so that is why we are dedicating so much work to the Meadowlane J-turn.

Citizen Question: Will a traffic study be done by someone other than Whipple?

Mr. Whipple: No, traffic consulting is one of our services so we will be doing the traffic study.

Citizen Comment: Are there any plans to mitigate increased traffic on the corner of Bolan and Lincoln and West Qualchan?

Mr. Whipple: Not yet but we will look into it.

Citizen Question: Are there plans to address the infrastructure to support the increased traffic?

Mr. Whipple: That is a hard question, normally the intent is that the project is supported by two public roads, which are beyond the responsibility of the development. Usually once a road is in there is a maintenance schedule. Other than intersection modifications, there is no level of service for conditions.

Citizen Question: Can you explain the queue for projects in the area and how that works?

Mr. Whipple: Traffic studies are processed in a first-submitted order, current studies that we are working on include the Summit, Tangle Ridge, Marshall Creek, which has not made application yet, there will be meetings coming up, a subdivision just north of Cheney-Spokane Road, this project, a project that involves the little golf course. If Marshall Creek's application was submitted before this project, then this project has to add the traffic volumes from Marshall Creek as a background project. This way no traffic is dropped off or omitted.

Citizen Comment: I am concerned about White Road to I-90.

Mr. Whipple: White Road is an access that is 1-2 miles south of Eagle Ridge. Thank you for the comment.

Citizen Question: Where is the City in establishing a safe passage to the other side of Meadowlane and Hatch? J-turns will not cut it, we need a safe overpass.

Mr. Whipple: That is the 45-million-dollar question.

Citizen Question: What cost will be added to the lots to pay for traffic infrastructure?

Mr. Whipple: The City has a set impact fee, some of the problems in this corridor will require more than what this base fee will cover. Until we work them out we will not know for sure.

Citizen Question: How can the interchange at 195 and I90 handle the traffic from this project given the other developments?

Mr. Whipple: That is one of the things the DOT and the City have been working on and have hired an outside consultant. We have proposed some plans as well so we are waiting as certain things are vetted. We are trying to make some signage to let people know that there are other options to downtown. The State will be closing and metering ramps in the downtown area to discourage using I-90 within the city.

Citizen Question: Are your current plans set in stone or will you be able to add more ingress/egress roads?

Mr. Whipple: We don't have many options, we only have 3 options that don't cross private property so these are the only access points that we have.

Citizen Comment: We do not have any public transportation in the area and there is a blind spot on Bolan and Lincoln.

Mr. Whipple: We will look over that intersection.

Citizen Comment: Eagle Ridge Drive should be extended to 195.

Citizen Comment: Coming down Cheney Spokane Hill we see backups for people turning onto Qualchan, this is hazardous when the roads are icy.

Citizen Question: Can you study in and around the shopping center?

Mr. Whipple: I have noted that, we will bring that up at the next traffic scoping meeting with the city.

Citizen Question: Will a traffic light be put in from Talon to Eagle Ridge Boulevard?

Mr. Whipple: I do not know the answer to that at this time.

Citizen Question: Is there a pedestrian safety study being done with the increased traffic?

Mr. Whipple: Right now there is no standard for level of service for pedestrians, so there is nothing being done at this time. Unfortunately there is no metric to determine this.

Citizen Question: What is your expected route of travel for new residents?

Mr. Whipple: That will depend on how the project is built and marketed, people will drive which route they think is the quickest, safest and most convenient.

Citizen Question: Where can we obtain information about your other projects?

Allyson Andrade: You can find that at WhippleCE.com under the meetings tab. The City will have more specific information on their website once the application is made.

Citizen Concern: I have a concern about property values (on Bolan).

Citizen Concern: There are lots of issues with underground springs.

Mr. Whipple: We will investigate that with our geotechnical engineer.

Citizen Question: Can we subscribe?

Allyson Andrade: If you received a letter about this meeting you are on our mailing list, we don't have a way to subscribe to all our projects.

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 6:15.